



REGULAR MEETING – PLANNING AND ZONING COMMISSION AGENDA

JULY 15, 2026, 6:00 PM

**HYBRID MEETING IN THE COMMUNITY ROOM, ROOM 128, 125 EAST AVENUE,
NORWALK, CT AND BY ZOOM VIRTUAL MEETING**

To allow public access, anyone may access a meeting by telephone and/or Zoom, or a recording in the City of Norwalk YouTube channel. Specific instructions and links can be found at norwalkct.gov/meetings.



Members of the public may call in to participate. Callers will not be able to see the meeting participants. All participants will be muted upon entering the meeting. To speak, dial *9 on the phone and you will be called on by the host of the meeting during the public comment section. All speakers must state their name and address. Comments must be on a topic on the agenda, and are limited to three minutes. Anyone disrupting the orderly conduct of the meeting, including by using threatening, hateful, or sexually-explicit language, will be removed. Please find the information using the link above.



Members of the public who wish to provide "live comments" may also use the Zoom meeting platform. All participants will be muted upon entering the meeting. To speak, click the "raise your hand indicator" and you will be called by the host of the meeting during the public comment section. All speakers must state their name and address. Comments must be on a topic on the agenda. Anyone disrupting the orderly conduct of the meeting, including by using threatening, hateful, or sexually-explicit language, will be removed. Please find the information using the link above.



Members of the public who wish to provide public comment are encouraged to submit those via email in advance of the meeting. For these comments to be included into the record, they must be submitted by 12:00 p.m. the day of the meeting. Please email Steve Kleppin, Director of Planning & Zoning, at skleppin@norwalkct.gov with the subject line "Public Comment" to provide written public comment prior to the meeting.

I. CALL TO ORDER

II. ROLL CALL AND SEATING OF ALTERNATES

III. PUBLIC HEARINGS

- A. #2026-41 R/M/SP - Manresa Osprey LLC - Longshore Avenue and 0 and 3 Manresa Island (District 5, Block 86, Lots 1 and 2) - Zoning regulation and map amendment to create the Special District - Manresa Wilds (SD-MW) zoning district and special permit application for a Development Park Master Plan - Public hearing**

IV. ACCEPTANCE OF MINUTES

- A. Regular Meeting: July 1, 2026**

V. COMMENTS OF DIRECTOR

VI. COMMENTS OF COMMISSIONERS

VII. ADJOURNMENT

UPCOMING MEETINGS

Tentative: July 22, 2026; Tentative: July 29, 2026; August 5, 2026



Special Permit Application

City of Norwalk Planning & Zoning Commission

Phone: 203-854-7780

www.norwalkct.gov

Date Received:

Per Section 8.4.8 of the Norwalk Zoning Regulations, Special Permits are for Uses, Buildings, or Structures that are considered to be generally appropriate in the applicable District, but because of their potential for impacts with Adjacent Uses, Buildings, or Structures, require individual review for specific locations.

1. Address of Subject Property(s):

Longshore Avenue, Norwalk, CT

2. District: 5 **Block:** 86 **Lot(s):** 1 & 2 **3. Zone:** CD-1S, Overlay/Village District: No

4. Historic Structure(s): ☒ No ☐ Yes **5. Flood Hazard Zone** ☐ No ☒ Yes, Flood Zone(s) VE, AE, X

6. Coastal Area Management Zone: ☐ No ☒ Yes If yes, include application for Coastal Site Plan Review or specify Section allowing exemption: No structures proposed.

7. Existing Use of Property:

See Schedule A attached hereto and made a part hereof.

8. Proposed Use of Property as Identified per Table 4.3.9.A: Building, Lot & Building Site Principal Uses:

See Schedule A attached hereto and made a part hereof.

Applicant Information

Applicant Name: Manresa Osprey, LLC

Billing Address: 50 Day Street, South Norwalk, CT 06854

Phone Number: c/o Elizabeth Suchy, Esq. - 203-252-2656 Email: c/o Elizabeth Suchy, Esq. - esuchy@carmodylaw.com

Signature: Carmody Torrance Sandak & Hennessey, LLP
Its Attorneys

Property Owner Information and Authorization

Owner of Record: Manresa Osprey, LLC

Billing Address: 50 Day Street, South Norwalk, CT 06854

Phone Number: c/o Elizabeth Suchy, Esq. - 203-252-2656 Email: c/o Elizabeth Suchy, Esq. - esuchy@carmodylaw.com

Signature: Carmody Torrance Sandak & Hennessey, LLP
Its Attorneys

**By signing, the property owner confirms that the Applicant has been authorized to apply for Planning & Zoning approval, and attests that all information provided is true and accurate.*

**MANRESA OSPREY LLC
LONGSHORE AVENUE, NORWALK, CONNECTICUT
APPLICATION FOR SPECIAL PERMIT
NARRATIVE – SCHEDULE A**

BACKGROUND

Manresa Osprey LLC (hereinafter “Manresa Osprey”) is the owner of real property with the improvements thereon located on Longshore Avenue in Norwalk, CT, designated as Tax Lots 1 and 2 in Block 86 of the Fifth Taxing District (the “Property”). The Property is 120+ acres, is zoned CD-1S¹ and is located within the coastal area management (CAM) zone (Zones X, VE (El 14, 15 & 17), AE (El. 14 & 15)). Generally, the Property is bounded by Longshore Avenue to the north, to the south and west by tidal wetlands and Long Island Sound, and to the east by residentially developed properties, tidal wetlands and Long Island Sound. The Property is improved with multiple structures all used in connection with a former coal and later oil-powered electricity generating facility that was operational from the 1950s to 2013, after having previously been used as a retreat by the Jesuits.

There are various structures on the Property, including the eight-story electricity generating plant and an electrical substation. Four (4) oil tanks that served the plant were demolished earlier this year. The plant had been owed by Connecticut Light & Power, then United Illuminating, and more recently by NRG. (Refer to “Topographic Survey of Property at Longshore Avenue in Norwalk, Connecticut Prepared for Manresa Osprey, LLC (Sheets 1-39)” dated September 3, 2025, revised to December 9, 2025, prepared by D’Andrea Surveying & Engineering, P.C., previously submitted).

In May 2026, applications for map change/zone creation and zoning text amendment were submitted to the City of Norwalk Planning & Zoning Commission (“Commission”) and Department of Planning & Zoning to create the “Special District-Manresa Wilds (“SD-MW”) zone along with various text amendments to the City of Norwalk Zoning Regulations. These applications are necessary to transform the Property into “Manresa Wilds,” a privately owned public park the Property. If all required approvals, permits and licenses are obtained Manresa Wilds, will be the largest, publicly funded private park in the United States.

Earlier in 2026, the Commission approved applications for the “North Forest,” the 28+ acre northern section of the Property, to create walking trails, boardwalks, observation areas, site grading, robust new landscaping, a new accessway for vehicles, an on-grade parking lot and a restroom pavilion. The portion of the Property had previously been the area where coal ash from the power plant was deposited. Construction is currently underway on the North Forest, with an anticipated opening in 2027.

PROPOSAL

Manresa Osprey seeks approval of a development park and conceptual Master Plan of the Property to allow the uses and development contemplated in the proposed “Special District-Manresa Wilds (SD-MW)” zone and the various text amendment to the Zoning Regulations necessitated by the creation of the SD-MW zone. The Manresa Wilds conceptual Master Plan encompasses the long-term, private initiative to “transform the former power plant peninsula into a resilient ecological preserve and publicly accessible waterfront park.” (p. 5, “Coastal Resources Report” dated December 2025 prepared by eDesign Dynamics, previously submitted with the North Forest applications). Furthermore, the

¹Prior to February 19, 2024, the Property was zoned B Residence.

Manresa Island conceptual Master Plan “envision[s] a connected system of coastal habitats including salt marsh, upland meadow, freshwater wetlands and forest, supported by low-impact public amenities such as trails, boardwalks, educational overlooks and small gathering areas. These improvements are designed to restore ecological function, expand habitat for state-listed species, improve climate resilience and offer the regional community, new opportunities for passive recreation, environmental education and shoreline access.” (p. 12, “Coastal Resources Report”). Manresa Wilds will make accessible to the public nearly two (2) miles of Long Island Sound coastline.

This special permit application is submitted pursuant to Sec. 8.4.8 of the Zoning Regulations and supplements the proposed map change/zone change and text amendments submitted to the Commission. Manresa Osprey hereby submits that the proposed conceptual Master Plan affords the city with a roadmap for the development and use of the Property in years to come. It is contemplated to be a flexible document; as uses are finalized, Manresa Osprey will return to the Commission with coastal site plan, site plan or special permit applications in accordance with the requirements in the Table of Uses. In addition, the conceptual Master Plan for which this special permit is submitted, may be revised or modified in the future to adapt and respond to changing needs, uses and operations at Manresa Wilds. A development park is proposed as a special permit use in the proposed SD-MW zone and complies with the Zoning Regulations and standards of review set forth in Sec. 8.4.8 (Special Permit) set forth in Sec. 8.4.8G.2 (a-o) as follows:

- (a) Density of use and bulk of buildings. The conceptual Master Plan envisions various uses, existing and proposed buildings for Manresa Wilds short-term and long-term, which will be subject to approval and adoption of the proposed SD-MW zone and text amendments currently pending before the Commission, and are part of future phases of Manresa Wilds. At the time when new structures are proposed, required applications (site plan, coastal site plan and/or special permit) accompanied by plans and reports, will be submitted to the Commission for review, hearings (if required) and action in accordance with the requirements in the Table of Uses and the conceptual Master Plan. (Refer to proposed “Table of Uses” in the pending SD-MW map change/zone creation and text amendment applications, and the conceptual “Master Plan” submitted with same.)
- (b) All proposed uses for which a site plan is required shall provide for ingress and egress to the site which does not adversely impact the normal flow of traffic or normal safe conditions of the roadways. Site plans shall be referred to the Department of Public Works (DPW) and the Transportation, Mobility and Parking Department (TMP) for review and recommendations. The Property will continue to be served by one (1) ingress and egress driveway from Longshore Avenue, which will be modified to accommodate vehicle and bus traffic. The application and supporting documentation for the revised accessway were forwarded to and reviewed by DPW, TMP, South Norwalk Electric and Water and the Water Pollution Control Authority in connection with the North Forest applications. The existing entry into the Property will be realigned to provide compliant sight distance and turning geometry and will be improved to provide a bus stop and turnaround area.
- (c) The Commission may require such reasonable improvements as may be necessary to accommodate traffic increases caused by the proposed development to maintain existing levels of service to improve traffic safety. A traffic impact analysis, as specified below, may be required from the applicant to determine the extent of necessary improvements. A traffic analysis prepared by AKRF, based upon projected attendance volumes evaluated by ORCA Consulting, has been submitted with the map change/zone creation and text

amendment applications. This provides an overall understanding of park attendance. Once the Commission acts on SD-MW zone and its table of uses, along with the proposed text amendments and master plan for development park, more detailed traffic analyses relative to specific uses, new structures and adaptive reuse of existing structures will be submitted with future site plan, coastal site plan or special permit applications, as may be required. At this time, however, conventional traffic studies are premature since the Applicant does not have certainty as to the uses it proposes in the SD-MW zone. Furthermore, some of those uses, along with adaptive reuse of existing structures and new structures, are not merely conceptual in nature at this time. Once uses are approved and are slated to move forward through the entitlement process, in-depth traffic analyses of their impact on local roadways and on levels of service (LOS) at nearby intersections, and mitigation measures that will be required. As an aside, traffic counts will be taken this month and in subsequent months.

- (d) Availability of mass transit facilities and provision of sidewalks, with a minimum clearance of five (5') feet without obstructions. Sidewalks exist on the eastern side of Woodward Avenue north of its intersection with Longshore Avenue. No sidewalks are proposed on Longshore Avenue as a part of this application. Wheels Bus Route 2 terminates at Woodward and Dock Road. Discussions are underway with the Norwalk Transit District to extend this route to the entrance of the Property.
- (e) Availability and compatibility of utilities. The Property is and will continue to be served by city water and sewer. (Refer to plans by Tighe & Bond, submitted as part of the North Forest special permit application).
- (f) Adverse impact from noise, odor, fumes, dust and artificial lighting. Manresa Wilds will transform a decommissioned electricity generating facility into a park for all, offering passive and active indoor and outdoor recreation activities, educational and community space, waterfront access, walking trails and other uses, along with robust landscaping, updated and "dark sky" lighting, wetlands improvements and other Property enhancements. Based upon the design and proposed uses for Manresa Wilds, Manresa Osprey does not envision adverse impacts from noise, odor, dust, fumes or artificial lighting. (Refer to various landscape plans prepared by SCAPE, attached hereto and made a part hereof).
- (g) Signs of size and design that are in harmony with the neighborhood. Limited wall and ground signs are proposed and will comply with the city's signage regulations.
- (h) Adequacy of yards and open space, screening and buffering. Yards and open space, screening and buffering for the site comply with the Zoning Regulations for the SD- MW zone. With the exception of the small restroom proposed in the parking lot, other structures are proposed for the Property in the future, but it is anticipated that any new structures will not impact compliance with required yards, open space, screening and buffering required in the SD-MW zone. The vast majority of existing landscaping will be maintained, with robust restorative landscaping throughout the Property.
- (i) Impact on neighborhood properties, as compared to uses and structures permitted as a matter of right. The reuse and redevelopment of the Property as a park, along with the proposed principal and accessory uses identified on the Table of Uses in the proposed SD- MW zone documents, are compatible with uses in the general vicinity including parks, single- and two-family residential structures and club uses. Uses allowed in the SD-MW

zone are compatible with the CD-1S zone which generally surrounds the Property, including residential development of the site into single family dwellings, office, religious facilities, convalescent/nursing homes, elementary and secondary schools, waterfront clubs, public utility supply and storage and other permitted uses.

- (j) Existing land use in the area. The area surrounding the Property is generally developed with single- and two-family residences and a limited number of warehouses on Woodward Avenue to the north.
- (k) Proximity of community facilities. Woodward Avenue Park is located to the north, less than ¼ mile from the entrance to the Property.
- (l) Compliance with the Zoning Regulations and Plan of Conservation and Development. Manresa Island has been prominently identified in goals and strategies of the 2019 POCD advisory Plan of Conservation and Development. (POCD). In addition to “pursu[ing] planning and funding for public access to Long Island Sound on Manresa” and “seek[ing] public access to the coast in disposition plans for Manresa Island,” the POCD recognized the importance of Manresa Island among city strategies for “opportunities to provide more public access to the water including streams as well as the Norwalk River and coastline” and “establish[ing] open space on the Manresa peninsula.” This project achieves all of the goals for Manresa Island set forth in the POCD.
- (m) Utilization of green infrastructure and other sustainability measures. Among the best management practices planned for the Property are infiltration basin/rain garden to provide controlled storage where stormwater runoff can slow down and allow sediment to settle and be trapped. Periodic internal street sweeping will remove sediment, trans and other debris before they can infiltrate into the stormwater management system and the inclusion of a hydrodynamic separator will serve as pretreatment and prevention of oil and sediment transport downstream. (Refer to “Drainage Memorandum” dated December 2025 prepared by Tighe & Bond, attached hereto and made a part hereof). The restroom facility will have a “green roof assembly.” (Refer to “Site Details – Structures (Sheet L-910) dated 12/15/25 prepared by Scape, attached hereto and made a part hereof).
- (n) Conservation of wetlands, watercourses and other ecologically viable lands. A petition to amend the City of Norwalk Inland Wetlands Map was approved earlier in 2026 by the City of Norwalk Conservation Commission, thereby declassifying two (2) sections of the Property as inland wetlands.
- (o) No zoning violation exists on the property. There are no known zoning violations on the property.

1.
5/84/139
Kevin Hobson
Danielle Sanchick
9 Outer Road
Norwalk, CT 06854

2.
5/84/97
Mark R. Smith
Nora Niedzielski-Eichner
7 Outer Road
Norwalk, CT 06854

3.
5/84/158
Emma O'Neill
Benjamin Cherner
5 Outer Road
Norwalk, CT 06854

4.
5/84/117
Emma O'Neill
Benjamin Cherner
3 Outer Road
Norwalk, CT 06854

5.
5/84/116
Village Creek Homeowners, Inc
21 Outer Road
Norwalk, CT 06854

6.
Village Creek Homeowners, Inc
c/o Treasurer
1 Outer Road
Norwalk, CT 06854-4704

7.
5/84/98
Adrienne Alaie
14 Outer Road
Norwalk, CT 06854

8.
5/84/144
19 Dock LLC
19 Dock Road
Norwalk, CT 06854

9.
5/84/96
Yancy Smith
David B. Carrey
17 Dock Road
Norwalk, CT 06854

10.
5/84/95
Bruce D. Strolin
Helen T. Strolin
15 Dock Road
Norwalk, CT 06854-4704

11.
5/84/94
Robert W. Allen, Jr.
Louise Y. Wang
13 Dock Road
Norwalk, CT 06854-4704

12.
5/84/143
Axel Coelln, Trustee
11 Dock Road
Norwalk, CT 06854

13.
5/84/115
Bradley Yeary
Byron Guzman-Lopez
9 Dock Road
Norwalk, CT 06854

14.
5/85B/90
Peter Mumma
184 Woodward Avenue
Norwalk, CT 06854

15.
5/85B/96
City of Norwalk
2 Longshore Avenue
Norwalk, CT 06854

16.
City of Norwalk
c/o A. Lo
125 East Avenue
Norwalk, CT 06851-5702

17.
5/85B/97
Harbor Beach Company
27 Channel Avenue
Norwalk, CT 06854

18.
Harbor Beach Company
26 Harbor View Avenue
Norwalk, CT 06854

19.
5/86/16A
Estate of William S. Browning
Amy Browning, Executrix
5 1/2 Longshore Avenue
Norwalk, CT 06854

20.
5/85C/1
Melissa Anne Matuska
Mark Matuska
Adrian Matuska
1 Longshore Avenue
Norwalk, CT 06854

21.
5/84/123
Village Creek Homeowners, Inc.
21 Outer Road
Norwalk, CT 06854

22.
Village Creek Homeowners, Inc.
c/o Treasurer
1 Outer Road
Norwalk, CT 06854-4704

23.
5/85C/2
Jane Newman, Trustee
3 Longshore Avenue
Norwalk, CT 06854

24.
5/85C/3
Todd Randolph Yarnold
Jennifer Latasa Yarnold
5 Longshore Avenue
Norwalk, CT 06854

25.
5/85C/4
Margaret F. Teed
7 Longshore Avenue
Norwalk, CT 06854-4828

26.
5/85C/69
Harbor Beach Company
38 Channel Avenue
Norwalk CT 06854

27.
Harbor Beach Company
26 Harbor View Avenue
Norwalk, CT 06854

28.
5/85C/70
Harold A. Fass
Carole J. Erger-Fass
61 Harbor View Avenue
Norwalk, CT 06850

29.
5/85C/5
Laraine Caplan
62 Harbor View Avenue
Norwalk, CT 06854

30.
5/84/157
Keith H. Kreter
Deborah B. Kreter
7 Dock Road
Norwalk, CT 06854-4704

31.
5/85B/89
Beulah W. Sample, Trustee
182 Woodward Avenue
Norwalk, CT 06854

32.
Manresa Osprey LLC
50 Day Street
Norwalk, CT 06854

PLANNING & ZONING COMMISSION
125 EAST AVENUE
P.O. BOX 5125
NORWALK, CONNECTICUT 06856-5125

REQUIREMENTS FOR SUBMISSION OF ZONING AMENDMENT APPLICATION

APPLICATION INFORMATION (3 HARD COPIES AND A DIGITAL COPY REQUIRED)

1. **Fee: \$1,060.00**
Submitted herewith.
2. **Applicant's name and address**
Manresa Osprey, LLC
50 Day Street
Norwalk, CT 06854
3. **Street address of applicant's property affected by proposed amendment and district, block and lot number. Applications for amendments which are accompanied by a site plan, special permit or zone change shall list all adjoining property owners and all property owners directly across the street from the subject property.**

Longshore Avenue
Norwalk, Connecticut 06854
Assessor's Map – 17NE
District 5, Block 87, Lots 1 & 2
4. **Provide the text of the proposed amendment, including appropriate article, section and paragraph references, and a written narrative with reasons for the requested change in the zoning regulations and the effect upon other similarly zoned areas of the city, if such change were approved.**
See attached draft Special District – Manresa Wilds zone and associated documents.
5. **Provide a zoning history of the property and its adjacent area, beginning in 1929, and the current Plan of Development category for the property.**
Property was zoned B Residence for more than 50 years, then rezoned to CD-1S in February 2024.
6. **Provide dates of any previous zoning amendments or map changes, special exceptions, and/or variances requested for same property or portion thereof, including the file name and number and a copy of any variances(s) requested and granted.**
Property rezoned from B Residence to CD-1S in February 2024.

7. **Provide maps of area in the vicinity of the applicant's property and all other properties with 500' radius (1" = 100') showing:**
- a. **Current zoning of all property**
 - b. **All other property within 500' radius owned by the applicant**
 - c. **All properties that will become nonconforming uses as a result of the requested change.**

Attached hereto.

8. **Provide a map of the city showing all zones affected by the zoning amendment including a calculation of the areas involved.**

The only zone affected by the proposed zoning amendments is the proposed Special District Manresa Wilds (SD-MW) zone, for which a zone change application is submitted simultaneously herewith.

9. **PUBLIC ACT NO. 95-320 requires that approval of building applications be withheld when taxes are delinquent for a property. Please stop at the Tax Collector's Office (Rom 105) to get written confirmation of your tax status before submitting an application for zoning approval. Copies of the form are available in the Planning & Zoning and Tax Collector's Offices.**

No building permit is contemplated at this time. When the Applicant submits an application for zoning approval, it will submit the requisite tax clearance form.

10. **Notice Requirements.**

If the amendment is accompanied by a site plan or special permit application, the applicant shall notify by certified mail, return receipt requested at least ten (10) days prior to the public hearing, the owners of land which abut or are directly across the street from the area affected by the amendment or site plan. The names of the owners shall be taken from the latest Tax Assessor records. When a condominium is located within, across the street, or abuts the subject parcel, notification may be sent to the condominium association in lieu of the individual unit owners. Evidence of certified mailings shall be submitted by the application on or before the public hearing date. This text amendment application is not accompanied by a site plan or special permit application, but the Applicant will send notice to neighbors and comply with all other notice requirements.

11. **Traffic & Drainage Reports: Applicants which will have a significant impact upon drainage or traffic conditions shall include the following information, computed on the basis of any of the uses the zoning would allow, calculated on the maximum development potential of the site, and upon the contemplated development, if any. (Eleven copies required).**

Refer to the traffic analysis prepared by AKRF dated May 22, 2026, submitted herewith. Since no new construction or additions to existing buildings are proposed at this time, the Applicant seeks a waiver of the drainage/stormwater

management report. Such report will be submitted in connection with future construction and/or development concepts.

Respectfully submitted this 26th day of May 2026.

Manresa Osprey, LLC

By Carmody Torrance Sandak & Hennessey LLP

Elizabeth A.B. Suchy, Esq.
Carmody Torrance Sandak & Hennessey LLP
Its Attorneys
1055 Washington Boulevard
4th Floor
Stamford, CT 06901
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203-425-4200

**MANRESA OSPREY, LLC
LONGSHORE AVENUE, SOUTH NORWALK, CT
APPLICATION FOR ZONE TEXT AMENDMENT
EXISTING & PROPOSED USES
SCHEDULE B**

I. OVERVIEW

Manresa Osprey, LLC (“Manresa”) is the owner of real property with the improvements thereon located on Longshore Avenue in South Norwalk, Connecticut (the “Property”). Designated as Tax Lots 1 and 2 in Block 86 of the Fifth Taxing District, the Property is 125+ acres¹ and is improved with various structures including an eight-story, decommissioned electricity generating plant formerly coal- and later oil-powered, and an electrical substation, all used in connection with the electricity generating facility that was operational from the 1950s to 2013, after having been used as a retreat by the Jesuits. The plant had been owned by Connecticut Light & Power, then United Illuminating, and more recently by NRG. (Refer to “Topographic Survey of Property at Longshore Avenue in Norwalk, Connecticut Prepared for Manresa, LLC (Sheets 1-39)” dated September 3, 2025, revised to December 9, 2025, prepared by D’Andrea Surveying & Engineering, P.C., attached hereto and made a part hereof).

II. HISTORY

In the 1950s, citizens urged the City of Norwalk to purchase the Property and create a public park, so that it could forever be maintained as open space with waterfront access to be enjoyed by generations to come, calling it “an investment we must make.” Despite this plea, the Property was conveyed to the utility company which constructed the electricity generating plant, effectively removing open space, natural habitats and Long Island Sound waterfront from public access, use and enjoyment.

Nearly a decade ago, the city and the Manresa Association undertook the Manresa Island Reuse Study and used a variety of methods to engage stakeholders and the public to solicit feedback regarding the public’s sentiment and vision for Manresa Island, including an online survey to gauge preferences for uses and concerns. The result of this study revealed overwhelming support for public passive open space (79%) and conservation area (68%).² Other suggested uses included a maritime/oceanographic facility and outdoor concert space and to “turn [Manresa] into something that can be used by many in the area.” (Id). The Manresa Wilds concept aligns with survey participants’ general support of use of the site as a public park or open space (Ibid, p. 50) and will realize respondents’ belief that it would be “turned into a public park with beach access, a waterfront recreation area.” (Id.)

More recently following stakeholder and community engagement regarding sustainability and resilience in 2023, participants concluded that “maintaining and enhancing waterfront access through open space and parks” and “improving access to open space and parks, especially in underserved areas and urban areas”³ were priorities in Norwalk. As part of this undertaking, additional objectives to be explored included improved open space access, conservation and expansion, all of which could “build awareness of and connection to coastal resources, improving public understanding of coastal risks.” (Id. 30). Further objectives that emerged from this analysis included tidal marsh resilience, natural habitat conservation and restoration, and coastal Brownfield protection. (Id, p. 34). As explained herein, it is

¹Subject to fluctuation of the mean high-water line.

²“Norwalk Power Economic Impact Analysis City of Norwalk & Manresa Association Findings & Recommendations Report” 12/14/18, p. 48. (the “Report”).

³“City of Norwalk Sustainability and Resilience Plan March 2024” p. 9.

without question that Manresa Osprey's vision for the Property aligns with and supports the goals and priorities articulated by the public.

III. PARK PROPOSAL

Manresa Osprey proposes a privately-owned public park on the Property, namely "Manresa Wilds," which will offer passive and active recreation outdoors and indoors, walking trails, waterfront access to Long Island Sound, a swimming pool with lockers, water-dependent uses such as kayak rentals and maritime exploration areas. The existing turbine, boiler and administrative buildings will remain but will be adaptively reused as event space, restaurant, office and other compatible uses. Future buildings are contemplated to accommodate marine-related collaborative efforts with Woods Hole Oceanographic Institute, the Maritime Aquarium at Norwalk and other institutions such as Wesleyan and Sacred Heart Universities, along with a possible hotel.

Earlier this year, approvals were granted by the Conservation Commission and Planning & Zoning Commission to create the "North Forest" in the northern 28+ acres of the Property, which will provide passive recreation through a 1.5-mile series of paved and unpaved looped walking trails with seating, boardwalks, observation areas, robust new landscaping, a new accessway for vehicles, an on-grade parking lot and a restroom pavilion. The North Forest proposes three pockets – "Eco," "Gather" and "Learn." In the Eco area, there will be a one-acre meadow, wet and dry grasslands, space for birdwatching and research. The 0.67± acre Gathering will be a just that – a gathering space for passive enjoyment. "Learn" will be a 0.2± acre outdoor classroom with picnic areas, benches and views of Long Island Sound. Construction on the North Forest is underway, and it is expected to open in 2027.

IV. ZONING REGULATIONS AMENDMENTS

To create Manresa Wilds, Manresa Osprey proposes a new zoning classification for the Property, namely the Special District-Manresa Wilds (SD-MW) zone. This new zone proposes uses that currently are permitted in the CD-1S zone such as parks, greens and playgrounds, along with new uses that align with the Manresa Osprey's vision of Manresa Wilds as a park for recreational activities, interior event, office and other uses, educational and research opportunities and other uses typically associated with a park.

However, as part of the creation of the SD-MW zone, various sections of the Norwalk Zoning Regulations require modifications, additions, and/or revisions to reflect the new zone contemplated by Manresa Osprey and the SD-MW uses. Some are changes to simply include reference to this zone where appropriate, while others reflect modifications to properly address the impact of this zone in other sections of the regulations.

For example, the existing signage regulations in Sec. 7.1.2.B-1 and 2 are proposed to be revised to include the SD-MW in sections for Awning Sign, Band Sign, Blade Sign, Cornice Sign, Large Projecting Sign, Monument Sign, Wall Sign, Marquee Sign other signage types currently permitted. Another revision proposes to exempt the SD-MW from the inclusionary zoning housing fee requirement of \$10 per \$1,000 of construction cost for new structures over 25,000 sq.ft. as noted in Sec. 6.12.4.3. Other examples of text amendments suggested by the Applicant include limiting language for uses to be permitted in the SD-MW (See revisions to Sec. 4.3.9.G), and modifications to definitions, such as the inclusion of aquaculture in the definition of agricultural uses, event space and dormitory (Sec. 9.3). (A complete list of zoning regulation modifications is attached as Exhibit A).

V. STANDARD OF REVIEW

Manresa Osprey submits this application for zone text amendment pursuant to Sec. 8.4.13 of the Zoning Regulations. The proposed amendments comply with the grounds for amendment set forth in Sec. 8.4.13.F of the zoning regulations. Specifically, the proposals are consistent with the purpose and intent statements (Sec. 8.4.13.F.1), which allows the Commission to amend the regulations “whenever it is alleged that . . . whenever the public necessity, convenience, and general welfare require such amendment.” (Sec. 8.4.13.B). As explained herein, the proposed amendments represent “a new idea not considered in [the] Regulations, or represent a revision necessitated by changing circumstances over time” (Sec. 8.4.13.F.2, they are consistent with the Plan of Conservation and Development (Sec. 8.4.13.F.4), and comply with state or federal statutes or case law (Sec. 8.4.13.F.5)

The proposed text amendments are consistent with overarching goals of the City of Norwalk’s advisory Plan of Conservation & Development (POCD), adopted by the Common Council in October 2019, and which became effective in December 2019. Notably, the POCD recognized that “[h]ealthy, vibrant cities are constantly evolving in big and small ways to remain desirable by meeting changing demands.” (POCD Ch. 12, p. 223). Therefore, consideration and adoption of the proposed text amendments proffered by Manresa address the POCD’s concern that “[i]f a place always stays the same, it risks stagnation and slowly being left behind.” (*Id.*)

When considering an amendment to zoning regulations a Planning & Zoning Commission acts in a legislative capacity and is therefore “. . . free to amend its regulations whenever time, experience and responsible planning for contemporary or future conditions reasonably indicate the need for a change.” Konigsberg v. Board of Aldermen of the City of New Haven, 283 Conn. 553, 582-583 (2007). Moreover, when the commission is acting in its legislative capacity, “[t]he test of the [legislative] action of the commission is twofold: (1) The zone change must be in accord with a comprehensive plan ... and (2) it must be reasonably related to the normal police power purposes enumerated in [the city's enabling legislation]....” (Internal quotation marks omitted.) Campion v. Board of Aldermen, 278 Conn. 500, 527, 899 A.2d 542 (2006). Moreover, “[z]oning must be sufficiently flexible to meet the demands of increased population and evolutionary changes in such fields as architecture, transportation, and redevelopment...” *Id.*

In addition to the foregoing, the proposed text amendments further carry out specific goals set forth in the POCD. For instance, the POCD identifies Manresa Island as an area that is expected to generate significant development opportunities (POCD Ch. 9 p. 161). More specifically, the POCD emphasizes public access to the Long Island Sound as a desired goal, often identifying Manresa Island as an area to “seek public access to the coast” (POCD Ch. 9 p. 177 and 179; see also, p. 239; p. 284; and p. 287)). Not only does the POCD contemplate future use of Manresa Island as an opportunity to provide coastal access to the public, it also emphasizes a need and desire to “develop and implement an integrated plan for open space, parks, trails and recreation programs that enhances the quality of life, provides recreation for all ages and helps protect the environment.” (POCD Ch. 7 p. 116).

Moreover, the City has considered the future Manresa Island in the past and identified the potential for development in the Norwalk Power Economic Impact Analysis Report, which made the following recommendation with respect to the southern portion of Manresa Island, the subject of this Application: “Active Uses. . . [a]n educational institution or destination facility that leverages the coastal location and waterfront access.” (The Report, p.5). The Report also suggested that redevelopment of the Property afforded an opportunity for ecological enhancement by way of removal of invasive species and pollution remediation, among other things. (The Report, p. 35). As a part of the Report, a survey was

conducted, yielding 675 responses. Among the responses, 65% identified Manresa Island as “significant to Norwalk’s landscape and identity” (The Report, p. 47), with others suggesting that Manresa Island should be turned into something that can be used by many such as a concert hall, maritime/oceanographic facility, open space and mixed use (The Report, p. 48). Likewise, participants were also generally in favor of use as a public park (The Report, p. 50-51).

The proposed text amendments align with the goals of the POCD and reflect years of municipal and citizen support the overall concept and of many of the uses that comprise Manresa Wilds. They are reasonable and rational revisions that reflect the proposed SD-MW zone and the concept of Manresa Wilds. They regulate uses on the Property by providing appropriate safeguards through carefully considered height and bulk restrictions, building types, exterior materials and architectural features for new buildings that serve Manresa Osprey while being thoughtful of impacts to surrounding neighborhoods. Based upon the foregoing, the documents that supplement this application and the testimony to be presented at the mandatory public hearing, Manresa Osprey submits that this application complies with regulatory requirements and urges its approval.

MANRESA OSPREY, LLC
APPLICATION FOR TEXT AMENDMENT
LIST OF PROPOSED TEXT AMENDMENTS

(Language to be deleted is ~~stricken~~; new language is **bold**) – Revised to June 9, 2026

Article 1: General

1. Sec. 1.13.2- is hereby amended to include tables 4.3.1 A-~~OP~~

Article 3: Zoning Districts

2. Sec. 3.3.1- is hereby amended to include tables 4.3.1 A-~~OP~~
3. Section 3.3.1.B: Revised to add the following:
 - a. **6. Special District- SD-MW (Manresa Wilds).**
4. Sec. 3.3.2.B
 - 8. Any portion of Special District SD-MW used or available for Commercial Use**

Article 4: Building & Lot/Building Site Standards

5. Sec. 4.3.1:

The standards for Buildings and Lots/Buildings Sites within the Districts are set forth in tables 4.3.1-a-4.3.1-~~OP~~ **P** (District Standards) and elsewhere in this Article 4.

6. Sec. 4.4.3.A-F are hereby amended to include tables 4.3.1 A-~~OP~~
7. Sec. 4.3.4.A-C are hereby amended to include tables 4.3.1 A-~~OP~~
8. Sec. 4.3.5.A-D are hereby amended to include tables 4.3.1 A-~~OP~~
9. Sec. 4.3.6 - is hereby amended to include tables 4.3.1 A-~~OP~~
10. Sec. 4.3.7.A - is hereby amended to include tables 4.3.1 A-~~OP~~
11. Table 4.3.A- Shopfront; Gallery; Arcade; Commercial Front; Dining Yard; Commercial Porch; Boardwalk; Loading Dock Front; Porch and Gallery are hereby amended to include **SD-MW**.
12. Table 4.3.8.A- Commercial Building; Mixed Use Building; Small Multi-Family; Jewel Box; Flex Building; Mid-Rise Building are hereby amended to include **SD-MW**.
13. Table 4.3.8.B- Commercial Building; Mixed Use Building; Flex Building; Small Multi-Family; Jewel Box; Mid-Rise Building are hereby amended to include **SD-MW**.
14. Table 4.3.9.A- is hereby revised to include **SD-MW** in accordance with the attached amended Table 4.3.9A.
15. Sec. 4.3.9 C(1)- Any proposed Building, with a Footprint of 5,000 square feet or more or a gross Floor Area of 20,000 square feet or more shall be subject to Section 8.4.5, Site Plan Review, unless a Special Permit is required in which case the Building is subject to Section 8.4.8, Special Permits. **In the SD-MW any proposed Building, with a Footprint of 15,000 square feet or more or a gross Floor Area of 40,000 square feet or more shall be**

subject to Section 8.4.5, Site Plan Review, unless a Special Permit is required in which case the Building is subject to Section 8.4.8, Special Permits.

16. Table 4.3.9D- is hereby revised to include **SD-MW** in accordance with the attached amended Table 4.3.9D.
17. Table 4.3.9E- is hereby revised to include **SD-MW** in accordance with the attached amended Table 4.3.9E.
18. Sec. 4.3.9.G – Amphitheater – Insert- **In the SD-MW, a special permit is required for any Amphitheater with more than 150 seats.**
19. Sec.4.3.9.G – Boat Building Facility – insert: **In SD-MW for educational and commercial uses only.**
20. Sec. 4.3.9.G – Boat Sales, Rental or Leasing – insert: **In SD-MW, for rental only; limited to vessels launched onsite. No off-site sales or leasing.**
21. Sec. 4.3.9.G– Boat Terminal – insert: **In SD-MW, passenger ferry service only to and from Manresa Island.**
22. Sec. 4.3.9.G – Cellular Antenna – insert: **In the SD-MW, Cellular Antennae shall be permitted as an accessory use on an existing Building or Structure, subject to the height limitation of the District, except that antennae mounted on Buildings which meet or exceed the height limitation of the SD-MW may extend above the existing Building height by no more than fifteen (15') feet.**
23. Sec. 4.3.9.G – Harbor Port Facility – insert: **In the SD-MW, shall be limited to delivery and removal of construction materials to be used on-site and for ferry service.**
24. Sec. 4.3.9.G – Insert: **Parking Structure –In SD-MW, limited to 27' maximum height and two (2) maximum elevated levels, as an accessory use. Landscape screening required round perimeter of parking structure.**
25. Sec. 4.3.9.G (aa) Commercial Recreation- Insert: **In the SD-MW a Site Plan Application is required for a Commercial Recreation Establishment with a floor area between 5,000 SF and 20,000 SF. A Special Permit is required for a Commercial Recreation Establishment with a floor area exceeding 20,000 SF.**
26. Sec. 4.3.9. G- Insert- **Marine Enforcement Facility- Shall be permitted in accordance with the applicable Use Table, subject to the following: In the SD-MW only for municipal, state and federal use only.**
27. Sec. 4.3.9. G- Insert- **Harbor/Port Facility- Shall be permitted in accordance with the applicable Use Table, subject to the following: In the SD-MW for the delivery and removal of construction materials to be used on site and for ferry service.**
28. Sec. 4.3.9.G – Insert: **Recreational Boating or Fishing Facility. In SD-MW, limited to rental of personal watercraft for launch off-site.**
29. Sec. 4.3.9.G (z)- shall be permitted in accordance with the applicable Use Table, subject to the following:
 - (1) Such Accessory Use shall not exceed twenty-five feet (25') in Height.

- (2) **Except in the SD-MW, Cellular Antennae shall be permitted as an Accessory Use on an existing Building or Structure, subject to the height limitation of that District, except that antennae mounted on Buildings which meet or exceed the height limitation of that District may extend above the existing Building height by no more than fifteen (15) feet.**
30. Sec. 4.3.9. G (bc)- Live Music shall be permitted in accordance with the applicable Use Table, subject to the following:
- (1) Live Music is permitted as an Accessory Use to Restaurant, Brew Pub/Distillery, Retail (except in the Residential zones), Car Club, Silvermine Tavern Village District Overlay Uses, **SD-MW District** and Waterfront Club Uses, subject to documentation verifying that the Live Music will comply with the City of Norwalk Noise Control Ordinance, as amended.
31. Sec. 4.3.9.G(by)- is hereby amended to add the following:
- (3) **Within the SD-MW**
- (a) **A Site Plan Application is required for Restaurants over 7,500 sq/ft.**
32. Sec. 4.3.11 (a-f)- are hereby amended to include tables 4.3.1 A-**OP**
33. Sec. 4.3.12 (a-b)- are hereby amended to include “tables 4.3.1 A-**OP**
34. Table 4.3.12.B-1- **Park** shall be inserted following “Social Clubs” under Commercial Use Categories- Recreational and Entertainment Uses. The corresponding Minimum Number of Parking Spaces Available to Lot Per Unit of Measure shall be: **Subject to the submission of a traffic and parking management plan to be reviewed by the Commission.**
35. Sec. 4.3.12.E.8 – is hereby amended to include tables 4.3.1.A-**OP**
36. Sec. 4.3.12.F.1 – is hereby amended to include tables 4.3.1.A-**OP**
37. **Table. 4.3.13-** Public or Private Parking is hereby amended to state Private or Public Parking, “**Subject to the submission of a traffic and parking management plan to be reviewed by the Commission.**”
38. Sec. 4.3.14.A is hereby amended to include tables 4.3.1 A-**OP**
39. Sec. 4.3.14.C.3- is hereby amended to include tables 4.3.1 A-**OP**
40. Sec. 4.3.15.B-D- are hereby amended to include tables 4.3.1 A-**OP**
41. Sec. 4.3.16- is hereby amended to include tables 4.3.1 A-**OP**
42. Sec. 4.3.16.C.1 is hereby amended as follows: Any existing walls or trees in the CD-3, CD-3W, CD-3C, CD-4, CD-4W, SD-H, SD-LI, **SD-MW** or SD-HI within thirty (30) feet of a CD-1L, CD-1M, CD-1S, or CD-2 District boundary, which trees have a diameter of eight inches (8 in.) or more as measured three feet (3 ft.) from the base of the trunk; or
43. Sec. 4.3.16.M is hereby amended to add the following after subsection 5:
- 6. Notwithstanding anything to the contrary in this Section 4.3.16.M, retaining walls up to 25 feet in height shall be permitted within the SD-MW provide same are (i) at least 50 feet from the front setback, and (ii) planted or landscaped to mitigate the appearance of the retaining wall(s).**

Article 5: Development Parcel Standards

- 44. Table 5.1.9 is hereby amended to add **SD-MW** and the corresponding Permitted Min/Max Building Type Mix Frontage Width of Total Building Frontage Width shall be **NR**.
- 45. Table 5.2.3-A- The Civic Space Type “Park”, “Playground”, “Community Garden” and “Green” are hereby amended to include the **SD-MW**.
- 46. Table 5.2.3-B The Civic Space Permitted Standards for “Park”, “Green”, “Playground” and “Community Garden” are hereby amended to include the **SD-MW**.

Article 6: City-Wide Standards

- 47. Sec. 6.12.4.3- “Except for municipal projects, all new, non-Residential Construction, exceeding twenty-five (25,000 square feet or more, shall pay an inclusionary zoning fee of ten (\$10.00) per one thousand dollars (\$1,000) of Construction cost to be paid into a fund to be used to construct rehabilitate or repair affordable housing for individuals or families of lower income levels, whose annual income does not exceed 60% of the state median income. **This section does not apply to the SD-MW zone.**

Article 7: Sign Standards

- 48. Table 7.1.2.B-1- is hereby amended to add **SD-MW** to the Awning Sign, Band Sign; Blade Sign, Cornice Sign, Large Projecting Sign, Monument Sign, Wall Sign, Marquee Sign
- 49. Table 7.1.2.B-2- is hereby amended to add the **SD-MW** to address Awning Sign, Band Sign; Blade Sign, Cornice Sign, Large Projecting Sign, Monument Sign, Wall Sign, Marquee Sign
 - a. Under “Additional Standards” for Monument signs the following shall be added:
 - e. In the SD-MW dimensions can be 8 feet in height and have an area of 150 sq.ft.**

Article 9: Definitions

- 50. Sec. 9.3 “Agricultural Uses” the Use category which is a collective reference to Uses that create or preserve areas intended primarily for the raising of animals, **the breeding, rearing and harvesting of fish, shellfish, algae and other aquatic organisms in marine or freshwater environments** ~~and crops~~, and the secondary industries associated with agricultural **and aquacultural** production.
- 51. Sec. 9.3 “Restaurant” an establishment engaged in preparing, serving, and selling food at Retail for on- or off- premises consumption. Such restaurant may include, as an Accessory Use, one (1) bar for serving Alcoholic Beverages and food, provided that the active floor area of the bar shall comprise no more than twenty percent (20%) of the active floor area of the restaurant and that a restaurant permit for such service shall be obtained from the State of Connecticut Liquor Control Board. **The limitation of active floor area set forth herein shall not be applicable to the SD-MW.**

52. Sec. 9.3 “Dormitory” a Building or Buildings containing a number of private or semiprivate sleeping quarters to be occupied by students enrolled at a College or University with shared facilities such as bathrooms and living rooms; owned, controlled and/or managed by an educational institution that is located in the City of Norwalk, **except for dormitories used by colleges or universities ancillary to use of the property within the SD-MW by students from an educational institution located on-site or for interning students attending educational institutions located outside the City of Norwalk.** Separate cooking facilities are not provided for each of the sleeping quarters, but common eating facilities and related cooking facilities may be located in the Building(s).
53. Section 9.3 – Event Space- **In the SD-MW Event Space is indoor or outdoor areas utilized for cultural, community, charitable and/or private events with attendance of more than 200 people.**

Additional text amendment language

Pursuant to Chapter 88 of the City's Ordinances governing Public Gatherings and Special Events, the proposed SD-MW shall include the following provision regarding pre-approved event activity:

From Memorial Day through Labor Day, Manresa Wilds shall be pre-approved for a minimum of four (4) Public Gatherings or Special Events per calendar month with attendance exceeding one hundred (100) persons. This pre-approval shall not constitute a waiver of any filing, notification, or informational requirements otherwise applicable under Chapter 88; the applicant shall submit all documentation required for a standard Special Event permit for each such event in accordance with the City's established procedures.

The foregoing minimum pre-approval is not intended to operate as a cap on permissible events. Additional Public Gatherings or Special Events beyond four (4) per month may be held subject to the standard application and approval process set forth in Chapter 88, and approval of any such additional events shall remain within the City's normal discretionary authority.”

Record & Return to:
Gregory and Adams, P.C.
Attn: Susan L. Goldman, Esq.
190 Old Ridgefield Road
Wilton, CT 06897

INSTR # 2024009359
VOL 9806 PG 81
RECORDED 11/21/2024 02:09:07 PM
RICHARD A. MCQUAID
TOWN CLERK NORWALK CT
TOWN CONVEYANCE TAX \$154,762.50
STATE CONVEYANCE TAX \$386,906.25

LIMITED WARRANTY DEED

KNOW YE, THAT WE, MANRESA LLC of 551 Fifth Avenue, 34th Floor, New York, NY, 10176 ("**Grantor**"), for the consideration of Ten and 00/100 DOLLARS (\$10.00) and other value received to the full satisfaction of the Grantor from **MANRESA OSPREY LLC** of 50 Day Street, Norwalk, CT 06854 ("**Grantee**") do hereby give, grant, sell, transfer and convey unto Grantee all those certain pieces or parcels of land with all improvements thereon and appurtenances thereto situated in the City of Norwalk, County of Fairfield and State of Connecticut known as **Parcels 5-86-1 and 5-86-2, Manresa Island**, and being more particularly bounded and described on **Schedule A** attached hereto and made a part hereof (**the "Property"**).

TO HAVE AND TO HOLD Property with the appurtenances thereon unto the Grantee and the Grantee's heirs, successors and assigns forever, to Grantee's and their own proper use and behoof, and the Grantor does for the Grantor, the Grantor's heirs, legal representatives, successors and assigns, covenant with the Grantee and the Grantee's heirs, legal representatives, successors and assigns, that the said Property is free and clear of all encumbrances made by the Grantor, as set forth in **Schedule B**, attached hereto and made a part hereof, and/or as appear of record.

AND FURTHERMORE, the Grantor by these presents does bind the Grantor and the Grantor's heirs, legal representatives, successors and assigns forever to **WARRANT AND DEFEND** the granted Property to the said Grantee and the Grantee's heirs, legal representatives, successors and assigns, against all claims and demands of any person or party claiming by, from or under the Grantor but not as to those claiming otherwise.

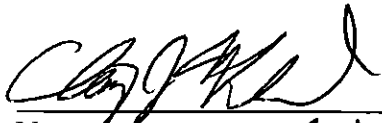
AND FURTHERMORE, the Grantee shall assume all of Grantor's obligations under that certain Deed dated December 15, 1999 from Connecticut Light and Power Company to Seller, recorded in the real property records of the City of Norwalk in Volume 3834, Page 235 as Document 021318, including, without limitation, the obligations of Grantor to indemnify Eversource Energy (d/b/a The Connecticut Light and Power Company) for Environmental Claims and Environmental Liabilities (as defined therein) to the extent caused by Grantor, Grantee, their affiliates, and their respective officers, directors, trustees, employees, contractors, subcontractors or agents, all as set forth in such Deed.

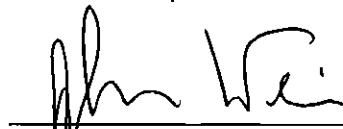
[SIGNATURES ON FOLLOWING PAGE]

IN WITNESS WHEREOF, the Grantor has caused these presents to be executed and their seal to be affixed hereto as of this 4th day of November, 2024.

Signed, sealed and delivered
in the presence of:

MANRESA LLC,
a Delaware limited liability company


Name: Clayton Melhail, Witness


Name: Joshua Weiss, Witness

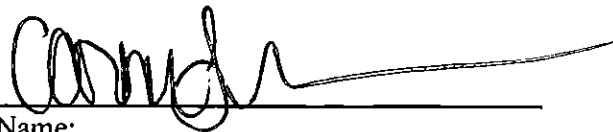
By: 
Name: Andrew S. Penson
Title: Authorized Representative, Duly Authorized

STATE OF New York
COUNTY OF New York

ss. New York
(city/town)

On this the 4th day of November 2024, before me, the undersigned officer, personally appeared Andrew S. Penson, who acknowledged himself to be the Authorized Representative of MANRESA LLC, a Delaware limited liability company, and that he, being authorized so to do, executed the foregoing instrument for the purposes therein contained, by signing the name of the limited liability company by himself as Authorized Representative of MANRESA LLC.

In witness whereof, I hereunto set my hand.



Name:

Notary Public

My Commission Expires:

CARMENCELIA TURINO-RIVERA
Notary Public - State of New York
No. 01TU6372437
Qualified in Rockland County
My Commission Expires March 19, 2026

SCHEDULE A

LEGAL DESCRIPTION

The two certain pieces or parcels of land lying southerly of and adjoining Long Shore Avenue, northerly of and adjoining Norwalk Harbor in the City of Norwalk, County of Fairfield, State of Connecticut. Said parcels of land are shown as "Parcel 1" and "Parcel 2" on map hereinafter referred to, being more particularly bounded and described as follows:

Parcel 1 - Containing 124 acres, more or less.

Commencing at a monument on the intersection of the southerly line of Long Shore Avenue and the westerly line of Woodward Avenue marking the northwesterly corner of the herein described parcel and land now or formerly of Axel Coelln; thence the following nine (9) courses and distances along said southerly line of Long Shore Avenue; South 62° 23' 30" East 501.57 feet to a point; southeasterly following a curve to the right having a radius of 452.79 feet and an arc length of 128.02 feet to a point; southeasterly again following a curve to the left having a radius of 177.57 feet and an arc length of 148.86 feet to a point; North 85° 46' 30" East 271.82 feet to a point; southeasterly again following a curve to the right having a radius of 408.07 feet and an arc length of 130.22 feet to a point; South 75° 56' 30" East 83.02 feet to a point; northeasterly following a curve to the left having a radius of 424.83 feet and an arc length of 293.25 feet to a point; and North 64° 30' 30" East 155.65 feet, through a monument being 4.00 feet westerly of the easterly end of this line, to a point; and northeasterly following a curve to the right having a radius of 458.43 feet and an arc length of 50.73 feet to a point marking the northeasterly corner of the herein described parcel and the northwesterly corner of land now or formerly of William E. S. Browning; thence the following three (3) courses and distances along said land now or formerly of William E. S. Browning: South 64° 53' 30" East 71.90 feet to a point; South 49° 11' 30" East 139.80 feet to a point; and South 66° 59' 30" East 281.40 feet, through a monument being 16.00 feet westerly of the easterly end of this line, to a point marking the southeasterly corner of said land now or formerly of William E. S. Browning and Norwalk Harbor; thence South 66° 59' 30" East 32.01 feet along Norwalk Harbor to a point on the Mean High Water line of Norwalk Harbor; thence the following seven (7) courses and distances along said Mean High Water line of Norwalk Harbor and Sheffield Harbor, partly by each: southerly 3,160 feet, more or less, to a point; northerly 860 feet, more or less, to a point; northwesterly 200 feet, more or less, to a point; southerly 840 feet, more or less, being along the bulkhead line, in part, to a point; westerly 1,100 feet, more or less, to a point; northwesterly again 1,940 feet, through a monument being 340 feet, more or less, southeasterly of the northerly end of this line, to a point; and northwesterly, westerly and southwesterly 1,185 feet, more or less, to a point; thence northeasterly 2,305 feet, more or less, along the Mean High Water line of Hayes Creek to a point; thence westerly 430 feet again along said Mean High Water line of Hayes Creek to a point in the easterly line of land now or formerly of Village Creek Home Owners Association; thence North 23° 52' 50" East 2.73 feet along said land now or formerly of Village Creek Home Owners Association along a stone wall to a point marking the northeasterly corner of said land now or formerly of Village Creek Home Owners Association and the southeasterly corner of land now or formerly of Robert R. Hagans et al; thence the following three (3) courses and distances along said land now or formerly of Robert R. Hagans et al and being along stone wall: North 19° 35' 50" East 19.61 feet to a point; North 7° 29' 50" East

21.11 feet to a point; and North 19° 54' 10" West 52.67 feet to a point marking the northeasterly corner of said land now or formerly of Robert R. Hagans et al and the southeasterly corner of land now or formerly of Robert L. Cosby et al; thence the following three (3) courses and distances along said land now or formerly of Robert L. Cosby et al: North 14° 12' 10" West 32.16 feet to a point; North 6° 22' 50" East 24.63 feet to a point on a stone wall; and North 31° 52' 50" East 43.77 feet along a stone wall to a point marking the northeasterly corner of land now or formerly of Robert L. Cosby et al and the southeasterly corner of land now or formerly of D. Bruce Strolin et al; thence North 31° 52' 50" East 32.98 feet along a stone wall to a point; thence North 31° 59' 50" East 68.02 feet again along said land now or formerly of D. Bruce Strolin et al to a point marking the northeasterly corner of said land now or formerly of D. Bruce Strolin et al and the southeasterly corner of land now or formerly of Robert W. Allen, Jr.; thence the following three (3) courses and distances along said land now or formerly of Robert W. Allen, Jr. and along stone wall, in part: North 31° 59' 50" East 35.43 feet to a point; North 33° 26' 50" East 64.57 feet to a point marking the northeasterly corner of said land now or formerly of Robert W. Allen, Jr.; and North 61° 16' 10" West 12.42 feet to a point on a stone wall marking the southeasterly corner of said land now or formerly of Axel Coelln; thence North 23° 32' 50" East 57.55 feet along said land now or formerly of Axel Coelln and along a stone wall to a point; thence North 29° 43' 50" East 15.41 feet along said land now or formerly of Axel Coelln to the monument marking the point and place of commencement.

Parcel 2 - Containing 1 acre, more or less.

Commencing at a monument at the intersection of the southerly line of Long Shore Avenue and the westerly line of Woodward Avenue marking the northwesterly corner of Parcel 1' hereinabove described and land now or formerly of Axel Coelln; thence the following two (2) courses and distances along said land now or formerly of Axel Coelln: South 29° 43' 50" West 15.41 feet to a point; South 23° 32' 50" West 57.55 feet to a point in the northerly line of land now or formerly of Robert W. Allen, Jr. marking the southeasterly corner of said land now or formerly of Axel Coelln; thence the following three (3) courses and distances along said land now or formerly of Robert W. Allen, Jr.; South 61° 16' 10" East 12.42 feet to a point marking the northeasterly corner of said land now formerly of Robert W. Allen, Jr.; South 33° 26' 50" West 64.57 feet to a point; and South 31° 59' 50" West 35.43 feet to a point marking the southeasterly corner of said land now or formerly of Robert W. Allen, Jr. and the northeasterly corner of land now or formerly of Bruce D. Strolin et al.; thence the following two (2) courses and distances along said land now or formerly of Bruce D. Strolin et al.: South 31° 59' 50" West 68.02 feet to a point; and South 31° 52' 50" West 32.98 feet to a point marking the southeasterly corner of said land now or formerly of Bruce D. Strolin et al. and the northeasterly corner of land now or formerly of Robert L. Cosby et al.; thence the following three (3) courses and distances along said now or formerly of Robert L. Cosby et al.: South 31° 52' 50" West 43.77 feet to a point; South 06° 22' 50" West 24.63 feet to a point; and South 14° 12' 10" West 32.16 feet to a point marking the southeasterly corner of said land now or formerly of Robert L. Cosby et al. and the northeasterly corner of said land now or formerly of Robert R. Hagans et al; thence the following three (3) courses and distances along said land of Robert R. Hagans et al.: South 19° 54' 10" West 52.67 feet to a point; South 07° 29' 50" West 21.11 feet to a point; and South 19° 35' 50" West 19.61 feet to a point marking the southeasterly corner of said land now or formerly of Robert R. Hagans et al; and the northeasterly corner of land now or formerly of Village Creek Home Owners Association; thence South 23° 52' 50" West

342.06 feet along said land now or formerly of Village Creek Home Owners Association to a monument on the Mean High Water line of Hayes Creek and the easterly line of said land now or formerly of Village Creek Home Owners Association, said point being the actual point of beginning of the herein described parcel; thence southeasterly 750 feet, more or less, along said Mean High Water line of Hayes Creek to a monument marking the southeasterly corner of the herein described parcel and land now or formerly of Mary C. Pugh; thence North 18° 42' 10" West 672.33 feet along said land now formerly of Mary C. Pugh, land now or formerly of Salvatore R. Tardella, land now or formerly of Marilyn L. Kerschner, land now or formerly of Steven N. Kerschner and land now or formerly of Village Creek Home Owners Association, partly by each, and being along a stone wall, in part, to a point; North 08° 22' 50" East 36.05 feet along said land now or formerly of Village Creek Home Association to a point; North 23° 52' 50" East 10.59 feet again along said land now or formerly of Village Creek Home Owners Association to the monument marking the point and place of commencement.

Said parcels of LAND are more clearly designated and defined on a map entitled "ALTA/ACSM Land Title Survey Map showing survey of land in Norwalk, Conn. Prepared for The Connecticut Light & Power Company Longshore Avenue Norwalk, Conn. January 15, 1999" revised through December 9, 1999 by The Huntington Company, LLC Charles S. Spath, Sr. RLS#8176, consisting of four (4) sheets, on file in the Norwalk Town Clerk's Office as Map Nos. 11965 through 11968.

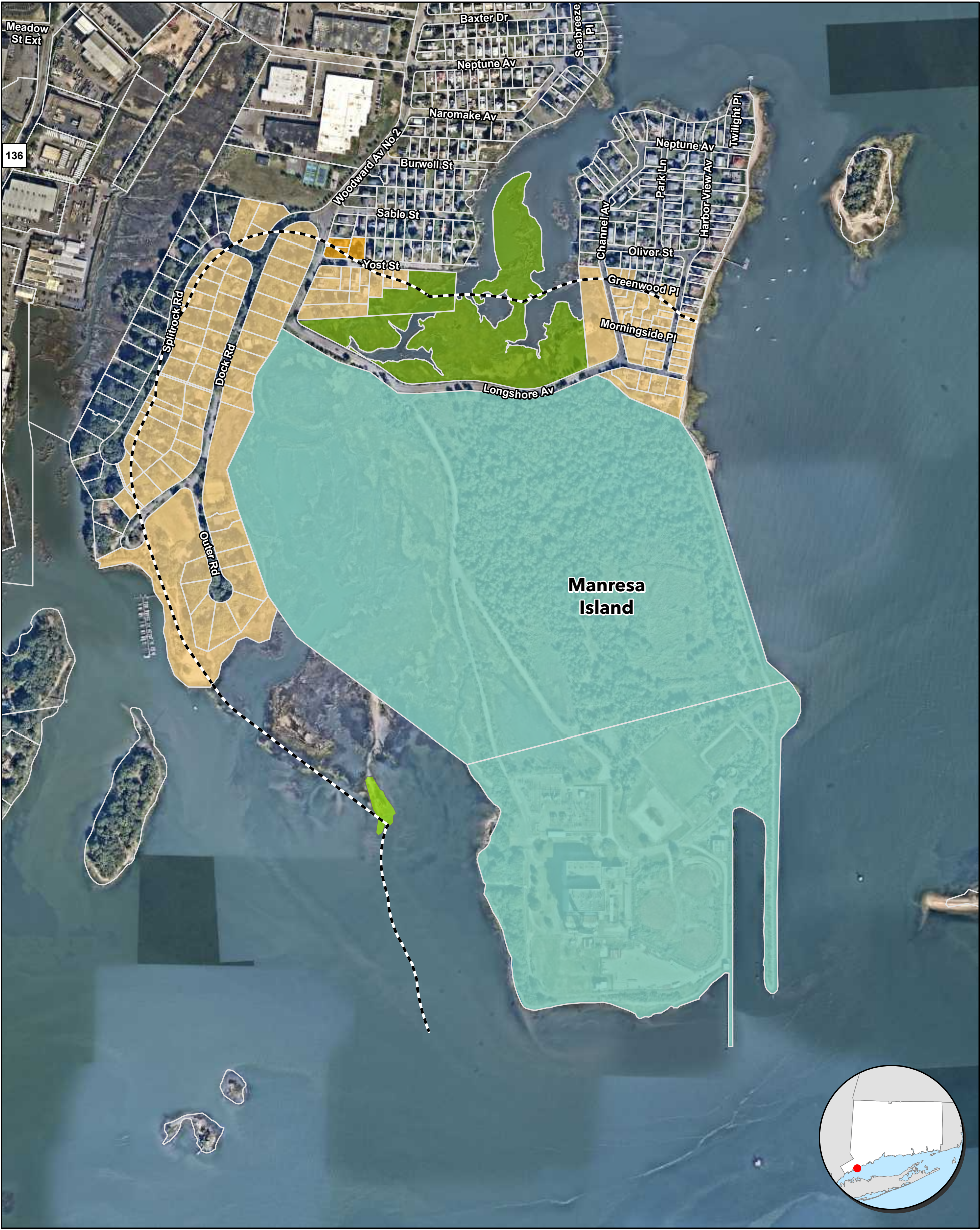
Together with the rights and easements reserved in a deed from The Connecticut Light and Power Company to Josephine Rohner dated October 21, 1966 and recorded in Volume 674, Page 523 of the Norwalk Land Records.

SCHEDULE B

PERMITTED ENCUMBRANCES

1. Real Estate Taxes to the City of Norwalk, as due and payable.
2. Sewer and water use charges as may be due and payable.
3. Riparian rights and, to the extent navigable, rights of navigation of others in and to the waters of any and all rivers and streams crossing or abutting the subject premises.
4. Covenants and agreements set forth in a deed from The Connecticut Light and Power Company to Joseph M. Rohner dated October 21, 1966 and recorded in Volume 674 at Page 523 of the Norwalk Land Records.
5. Order by the State of Connecticut Department of Environmental Protection (No. WC4128) dated June 8, 1986 and recorded in Volume 1877 at Page 84; as modified by virtue of an Order Modification recorded on April 18, 1988 in Volume 2186 at Page 224 of the Norwalk Land Records.
6. Notice by The Connecticut Light and Power Company dated April 23, 1991 and recorded in Volume 2535 at Page 19 of the Norwalk Land Records.
7. Easements, restrictions, agreements and reservations as more particularly set forth in a Quit Claim Deed from The Connecticut Light and Power Company to Norwalk Power LLC dated December 15, 1999 and recorded in Volume 3834 at Page 235 of the Norwalk Land Records.
8. Sewer Easement and Consent in favor of Robert W. Allen, Jr. and Louise Y. Wang dated December 5, 2000 and recorded in Volume 4024 at Page 257 of the Norwalk Land Records.
9. Conservation Easement in favor of the State of Connecticut dated August 26, 2002 and recorded in Volume 4574 at Page 98 of the Norwalk Land Records.
10. The rights of the United States Government, the State of Connecticut and the City/Town of Norwalk, or any of their departments or agencies, to regulate and control the use of piers, bulkheads, land under water and land adjacent to Long Island Sound, Norwalk Harbor or Sheffield Island Harbor.
11. Rights, if any of the public, acquired by previous adverse use of, or by virtue of local custom with respect to the special nature of seaside beaches, to use any part of the land seaward of the extreme high water line as a public beach or recreation area.
12. Rights and Easements set forth in a Certificate of Condemnation in favor of The Connecticut Light and Power Company dated January 25, 2007 and recorded in Volume 6479 at Page 20 of the Norwalk Land Records.

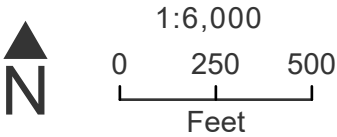
13. State of Connecticut Department of Environmental Protection Orders recorded in as same may be affected by instruments recorded in Volume 5285 at Page 263; in Volume 5285 at Page 264; in Volume 8939 at Page 11 and in Volume 9344 at Page 301; all of the Norwalk Land Records.
14. Notice of Certificate of Issuance by the Department of Energy and Environmental Protection, recorded July 25, 2017 in Volume 8561 at Page 219 of the Norwalk Land Records.
15. Temporary Construction Easement recorded on October 18, 2023 in Volume 9667 at Page 19 of the Norwalk Land Records.
16. Notes, notations and conditions as shown on Map Nos. 6788, 11112, 11965, 11966, 11967, 11968 and 14339.



ZONING

- Community District - Suburban Single-Family (CD-1S)
- Community District - Suburban Single and Two-Family (CD-2)
- Civic District (CV)

- Special District - Manresa Wilds (SD-MW)
- Special District - Island Conservation (SD-IC)
- Approximate Parcel Boundary
- 500' Radius off Manresa Island Property



Based on latest Nearmap Imagery. Parcel and
Zoning information provided by the City of Norwalk.
Data Valid as of April 2026.

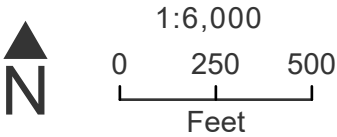




ZONING

- Community District - Suburban Single-Family (CD-1S)
- Community District - Suburban Single and Two-Family (CD-2)
- Civic District (CV)

- Special District - Manresa Wilds (SD-MW)
- Special District - Island Conservation (SD-IC)
- Approximate Parcel Boundary
- 500' Radius off Manresa Island Property



Parcel and Zoning information provided
by the City of Norwalk.
Data Valid as of April 2026.



HARBOR BEACH COMPANY
2 CHANNEL AVE
NORWALK, CT 06854

YEARY BRADLEY
9 DOCK RD
NORWALK, CT 06854

VILLAGE CREEK HOME OWNERS INC
1 OUTER RD
NORWALK, CT 06854-4704

ONEILL EMMA & CHERNER BENJAMIN
3 OUTER RD
NORWALK, CT 06854

VILLAGE CREEK HOME OWNERS INC
1 OUTER RD
NORWALK, CT 06854-4704

HOBSON KEVIN &
9 OUTER RD
NORWALK, CT 06854-0000

COELN AXEL
11 DOCK RD
NORWALK, CT 06854-0000

19 DOCK LLC
19 DOCK RD
NORWALK, CT 06854

ONEILL EMMA
5 OUTER RD
NORWALK, CT 06854

ALLEN ROBERT W JR &
13 DOCK RD
NORWALK, CT 06854-4704

STROLIN D BRUCE & HELEN T
15 DOCK RD
NORWALK, CT 06854-4704

GREVERS ERNIE & FRANCIS
17 DOCK RD
NORWALK, CT 06854-4704

SMITH MARK R &
7 OUTER RD
NORWALK, CT 06854-0000

ALAIE ADRIENNE
14 OUTER RD
NORWALK, CT 06854

MUMMA PETER
184 WOODWARD AVE
NORWALK, CT 06854

NORWALK CITY OF
125 EAST AVE
NORWALK, CT 06851-5702

YARNOLD JENNIFER LATASA &
5 LONGSHORE AVE
NORWALK, CT 06854-0000

TEED MARGARET F
7 LONGSHORE AVE
NORWALK, CT 06854-4828

MANRESA OSPREY LLC
50 DAY STREET
NORWALK, CT 06854

BROWNING WILLIAM S (EST OF)
5 1/2 LONGSHORE AVE
NORWALK, CT 06854

MATUSKA MELISSA ANNE &
1 LONGSHORE AVE
NORWALK, CT 06854

NEWMAN JANE TRUSTEE
3 LONGSHORE AVE
NORWALK, CT 06854

MANRESA OSPREY, LLC

APPLICATION FOR TEXT AMENDMENT

LIST OF PROPOSED TEXT AMENDMENTS

(Language to be deleted is ~~stricken~~; new language is **bold**) – Revised to June 9, 2026

Article 1: General

1. Sec. 1.13.2- is hereby amended to include tables 4.3.1 A-~~OP~~

Article 3: Zoning Districts

2. Sec. 3.3.1- is hereby amended to include tables 4.3.1 A-~~OP~~
3. Section 3.3.1.B: Revised to add the following:
 - a. **6. Special District- SD-MW (Manresa Wilds).**
4. Sec. 3.3.2.B
 - 8. Any portion of Special District SD-MW used or available for Commercial Use**

Article 4: Building & Lot/Building Site Standards

5. Sec. 4.3.1:

The standards for Buildings and Lots/Buildings Sites within the Districts are set forth in tables 4.3.1-a-4.3.1-~~OP~~ (District Standards) and elsewhere in this Article 4.
6. Sec. 4.4.3.A-F are hereby amended to include tables 4.3.1 A-~~OP~~
7. Sec. 4.3.4.A-C are hereby amended to include tables 4.3.1 A-~~OP~~
8. Sec. 4.3.5.A-D are hereby amended to include tables 4.3.1 A-~~OP~~
9. Sec. 4.3.6 - is hereby amended to include tables 4.3.1 A-~~OP~~
10. Sec. 4.3.7.A - is hereby amended to include tables 4.3.1 A-~~OP~~
11. Table 4.3.A- Shopfront; Gallery; Arcade; Commercial Front; Dining Yard; Commercial Porch; Boardwalk; Loading Dock Front; Porch and Gallery are hereby amended to include **SD-MW**.
12. Table 4.3.8.A- Commercial Building; Mixed Use Building; Small Multi-Family; Jewel Box; Flex Building; Mid-Rise Building are hereby amended to include **SD-MW**.
13. Table 4.3.8.B- Commercial Building; Mixed Use Building; Flex Building; Small Multi-Family; Jewel Box; Mid-Rise Building are hereby amended to include **SD-MW**.
14. Table 4.3.9.A- is hereby revised to include **SD-MW** in accordance with the attached amended Table 4.3.9A.
15. Sec. 4.3.9 C(1)- Any proposed Building, with a Footprint of 5,000 square feet or more or a gross Floor Area of 20,000 square feet or more shall be subject to Section 8.4.5, Site Plan Review, unless a Special Permit is required in which case the Building is subject to Section 8.4.8, Special Permits. **In the SD-MW any proposed Building, with a Footprint of 15,000 square feet or more or a gross Floor Area of 40,000 square feet or more shall be**

subject to Section 8.4.5, Site Plan Review, unless a Special Permit is required in which case the Building is subject to Section 8.4.8, Special Permits.

16. Table 4.3.9D- is hereby revised to include **SD-MW** in accordance with the attached amended Table 4.3.9D.
17. Table 4.3.9E- is hereby revised to include **SD-MW** in accordance with the attached amended Table 4.3.9E.
18. Sec. 4.3.9.G – Amphitheater – Insert- **In the SD-MW, a special permit is required for any Amphitheater with more than 150 seats.**
19. Sec.4.3.9.G – Boat Building Facility – insert: **In SD-MW for educational and commercial uses only.**
20. Sec. 4.3.9.G – Boat Sales, Rental or Leasing – insert: **In SD-MW, for rental only; limited to vessels launched onsite. No off-site sales or leasing.**
21. Sec. 4.3.9.G– Boat Terminal – insert: **In SD-MW, passenger ferry service only to and from Manresa Island.**
22. Sec. 4.3.9.G – Cellular Antenna – insert: **In the SD-MW, Cellular Antennae shall be permitted as an accessory use on an existing Building or Structure, subject to the height limitation of the District, except that antennae mounted on Buildings which meet or exceed the height limitation of the SD-MW may extend above the existing Building height by no more than fifteen (15') feet.**
23. Sec. 4.3.9.G – Harbor Port Facility – insert: **In the SD-MW, shall be limited to delivery and removal of construction materials to be used on-site and for ferry service.**
24. Sec. 4.3.9.G – Insert: **Parking Structure –In SD-MW, limited to 27' maximum height and two (2) maximum elevated levels, as an accessory use. Landscape screening required round perimeter of parking structure.**
25. Sec. 4.3.9.G (aa) Commercial Recreation- Insert: **In the SD-MW a Site Plan Application is required for a Commercial Recreation Establishment with a floor area between 5,000 SF and 20,000 SF. A Special Permit is required for a Commercial Recreation Establishment with a floor area exceeding 20,000 SF.**
26. Sec. 4.3.9. G- Insert- **Marine Enforcement Facility- Shall be permitted in accordance with the applicable Use Table, subject to the following: In the SD-MW only for municipal, state and federal use only.**
27. Sec. 4.3.9. G- Insert- **Harbor/Port Facility- Shall be permitted in accordance with the applicable Use Table, subject to the following: In the SD-MW for the delivery and removal of construction materials to be used on site and for ferry service.**
28. Sec. 4.3.9.G – Insert: **Recreational Boating or Fishing Facility. In SD-MW, limited to rental of personal watercraft for launch off-site.**
29. Sec. 4.3.9.G (z)- shall be permitted in accordance with the applicable Use Table, subject to the following:
 - (1) Such Accessory Use shall not exceed twenty-five feet (25') in Height.

- (2) **Except in the SD-MW, Cellular Antennae shall be permitted as an Accessory Use on an existing Building or Structure, subject to the height limitation of that District, except that antennae mounted on Buildings which meet or exceed the height limitation of that District may extend above the existing Building height by no more than fifteen (15) feet.**
30. Sec. 4.3.9. G (bc)- Live Music shall be permitted in accordance with the applicable Use Table, subject to the following:
- (1) Live Music is permitted as an Accessory Use to Restaurant, Brew Pub/Distillery, Retail (except in the Residential zones), Car Club, Silvermine Tavern Village District Overlay Uses, **SD-MW District** and Waterfront Club Uses, subject to documentation verifying that the Live Music will comply with the City of Norwalk Noise Control Ordinance, as amended.
31. Sec. 4.3.9.G(by)- is hereby amended to add the following:
- (3) **Within the SD-MW**
- (a) **A Site Plan Application is required for Restaurants over 7,500 sq/ft.**
32. Sec. 4.3.11 (a-f)- are hereby amended to include tables 4.3.1 A-**OP**
33. Sec. 4.3.12 (a-b)- are hereby amended to include “tables 4.3.1 A-**OP**
34. Table 4.3.12.B-1- **Park** shall be inserted following “Social Clubs” under Commercial Use Categories- Recreational and Entertainment Uses. The corresponding Minimum Number of Parking Spaces Available to Lot Per Unit of Measure shall be: **Subject to the submission of a traffic and parking management plan to be reviewed by the Commission.**
35. Sec. 4.3.12.E.8 – is hereby amended to include tables 4.3.1.A-**OP**
36. Sec. 4.3.12.F.1 – is hereby amended to include tables 4.3.1.A-**OP**
37. **Table. 4.3.13-** Public or Private Parking is hereby amended to state Private or Public Parking, “**Subject to the submission of a traffic and parking management plan to be reviewed by the Commission.**”
38. Sec. 4.3.14.A is hereby amended to include tables 4.3.1 A-**OP**
39. Sec. 4.3.14.C.3- is hereby amended to include tables 4.3.1 A-**OP**
40. Sec. 4.3.15.B-D- are hereby amended to include tables 4.3.1 A-**OP**
41. Sec. 4.3.16- is hereby amended to include tables 4.3.1 A-**OP**
42. Sec. 4.3.16.C.1 is hereby amended as follows: Any existing walls or trees in the CD-3, CD-3W, CD-3C, CD-4, CD-4W, SD-H, SD-LI, **SD-MW** or SD-HI within thirty (30) feet of a CD-1L, CD-1M, CD-1S, or CD-2 District boundary, which trees have a diameter of eight inches (8 in.) or more as measured three feet (3 ft.) from the base of the trunk; or
43. Sec. 4.3.16.M is hereby amended to add the following after subsection 5:
- 6. Notwithstanding anything to the contrary in this Section 4.3.16.M, retaining walls up to 25 feet in height shall be permitted within the SD-MW provide same are (i) at least 50 feet from the front setback, and (ii) planted or landscaped to mitigate the appearance of the retaining wall(s).**

Article 5: Development Parcel Standards

44. Table 5.1.9 is hereby amended to add **SD-MW** and the corresponding Permitted Min/Max Building Type Mix Frontage Width of Total Building Frontage Width shall be **NR**.
45. Table 5.2.3-A- The Civic Space Type “Park”, “Playground”, “Community Garden” and “Green” are hereby amended to include the **SD-MW**.
46. Table 5.2.3-B The Civic Space Permitted Standards for “Park”, “Green”, “Playground” and “Community Garden” are hereby amended to include the **SD-MW**.

Article 6: City-Wide Standards

47. Sec. 6.12.4.3- “Except for municipal projects, all new, non-Residential Construction, exceeding twenty-five (25,000 square feet or more, shall pay an inclusionary zoning fee of ten (\$10.00) per one thousand dollars (\$1,000) of Construction cost to be paid into a fund to be used to construct rehabilitate or repair affordable housing for individuals or families of lower income levels, whose annual income does not exceed 60% of the state median income. **This section does not apply to the SD-MW zone.**

Article 7: Sign Standards

48. Table 7.1.2.B-1- is hereby amended to add **SD-MW** to the Awning Sign, Band Sign; Blade Sign, Cornice Sign, Large Projecting Sign, Monument Sign, Wall Sign, Marquee Sign
49. Table 7.1.2.B-2- is hereby amended to add the **SD-MW** to address Awning Sign, Band Sign; Blade Sign, Cornice Sign, Large Projecting Sign, Monument Sign, Wall Sign, Marquee Sign
 - a. Under “Additional Standards” for Monument signs the following shall be added:
 - e. **In the SD-MW dimensions can be 8 feet in height and have an area of 150 sq.ft.**

Article 9: Definitions

50. Sec. 9.3 “Agricultural Uses” the Use category which is a collective reference to Uses that create or preserve areas intended primarily for the raising of animals, **the breeding, rearing and harvesting of fish, shellfish, algae and other aquatic organisms in marine or freshwater environments** ~~and crops~~, and the secondary industries associated with agricultural **and aquacultural** production.
51. Sec. 9.3 “Restaurant” an establishment engaged in preparing, serving, and selling food at Retail for on- or off- premises consumption. Such restaurant may include, as an Accessory Use, one (1) bar for serving Alcoholic Beverages and food, provided that the active floor area of the bar shall comprise no more than twenty percent (20%) of the active floor area of the restaurant and that a restaurant permit for such service shall be obtained from the State of Connecticut Liquor Control Board. **The limitation of active floor area set forth herein shall not be applicable to the SD-MW.**

52. Sec. 9.3 “Dormitory” a Building or Buildings containing a number of private or semiprivate sleeping quarters to be occupied by students enrolled at a College or University with shared facilities such as bathrooms and living rooms; owned, controlled and/or managed by an educational institution that is located in the City of Norwalk, **except for dormitories used by colleges or universities ancillary to use of the property within the SD-MW by students from an educational institution located on-site or for interning students attending educational institutions located outside the City of Norwalk.** Separate cooking facilities are not provided for each of the sleeping quarters, but common eating facilities and related cooking facilities may be located in the Building(s).
53. Section 9.3 – Event Space- **In the SD-MW Event Space is indoor or outdoor areas utilized for cultural, community, charitable and/or private events with attendance of more than 200 people.**

Additional text amendment language

Pursuant to Chapter 88 of the City's Ordinances governing Public Gatherings and Special Events, the proposed SD-MW shall include the following provision regarding pre-approved event activity:

From Memorial Day through Labor Day, Manresa Wilds shall be pre-approved for a minimum of four (4) Public Gatherings or Special Events per calendar month with attendance exceeding one hundred (100) persons. This pre-approval shall not constitute a waiver of any filing, notification, or informational requirements otherwise applicable under Chapter 88; the applicant shall submit all documentation required for a standard Special Event permit for each such event in accordance with the City's established procedures.

The foregoing minimum pre-approval is not intended to operate as a cap on permissible events. Additional Public Gatherings or Special Events beyond four (4) per month may be held subject to the standard application and approval process set forth in Chapter 88, and approval of any such additional events shall remain within the City's normal discretionary authority.”



Special Permit Application

City of Norwalk Planning & Zoning Commission

Phone: 203-854-7780

www.norwalkct.gov

Date Received:

Per Section 8.4.8 of the Norwalk Zoning Regulations, Special Permits are for Uses, Buildings, or Structures that are considered to be generally appropriate in the applicable District, but because of their potential for impacts with Adjacent Uses, Buildings, or Structures, require individual review for specific locations.

1. Address of Subject Property(s):

Longshore Avenue, Norwalk, CT

2. District: 5 **Block:** 86 **Lot(s):** 1 & 2 **3. Zone:** CD-1S, Overlay/Village District: No

4. Historic Structure(s): ☒ No ☐ Yes **5. Flood Hazard Zone** ☐ No ☒ Yes, Flood Zone(s) VE, AE, X

6. Coastal Area Management Zone: ☐ No ☒ Yes If yes, include application for Coastal Site Plan Review or specify Section allowing exemption: No structures proposed.

7. Existing Use of Property:

See Schedule A attached hereto and made a part hereof.

8. Proposed Use of Property as Identified per Table 4.3.9.A: Building, Lot & Building Site Principal Uses:

See Schedule A attached hereto and made a part hereof.

Applicant Information

Applicant Name: Manresa Osprey, LLC

Billing Address: 50 Day Street, South Norwalk, CT 06854

Phone Number: c/o Elizabeth Suchy, Esq. - 203-252-2656 Email: c/o Elizabeth Suchy, Esq. - esuchy@carmodylaw.com

Signature: Carmody Torrance Sandak & Hennessey, LLP
Its Attorneys

Property Owner Information and Authorization

Owner of Record: Manresa Osprey, LLC

Billing Address: 50 Day Street, South Norwalk, CT 06854

Phone Number: c/o Elizabeth Suchy, Esq. - 203-252-2656 Email: c/o Elizabeth Suchy, Esq. - esuchy@carmodylaw.com

Signature: Carmody Torrance Sandak & Hennessey, LLP
Its Attorneys

**By signing, the property owner confirms that the Applicant has been authorized to apply for Planning & Zoning approval, and attests that all information provided is true and accurate.*

**MANRESA OSPREY LLC
LONGSHORE AVENUE, NORWALK, CONNECTICUT
APPLICATION FOR SPECIAL PERMIT
NARRATIVE – SCHEDULE A**

BACKGROUND

Manresa Osprey LLC (hereinafter “Manresa Osprey”) is the owner of real property with the improvements thereon located on Longshore Avenue in Norwalk, CT, designated as Tax Lots 1 and 2 in Block 86 of the Fifth Taxing District (the “Property”). The Property is 120+ acres, is zoned CD-1S¹ and is located within the coastal area management (CAM) zone (Zones X, VE (El 14, 15 & 17), AE (El. 14 & 15)). Generally, the Property is bounded by Longshore Avenue to the north, to the south and west by tidal wetlands and Long Island Sound, and to the east by residentially developed properties, tidal wetlands and Long Island Sound. The Property is improved with multiple structures all used in connection with a former coal and later oil-powered electricity generating facility that was operational from the 1950s to 2013, after having previously been used as a retreat by the Jesuits.

There are various structures on the Property, including the eight-story electricity generating plant and an electrical substation. Four (4) oil tanks that served the plant were demolished earlier this year. The plant had been owned by Connecticut Light & Power, then United Illuminating, and more recently by NRG. (Refer to “Topographic Survey of Property at Longshore Avenue in Norwalk, Connecticut Prepared for Manresa Osprey, LLC (Sheets 1-39)” dated September 3, 2025, revised to December 9, 2025, prepared by D’Andrea Surveying & Engineering, P.C., previously submitted).

In May 2026, applications for map change/zone creation and zoning text amendment were submitted to the City of Norwalk Planning & Zoning Commission (“Commission”) and Department of Planning & Zoning to create the “Special District-Manresa Wilds (“SD-MW”) zone along with various text amendments to the City of Norwalk Zoning Regulations. These applications are necessary to transform the Property into “Manresa Wilds,” a privately owned public park the Property. If all required approvals, permits and licenses are obtained Manresa Wilds, will be the largest, publicly funded private park in the United States.

Earlier in 2026, the Commission approved applications for the “North Forest,” the 28+ acre northern section of the Property, to create walking trails, boardwalks, observation areas, site grading, robust new landscaping, a new accessway for vehicles, an on-grade parking lot and a restroom pavilion. The portion of the Property had previously been the area where coal ash from the power plant was deposited. Construction is currently underway on the North Forest, with an anticipated opening in 2027.

PROPOSAL

Manresa Osprey seeks approval of a development park and conceptual Master Plan of the Property to allow the uses and development contemplated in the proposed “Special District-Manresa Wilds (SD-MW)” zone and the various text amendment to the Zoning Regulations necessitated by the creation of the SD-MW zone. The Manresa Wilds conceptual Master Plan encompasses the long-term, private initiative to “transform the former power plant peninsula into a resilient ecological preserve and publicly accessible waterfront park.” (p. 5, “Coastal Resources Report” dated December 2025 prepared by eDesign Dynamics, previously submitted with the North Forest applications). Furthermore, the

¹Prior to February 19, 2024, the Property was zoned B Residence.

Manresa Island conceptual Master Plan “envision[s] a connected system of coastal habitats including salt marsh, upland meadow, freshwater wetlands and forest, supported by low-impact public amenities such as trails, boardwalks, educational overlooks and small gathering areas. These improvements are designed to restore ecological function, expand habitat for state-listed species, improve climate resilience and offer the regional community, new opportunities for passive recreation, environmental education and shoreline access.” (p. 12, “Coastal Resources Report”). Manresa Wilds will make accessible to the public nearly two (2) miles of Long Island Sound coastline.

This special permit application is submitted pursuant to Sec. 8.4.8 of the Zoning Regulations and supplements the proposed map change/zone change and text amendments submitted to the Commission. Manresa Osprey hereby submits that the proposed conceptual Master Plan affords the city with a roadmap for the development and use of the Property in years to come. It is contemplated to be a flexible document; as uses are finalized, Manresa Osprey will return to the Commission with coastal site plan, site plan or special permit applications in accordance with the requirements in the Table of Uses. In addition, the conceptual Master Plan for which this special permit is submitted, may be revised or modified in the future to adapt and respond to changing needs, uses and operations at Manresa Wilds. A development park is proposed as a special permit use in the proposed SD-MW zone and complies with the Zoning Regulations and standards of review set forth in Sec. 8.4.8 (Special Permit) set forth in Sec. 8.4.8G.2 (a-o) as follows:

- (a) Density of use and bulk of buildings. The conceptual Master Plan envisions various uses, existing and proposed buildings for Manresa Wilds short-term and long-term, which will be subject to approval and adoption of the proposed SD-MW zone and text amendments currently pending before the Commission, and are part of future phases of Manresa Wilds. At the time when new structures are proposed, required applications (site plan, coastal site plan and/or special permit) accompanied by plans and reports, will be submitted to the Commission for review, hearings (if required) and action in accordance with the requirements in the Table of Uses and the conceptual Master Plan. (Refer to proposed “Table of Uses” in the pending SD-MW map change/zone creation and text amendment applications, and the conceptual “Master Plan” submitted with same.)
- (b) All proposed uses for which a site plan is required shall provide for ingress and egress to the site which does not adversely impact the normal flow of traffic or normal safe conditions of the roadways. Site plans shall be referred to the Department of Public Works (DPW) and the Transportation, Mobility and Parking Department (TMP) for review and recommendations. The Property will continue to be served by one (1) ingress and egress driveway from Longshore Avenue, which will be modified to accommodate vehicle and bus traffic. The application and supporting documentation for the revised accessway were forwarded to and reviewed by DPW, TMP, South Norwalk Electric and Water and the Water Pollution Control Authority in connection with the North Forest applications. The existing entry into the Property will be realigned to provide compliant sight distance and turning geometry and will be improved to provide a bus stop and turnaround area.
- (c) The Commission may require such reasonable improvements as may be necessary to accommodate traffic increases caused by the proposed development to maintain existing levels of service to improve traffic safety. A traffic impact analysis, as specified below, may be required from the applicant to determine the extent of necessary improvements. A traffic analysis prepared by AKRF, based upon projected attendance volumes evaluated by ORCA Consulting, has been submitted with the map change/zone creation and text

amendment applications. This provides an overall understanding of park attendance. Once the Commission acts on SD-MW zone and its table of uses, along with the proposed text amendments and master plan for development park, more detailed traffic analyses relative to specific uses, new structures and adaptive reuse of existing structures will be submitted with future site plan, coastal site plan or special permit applications, as may be required. At this time, however, conventional traffic studies are premature since the Applicant does not have certainty as to the uses it proposes in the SD-MW zone. Furthermore, some of those uses, along with adaptive reuse of existing structures and new structures, are not merely conceptual in nature at this time. Once uses are approved and are slated to move forward through the entitlement process, in-depth traffic analyses of their impact on local roadways and on levels of service (LOS) at nearby intersections, and mitigation measures that will be required. As an aside, traffic counts will be taken this month and in subsequent months.

- (d) Availability of mass transit facilities and provision of sidewalks, with a minimum clearance of five (5') feet without obstructions. Sidewalks exist on the eastern side of Woodward Avenue north of its intersection with Longshore Avenue. No sidewalks are proposed on Longshore Avenue as a part of this application. Wheels Bus Route 2 terminates at Woodward and Dock Road. Discussions are underway with the Norwalk Transit District to extend this route to the entrance of the Property.
- (e) Availability and compatibility of utilities. The Property is and will continue to be served by city water and sewer. (Refer to plans by Tighe & Bond, submitted as part of the North Forest special permit application).
- (f) Adverse impact from noise, odor, fumes, dust and artificial lighting. Manresa Wilds will transform a decommissioned electricity generating facility into a park for all, offering passive and active indoor and outdoor recreation activities, educational and community space, waterfront access, walking trails and other uses, along with robust landscaping, updated and "dark sky" lighting, wetlands improvements and other Property enhancements. Based upon the design and proposed uses for Manresa Wilds, Manresa Osprey does not envision adverse impacts from noise, odor, dust, fumes or artificial lighting. (Refer to various landscape plans prepared by SCAPE, attached hereto and made a part hereof).
- (g) Signs of size and design that are in harmony with the neighborhood. Limited wall and ground signs are proposed and will comply with the city's signage regulations.
- (h) Adequacy of yards and open space, screening and buffering. Yards and open space, screening and buffering for the site comply with the Zoning Regulations for the SD- MW zone. With the exception of the small restroom proposed in the parking lot, other structures are proposed for the Property in the future, but it is anticipated that any new structures will not impact compliance with required yards, open space, screening and buffering required in the SD-MW zone. The vast majority of existing landscaping will be maintained, with robust restorative landscaping throughout the Property.
- (i) Impact on neighborhood properties, as compared to uses and structures permitted as a matter of right. The reuse and redevelopment of the Property as a park, along with the proposed principal and accessory uses identified on the Table of Uses in the proposed SD- MW zone documents, are compatible with uses in the general vicinity including parks, single- and two-family residential structures and club uses. Uses allowed in the SD-MW

zone are compatible with the CD-1S zone which generally surrounds the Property, including residential development of the site into single family dwellings, office, religious facilities, convalescent/nursing homes, elementary and secondary schools, waterfront clubs, public utility supply and storage and other permitted uses.

- (j) Existing land use in the area. The area surrounding the Property is generally developed with single- and two-family residences and a limited number of warehouses on Woodward Avenue to the north.
- (k) Proximity of community facilities. Woodward Avenue Park is located to the north, less than ¼ mile from the entrance to the Property.
- (l) Compliance with the Zoning Regulations and Plan of Conservation and Development. Manresa Island has been prominently identified in goals and strategies of the 2019 POCD advisory Plan of Conservation and Development. (POCD). In addition to “pursu[ing] planning and funding for public access to Long Island Sound on Manresa” and “seek[ing] public access to the coast in disposition plans for Manresa Island,” the POCD recognized the importance of Manresa Island among city strategies for “opportunities to provide more public access to the water including streams as well as the Norwalk River and coastline” and “establish[ing] open space on the Manresa peninsula.” This project achieves all of the goals for Manresa Island set forth in the POCD.
- (m) Utilization of green infrastructure and other sustainability measures. Among the best management practices planned for the Property are infiltration basin/rain garden to provide controlled storage where stormwater runoff can slow down and allow sediment to settle and be trapped. Periodic internal street sweeping will remove sediment, trans and other debris before they can infiltrate into the stormwater management system and the inclusion of a hydrodynamic separator will serve as pretreatment and prevention of oil and sediment transport downstream. (Refer to “Drainage Memorandum” dated December 2025 prepared by Tighe & Bond, attached hereto and made a part hereof). The restroom facility will have a “green roof assembly.” (Refer to “Site Details – Structures (Sheet L-910) dated 12/15/25 prepared by Scape, attached hereto and made a part hereof).
- (n) Conservation of wetlands, watercourses and other ecologically viable lands. A petition to amend the City of Norwalk Inland Wetlands Map was approved earlier in 2026 by the City of Norwalk Conservation Commission, thereby declassifying two (2) sections of the Property as inland wetlands.
- (o) No zoning violation exists on the property. There are no known zoning violations on the property.

1.
5/84/139
Kevin Hobson
Danielle Sanchick
9 Outer Road
Norwalk, CT 06854

2.
5/84/97
Mark R. Smith
Nora Niedzielski-Eichner
7 Outer Road
Norwalk, CT 06854

3.
5/84/158
Emma O'Neill
Benjamin Cherner
5 Outer Road
Norwalk, CT 06854

4.
5/84/117
Emma O'Neill
Benjamin Cherner
3 Outer Road
Norwalk, CT 06854

5.
5/84/116
Village Creek Homeowners, Inc
21 Outer Road
Norwalk, CT 06854

6.
Village Creek Homeowners, Inc
c/o Treasurer
1 Outer Road
Norwalk, CT 06854-4704

7.
5/84/98
Adrienne Alaie
14 Outer Road
Norwalk, CT 06854

8.
5/84/144
19 Dock LLC
19 Dock Road
Norwalk, CT 06854

9.
5/84/96
Yancy Smith
David B. Carrey
17 Dock Road
Norwalk, CT 06854

10.
5/84/95
Bruce D. Strolin
Helen T. Strolin
15 Dock Road
Norwalk, CT 06854-4704

11.
5/84/94
Robert W. Allen, Jr.
Louise Y. Wang
13 Dock Road
Norwalk, CT 06854-4704

12.
5/84/143
Axel Coelln, Trustee
11 Dock Road
Norwalk, CT 06854

13.
5/84/115
Bradley Yeary
Byron Guzman-Lopez
9 Dock Road
Norwalk, CT 06854

14.
5/85B/90
Peter Mumma
184 Woodward Avenue
Norwalk, CT 06854

15.
5/85B/96
City of Norwalk
2 Longshore Avenue
Norwalk, CT 06854

16.
City of Norwalk
c/o A. Lo
125 East Avenue
Norwalk, CT 06851-5702

17.
5/85B/97
Harbor Beach Company
27 Channel Avenue
Norwalk, CT 06854

18.
Harbor Beach Company
26 Harbor View Avenue
Norwalk, CT 06854

19.
5/86/16A
Estate of William S. Browning
Amy Browning, Executrix
5 1/2 Longshore Avenue
Norwalk, CT 06854

20.
5/85C/1
Melissa Anne Matuska
Mark Matuska
Adrian Matuska
1 Longshore Avenue
Norwalk, CT 06854

21.
5/84/123
Village Creek Homeowners, Inc.
21 Outer Road
Norwalk, CT 06854

22.
Village Creek Homeowners, Inc.
c/o Treasurer
1 Outer Road
Norwalk, CT 06854-4704

23.
5/85C/2
Jane Newman, Trustee
3 Longshore Avenue
Norwalk, CT 06854

24.
5/85C/3
Todd Randolph Yarnold
Jennifer Latasa Yarnold
5 Longshore Avenue
Norwalk, CT 06854

25.
5/85C/4
Margaret F. Teed
7 Longshore Avenue
Norwalk, CT 06854-4828

26.
5/85C/69
Harbor Beach Company
38 Channel Avenue
Norwalk CT 06854

27.
Harbor Beach Company
26 Harbor View Avenue
Norwalk, CT 06854

28.
5/85C/70
Harold A. Fass
Carole J. Erger-Fass
61 Harbor View Avenue
Norwalk, CT 06850

29.
5/85C/5
Laraine Caplan
62 Harbor View Avenue
Norwalk, CT 06854

30.
5/84/157
Keith H. Kreter
Deborah B. Kreter
7 Dock Road
Norwalk, CT 06854-4704

31.
5/85B/89
Beulah W. Sample, Trustee
182 Woodward Avenue
Norwalk, CT 06854

32.
Manresa Osprey LLC
50 Day Street
Norwalk, CT 06854



MANRESA WILDS

MASTERPLAN DOCUMENT

MAY 2026

SCAPE BIG

CORE VALUES

A PLACE LIKE NO OTHER

Manresa Wilds celebrates the beauty of Norwalk's coastal context while offering experiences found nowhere else in the area. The site welcomes daily visitors with its extensive trails and outdoor spaces, while offering world-class spaces for play and recreation.



AN ISLAND FOR ALL

Manresa Island Park seeks to expand access to Norwalk's public shoreline, providing a rich diversity of waterfront activities to people of all ages and backgrounds. A public beach on the site's southern shore connects to a naturalized waterfront promenade. A pavilion and boat launch at the end of the berth offers kayak rentals and opportunities to practice with various watercraft, as well as a launching point to explore the rest of the Norwalk Islands. On the eastern edge of the site, tidepools offer unique opportunities for swimming, tidal exploration and ecological education. A network of elevated boardwalks allow visitors to immerse themselves in the expansive salt marsh on the site's western edge.



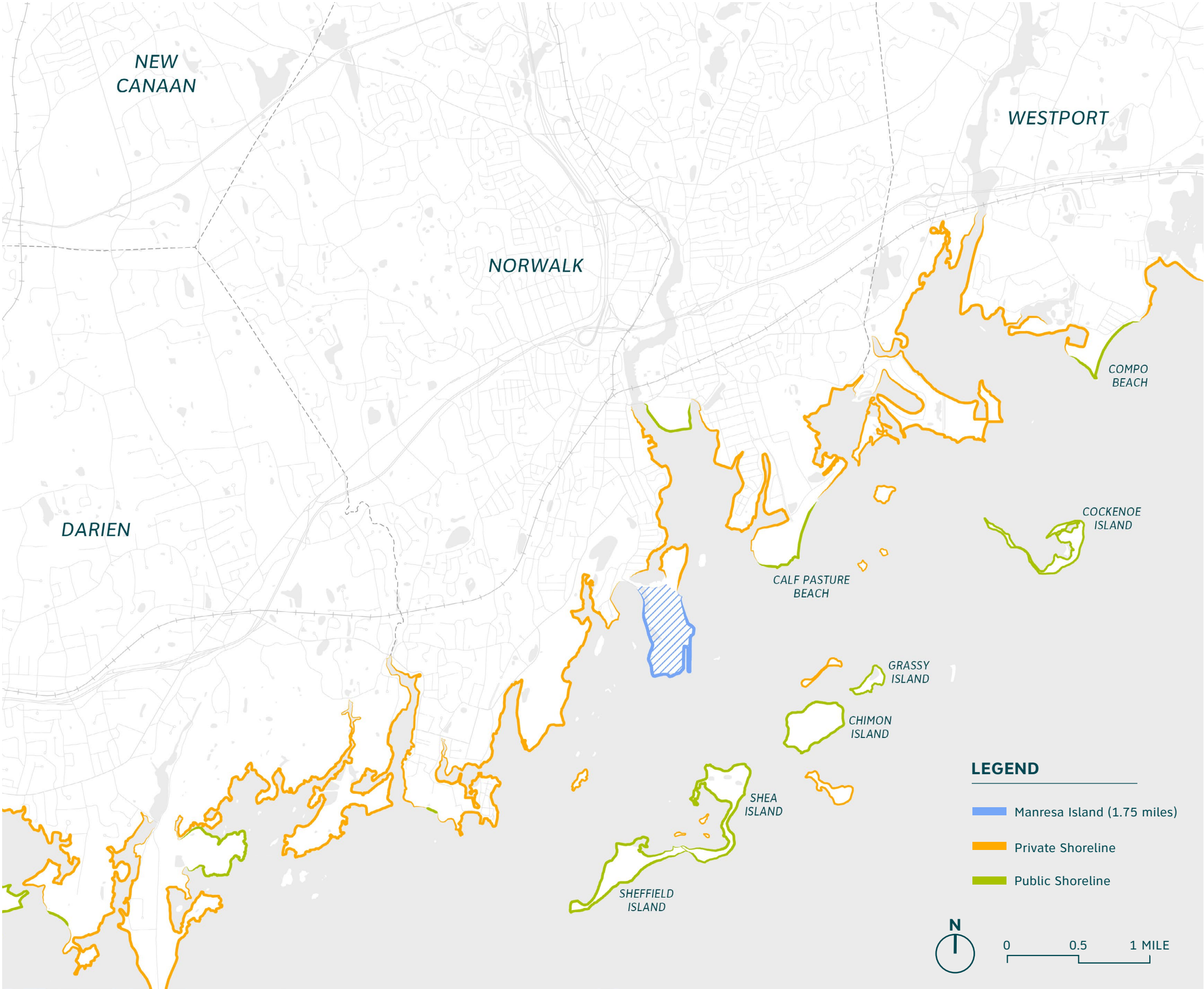
AN ACCESSIBLE SHORELINE

Fenced off from the public for decades, Manresa Island exists within a broader legacy of waterfront residential and industrial development which has eroded public access along the Connecticut shoreline. Manresa Island Park offers a unique opportunity to expand access to Norwalk’s waterfront and help connect the community back to the Long Island Sound.

Equitable, accessible shorelines and open spaces provide communities with opportunities to relax, recreate, and connect with one another, reducing stress and improving overall health. They also provide essential environmental benefits—such as wildlife habitat and coastal protection—while connecting people to the ecosystems where they live.

Despite being a vital part of Norwalk’s culture and history, the majority of the region’s shoreline is privatized and inaccessible to the public. Except for places like Veteran’s Memorial Park and Calf Pasture Beach, the majority of the city’s public shoreline exists on the Norwalk Islands and is only accessible by boat. With nearly two miles of linear coastline, Manresa Island represents an opportunity to not only expand and connect the local network of public shorelines, but to diversify the types of waterfront activities available to the local community.

SHORELINE ACCESS Map depicting public and private shoreline access in Norwalk (Image Source: SCAPE)



A HUB FOR LEARNING & DISCOVERY

The legacy of the Manresa Power Station and its surrounding landscapes provide a canvas for exploration and learning about the processes that once generated power, and showcase new processes might heal and regenerate our planet.

The Manresa Island Park and Plant will be activated with educational programming and natural spaces for people of all ages, abilities and interests. Visitors can explore a revived ecological habitat with multiple access points to the water, as well as year-round spaces for nature, play, education, and university-led research while they explore the labyrinthine spaces of the former plant.



A REVITALIZED ECOLOGY

The masterplan works to heal and enhance Manresa’s ecosystems, providing critical wildlife habitat as well as safe, healthy access to nature. High-quality habitats, such as the large salt marsh on the site’s western edge, are preserved to maintain their critical ecological value. Meanwhile, post-industrial wilds—such as the site’s expansive birch forest—will undergo a process of enhancement to improve biodiversity and ensure long-term resilience. Finally, a variety of restoration efforts will work to restore natural ecosystem functions across the site and create space for the establishment of new coastal ecosystems important to the region. A new urban ecology center, nestled near the park’s Atlantic white cedar swamp, will serve as a launching point for learning about the ecosystems of the region.

OSPREY
Pandion haliaetus

DOUBLE-CRESTED CORMORANT
Nannopterum auritum

SMOOTH CORDGRASS
Spartina alterniflora

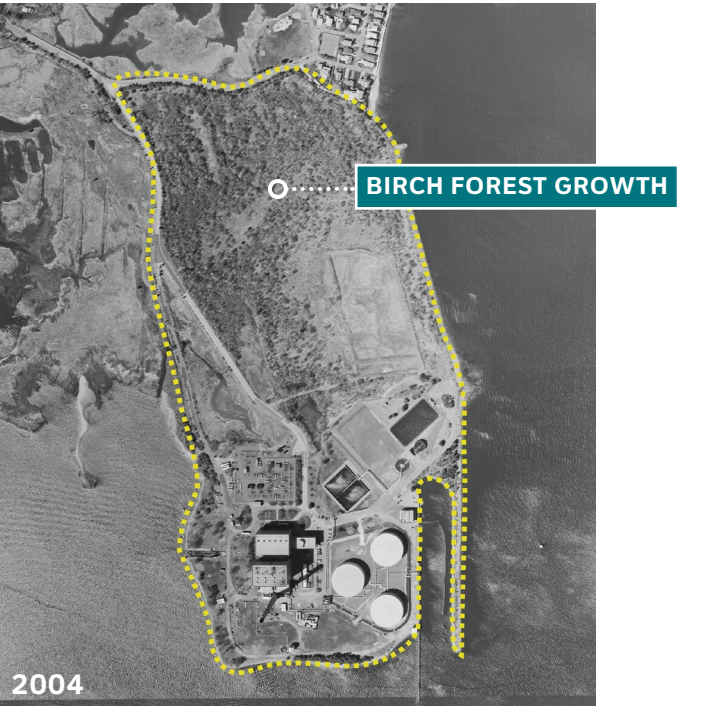
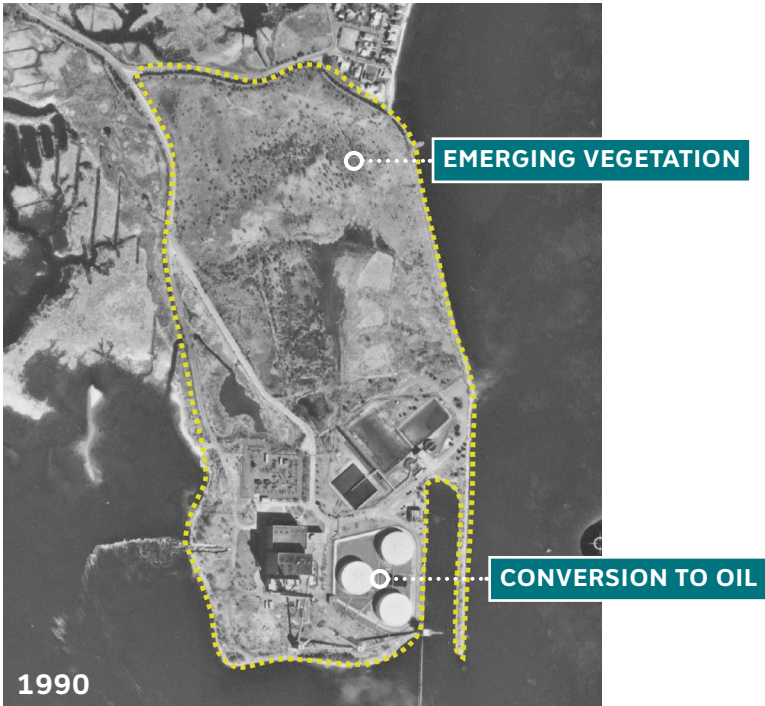
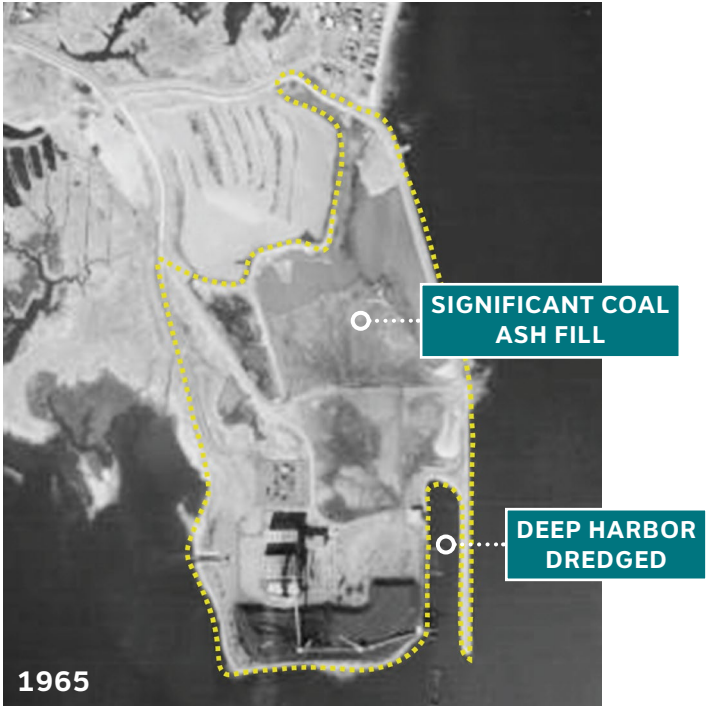
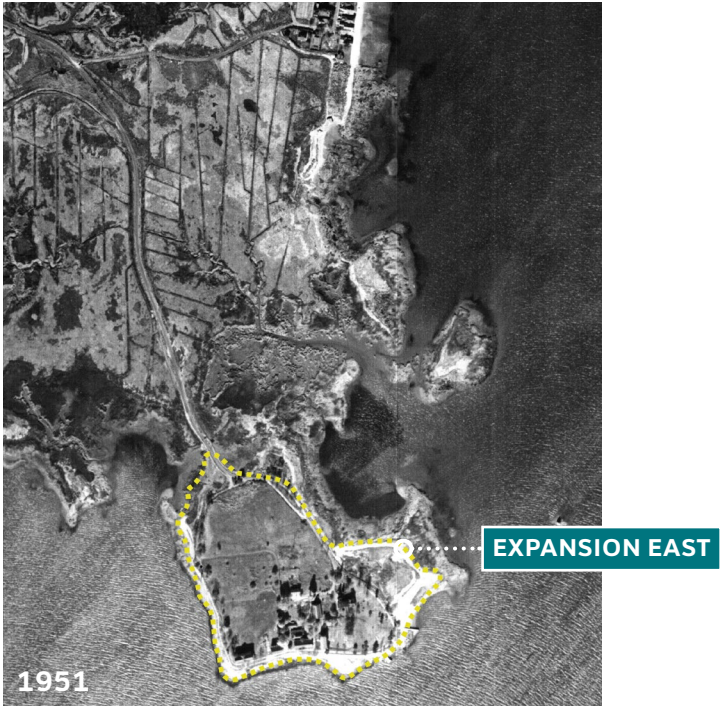
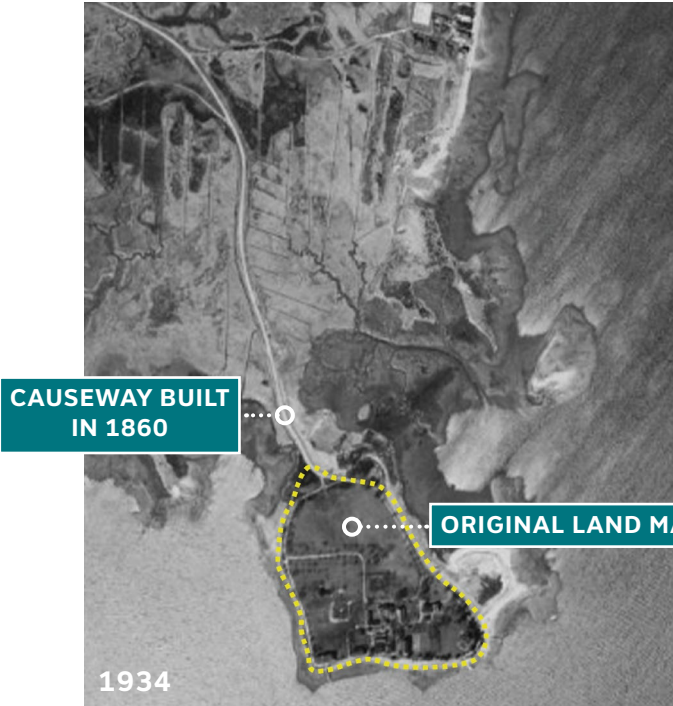
SALT MARSH AT MANRESA ISLAND PARK

EXISTING CONDITIONS

FROM ISLAND TO INDUSTRY

The story of Manresa Island is one of successive transformations, carried out at the threshold between land and sea. Its shape and character have changed over time, molded by the powerful forces of glaciers and industry. Once a small outcrop in a vast field of marshland, the Island transformed from a site of relaxation and retreat into a nexus of energy production for the region. Today, this legacy sits quietly on the horizon—a familiar landmark for many of Norwalk’s residents. After more than a decade of inactivity, the Island is transforming once again.

Manresa Island Park marks the next chapter in the transformation of this site—one which seeks to honor the Island’s natural and industrial heritage while reconnecting it with the rest of Norwalk’s public waterfront.



HISTORIC SITE - FEBRUARY 2026



MASTER PLAN



SITE PLAN

Manresa Wilds will be an incredible asset for the City of Norwalk, providing much-needed public waterfront access for all. The vision represents an innovative and resilient design that draws on the site’s complex history and fosters environmental stewardship and education - building lifelong advocates. It will create a space for the community to engage an area that has long been off limits to the people of Norwalk.

AREA	SIZE
1. Lawn	3.5 ACRES
2. Arrival Plaza	0.75 ACRES
3. Scrub Scramble	2.75 ACRES
4. Meadow	0.5 ACRES
5. Beach	2.5 ACRES
6. Pier	
7. Field Station	5,500 SQUARE FEET (SF)
8. Marina	0.3 ACRES
9. Harbor	3.66 ACRES
10. Kayak Terrace + Get Down	0.5 ACRES
11. Active Play	5 ACRES
12. Nature Play	1 ACRE
13. Forest Main Parking	3.5 ACRES
14. Artifact Parking	1.5 ACRES
15. Urban Ecology Center	
16. Cedar Swamp	4.40 ACRES
17. Nursery + Maintenance	0.5 ACRES + 0.15 ACRES
18. Forest Pockets	1.8 ACRES
19. Tide Pools	0.65 ACRES
20. Living Shoreline	1.16 ACRES
21. North Forest Parking	0.63 ACRES
22. Revitalized Marsh	12.79 ACRES
23. Pool Pavilion Plaza	
24. Pool Deck	
25. Multimodal Trail	1.55 MILES
26. Existing Power Plant Structures	
27. Existing Eversource Substation	2.5 ACRES

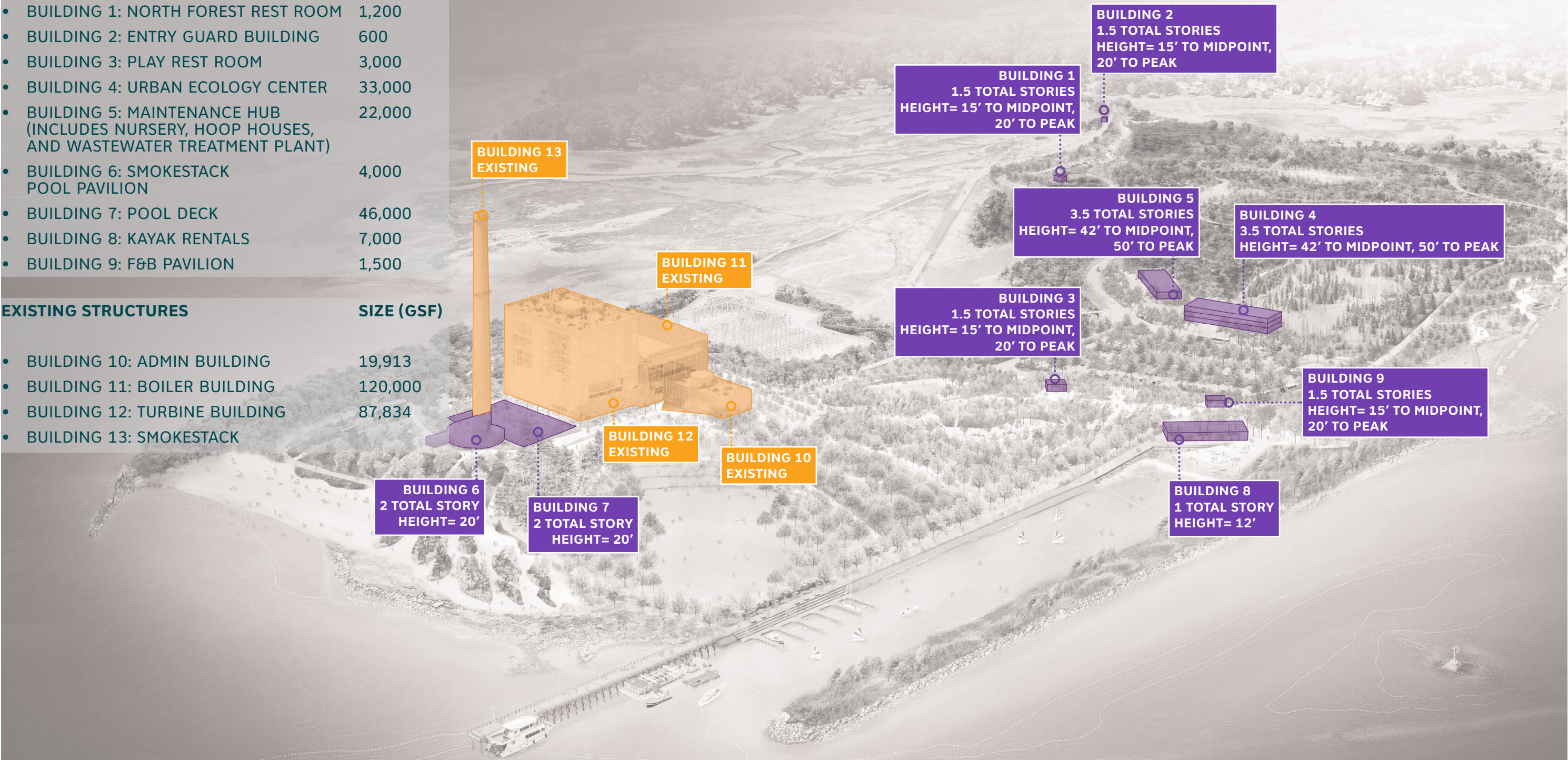
*Conceptual district master plan; program, layout, and use areas subject to change during design and permitting



SITE STRUCTURES

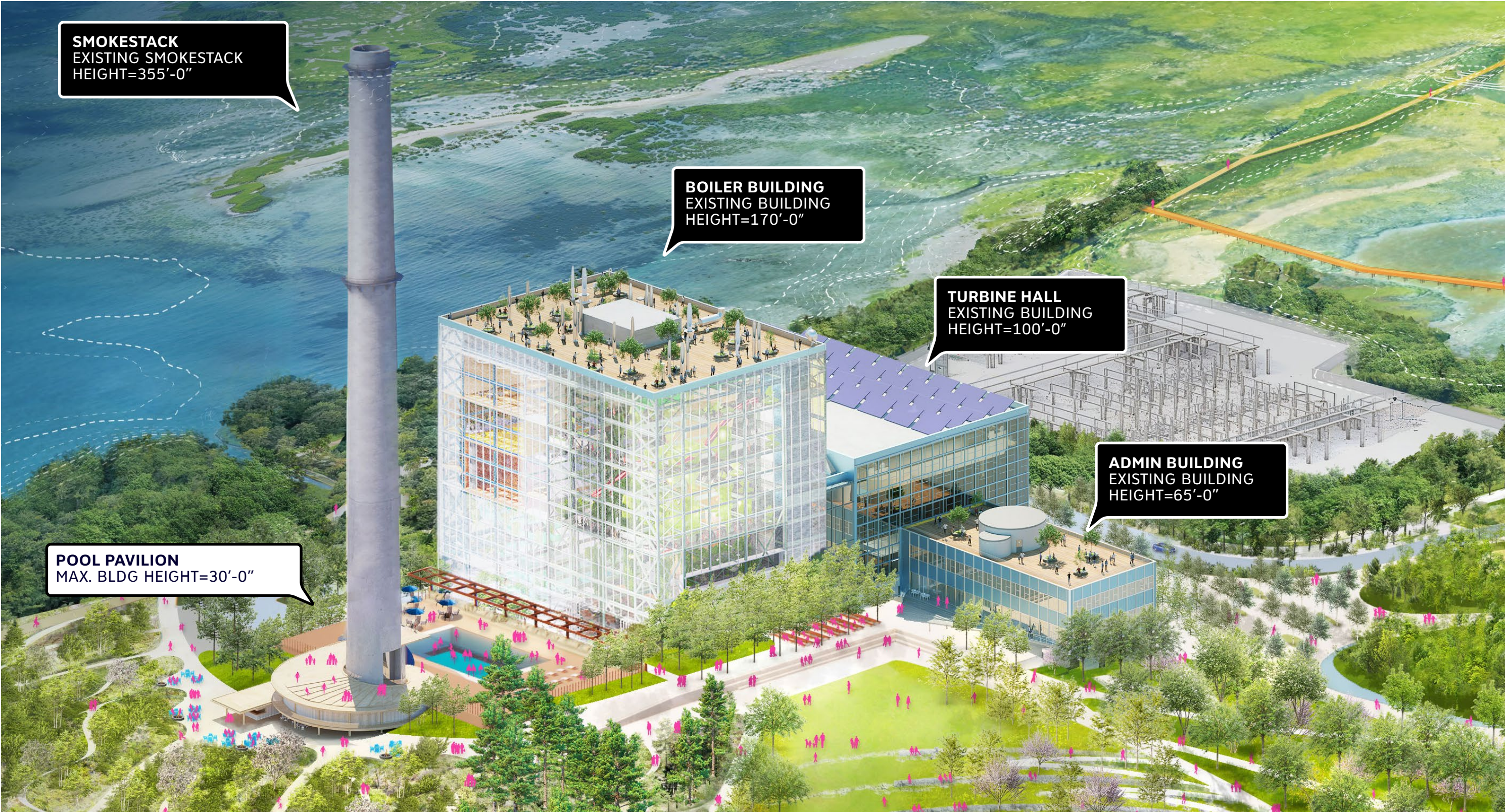
PROPOSED STRUCTURES	SIZE (GSF)
BUILDING 1: NORTH FOREST REST ROOM	1,200
BUILDING 2: ENTRY GUARD BUILDING	600
BUILDING 3: PLAY REST ROOM	3,000
BUILDING 4: URBAN ECOLOGY CENTER	33,000
BUILDING 5: MAINTENANCE HUB (INCLUDES NURSERY, HOOP HOUSES, AND WASTEWATER TREATMENT PLANT)	22,000
BUILDING 6: SMOKESTACK POOL PAVILION	4,000
BUILDING 7: POOL DECK	46,000
BUILDING 8: KAYAK RENTALS	7,000
BUILDING 9: F&B PAVILION	1,500

EXISTING STRUCTURES	SIZE (GSF)
BUILDING 10: ADMIN BUILDING	19,913
BUILDING 11: BOILER BUILDING	120,000
BUILDING 12: TURBINE BUILDING	87,834
BUILDING 13: SMOKESTACK	



*Conceptual district master plan; program, layout, and use areas subject to change during design and permitting

POWER PLANT CLUSTER



PHASING

PHASE 1: NORTH FOREST



PHASE 2 A & B



PHASE 3



MANRESA WILDS MASTER PLAN
March 2026

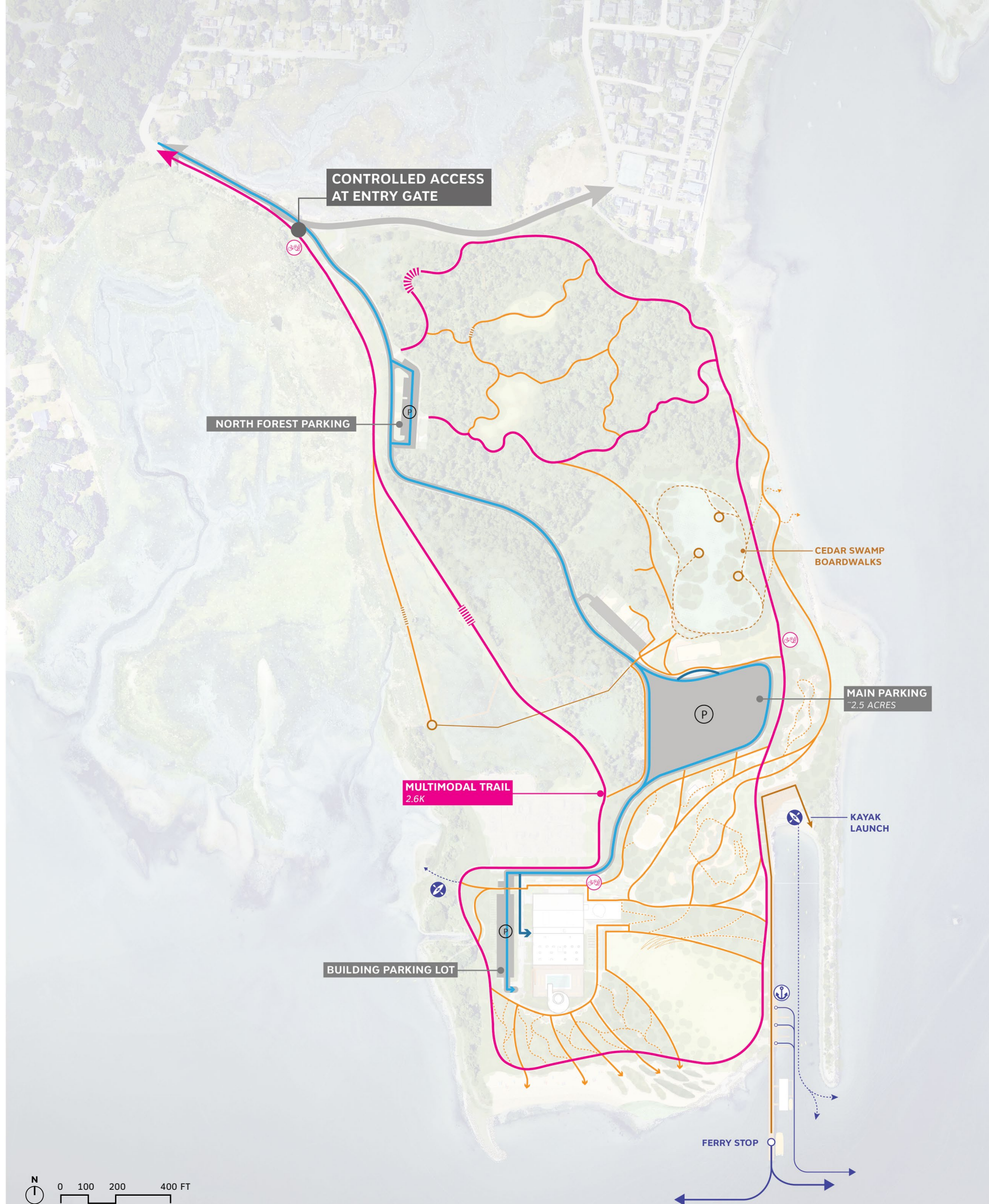
PHASE 4



SITE CONCEPT CIRCULATION

LEGEND

-  BIKE RACKS + BIKE SHARE
-  MULTIMODAL BRIDGE
-  PRIMARY MULTIMODAL PATH
-  SECONDARY PEDESTRIAN PATH
-  TERTIARY PEDESTRIAN PATH
-  LOOK-OUT POINT
-  SECONDARY BOARDWALK
-  TERTIARY BOARDWALK
-  KAYAK LAUNCH
-  KAYAK ROUTE
-  MARINA
-  BOAT ROUTE
-  PARKING
-  ROAD
-  VEHICULAR ACCESS
-  BUS ACCESS



A DIVERSE LANDSCAPE EXPERIENCE



A WELCOMING ARRIVAL TO THE BUILDING A grove of birch trees line the arrival plaza, guiding the entrance into the building and surrounding landscape.



A COMMUNITY GREEN The central lawn provides a civic space for gathering, relaxing, and events.



AN URBAN ECOLOGY CENTER The park will be a hub for ecological education in the region, anchored by an urban ecology center adjacent to an Atlantic white cedar swamp.

MANRESA WILDS MASTER PLAN

February 2026



A REMEDIATED FOREST The existing fly ash forest will be remediated, allowing visitors to explore beneath the canopy via a system of trails and elevated boardwalks.

A DIVERSE LANDSCAPE EXPERIENCE



A CLEARING IN THE FOREST The eco pocket provides a native meadow habitat within the forest, encouraging migratory species to nest and forage in this secluded space.



A PLACE FOR ADVENTUROUS PLAY The nature play area provides a place for kids to get messy and create their own forts and like structures.



A COASTAL PATH The living shoreline extends a marsh ecosystem and invites visitors to view this unique habitat.

MANRESA WILDS MASTER PLAN
March 2026



AN INCLUSIVE PLAY ZONE The play area invites kids and adults of all ages to explore industrial inspired play elements, including elevated structures and water play.

A DIVERSE BUILDING EXPERIENCE | TURBINE HALL



A WELCOMING ARRIVAL TO THE BUILDING The plant’s two historic transformers frame the main entryway and guest drop-off at the Turbine Hall.



INVITATION TO EXPLORE Multi-use stairs provide informal seating and waiting areas while inviting guests up to the various destinations and community spaces of the plant.



LEARNING AND HERITAGE Former relics of the plant such as its critical turbines are preserved and displayed in key areas..

MANRESA WILDS MASTER PLAN
March 2026



A SPACE FOR THE COMMUNITY The 22,000 square foot Turbine Hall is planned with flexibility to host a range of events, performances, and gathering.

A DIVERSE BUILDING EXPERIENCE | ADMINISTRATIVE BUILDING



SUPPORTING THE PARK AND PLANT The former Administrative Building becomes a key supportive asset for the park, with Café and Restaurant at it's Park Level (L2), and conferencing + support facilities for Events at it's Level 3.



A FRONT PORCH The Café and Restaurant spill out to a south-facing terrace with panoramic views of the sound, with an accessible ramp and informal seating connecting to the park.



INDOOR-OUTDOOR Transparency and openness are emphasized at Park Level (L2) to maximize conenction to the Great Lawn and Long Island Sound.

MANRESA WILDS MASTER PLAN
March 2026



ARCHITECTURAL HERITAGE Interiors are designed to preserve and celebrate the mid-century heritage of the plant, featuring orginal glazed ceramic tile, terrazo, and wooden mill-work.

A DIVERSE BUILDING EXPERIENCE | POOL PAVILLION



A PARK LANDMARK The Pool Pavillion, housing café, locker rooms, and restrooms, embraces the site’s landmark Smoke Stack to act as a meet-up point and lookout.



BEACH CAFÉ AND LOOKOUT Food service for the Beach is tucked below with shaded seating, while an accessible ramp allows guests to circulate upward to the pool or a rooftop lookout.



DIVING PLATFORM The most adventurous guests can circulate up to the Diving Platforms, playfully incorporated into the pavillion’s architecture.

MANRESA WILDS MASTER PLAN
March 2026



A MEMORABLE DESTINATION The pool’s location between the Smoke Stack and Boiler Building, with views out to the Long Island Sound creates an absolutely unique and memorable setting for fun-in-the-sun.

A DIVERSE BUILDING EXPERIENCE | BOILER BUILDING



VERTICAL PARK In the Boiler Building’s Eastern half, the void left by it’s removed Unit 1 Boiler becomes an incredible vertical space with indoor trails, slides, and preserved industrial features.



NORWALK OVERLOOK Along the Northern edge of the building, the upper level storage bay is repurposed as a panoramic overlook of Norwalk, with potential for a Bar-Restaurant.

MANRESA WILDS MASTER PLAN

March 2026



AUDITORIUM As part of the Western stack of institutional use, a mid-building Auditorium takes advantage of incredible views to the Sound..



OCEAN LAB At the Institutional Partner’s ground floor space, heavy machinery, ocean vessels, and equipment can be worked on with easy access for vehicles.

MASTERPLAN SUMMARY

		PRIMARY USE										ACCESSORY USE		
SPACE	USES (gsf)	Event Space	Retail	Restaurant	Auditorium & Conferencing	Ocean Workshop	Marine Research Facility	Research Labs	Commercial Recreation	Indoor Vertical Park	Parking Lot Stalls	Office	Park Support	Parking, Maintenance Stalls
Total Structures	356,800	104,000	2,000	27,000	35,000	20,000	40,000	40,000	18,000	40,000	400	2,000	28,800	20
Turbine Hall														
Event Space	90,000	90,000												
Retail	2,000		2,000											
Restaurant	1,000			1,000										
Office	2,000											2,000		
Total	95,000	90,000	2,000	1,000	0	0	0	0	0	0	0	2,000	0	0
Admin Building														
Event Space	14,000	14,000												
Restaurant	7,500			7,500										
Total	21,500	14,000	0	0	0	0	0	0	0	0	0	0	0	0
Boiler Building														
Total Auditorium & Conferencing	35,000				35,000									
Ocean Workshop	20,000					20,000								
Research Labs	40,000							40,000						
Restaurant	15,000			15,000										
Indoor Vertical Park	40,000									40,000				
Total	150,000	0	0	15,000	35,000	20,000	0	40,000	0	40,000	0	0	0	0
Smokestack Pool Pavilion Complex														
Restaurant	1,500			1,500										
Commercial Recreation	16,000								16,000					
Total	17,500	0	0	1,500	0	0	0	0	16,000	0	0			

*Conceptual district master plan; program, layout, and use areas subject to change during design and permitting

MASTERPLAN SUMMARY

		PRIMARY USE									ACCESSORY USE			
SPACE	USES (gsf)	Event Space	Retail	Restaurant	Auditorium & Conferencing	Ocean Workshop	Marine Research Facility	Research Labs	Commercial Recreation	Indoor Vertical Park	Parking Lot Stalls	Office	Park Support	Parking, Maintenance Stalls
Parking Lot Stalls	400										400			
Other Site Structures														
Urban Ecology Center / Marine Research Laboratory	40,000						40,000							
Kayak Rental Structure	2,000								2,000					
F&B Pavilion @ Active Play Area	2,000			2,000										
Entrance Security Building	600												600	
Restroom - North Forest	1,200												1,200	
Waste Water Treatment Plant	5,000												5,000	
Landscape Maintenance/ Ops Office Bldg	10,000												10,000	
Landscape Maintenance/ Ops Shed	4,000												4,000	
Landscape Nursery / Hop House Bldg	5,000												5,000	
Restroom - Active Play	3,000												3,000	
Total	72,800	0	0	2000	0	0	40,000	0	2000	0	0	0	28800	0
Parking, Maintenance Stalls	20													20

*Conceptual district master plan; program, layout, and use areas subject to change during design and permitting

Memorandum

To: Chris Murphy
From: AKRF, Inc.
Date: May 22, 2026
Re: Manresa Island Master Plan – Transportation Strategy Memorandum
cc:

A. INTRODUCTION

This memorandum provides a preliminary assessment on the projected trip generation and distribution, intersection capacity analysis, multi-modal environment, and potential travel demand management strategies in relation to the Manresa Wilds Master Plan (the “Proposed Project”). The Project Site is located on the southern portion of Manresa Island at the former location of the Manresa Power Plant in Norwalk, CT. The Project Site is accessible via Longshore Avenue. The Proposed Project is currently contemplated as four phases:

- Phase 1:
 - Northern Forest (previously received coastal site plan approval)
- Phase 2:
 - 2A - Park Middle & Southern Program
 - 2B - Turbine Building, Administration Wing, and Pool Pavilion Complex
- Phase 3:
 - Park (Harbor Promenade Pier Active Play)
 - Urban Ecology Center
 - Water Taxi access
- Phase 4
 - Boiler Building

This analysis focuses on project completion through Phase 3, referred to as the "Proposed Project" in this memorandum unless otherwise noted. The fourth phase — which would include repurposing the Boiler Building and additional amenities and activities — has a more speculative delivery timeline than Phases 1–3. Accordingly, a qualitative assessment of the Phase 4 program is provided at the end of this memorandum to capture the full master plan concept. It should be noted that the trip generation estimates are currently being reviewed by the City of Norwalk’s (the “City”) Transportation, Mobility, and Parking (TMP) division and that a full Traffic Impact Study will be conducted at a later date that includes updated traffic counts and potentially a larger study area. Therefore, for purposes of this assessment, the traffic analyses contained herein focused on two peak trip generation periods to develop an initial set of improvement recommendations. The analyzed locations were based on previously identified critical intersections in coordination with the TMP division and previously collected traffic volumes.

KEY FINDINGS

The following is a summary of the key findings of the preliminary analysis. Detailed analyses and findings are presented in the subsequent sections.

TRIP GENERATION ESTIMATES

With the completion of Phase 3, the highest peak hour trip generation occurs during the Summer Weekend PM peak hour with 586 total vehicle trips (307 trips in and 279 trips out). During the non-summer months, the highest trip generation would also occur during the Weekend PM peak hour in the Fall with 449 total vehicle trips (235 trips in and 214 trips out).

During typical commute peak hours (non-summer Weekday PM peak hour), the highest trip generation for the Proposed Project with the completion of Phase 3 would be 235 vehicle trips (123 trips in and 112 trips out).

TRAFFIC ANALYSIS

Based on the Weekday PM and Weekend PM peak hours, the estimated trip generation could trigger a traffic operational impact based on criteria in the City's Traffic Impact and Access Study (TIAS) Guidelines at the following locations:

- Woodward Avenue at Meadow Street – Mitigated with installation of a traffic signal. It should be noted that based on the Phase 2 trip generation estimate, this location may need to be signalized with the completion of the Phase 2 program.
- Washington Street and North Main Street/South Main Street – Traffic signal timing adjustments coordinated with efforts currently underway for the Over-Height Vehicle Detection System for the Washington Street and North Main Street/South Main Street corridors.
- Woodward Avenue at Burritt Avenue – The westbound approach experiences congestion on the stop-controlled approach, however, preliminary review indicates a new signal would not be warranted. It should be noted that a potential Phase 4 program could trigger the need to signal this intersection, which based on the roadway geometries require Woodward Avenue and Grove Street to be signalized.

It should be noted that there could be additional locations identified when updated traffic counts are collected or additional intersections are added to the study area.

TRAVEL DEMAND STRATEGIES

There are a number of strategies that can manage vehicular traffic to the site (i.e. dynamic parking pricing, limiting parking supply, social media awareness of parking conditions, wayfinding and collection corridor parking availability signage etc.). A list of strategies is provided in Section F. However, for these options to be effective, alternative transportation modes would need to be provided for visitors to shift their travel mode to.

- Transit Network – The Project Team is currently coordinating with Norwalk Transit to extend the Transit Route 2, which currently terminates at Woodward Avenue and Dock Road, approximately ¼ mile south to the Manresa Island entrance. This extension would provide a direct connection between the South Norwalk Metro-North Railroad Station and Manresa Island and promote transit access to the Manresa Island.
- Pedestrian/Bicycle Network - Woodward Avenue provides a travel lane in each direction and a parking lane on the east side of the roadway. Sidewalks are provided on both sides of the roadway until Dock Road, where there is a sidewalk only on the east side of the roadway, and no bicycle facilities. To improve bicycle access, the roadway could be restriped to provide a cycle track on the west side of the roadway, where there are limited driveways, with travel lanes on the east side of the roadway. As an alternative, a bicycle lane could be provided on both sides of the roadways with travel lanes in the middle of the road. This would enhance the ability for bicycles to access Manresa Island. A parking survey, which would include overnight parking, should be conducted to determine the number of parked vehicles that would be displaced with this improvement. In addition, the Proposed Project will construct sidewalks along the property frontage on Longshore Avenue, however, a gap in the sidewalk network would exist along the west side of Woodward Avenue between Longshore Avenue and Dock Road. The Project Team would support the City with a self-funded field survey work to aid in the construction of a sidewalk on the west side of Woodward Avenue south of Dock Street to provide direct access to Manresa Island.

- Off-Site Parking – Promote off-site parking at underutilized parking lots and provide a free shuttle between the parking lots and the Manresa Island. The SONO Collection Mall is a viable option that has underutilized parking supply and is in close proximity to I-95 to capture regional traffic. While off-site parking with shuttle service might not be needed for typical operating conditions, this could be implemented during large attendance events. Shuttle service should be provided to minimize wait time between shuttle arrivals.

OTHER CONSIDERATIONS

While not resulting in a traffic operational impact, it is still recommended the site plan realign the Proposed Project's driveway to be aligned with the eastbound approach of Longshore Avenue (north of the site). This would better direct visitors into Manresa Island and avoid missing the driveway and needing to enter and turn around in the Longshore Avenue Community. This alignment would also be an improvement in vehicles exiting the site compared to the current configuration. It should be noted that the Phase 1 Northern Forest plans that have been approved support the realignment on the Manresa side of the property line.

Additionally, although not a mitigation, it may be worthwhile recommending a residential parking permit system to the City, particularly on weekends, to be implemented to avoid visitors parking on local roadways and walking to the Project Site. The Project Team supports this initiative to avoid Manresa Island visitors from parking in the local area and can coordinate with the City on how to implement this strategy.

B. TRAVEL DEMAND / VISITATION PROJECTIONS

The Proposed Project provides a unique land use program that would activate a waterfront with multiple elements/activation spaces beyond a typical park. While typical traffic studies would estimate the traffic generated by a proposed development using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, the data provided by ITE reflects general parks that don't represent the vision for Manresa Island, and the ITE data that is available for parks is limited. Therefore, to estimate the vehicle trips generated, the Project Team relied on the following inputs presented in the *Manresa Island Visitation and Visitor Utilization Projections* (ORCA Consulting LLC, March 26, 2026) report:

- Annual Visitation Projections based on Project Phase
- Annual Visitation Profile by Month
- Weekly Visitation Profile by Day of Week and Season
- Modal Splits
- Time of Day Arrival and Departure Percentages

The *Manresa Island Visitation and Visitor Utilization Projections* report is provided in **Attachment A**.

ANNUAL VISITATION PROJECTIONS

Table 1 provides the annual visitation projections for each phase of the Proposed Project. For informational purposes, the Phase 1 annual visitation projections are included in **Table 1**. The trip generation estimates associated with the Phase 1 - North Forest component was developed and provided in the *Traffic Statement Manresa Wilds – North Forest (Phase 1)* (Tighe & Bond, December 12, 2025) memorandum. The projections represent when visitation stabilizes (following the post-opening surge of a new phase) and includes event programming. As shown in **Table 1**, there is a significant increase in projected annual visitation from Phase 1 to Phase 2, but only an 8-percent increase when Phase 3 comes online.

Table 1
Annual Visitation Projections

Phase	Stabilized Year	Annual Visitation ¹
Phase 1	2030	145,000
Phases 1 and 2	2035	731,000
Phases 1, 2, and 3	2037	792,000

Note:

¹ Includes potential event programming

Sources: *Manresa Island Visitation and Visitor Utilization Projections* (ORCA Consulting LLC, March 26, 2026)

PROJECTED MONTHLY AND WEEKLY VISITATION

Table 2 provides the projected annual percent distribution of visitations by month, which were applied for each phase. The weekly visitation estimates were based on assuming four weeks in a month. Peak monthly visitation would occur during the summer months (July and August) with September being the highest monthly visitation outside of summer when schools and typical commuter traffic would be occurring.

Table 2
Phases 2 and 3 Monthly and Weekly Visitation Projections

Month	Percent Distribution	Phases 1 and 2		Phases 1, 2, and 3	
		Monthly Visitation	Weekly Visitation ¹	Monthly Visitation	Weekly Visitation ¹
January	2%	14,620	3,655	15,840	3,960
February	2%	14,620	3,655	15,840	3,960
March	4%	29,240	7,310	31,680	7,920
April	9%	65,790	16,448	71,280	17,820
May	11%	80,410	20,103	87,120	21,780
June	11%	80,410	20,103	87,120	21,780
July	15%	109,650	27,413	118,800	29,700
August	15%	109,650	27,413	118,800	29,700
September	12%	84,065	21,016	91,080	22,770
October	10%	69,445	17,361	75,240	18,810
November	6%	43,860	10,965	47,520	11,880
December	4%	25,585	6,396	27,720	6,930

Note:

¹ Assumes 4 weeks per month

Sources: Manresa Island Visitation and Visitor Utilization Projections (ORCA Consulting LLC, March 26, 2026)

PROJECTED DAILY VISITATION

To establish daily visitation by day of week, weekly profile percentages were applied to the estimated weekly visitation projected for the peak spring (May and June), summer (July and August) and fall (September) months. **Tables 3 and 4** present the daily visitation throughout the week for each phase. Nearly 50 percent of weekly visitation is expected to occur on weekends. As previously stated, there is a significant increase in projected visitation from Phase 1 to Phase 2, but only an 8-percent increase when Phase 3 comes online.

Table 3
Phases 1 and 2 Day of Week Visitation Projections

Day of Week	Percent of Weekly Visitation	Spring	Summer	Fall
Monday	10%	2,010	2,741	2,102
Tuesday	10%	2,010	2,741	2,102
Wednesday	10%	2,010	2,741	2,102
Thursday	10%	2,010	2,741	2,102
Friday	12%	2,412	3,290	2,522
Saturday	25%	5,026	6,853	5,254
Sunday	23%	4,624	6,305	4,834

Sources: Manresa Island Visitation and Visitor Utilization Projections (ORCA Consulting LLC, March 26, 2026)

Table 4
Phases 1, 2, and 3 Day of Week Visitation Projections

Day of Week	Percent of Weekly Visitation	Spring	Summer	Fall
Monday	10%	2,178	2,970	2,277
Tuesday	10%	2,178	2,970	2,277
Wednesday	10%	2,178	2,970	2,277
Thursday	10%	2,178	2,970	2,277
Friday	12%	2,614	3,564	2,732
Saturday	25%	5,445	7,425	5,693
Sunday	23%	5,009	6,831	5,237

Sources: *Manresa Island Visitation and Visitor Utilization Projections (ORCA Consulting LLC, March 26, 2026)*

PEAK HOUR VEHICLE TRIP GENERATION

To develop peak hour trip generation estimates for a typical weekday (Tuesday - Thursday) and weekend day (Saturday was the peak), the following factors were applied to the day of week visitation projections:

- Modal Splits
- Vehicle Occupancy
- Time of Day Profile

Table 5 provides the modal split percentages and vehicle occupancy assumptions used to convert the daily visitation projections into a daily vehicle trip estimate. The majority of the visitors would arrive by vehicle, with a slight shift away from driving when Phase 3 comes online, which includes potential ferry and water taxi access. These projections do not incorporate potential modal shifts associated with travel demand management strategies which may be implemented by Manresa Island Corporation.

Table 5
Modal Split and Vehicle Occupancy

	Phase 2	Phase 3
Modal Split		
Drive	95%	94%
Transit/Shuttle/Ferry	3.5%	4.5%
Walk/Bike	1.5%	1.5%
Vehicle Occupancy	2.5 people/vehicle	2.5 people/vehicle

Sources: *Manresa Island Visitation and Visitor Utilization Projections (ORCA Consulting LLC, March 26, 2026)*

Table 6 provides the estimated daily vehicle trips, developed by applying the drive modal split and vehicle occupancies (**Table 5**) to the daily visitation estimates in **Tables 3 and 4**. At the completion of Phase 3 of the Proposed Project, a summer Saturday would generate the highest number of daily vehicles driving to the Project Site (2,822 vehicles). It should be noted the vehicle estimates presented in **Table 6** represent visitation by vehicle, however the number of vehicle trips would be double these estimates to account for vehicles arriving and departing.

Table 6
Daily Vehicle Trip Estimates¹

Day of the Week	Phases 1 and 2			Phases 1, 2, and 3		
	Spring	Summer	Fall	Spring	Summer	Fall
Monday	764	1,042	799	828	1,129	865
Tuesday	764	1,042	799	828	1,129	865
Wednesday	764	1,042	799	828	1,129	865
Thursday	764	1,042	799	828	1,129	865
Friday	917	1,250	958	993	1,354	1,038
Saturday	1,910	2,604	1,997	2,069	2,822	2,163
Sunday	1,757	2,396	1,837	1,903	2,596	1,990

Note:

¹ Daily Vehicle Estimates = Daily Visitation * Drive Modal Split/2.5 people/vehicle

Table 7 presents the daily arrival and departure profiles when Phase 2 and Phases 3 come online. There is a slight modification to the daily arrival and departure profile when Phase 3 comes online.

The daily profiles were applied to the daily visitation estimates to develop an hour-by-hour arrival and departure visitation estimates. The hour-by-hour trips in and out of the Project Site for each phase during the spring, summer, and fall are provided **Attachment B**.

Table 7
Daily Arrival and Departure Profiles

Time of Day	Phases 1 and 2		Phases 1, 2, and 3	
	Arrival	Departure	Arrival	Departure
5:00 AM	0%	0%	0%	0%
6:00 AM	0%	0%	0%	0%
7:00 AM	2%	0%	2%	0%
8:00 AM	2%	1%	2%	1%
9:00 AM	4%	2%	4%	2%
10:00 AM	6%	2%	6%	2%
11:00 AM	8%	5%	8%	5%
12:00 PM	9%	7%	9%	7%
1:00 PM	9%	9%	9%	9%
2:00 PM	10%	9%	10%	9%
3:00 PM	11%	9%	11%	9%
4:00 PM	11%	10%	11%	10%
5:00 PM	8%	11%	8%	11%
6:00 PM	8%	10%	8%	10%
7:00 PM	7%	9%	7%	9%
8:00 PM	3%	8%	3%	8%
9:00 PM	1%	6%	1%	6%
10:00 PM	1%	2%	1%	2%
	100%	100%	100%	100%

Sources: Manresa Island Visitation and Visitor Utilization Projections (ORCA Consulting LLC, March 26, 2026)

TRIP GENERATION PEAK HOUR SUMMARY

Table 8 presents the weekday and weekend peak hour vehicle trip generation estimates. With the completion of Phase 3 of the Proposed Project, the highest peak hour trip generation occurs during the Summer Weekend PM peak hour with 586 total vehicle trips (307 trips in and 279 trips out). During the non-summer months, the highest trip generation would also occur during the Weekend PM peak hour in the Fall with 449 total vehicle trips (235 trips in and 214 trips out).

During typical commute peak hours (non-summer Weekday PM peak hour), the highest trip generation with the Proposed Project following completion of Phase 3 would be 235 vehicle trips (123 trips in and 112 trips out).

The visitation projections contained herein do not account for any travel demand management strategies Manresa Island Corporation may implement to further reduce vehicular travel demand to and from the project. Refer to Section F for additional information on potential visitor demand management strategies.

Table 8
Vehicle Trip Generation Summary– Peak Hours

Phase	Season	Weekday Peak Hour Vehicle Trips									Weekend Peak Hour Vehicle Trips								
		AM ¹			Midday ²			PM ³			AM ¹			Midday ²			PM ³		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Phase 1 & 2 (open 2032/ stabilize 2035)	Spring	15	8	23	69	69	138	84	76	160	38	19	57	172	172	344	210	191	401
	Summer	21	10	31	94	94	188	115	104	219	52	26	78	234	234	468	287	260	547
	Fall	16	8	24	72	72	144	88	80	168	40	20	60	180	180	360	220	200	420
Phase 1, 2, & 3 (open 2035/ stabilize 2037)	Spring	17	8	25	74	74	148	90	82	172	41	20	61	184	184	368	225	205	430
	Summer	22	11	33	100	100	200	123	112	235	56	28	84	251	251	502	307	279	586
	Fall	17	9	26	77	77	154	94	86	180	43	21	64	193	193	386	235	214	449

Notes:

1. AM peak hour occurs during the 7 AM – 9 AM period
2. Midday peak hour occurs during the 11 AM – 2 PM period
3. PM peak hour occurs during the 4 PM – 6 PM period

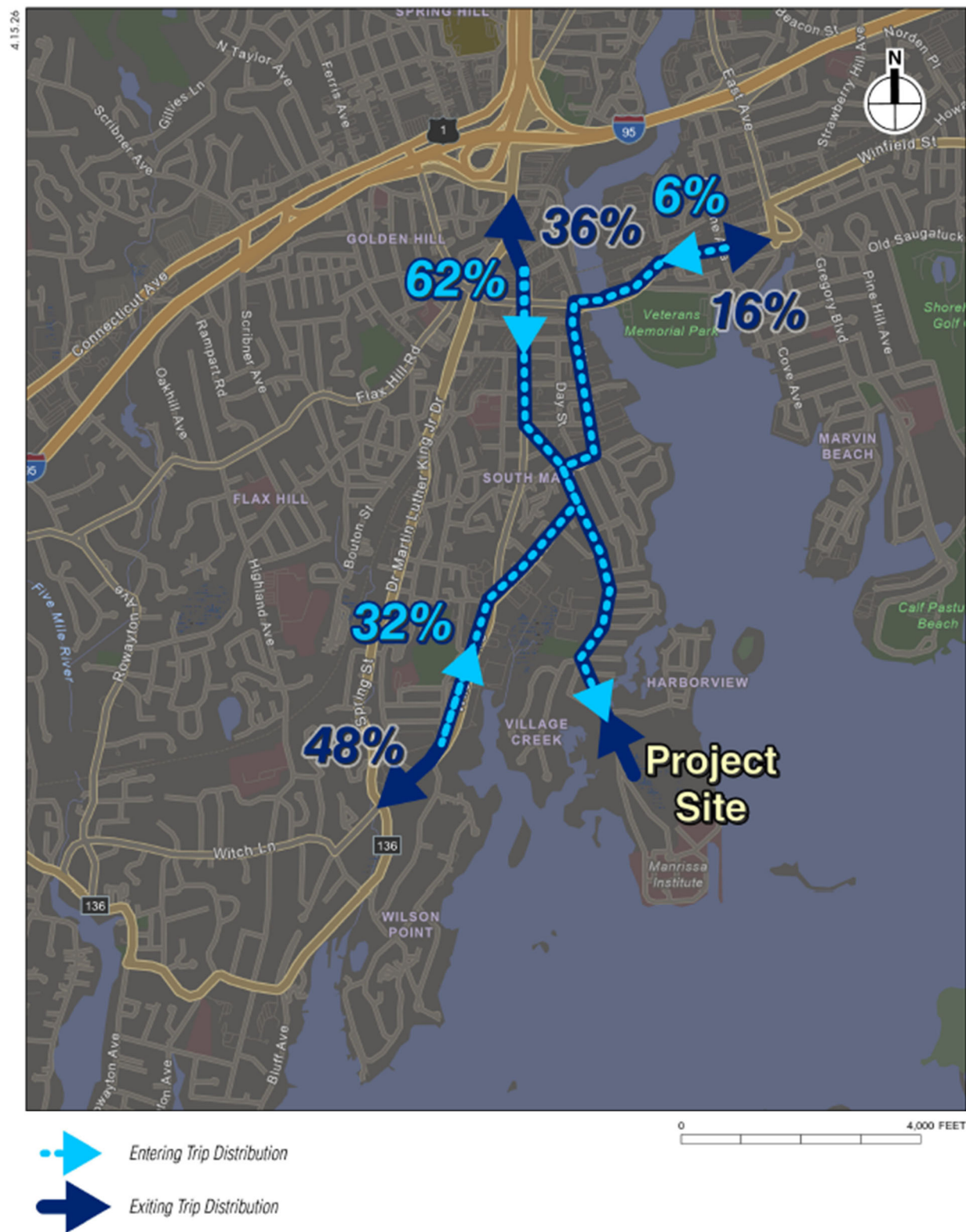
TRIP DISTRIBUTION

As noted above, due to the uncertainty on the timing and final program for Phase 4, the Phases 1, 2, and 3 trip generation estimates were carried forward to distribute on the network. The trip generation estimates were distributed to the roadway network based on population densities and likely travel routes to and from the Project Site. **Table 9** provides population densities from different geographic areas within a 10-mile radius to visit Manresa Island to develop general trip distribution patterns. When the full Traffic Impact Study is performed, trip distribution patterns may be adjusted/refined.

Table 9
Trip Distribution by Municipality and Population

Municipality	Population	Percent Distribution
Norwalk	91,184	20%
Stamford	135,470	30%
Fairfield	61,512	14%
Greenwich	63,518	14%
Westport	27,141	6%
Darien	21,499	5%
New Canaan	20,622	5%
Wilton	18,503	4%
Weston	10,354	2%
Total	449,803	100%

Based on these distributions, a general travel pattern for vehicles arriving and departing the Project Site was developed and presented in **Figure 1**. The trip generation estimates were assigned to the traffic network based on these travel patterns. **Attachment C** provides the trip assignments for the Weekday PM and Weekend PM peak hours.



MANRESA ISLAND TRAFFIC STUDY

Trip Distribution Percentages

Figure 1

C. PRELIMINARY TRAFFIC ANALYSIS

PRELIMINARY TRAFFIC ANALYSIS METHODOLOGY

As discussed above, due to the uncertainty on the timing and final program for Phase 4, the Phases 1, 2, and 3 trip generation estimates were carried forward for the intersection analysis effort. This preliminary assessment focused on identifying potential intersection deficiencies and improvement measures to accommodate the projected increase in traffic generated by the Proposed Project. Capacity analyses were first performed to establish baseline conditions at study area intersections. Future capacity analyses were then performed to project future conditions with the proposed project. A comparison of projected traffic operations under the existing and future scenarios determines the potential impacts of the Proposed Project at study area intersections. It is likely that a full Traffic Impact Study conducted at a later date will require analyses for each phase of the Proposed Project to determine when specific improvements would need to be implemented. The full Traffic Impact Study will account for planned developments and planned roadway improvements in the area.

Signalized Intersections

The operation of signalized intersections in the study area was analyzed by applying the Percentile Delay Methodology included in the Synchro 12 traffic analysis software. The Percentile Delay Methodology differs from the *Highway Capacity Manual (HCM)* Methodology as the former calculates vehicle delays for five different percentile scenarios (10th, 30th, 50th, 70th and 90th) and taking the volume weighted average of the scenarios, whereas the HCM methodology calculates delay for a single average scenario. In addition, the Percentile Delay Methodology includes an additional queue delay component to account for the effects of queues and blocking on short links and turning bays. The HCM methodology evaluates signalized intersections for average delay per vehicle and for Level of Service (LOS). LOS can be characterized for the entire intersection, each intersection approach, and each lane group. Delay alone is used to characterize LOS for the entire intersection or an approach. Total delay and volume-to-capacity (v/c) ratio are used to characterize LOS for a lane group. The volume-to-capacity ratio quantifies the degree to which a phase's capacity is utilized by a lane group. The delay criteria for the range of service levels for signalized intersections are shown in **Table 10**.

Table 10
LOS Criteria for Signalized Intersections

Total Delay Per Vehicle	Level-of-Service (LOS) ⁽¹⁾	
	v/c ratio ≤ 1.0	v/c ratio > 1.0
≤ 10.0 seconds	A	F
>10.0 and ≤ 20.0 seconds	B	F
>20.0 and ≤ 35.0 seconds	C	F
>35.0 and ≤ 55.0 seconds	D	F
>55.0 and ≤ 80.0 seconds	E	F
>80.0 seconds	F	F
Note: (1) For approach-based and intersection-wide assessments, LOS is defined solely by delay. Source: Transportation Research Board. <i>Highway Capacity Manual, 7th Edition</i> .		

Unsignalized Intersections

LOS for two-way stop-controlled (TWSC) intersections is determined by the computed or measured control delay using HCM Methodology. For vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns. Per the HCM, LOS is not defined for the intersection as a whole for TWSC intersections for three primary reasons: (a) major-street through vehicles are assumed to experience zero delay; (b) the disproportionate number of major-street through vehicles at a typical TWSC intersection skews the weighted average of all movements, resulting in a very low overall average delay for all vehicles; and (c) the resulting low delay can mask LOS deficiencies for minor movements. Total delay and volume-to-capacity (v/c) ratio are used to characterize LOS for a lane group. The LOS criteria for TWSC unsignalized intersections are summarized in **Table 11**. At TWSC intersections, drivers on the stop-controlled approaches are required to select gaps in the major-street flow to execute crossing or turning maneuvers. In the presence of a queue, each driver on the controlled approach must also use some time

to move into the front-of-queue position and prepare to evaluate gaps in the major-street flow, resulting in increased amounts of delay.

Table 11
LOS Criteria for Unsignalized Intersections

Control Delay Per Vehicle	Level-of-Service (LOS) ⁽¹⁾	
	v/c ratio ≤ 1.0	v/c ratio > 1.0
≤ 10.0 seconds	A	F
>10.0 and ≤ 15.0 seconds	B	F
>15.0 and ≤ 25.0 seconds	C	F
>25.0 and ≤ 35.0 seconds	D	F
>35.0 and ≤ 50.0 seconds	E	F
>50.0 seconds	F	F
Note: (1) The LOS criteria apply to each lane on a given approach and to each approach on the minor street (for TWSC intersections). LOS is not calculated for major-street approaches or for the intersection as a whole.		
Source: Transportation Research Board. <i>Highway Capacity Manual 7th Edition</i>		

PRELIMINARY TRAFFIC STUDY AREA AND ANALYSIS SCENARIOS

Based on a review of the roadway network, the trip generation and distribution estimates (refer to Section B of this memorandum), and consultation with Manresa Island Corporation, the preliminary intersection analysis was conducted for the 15 intersections listed below. Additional intersections will be collected when the full Traffic Impact Study is conducted based on feedback from the City on the trip generation and distribution estimates.

- | | |
|--|--|
| 1. Washington Street at Fairfield Avenue / Flax Hill Road / Couch Street | 8. North Water Street / Water Street at Washington Street |
| 2. West Avenue / Martin Luther King Junior (MLK Jr) Drive at North Main Street | 9. Water Street at Hanford Place |
| 3. MLK Jr Drive at Washington Street | 10. Water Street / Quintard Avenue at Burritt Avenue |
| 4. MLK Jr Drive at Monroe Street | 11. Woodward Avenue at Burritt Avenue |
| 5. North Main Street / South Main Street at Washington Street | 12. Woodward Avenue at Meadow Street |
| 6. South Main Street at Monroe Street / Hanford Place | 13. Meadow Street at South Main Street |
| 7. South Main Street at Concord Street / Woodward Avenue | 14. Meadow Street at Meadow Street Extension / Wilson Avenue |
| | 15. Longshore Avenue at NRG Norwalk Harbor Driveway (Existing Project Site Driveway) |

The analysis was conducted for the existing/baseline condition based on available data and a Future Year (2037) condition when the Phase 1, 2, and 3 visitation is expected to stabilize. The following combinations of time periods and conditions were analyzed:

- Weekday PM peak hour of the Existing Condition (2025)
- Weekday PM peak hour of the Future with Proposed Project Condition (2037)
- Weekend PM peak hour of the Future with the Proposed Project Condition (2037)

The Weekday PM peak hour was identified as the hour between 4:30 PM and 5:30 PM from traffic counts conducted on Wednesday, November 19, 2025, while the Weekend PM peak hour was identified as the hour between 3:15 PM and 4:15 PM from traffic counts conducted on Saturday, August 9, 2025. Traffic signal phasing was obtained from traffic control signal plans obtained from the City, while signal timing was obtained from controller output at each signal as the timings are more accurate than those shown on the traffic control signal plans.

It should be noted that the existing condition traffic analyses utilize signal timing and phasing information from the SoNo Streetscape Improvements Project at the intersections of Washington Street at Fairfield Avenue / Flax Hill Road / Couch Street and MLK Jr Drive at Washington Street.

EXISTING CONDITIONS

Traffic operating conditions at each study intersection were analyzed using the Synchro software to compute delays, v/c ratios, and LOS. **Table 12** includes a summary of the resulting LOS for the Existing Condition Weekday PM peak hour. Intersection lane groups and intersections at LOS E or worse are highlighted in orange with bold font.

Table 12
Existing Condition Weekday PM LOS Summary Table

Intersection	Approach	Lane Group	Weekday PM Peak Hour		
			v/c Ratio	Delay (sec)	LOS
1: Flax Hill Road/Fairfield Avenue & Couch Street/Washington Street (Signalized)					
Couch Street/Washington Street	Eastbound	TR	0.33	41.6	D
		LT	0.58	20.2	C
	Westbound	R	0.39	5.5	A
Flax Hill Road/Fairfield Avenue	Northbound	LT	0.17	37.0	D
		R	0.70	13.8	B
	Southbound	LTR	0.73	44.4	D
			Intersection	21.9	C
2: Dr. Martin Luther King Jr. Drive/West Avenue & North Main Street (Signalized)					
North Main Street	Westbound	R	0.31	0.7	A
Dr. Martin Luther King Jr. Drive/West Avenue	Northbound	TR	0.49	16.5	B
	Southbound	L	0.54	8.3	A
		T	0.30	8.1	A
			Intersection	9.5	A
3: Dr. Martin Luther King Jr. Drive & Washington Street (Signalized)					
Washington Street	Eastbound	L	0.35	29.5	C
		TR	0.37	17.2	B
	Westbound	LTR	0.53	34.0	C
Dr. Martin Luther King Jr. Drive	Northbound	L	0.62	38.0	D
		TR	0.78	37.4	D
	Southbound	L	0.08	23.4	C
		T	0.77	49.1	D
		R	0.21	9.7	A
			Intersection	33.9	C
4: Dr. Martin Luther King Jr. Drive & Monroe Street (Signalized)					
Monroe Street	Westbound	L	0.53	51.7	D
		R	0.57	18.9	B
Dr. Martin Luther King Jr. Drive	Northbound	TR	0.27	8.3	A
	Southbound	L	0.35	10.9	B
		T	0.25	10.2	B
			Intersection	12.9	B
5: South Main Street/North Main Street & Washington Street (Signalized)					
Washington Street	Eastbound	L	0.24	22.8	C
		TR	0.82	40.3	D
	Westbound	LTR	0.91	60.6	E
South Main Street/North Main Street	Northbound	LTR	0.56	25.2	C
	Southbound	L	0.14	17.8	B
		TR	0.48	20.6	C
			Intersection	33.9	C
6: South Main Street & Monroe Street/Hanford Place (Signalized)					
Monroe Street/Hanford Place	Eastbound	L	0.16	16.4	B
		TR	0.33	20.3	C
	Westbound	LTR	0.72	49.4	D
South Main Street	Northbound	LTR	0.37	23.0	C
	Southbound	LT	0.34	11.2	B
		R	0.07	4.7	A
			Intersection	22.3	C
7: South Main Street & Woodward Avenue & Concord Street (Signalized)					
Concord Street	Eastbound	L	0.34	42.5	D
		TR	0.53	47.8	D
	Westbound	LTR	0.52	49.3	D
South Main Street	Northbound	TR	0.74	52.4	D
Woodward Avenue	Northwestbound	LR	0.26	18.7	B
South Main Street	Southbound	LT	0.30	15.3	B
			Intersection	31.7	C

Table 12 (cont'd)
Existing Condition Weekday PM LOS Summary Table

Intersection	Approach	Lane Group	Weekday PM Peak Hour		
			v/c Ratio	Delay (sec)	LOS
8: Water Street/North Water Street & Washington Street (Signalized)					
Washington Street	Eastbound	LTR	0.86	63.9	E
	Westbound	L	0.63	22.5	C
		TR	0.32	12.0	B
Water Street/North Water Street	Northbound	L	0.18	25.7	C
		T	0.34	27.8	C
		R	0.34	0.5	A
	Southbound	LTR	0.85	57.0	E
				Intersection	25.8
9: Water Street & Hanford Place/G&C Marine Services Dwy (Signalized)					
Hanford Place/G&C Marine Services Dwy	Eastbound	LTR	0.56	24.9	C
	Westbound	LTR	0.08	19.9	B
Water Street	Northbound	LTR	0.52	8.1	A
	Southbound	LTR	0.46	7.0	A
			Intersection	9.5	A
10: Quintard Avenue/Water Street & Burritt Avenue (Unsignalized)					
Burritt Avenue	Eastbound	LTR	0.51	13.2	B
	Westbound	LTR	0.05	8.0	A
Quintard Avenue/Water Street	Northbound	LTR	0.08	8.9	A
	Southbound	LTR	0.39	10.6	B
			Intersection	11.6	B
11: Woodward Avenue & Burritt Avenue (Unsignalized)					
Burritt Avenue	Westbound	LR	0.44	18.1	C
Woodward Avenue	Northbound	TR	-	-	-
	Southbound	LT	0.04	8.6	A
			Intersection	4.7	A
12: Woodward Avenue & Meadow Street (Unsignalized)					
Meadow Street	Eastbound	LR	0.49	13.7	B
Woodward Avenue	Northbound	LT	0.42	12.3	B
	Southbound	TR	0.43	12.0	B
			Intersection	12.7	B
13: Atlantic Automotive Dwy/S Main Street & Meadow Street (Unsignalized)					
Meadow Street	Eastbound	LTR	0.58	14.4	B
	Westbound	LTR	0.31	10.2	B
Atlantic Automotive Dwy/S Main Street	Northbound	LTR	0.02	8.9	A
	Southbound	LTR	0.20	9.2	A
			Intersection	12.2	B
14: Wilson Avenue/Meadow Street & Meadow Street Extension (Unsignalized)					
Meadow Street Extension	Eastbound	LR	0.20	10.2	B
Wilson Avenue/Meadow Street	Northbound	LT	0.53	13.2	B
	Southbound	TR	0.48	12.0	B
			Intersection	12.3	B
15: NRG Norwalk Harbor Driveway & Longshore Avenue (Unsignalized)					
Longshore Avenue	Eastbound	TR	-	-	-
	Westbound	LT	-	0.0	A
NRG Norwalk Harbor Driveway	Northbound	LR	0.00	9.2	A
			Intersection	0.3	A
Notes: Highlighted cells with BOLD text represent LOS E or worse. L = Left Turn, T = Through, R = Right Turn, LOS = Level of Service, "-"=No measures of effectiveness provided by Synchro (lane group experiences negligible delay). Signalized intersections evaluated using Synchro Percentile Delay methodology. Unsignalized intersections evaluated using Highway Capacity Manual 7th Edition methodology.					

Based on the Existing Condition Weekday PM peak hour analysis, all intersections operate at overall LOS C or better, generally indicating moderate but acceptable delay at the study area intersections. There are three lane groups at two intersections which would operate at LOS E during the Weekday PM peak hour, which are identified below.

- South Main Street/North Main Street at Washington Street
 - Westbound approach: LOS E
- Water Street/North Water Street at Washington Street
 - Eastbound approach: LOS E

- Southbound approach: LOS E

FUTURE CONDITIONS

To identify potential intersection operational deficiencies with the Proposed Project through the completion and stabilization of Phase 3, estimated in the year 2037, Future with the Proposed Project traffic volumes were developed based on the following approach:

- Growing the available existing traffic volumes by 0.5% per year until 2037 to capture background growth.
- Manually adding the Phase 3 generated traffic volumes to the roadway network as described in Section C: Trip Distribution.

In addition to the developed Future with the Proposed Project traffic volumes, the following capital improvements were assumed to be in place:

- Signal timing, phasing and lane configuration improvements from the Over-height Vehicle Detection System Project proposed at South Main Street/North Main Street at Washington Street.
 - Includes a reconfiguration of the southbound approach from a left turn lane and a shared through right turn bay to a shared left through lane and a right turn bay.

Based on the Future with the Proposed Project analysis, all intersections are anticipated to operate at overall LOS C or better during the Weekday PM peak hour, however, two intersections are anticipated to operate at overall LOS E during the Weekend PM peak hour, listed below. **Table 13** includes a summary of the resulting LOS for the Future with the Proposed Project during the Weekday and Weekend PM peak hours.

- Water Street/North Water Street at Washington Street
- Woodward Avenue at Meadow Street

For additional context, the following lane groups would operate at LOS E or F during the Weekday and/or Weekend PM peak hour.

- South Main Street/North Main Street at Washington Street
 - Westbound approach – Weekend PM: LOS F
 - Northbound approach – Weekend PM: LOS E
- Water Street/North Water Street at Washington Street
 - Eastbound approach – Weekday PM: LOS E, Weekend PM: LOS F
 - Southbound approach – Weekday PM: LOS E
- Woodward Avenue at Burritt Avenue
 - Westbound approach – Weekend PM: LOS E
- Woodward Avenue at Meadow Street
 - Northbound approach – Weekend PM: LOS E
 - Southbound approach – Weekend PM: LOS E

Table 13

Future with Proposed Project Condition Weekday and Weekend PM LOS Summary

Intersection	Approach	Lane Group	Weekday PM Peak Hour			Weekend PM Peak Hour		
			v/c Ratio	Delay (sec)	LOS	v/c Ratio	Delay (sec)	LOS
1: Flax Hill Road/Fairfield Avenue & Couch Street/Washington Street (Signalized)								
Couch Street/Washington Street	Eastbound	TR	0.34	41.4	D	0.50	48.2	D
		LT	0.61	20.7	C	0.82	31.9	C
	Westbound	R	0.42	5.7	A	0.29	4.8	A
Flax Hill Road/Fairfield Avenue	Northbound	LT	0.17	36.9	D	0.33	42.7	D
		R	0.70	13.4	B	0.83	21.7	C
	Southbound	LTR	0.81	50.1	D	0.88	53.7	D
			Intersection	23.7	C	Intersection	31.1	C
2: Dr. Martin Luther King Jr. Drive/West Avenue & North Main Street (Signalized)								
North Main Street	Westbound	R	0.35	0.8	A	0.33	0.7	A
Dr. Martin Luther King Jr. Drive/West Avenue	Northbound	TR	0.53	20.8	C	0.39	18.9	B
	Southbound	L	0.64	13.3	B	0.53	6.0	A
		T	0.32	8.3	A	0.25	7.7	A
			Intersection	11.7	B	Intersection	9.0	A
3: Dr. Martin Luther King Jr. Drive & Washington Street (Signalized)								
Washington Street	Eastbound	L	0.38	30.4	C	0.55	30.4	C
		TR	0.40	18.1	B	0.44	22.5	C
	Westbound	LTR	0.57	31.6	C	0.53	29.5	C
Dr. Martin Luther King Jr. Drive	Northbound	L	0.69	42.6	D	0.42	32.7	C
		TR	0.83	39.3	D	0.61	34.9	C
	Southbound	L	0.08	23.9	C	0.07	17.8	B
		T	0.83	47.3	D	0.53	29.8	C
		R	0.23	8.9	A	0.30	1.9	A
			Intersection	34.7	C	Intersection	27.0	C
4: Dr. Martin Luther King Jr. Drive & Monroe Street (Signalized)								
Monroe Street	Westbound	L	0.55	50.9	D	0.48	46.5	D
		R	0.60	20.6	C	0.39	8.5	A
Dr. Martin Luther King Jr. Drive	Northbound	TR	0.29	8.9	A	0.21	6.8	A
	Southbound	L	0.39	12.7	B	0.24	3.8	A
		T	0.26	11.1	B	0.17	2.6	A
			Intersection	13.8	B	Intersection	7.8	A
5: South Main Street/North Main Street & Washington Street (Signalized)								
Washington Street	Eastbound	L	0.22	18.2	B	0.19	23.0	C
		TR	0.83	35.1	D	0.83	41.1	D
	Westbound	LTR	0.89	47.2	D	1.01	80.1	F
South Main Street/North Main Street	Northbound	LTR	0.83	43.2	D	0.92	55.8	E
	Southbound	LT	0.72	32.1	C	0.80	39.0	D
		R	0.08	18.8	B	0.07	19.6	B
			Intersection	37.6	D	Intersection	51.3	D
6: South Main Street & Monroe Street/Hanford Place (Signalized)								
Monroe Street/Hanford Place	Eastbound	L	0.16	16.3	B	0.13	15.7	B
		TR	0.35	20.4	C	0.21	17.2	B
	Westbound	LTR	0.74	49.7	D	0.63	30.5	C
South Main Street	Northbound	LTR	0.44	23.5	C	0.51	22.4	C
	Southbound	LT	0.44	17.2	B	0.53	22.0	C
		R	0.08	5.1	A	0.05	6.1	A
			Intersection	23.9	C	Intersection	22.0	C
7: South Main Street & Woodward Avenue & Concord Street (Signalized)								
Concord Street	Eastbound	L	0.36	42.8	D	0.41	46.7	D
		TR	0.54	48.4	D	0.46	45.7	D
	Westbound	LTR	0.54	50.0	D	0.41	45.1	D
South Main Street	Northbound	TR	0.76	52.7	D	0.60	46.8	D
Woodward Avenue	Northwestbound	LR	0.32	20.0	C	0.33	17.8	B
South Main Street	Southbound	LT	0.40	14.5	B	0.43	18.9	B
			Intersection	30.4	C	Intersection	26.8	C
8: Water Street/North Water Street & Washington Street (Signalized)								
Washington Street	Eastbound	LTR	0.94	75.4	E	1.49	267.9	F
	Westbound	L	0.80	38.1	D	0.90	43.8	D
		TR	0.37	15.6	B	0.64	18.7	B
Water Street/North Water Street	Northbound	L	0.18	25.2	C	0.13	22.8	C
		T	0.34	27.0	C	0.21	21.9	C
		R	0.37	0.6	A	0.26	0.3	A
	Southbound	LTR	0.86	56.8	E	0.70	39.9	D
			Intersection	30.6	C	Intersection	67.2	E

Table 13 (cont'd)

Future with Proposed Project Condition Weekday and Weekend PM LOS Summary

Intersection	Approach	Lane Group	Weekday PM Peak Hour			Weekend PM Peak Hour		
			v/c Ratio	Delay (sec)	LOS	v/c Ratio	Delay (sec)	LOS
9: Water Street & Hanford Place/G&C Marine Services Dwy (Signalized)								
Hanford Place/G&C Marine Services Dwy	Eastbound	LTR	0.59	26.1	C	0.41	16.3	B
	Westbound	LTR	0.07	19.4	B	0.03	27.3	C
Water Street	Northbound	LTR	0.57	9.3	A	0.38	5.1	A
	Southbound	LTR	0.50	7.8	A	0.45	6.2	A
			Intersection	10.5	B	Intersection	6.5	A
10: Quintard Avenue/Water Street & Burritt Avenue (Unsignalized)								
Burritt Avenue	Eastbound	LTR	0.58	15.0	B	0.49	13.0	B
	Westbound	LTR	0.06	8.3	A	0.12	8.6	A
Quintard Avenue/Water Street	Northbound	LTR	0.09	9.1	A	0.06	8.9	A
	Southbound	LTR	0.43	11.4	B	0.47	11.8	B
			Intersection	12.9	B	Intersection	11.8	B
11: Woodward Avenue & Burritt Avenue (Unsignalized)								
Burritt Avenue	Westbound	LR	0.58	25.4	D	0.81	47.4	E
Woodward Avenue	Northbound	TR	-	-	-	-	-	-
	Southbound	LT	0.04	8.8	A	0.05	8.7	A
			Intersection	6.0	A	Intersection	11.5	B
12: Woodward Avenue & Meadow Street (Unsignalized)								
Meadow Street	Eastbound	LR	0.63	18.9	C	0.72	25.8	D
Woodward Avenue	Northbound	LT	0.65	19.1	C	0.90	43.8	E
	Southbound	TR	0.63	17.8	C	0.93	47.6	E
			Intersection	18.6	C	Intersection	40.4	E
13: Atlantic Automotive Dwy/S Main Street & Meadow Street (Unsignalized)								
Meadow Street	Eastbound	LTR	0.69	18.0	C	0.49	12.5	B
	Westbound	LTR	0.42	11.8	B	0.51	12.6	B
Atlantic Automotive Dwy/S Main Street	Northbound	LTR	0.02	9.4	A	-	-	-
	Southbound	LTR	0.23	9.8	A	0.17	9.1	A
			Intersection	14.7	B	Intersection	12.1	B
14: Wilson Avenue/Meadow Street & Meadow Street Extension (Unsignalized)								
Meadow Street Extension	Eastbound	LR	0.22	10.9	B	0.18	10.2	B
Wilson Avenue/Meadow Street	Northbound	LT	0.63	15.9	C	0.43	11.6	B
	Southbound	TR	0.59	14.6	B	0.64	15.5	C
			Intersection	14.7	B	Intersection	13.5	B
15: NRG Norwalk Harbor Driveway & Longshore Avenue (Unsignalized)								
Longshore Avenue	Eastbound	TR	-	-	-	-	-	-
	Westbound	LT	-	0.0	A	0.00	8.3	A
NRG Norwalk Harbor Driveway	Northbound	LR	0.15	10.3	B	0.55	16.4	C
			Intersection	3.3	A	Intersection	7.0	A
Notes: Highlighted cells with BOLD text represent LOS E or worse. L = Left Turn, T = Through, R = Right Turn, LOS = Level of Service, "-"=No measures of effectiveness provided by Synchro (lane group experiences negligible delay). Signalized intersections evaluated using Synchro Percentile Delay methodology. Unsignalized intersections evaluated using Highway Capacity Manual 7th Edition methodology.								

POTENTIAL INTERSECTION CONCEPTUAL IMPROVEMENTS

According to the City's TIAS Guidelines, mitigation is required at intersections where a project increases traffic volumes by more than five percent and experience an overall LOS degradation to LOS E or F. The intersection of Woodward Avenue at Meadow Street is the only location that would qualify as a traffic operational impact and require mitigation. As the Proposed Project would only increase traffic volumes by 3.1 percent at the intersection of Water Street/North Water Street at Washington Street. However, additional traffic signal timing and coordination optimization was explored to improve traffic operations with lane groups anticipated to experience LOS E or F in the Build Condition. **Table 14** and **Table 15** include a summary of the resulting LOS for the Future with the Proposed Project with Mitigation during the Weekday and Weekend PM peak hours, respectively, showing locations that would experience changes in operations with mitigation only. Potential mitigation measures are discussed in detail below.

Woodward Avenue at Meadow Street

During the Weekend PM peak hour, this intersection is anticipated to experience an overall LOS E and LOS E at the northbound and southbound approaches on Woodward Avenue. As stated previously, the intersection of Woodward Avenue at Meadow Street is a three-leg, all-way stop controlled intersection. The primary potential mitigation strategy may include installing a new traffic signal if the intersection meets one or more MUTCD traffic signal warrants (additional data collection would be required). The overall LOS would improve to LOS C during the Weekend PM peak hour, mitigating the traffic operational impact according to City's TIAS Guidelines.

Signal Timing and Coordination on Washington Street and North Main Street/South Main Street

In the Over-height Vehicle Detection System Project, traffic signal timing changes at South Main Street/North Main Street at Washington Street are anticipated to increase the cycle length from 80 seconds to 90 seconds, which would not match the adjacent signalized intersections to the east (Water Street/North Water Street at Washington Street), west (MLK Jr Drive at Washington Street) and south (South Main Street at Monroe Street / Hanford Place). Updates to the cycle length at these intersections from 80 to 90 seconds would improve traffic operations compared to the Build Condition and reduce the number of lane groups operating at LOS E or F. Therefore, it is recommended that the signal timing and coordination optimization be explored as part of the full Traffic Impact Study, and include the intersections not included in the original study area along North Main Street (intersections of Ann Street and Marshall Street).

Lastly, although not considered a traffic operational impact according to the City's TIAS Guidelines, the intersection of Woodward Avenue at Burritt Avenue westbound approach is anticipated to operate at LOS E during the Weekend PM peak hour, and the Proposed Project would increase traffic volume at the intersection by 37 percent. Potential improvements that could be considered for this intersection would be to convert from a minor street stop-controlled intersection to an all-way stop control intersection. Installation of a new traffic signal could be considered but appears to be less likely to meet the MUTCD traffic signal warrants and would need to include the Grove Street approach to the north as a clustered intersection. Conversion to an all-way stop control would improve the operations on the westbound approach to a LOS C.

Table 14
Future with Mitigation Condition Weekday PM LOS Summary

Intersection	Approach	Lane Group	Build Condition			Lane Group	Build Condition With Mitigation			
			v/c Ratio	Delay (sec)	LOS		v/c Ratio	Delay (sec)	LOS	
11: Woodward Avenue & Burritt Avenue (Unsignalized)										
Burritt Avenue	Westbound	LR	0.58	25.4	D	LR	0.40	13.1	B	
Woodward Avenue	Northbound	TR	-	-	-	TR	0.74	20.6	C	
	Southbound	LT	0.04	8.8	A	LT	0.40	12.1	B	
			Intersection	6.0	A	Intersection			16.9	C
12: Woodward Avenue & Meadow Street (Unsignalized in Build/Signalized in Build with Mitigation)										
Meadow Street	Eastbound	LR	0.63	18.9	C	LR	0.75	27.3	C	
Woodward Avenue	Northbound	LT	0.65	19.1	C	LT	0.49	12.0	B	
	Southbound	TR	0.63	17.8	C	TR	0.42	8.9	A	
			Intersection	18.6	C	Intersection			15.8	B
Notes:										
Highlighted cells with BOLD text represent LOS E or worse.										
L = Left Turn, T = Through, R = Right Turn, LOS = Level of Service, "-"=No measures of effectiveness provided by Synchro (lane group experiences negligible delay).										
Signalized intersections evaluated using Synchro Percentile Delay methodology. Unsignalized intersections evaluated using Highway Capacity Manual 7th Edition methodology.										

Table 15

Future with Mitigation Condition Weekend PM LOS Summary

Intersection	Approach	Lane Group	Build Condition			Lane Group	Build Condition With Mitigation				
			v/c Ratio	Delay (sec)	LOS		v/c Ratio	Delay (sec)	LOS		
1: Flax Hill Road/Fairfield Avenue & Couch Street/Washington Street (Signalized)											
Couch Street/Washington Street	Eastbound	TR	0.50	48.2	D	TR	0.31	39.9	D		
	Westbound	LT	0.82	31.9	C	LT	0.81	32.1	C		
		R	0.29	4.8	A	R	0.28	5.1	A		
Flax Hill Road/Fairfield Avenue	Northbound	LT	0.33	42.7	D	LT	0.27	42.9	D		
		R	0.83	21.7	C	R	0.80	19.0	B		
	Southbound	LTR	0.88	53.7	D	LTR	0.85	52.7	D		
			Intersection	31.1	C				Intersection	29.9	C
2: Dr. Martin Luther King Jr. Drive/West Avenue & North Main Street (Signalized)											
North Main Street	Westbound	R	0.33	0.7	A	R	0.33	0.7	A		
Dr. Martin Luther King Jr. Drive/West Avenue	Northbound	TR	0.39	18.9	B	TR	0.39	9.1	A		
	Southbound	L	0.53	6.0	A	L	0.53	6.0	A		
		T	0.25	7.7	A	T	0.25	7.7	A		
			Intersection	9.0	A				Intersection	6.1	A
3: Dr. Martin Luther King Jr. Drive & Washington Street (Signalized)											
Washington Street	Eastbound	L	0.55	30.4	C	L	0.56	37.8	D		
		TR	0.44	22.5	C	TR	0.46	29.2	C		
	Westbound	LTR	0.53	29.5	C	LTR	0.64	34.6	C		
Dr. Martin Luther King Jr. Drive	Northbound	L	0.42	32.7	C	L	0.33	22.1	C		
		TR	0.61	34.9	C	TR	0.59	33.2	C		
	Southbound	L	0.07	17.8	B	L	0.06	13.4	B		
		T	0.53	29.8	C	T	0.51	38.5	D		
		R	0.30	1.9	A	R	0.31	12.9	B		
						Intersection	27.0	C			
4: Dr. Martin Luther King Jr. Drive & Monroe Street (Signalized)											
Monroe Street	Westbound	L	0.48	46.5	D	L	0.48	41.8	D		
		R	0.39	8.5	A	R	0.39	7.2	A		
Dr. Martin Luther King Jr. Drive	Northbound	TR	0.21	6.8	A	TR	0.21	6.8	A		
	Southbound	L	0.24	3.8	A	L	0.24	4.0	A		
		T	0.17	2.6	A	T	0.17	3.3	A		
			Intersection	7.8	A				Intersection	7.6	A
5: South Main Street/North Main Street & Washington Street (Signalized)											
Washington Street	Eastbound	L	0.19	23.0	C	L	To be coordinated with the Over-Height Vehicle Detection System Upgrades				
		TR	0.83	41.1	D	TR					
	Westbound	LTR	1.01	80.1	F	LTR					
South Main Street/North Main Street	Northbound	LTR	0.92	55.8	E	LTR					
	Southbound	L	0.80	39.0	D	LT					
TR		0.07	19.6	B	R						
			Intersection	51.3	D						
6: South Main Street & Monroe Street/Hanford Place (Signalized)											
Monroe Street/Hanford Place	Eastbound	L	0.13	15.7	B	L	0.15	22.3	C		
		TR	0.21	17.2	B	TR	0.23	23.9	C		
	Westbound	LTR	0.63	30.5	C	LTR	0.66	49.1	D		
South Main Street	Northbound	LTR	0.51	22.4	C	LTR	0.47	17.8	B		
	Southbound	LT	0.53	22.0	C	LT	0.49	20.3	C		
		R	0.05	6.1	A	R	0.05	6.6	A		
			Intersection	22.0	C				Intersection	23.2	C
7: South Main Street & Woodward Avenue & Concord Street (Signalized)											
Concord Street	Eastbound	L	0.41	46.7	D	L	0.41	46.7	D		
		TR	0.46	45.7	D	TR	0.46	45.7	D		
	Westbound	LTR	0.41	45.1	D	LTR	0.41	45.1	D		
South Main Street	Northbound	TR	0.60	46.8	D	TR	0.60	46.8	D		
Woodward Avenue	Northwestbound	LR	0.33	17.8	B	LR	0.33	17.8	B		
South Main Street	Southbound	LT	0.43	18.9	B	LT	0.43	27.9	C		
			Intersection	26.8	C				Intersection	30.5	C
8: Water Street/North Water Street & Washington Street (Signalized)											
Washington Street	Eastbound	LTR	1.49	267.9	F	LTR	1.03	68.8	E		
	Westbound	L	0.90	43.8	D	L	0.95	51.6	D		
		TR	0.64	18.7	B	TR	0.59	16.8	B		
Water Street/North Water Street	Northbound	L	0.13	22.8	C	L	0.14	29.0	C		
		T	0.21	21.9	C	T	0.23	28.1	C		
		R	0.26	0.3	A	R	0.26	0.4	A		
	Southbound	LTR	0.70	39.9	D	LTR	0.78	49.6	D		
			Intersection	67.2	E				Intersection	34.3	C

Table 15 (cont'd)
Future with Mitigation Condition Weekend PM LOS Summary

Intersection	Approach	Lane Group	Build Condition			Lane Group	Build Condition With Mitigation		
			v/c Ratio	Delay (sec)	LOS		v/c Ratio	Delay (sec)	LOS
11: Woodward Avenue & Burritt Avenue (Unsignalized)									
Burritt Avenue	Westbound	LR	0.81	47.4	E	LR	0.49	15.5	C
Woodward Avenue	Northbound	TR	-	-	-	TR	0.77	23.3	C
	Southbound	LT	0.05	8.7	A	LT	0.57	16.2	C
			Intersection	11.5	B		Intersection	19.3	C
12: Woodward Avenue & Meadow Street (Unsignalized in Build/Signalized in Build with Mitigation)									
Meadow Street	Eastbound	LR	0.72	25.8	D	LR	0.81	32.4	C
Woodward Avenue	Northbound	LT	0.90	43.8	E	LT	0.87	32.5	C
	Southbound	TR	0.93	47.6	E	TR	0.55	10.3	B
			Intersection	40.4	E		Intersection	24.1	C
Notes:									
Highlighted cells with BOLD text represent LOS E or worse.									
L = Left Turn, T = Through, R = Right Turn, LOS = Level of Service, "-"=No measures of effectiveness provided by Synchro (lane group experiences negligible delay).									
Signalized intersections evaluated using Synchro Percentile Delay methodology. Unsignalized intersections evaluated using Highway Capacity Manual 7th Edition methodology.									

ROADWAY VOLUME COMPARISON

In addition to the intersection analysis, a comparison of roadway volumes based on recent available data from CTDOT between 7 AM and 8 PM on a weekday to the daily weekday trip profile generated by Manresa Island for that time period was prepared for the following locations and time periods:

- Meadow Street between Lawrence Street and Novak Street (non-summer weekday)
- Water Street between Raymond Street and Concord Street (non-summer weekday)
- South Main Street between Monroe Street and Raymond Street
- West Avenue between Garner Street and North Main Street

Table 16 presents the roadways volume comparisons during the non-summer weekdays. As shown, except during the AM peak period, Manresa Island generated trips would increase traffic on Meadow Street and Water Street between 10 percent to 20 percent, while on Water Street and West Avenue traffic would increase by only one percent to six percent.

Table 16
Daily Roadway Volume Comparison

Time of Day	Meadow Street			Water Street			South Main Street			West Avenue		
	Existing ¹	Manresa Trips	% Increase	Existing ¹	Manresa Trips	% Increase	Existing ¹	Manresa Trips	% Increase	Existing ¹	Manresa Trips	% Increase
7:00 AM	452	5	1%	660	1	0%	490	11	2%	1,469	11	1%
8:00 AM	478	9	2%	737	2	0%	370	13	4%	1,434	13	1%
9:00 AM	332	19	6%	538	5	1%	396	27	7%	1,420	27	2%
10:00 AM	308	24	8%	518	6	1%	432	37	9%	1,254	37	3%
11:00 AM	358	41	11%	561	11	2%	414	56	14%	1,272	56	4%
12:00 PM	426	51	12%	689	14	2%	426	66	15%	1,421	66	5%
1:00 PM	403	59	15%	659	16	2%	422	73	17%	1,401	73	5%
2:00 PM	423	62	15%	668	17	3%	437	77	18%	1,265	77	6%
3:00 PM	473	64	14%	727	17	2%	456	82	18%	1,530	82	5%
4:00 PM	487	68	14%	772	19	2%	511	85	17%	1,580	85	5%
5:00 PM	473	64	14%	806	18	2%	557	73	13%	1,625	73	4%
6:00 PM	395	60	15%	649	17	3%	517	70	14%	1,464	70	5%
7:00 PM	316	54	17%	516	15	3%	420	63	15%	1,355	63	5%
8:00 PM	201	39	19%	423	12	3%	379	38	10%	1,178	38	3%

Notes:

- Existing Roadway volumes based on June 2023 data from CTDOT Traffic Monitoring Station Viewer
- Phases 1, 2, and 3

D. SAFETY ASSESSMENT

Crash data for the study intersections identified in Section C were obtained from the UConn Connecticut Crash Data Repository for a three-year period between January 1st, 2023 and December 31, 2025. The data obtained quantify the total number of reportable crashes involving fatality, injury, or more than \$1,000 in property damage during the study period. A summary of crashes by year and severity is presented in **Table 17**, and a summary of crashes by crash type is presented in **Table 18**.

During the study period a total of 272 crashes occurred at study intersections, seven of which involved a pedestrian and one involved a bicyclist. Of the 272 crashes, none were fatal, four resulted in a serious injury and 38 were classified as suspected or possible minor injury crashes. The intersection of West Avenue / MLK Jr Drive at North Main Street experienced the most crashes overall. 46 of the crashes occurred at this intersection, representing 17 percent of the study area crashes, and six possible or minor injury crashes, representing 16 percent of the possible or minor injury crashes.

The intersection of MLK Jr Drive at Washington Street has the second greatest number of crashes. 38 of the crashes occurred at this intersection, representing 14 percent of the study area crashes, and six possible or minor injury crashes, representing 16 percent of the possible or minor injury crashes.

A total of 32 crashes occurred at intersections along Woodward Avenue included in the study area. None of the crashes involved fatal or serious injuries. Four possible or minor injury crashes occurred, representing 11 percent of the study area crashes. One pedestrian related crash and no bicycle related crashes occurred during the study period.

It is noted that the City is in the process of requesting approval from Connecticut Department of Transportation (CTDOT) Office of State Traffic Administration to formally review posted speed limits on some roadways, including Woodward Avenue. In some instances, the City is looking to reduce speed limits on roadways which will improve safety for all road users. In addition, as traffic studies are advanced opportunities to implement traffic calming measures will be explored along Woodward Avenue. These measures would address both additional traffic generated by Manresa Island as well as existing safety concerns along the corridor.

The crash analyses will be revised to incorporate the latest available three-year analysis period and to reflect any modifications to study area intersections when the full Traffic Impact Study is conducted based on feedback from the City on the trip generation and distribution estimates.

Table 17
Study Area Crash History – Summary by Year and by Severity

Intersection	All Crashes by Year				All Crashes by Severity				
	2023	2024	2025	Total	Property Damage Only	Possible or Minor Injury	Suspected Serious Injury	Fatality	Total Fatal and Serious Injury Crashes
Washington St & Fairfield Ave / Flax Hill Rd	6	8	9	23	21	2	0	0	0
West Ave / MLK Jr Dr & N Main St	11	21	14	46	39	6	1	0	1
MLK Jr Dr & Washington St	17	14	7	38	32	6	0	0	0
MLK Jr Dr & Monroe St	10	10	4	24	19	5	0	0	0
N Main St / S Main St & Washington St	10	9	9	28	24	1	3	0	3
S Main St & Monroe St / Hanford Pl	8	14	4	26	21	5	0	0	0
S Main St & Concord St / Woodward Ave	7	9	3	19	17	2	0	0	0
N Water St / Water St & Washington St	17	8	4	29	25	4	0	0	0
Water St & Hanford Pl	10	2	3	15	12	3	0	0	0
Water St / Quintard Ave & Burritt Ave	2	1	0	3	3	0	0	0	0
Woodward Ave & Burritt Ave	5	2	4	11	9	2	0	0	0
Woodward Ave & Meadow St	2	0	0	2	2	0	0	0	0
Meadow St & S Main St	2	0	0	2	1	1	0	0	0
Meadow St & Meadow St Extension / Wilson Ave	1	3	2	6	5	1	0	0	0
Longshore Ave & NRG Norwalk Harbor Driveway	0	0	0	0	0	0	0	0	0
Total	108	101	63	272	230	38	4	0	4

Source: Crash data from UConn Crash Data Repository for January 2023 through December 2025. Downloaded April 4, 2026.

Table 18
Study Area Crash History – Summary by Crash Type

Intersection	Crash Type								Intersection Total
	Rear End	Sideswipe	Angle	Head On	Fixed Object	Pedestrian	Bicycle	Other	
Washington St & Fairfield Ave / Flax Hill Rd	11	6	2	1	2	1	0	0	23
West Ave / MLK Jr Dr & N Main St	20	16	4	1	3	2	0	0	46
MLK Jr Dr & Washington St	21	7	10	0	0	0	0	0	38
MLK Jr Dr & Monroe St	12	3	6	0	3	0	0	0	24
N Main St / S Main St & Washington St	8	8	7	0	3	2	0	0	28
S Main St & Monroe St / Hanford Pl	11	8	4	2	1	0	0	0	26
S Main St & Concord St / Woodward Ave	6	2	9	0	0	1	0	1	19
N Water St / Water St & Washington St	10	6	6	0	5	1	1	0	29
Water St & Hanford Pl	10	2	2	0	0	0	0	1	15
Water St / Quintard Ave & Burritt Ave	2	0	0	0	1	0	0	0	3
Woodward Ave & Burritt Ave	0	1	9	0	0	0	0	1	11
Woodward Ave & Meadow St	0	1	0	0	1	0	0	0	2
Meadow St & S Main St	0	1	1	0	0	0	0	0	2
Meadow St & Meadow St Extension / Wilson Ave	1	2	3	0	0	0	0	0	6
Longshore Ave & NRG Norwalk Harbor Driveway	0	0	0	0	0	0	0	0	0
Corridor Total	112	63	63	4	19	7	1	3	272

Source: Crash data from UConn Crash Data Repository for January 2023 through December 2025. Downloaded April 4, 2026.

E. MULTIMODAL ASSESSMENT

PEDESTRIANS

Sidewalks are generally present on both sides of the street throughout the study area, with the following exceptions:

- Wilson Avenue
- Old Trolley Way
- Martin Luther King Jr. Drive: a sidewalk is only provided on the east side south of Madison Street
- South Main Street: a sidewalk is only provided on the east side between Novak Street and Meadow Street
- Longshore Avenue

Most of the study intersections have updated pedestrian ramps and high visibility crosswalks, and accessible pedestrian signals at signalized intersections. Along Woodward Avenue at the intersections with Burritt Avenue and Meadow Street there are no crosswalks across Woodward Avenue with the nearest marked crosswalk being over 1,000 feet away from either intersection. This could lead to higher prevalence of pedestrians crossing Woodward Avenue outside of a marked crosswalk between Concord Street and Lowndes Avenue.

As noted previously, there are no existing sidewalks present on Longshore Avenue, a key missing segment of sidewalk between the Project Site and sidewalks on Woodward Avenue connecting to the sidewalk network of South Norwalk.

A review of 2025 traffic count data indicates a low amount of peak hour pedestrian activity along Woodward Avenue. It is anticipated that the Proposed Project would increase pedestrian activity on Woodward Avenue as local residents could use the corridor to access Manresa Island.

BICYCLES

Roadway bicycle facilities are sporadically provided within the study area. The two types of roadway bicycle infrastructure provided within the study area include conventional bicycle lanes and sharrows. While conventional bicycle lanes provide a dedicated lane for bicycles, there is no physical or painted barrier between bicycle, vehicular, or parking lanes. Sharrows indicate a preferred bicyclist position in a shared lane with vehicles. Roadway bicycle infrastructure is provided along the following roadways in both directions unless otherwise noted.

- Conventional bicycle lanes are provided on:
 - Water Street between Washington Street and Burritt Avenue,
 - Monroe Street between Martin Luther King Jr. Drive and South Main Street,
 - Raymond Street between South Main Street and Water Street,
 - Meadow Street in the northbound direction between Woodward Avenue and South Main Street.
- Sharrows are provided on:
 - Burritt Avenue between Woodward Avenue and Water Street,
 - Woodward Avenue between Burritt Avenue and Meadow Street,
 - Meadow Street in the southbound direction between Woodward Avenue and South Main Street.

The Norwalk Master Bike Plan proposes developing a bicycle network throughout the City, including within the study area along corridors such as South Main Street and Longshore Avenue.

Several local and regional trail systems pass through the study area. The East Coast Greenway is a regional bicycle and pedestrian route which has an on-road section that passes through the study area along Wilson Avenue, South Main Street, and Washington Street. The Norwalk River Valley Trail and the Harbor Loop Trail are located along the west and east sides of the Norwalk River respectively, connecting to several

parks along the waterfront. The Norwalk River Valley Trail southern terminus is located at the intersection of North Water Street and Ann Street.

Based on the available existing bicycle infrastructure, it is likely bicycle travel to the Project Site would be limited without investment in new and improved bicycle facilities, with only those coming to the Project Site comfortable riding with traffic. This assumption is consistent with ORCA's visitation projections discussed earlier in this memorandum.

PUBLIC TRANSIT

The study area contains several public transit services, including commuter rail, local and regional buses, and on-demand microtransit. The South Norwalk Metro-North Railroad Station is 1.5 miles away from the Project Site and provides heavy rail service along the New Haven Line, terminating in New York City and New Haven. Metro-North Railroad also provides connections to Amtrak passenger rail service in Stamford, Bridgeport, and New Haven, as well as connections to the Shoreline East and Hartford CT Rail lines in New Haven. Norwalk Transit operates bus routes 2, 3, 4, 5, and 7 within the study area, connecting to local and regional destinations such as CT State Community College, Wilton Center, and the South Norwalk and East Norwalk Metro-North Railroad Stations. Connections are available to CTtransit in Norwalk Center to the Coastal Link line the Route 7 Link line, and line 341, connecting to regional destinations such as Stamford, Danbury, Bridgeport and Milford. Wheels 2U Norwalk is a microtransit service available throughout the City (including Manresa Island) that provides on-demand ride sharing services at a fixed cost comparable to a bus fare, bringing affordable transportation alternatives to areas of Norwalk not- or underserved by fixed route public transportation.

It should be noted that Norwalk Transit Route 2 southern terminus is located at Woodward Avenue and Dock Road, approximately 1/4-mile from the Project Site entrance on Longshore Avenue. Norwalk Transit Route 2 also provides a connection to South Norwalk Metro-North Railroad Station. An expansion of Route 2 bus service to the Project Site would improve public transportation access for bus and rail users.

The multimodal assessment provided herein will be revised to incorporate any recent changes to the multimodal transportation network when the full Traffic Impact Study is conducted based on feedback from the City on the trip generation and distribution estimates.

F. VISITOR DEMAND MANAGEMENT STRATEGIES

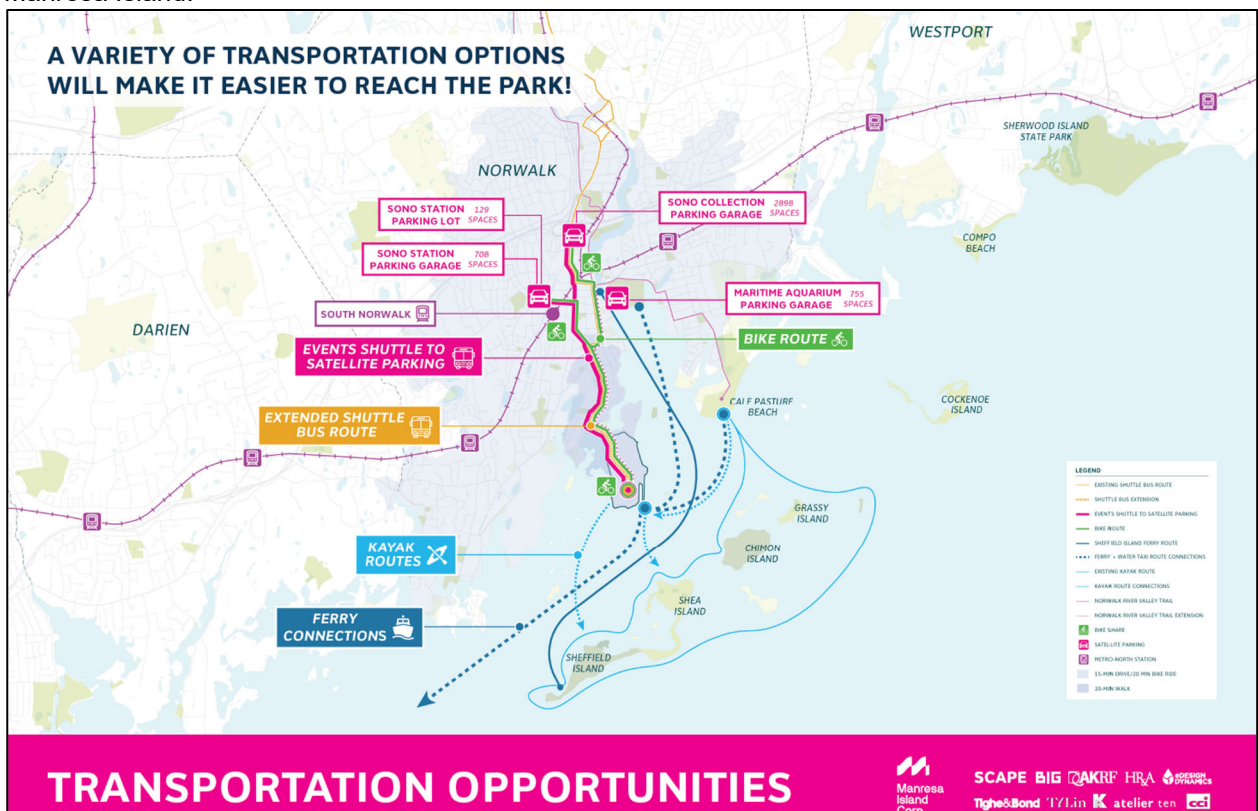
The above analysis reflects minimal bicycle and transit use with the majority of visitors arriving by car. However, there are demand management strategies that could be deployed that can reduce the number of vehicles driving to the site or shift visitors to alternative modes of transportation. Potential strategies include:

- **Dynamic Parking Prices** – To encourage off-peak visitation by those arriving by car, parking rates could vary according to the day of the week and the season. This approach is referred to as “dynamic pricing.” Higher parking rates should be in effect for projected high-attendance days, with the lowest rates in effect during low-attendance periods.
- **Parking Reservations** – Requiring parking reservations at Manresa Island would reduce traffic volumes and lower demand at the parking lots. Designating select lots as reservations-only parking areas on peak days would aid in traffic relief as parking availability for those visitors would be guaranteed.
- **Incentivize Carpooling** – Offering creative incentives to encourage carpooling would encourage participation. Examples can include discounts on parking, food truck purchases and/or rental bikes, tangible items such as sample-size bug spray or sunscreen, and priority parking location.
- **Incentivize Transit Use** – Incentives for using public transportation have proven effective for changing behaviors in some locations, such as by providing transportation subsidies.
- **Time Entries** – Develop a reservation system for visitors to select an entry time during peak visitation hours. Limiting the number of timed entries shift visitors to off-peak hours and/or days.
- **Off-Peak Visitation Campaigns** – A messaging campaign promoting weekday visitation to shift visitation away from peak weekend visitation times.
- **Off-Site Parking** – Promote off-site parking at underutilized parking lots and provide a free shuttle between the parking lots and the Manresa Island. The SONO Collection Mall is a viable option that has

underutilized parking supply and is in close proximity to I-95 to capture regional traffic. While off-site parking with shuttle service might not be needed for typical operating conditions, this could be implemented during large attendance events. Shuttle service should be provided to minimize wait time between shuttle arrivals.

Figure 2 presents the alternative transportation modes that are available or that could be available to visitors to reduce arrivals by car. For these options to be effective, alternative transportation modes would need to be provided for visitors to shift their travel mode.

- **Transit Network** – The Project Team is currently coordinating with Norwalk Transit to extend the Transit Route 2, which currently terminates at Woodward Avenue and Dock Road, approximately ¼ mile south to the Manresa Island entrance. This extension would provide a direct connection between the South Norwalk Metro-North Railroad Station and Manresa Island and promote transit access to the Manresa Island.
- **Pedestrian/Bicycle Network** - Woodward Avenue provides a travel lane in each direction and a parking lane on the east side of the roadway. Sidewalks are provided on both sides of the roadway until Dock Road, where there is a sidewalk only on the east side of the roadway, and no bicycle facilities. To improve bicycle access, the roadway could be restriped to provide a cycle track on the west side of the roadway, where there are limited driveways, with travel lanes on the east side of the roadway. As an alternative, a bicycle lane could be provided on both sides of the roadways with travel lanes in the middle of the road. This would enhance the ability for bicycles to access Manresa Island. A parking survey, which would include overnight parking, should be conducted to determine the number of parked vehicles that would be displaced with this improvement. In addition, the Proposed Project will construct sidewalks along the property frontage on Longshore Avenue, however, a gap in the sidewalk network would exist along the west side of Woodward Avenue between Longshore Avenue and Dock Road. The Project Team would support the City with a self-funded survey work to aid in the construction of a sidewalk on the west side of Woodward Avenue south of Dock Street to provide direct access to Manresa Island.



Transportation Options
Figure 2

G. PHASE 4 QUALITATIVE ANALYSIS

TRIP GENERATION

As noted earlier, there is potential to activate a fourth phase of the Proposed Project, which would include repurposing the Boiler Building and additional amenities/activities, but the delivery timing is more speculative than Phases 1-3. To that end, a qualitative assessment on Phase 4 is provided based on potential visitation generated by Phase 4 as detailed in the *Manresa Island Visitation and Visitor Utilization Projections (ORCA Consulting LLC, March 26, 2026)* report. Trip estimates with the completion of a potential Phase 4 scenario were generated in a similar manner as detailed in Section B, and summarized in **Table 19 through 24**.

Table 19
Phase 4 Annual Visitation Projections

Phase	Stabilized Year	Annual Visitation ¹
Phases 1, 2, 3, and 4	2040	874,500

Note: ¹ Includes potential event programming
Sources: *Manresa Island Visitation and Visitor Utilization Projections (ORCA Consulting LLC, March 26, 2026)*

Table 20
Phases 1, 2, 3, and 4 Monthly and Weekly Visitation Projections

Month	Percent Distribution	Phases 1, 2, 3, and 4	
		Monthly Visitation	Weekly Visitation ¹
January	2%	17,490	4,373
February	2%	17,490	4,373
March	4%	34,980	8,745
April	9%	78,705	19,676
May	11%	96,195	24,049
June	11%	96,195	24,049
July	15%	131,175	32,794
August	15%	131,175	32,794
September	12%	100,568	25,142
October	10%	83,078	20,769
November	6%	52,470	13,118
December	4%	30,608	7,652

Note: ¹ Assumes 4 weeks per month
Sources: *Manresa Island Visitation and Visitor Utilization Projections (ORCA Consulting LLC, March 26, 2026)*

Table 21
Phases 1, 2, 3, and 4 Day of Week Visitation Projections

Day of Week	Percent of Weekly Visitation	Spring	Summer	Fall
Monday	10%	2,405	3,279	2,514
Tuesday	10%	2,405	3,279	2,514
Wednesday	10%	2,405	3,279	2,514
Thursday	10%	2,405	3,279	2,514
Friday	12%	2,886	3,935	3,017
Saturday	25%	6,012	8,198	6,285
Sunday	23%	5,531	7,543	5,783

Sources: *Manresa Island Visitation and Visitor Utilization Projections (ORCA Consulting LLC, March 26, 2026)*

Table 22
Modal Split and Vehicle Occupancy

	Phase 4
Modal Split	
Drive	94%
Transit/Shuttle/Ferry	4.5%
Walk/Bike	1.5%
Vehicle Occupancy	2.5 people/vehicle
Sources: Manresa Island Visitation and Visitor Utilization Projections (ORCA Consulting LLC, March 26, 2026)	

Table 23
Daily Vehicle Trip Estimates¹

Day of the Week	Phases 1, 2, 3, and 4		
	Spring	Summer	Fall
Monday	914	1,246	955
Tuesday	914	1,246	955
Wednesday	914	1,246	955
Thursday	914	1,246	955
Friday	1,097	1,495	1,146
Saturday	2,285	3,115	2,388
Sunday	2,102	2,866	2,198
Note: ¹ Daily Vehicle Estimates = Daily Visitation * Drive Modal Split/2.5 people/vehicle			

Table 24
Phases 1-4 Vehicle Trip Generation Summair – Peak Hours

Season	Weekday Peak Hour Vehicle Trips									Weekend Peak Hour Vehicle Trips								
	AM ¹			Midday ²			PM ³			AM ¹			Midday ²			PM ³		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Spring	18	9	27	81	81	162	100	91	191	45	23	68	203	203	406	249	226	475
Summer	25	12	37	111	111	222	136	123	259	62	31	93	277	277	554	339	308	647
Fall	19	9	28	85	85	170	104	94	198	47	24	71	213	213	426	260	237	497
Notes:																		
¹ AM peak hour occurs during the 7 AM – 9 AM period																		
² Midday peak hour occurs during the 11 AM – 2 PM period																		
³ PM peak hour occurs during the 4 PM – 6 PM period																		

With the full buildout of the Proposed Project through Phase 4, the highest peak hour trip generation occurs during the Summer Weekend PM peak hour with 647 total vehicle trips (339 trips in and 338 trips out). During the non-summer months, the highest trip generation would also occur during the Weekend PM peak hour in the fall with 497 total vehicle trips (260 trips in and 237 trips out).

During typical commute peak hours (non-summer Weekday PM peak hour), the highest trip generation with the full buildout of the Proposed Project through Phase 4 would be 259 vehicle trips (136 trips in and 123 trips out).

QUALITATIVE ASSESSMENT

Phase 4 trip estimates are approximately 10 percent higher than the trips generated with the completion of Phase 3, which could lead to additional improvements needed. Prior to finalizing the Phase 4 program, Phase 1 and potentially Phase 2 will be in operation, allowing the Project Team to refine visitation estimates. For purposes of this study, the potential Phase 4 traffic impacts were compared to the preliminary Phase 3 analysis conducted above. Notable, within the current study area and in addition to what was identified for Phase 3, additional improvements could include:

- Woodward Avenue at Burritt Avenue and Grove Street - Signalizing as a clustered intersection
- North Main Street/South Main Street at Washington Street – Additional mitigation beyond signal timing adjustments

- Washington Street at Fairfield Avenue / Flax Hill Road / Couch Street – Possible traffic operational impacts on the southbound approach requiring mitigation

In addition, there are potential intersections outside the study area that might be identified for analysis by the City and could experience traffic operational impacts.

To minimize impacts and the need for these potential improvements, the Project Team will continue to evaluate travel demand strategies to reduce vehicular traffic, with some strategies being tested and refined as part of Phases 1, 2, and 3. This can include promoting alternative modes of transportation to the Project Site (transit, walking, biking) and constraining parking through limiting parking spaces, having a reservation system, or deploying dynamic pricing.

Attachments

- Attachment A – *Manresa Island Visitation and Visitor Utilization Projections (ORCA Consulting LLC, March 26, 2026)*
- Attachment B – Daily Vehicle Entering and Existing Trip Generation by Hour and Season
- Attachment C – Phase 1-3 Trip Assignments Weekday PM and Weekend PM volumes.

**Attachment A –
Manresa Island Visitation and Visitor Utilization Projections
(ORCA Consulting LLC, March 26, 2026)**

Manresa Island Wilds



Visitation and Visitor Utilization Projections

Revised: March 26, 2026

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Executive Summary

This report presents a comprehensive visitation assessment for the planned Manresa Island Wilds development, prepared by ORCA Consulting LLC. The analysis supports strategic planning for three project phases: Phase 1 (North Forest), Phase 2 (Middle Forest, Wetlands, Power Plant redevelopment, and Southern Program), Phase 3 (Harbor and Active Play areas and MERC), and Phase 4 (Main Power Plant Building). The projections are grounded in comparative analysis with regional and northeastern U.S. parks, adjusted for park size, regional population, and travel distance.

Key Findings:

- **Phase 1 (North Forest, opening 2027):** Projected annual visitation demand is 214,000 in the opening year, with a post-surge stabilization projected at 180,000 by 2030. While the site's trails and gathering areas have ample physical capacity to support even higher visitation levels, overall realized visitation in Phase 1 will be constrained by the planned 40-space parking lot: private-vehicle arrivals are estimated to support about 440 visitors per day, with an additional 200 visitors on peak days achieved through shifts to other modes (e.g., shuttle/remote parking, drop-off, walking, bicycle), for a total peak-day capacity of roughly 640. Accounting for this parking constraint, projected annual visitation is reduced to approximately 146,000–201,000 in the opening year and approximately 144,000–170,000 in the post-surge year, with an estimated 40,000 (opening year) and 35,000 (post-surge) visits lost annually after factoring in day-shifting behavior. Key operational implications include the need to manage peak-day access and mode split (including the proposed shuttle concept) and to size Phase 1 restroom capacity to peak conditions, estimated at roughly three to four toilet fixtures. Despite the local-market assumption, there remains upside potential associated with the high-quality design and investment, unique shoreline vistas, and modest marketing and social media effects that could increase regional penetration beyond expectations.
- **Phase 2 (Middle Forest, Wetlands, Southern Program, opening 2032):** With 91 acres of new development, annual visitation demand is projected at 700K – 1.1M in the opening year, stabilizing between 600K – 1.0M projected annual visitors by 2035. The expanded offerings will draw a broader regional audience, with 58% of visitors from within 10 miles and an average travel distance of 14.3 miles. Parking (295–330 spaces) will accommodate most demand, with only 5–6% of potential visitation lost due to capacity constraints. The report recommends considering overflow or

shuttle-served parking for peak periods. These visitation projections account for the proposed event programming provided by HR&A to ORCA in Feb 2026.

- **Phase 3 (Harbor and Active Play, opening 2033–2035):** The addition of 9 acres focused on waterfront and active recreation will further increase appeal, with annual visitation peaking at a projected 670K – 1.1M (including a 20% opening surge), stabilizing between 620K – 1.0M projected annual visitors by 2037. The impact on earlier phases will be moderate, with some shift in visitation patterns. Water-based access (ferry, private boats, kayaks) will supplement existing travel modes. These visitation projections account for the proposed event programming provided by HR&A to ORCA in Feb 2026.

Overall Recommendations:

- Parking capacity is the primary constraint on visitation, rather than the site's supportable recreational capacity.
- Strategic expansion of parking and alternative access (shuttles, bike, transit, water modes) is recommended to manage visitation and traffic on busy days.
- The phased approach allows for adaptive management as visitation patterns evolve with each development stage.

This assessment provides a robust, data-driven foundation for decision-making as Manresa Island Wilds moves from planning to implementation, ensuring a balance between accessibility, visitor experience, and site sustainability.

Comparable Event Programming

In the benchmarking research to discover comparable visitations, ORCA concluded that event programming was the biggest factor in driving year-over-year visitation growth and establishing a park as a regional destination.

Highly programmed parks such as The Gathering Place in Tulsa, OK and Hemisfair Park in San Antonio, TX see regular events throughout the year that are primary drivers of growth.

The Gathering Place in Tulsa sees regular large-scale events throughout the year, including Trucktoberfest, Big Dam Party, and concerts. Each of these events can generate between 20K – 100K attendees depending on the duration.

Park Name	Example Event	Estimated Event Attd (# of Guests)
The Gathering Place	Big Dam Party	~100K over 3 Days
Klyde Warren Park	4 th of July Celebration	20K Attendees in a single day
Christopher Columbus Waterfront Park	Boston Arts Festival	30-50K over 2 Days

The park attributed 16% year-over-year visitation growth to events such as these & favorable weather.

Manresa Event Programming

The projected visitation range for the proposed events at Manresa is strong and will make it a regional staple. However, they are much smaller than those of highly programmed parks such as The Gathering Place.

Operational, neighborhood, and cost constraints such as satellite parking, traffic, temporary restrooms, and lawn space may inhibit Manresa from pursuing these events. However, if a strategy is operationalized in the future, the table below reflects events at parks with comparable size lawns such as Manresa.

If operational constraints can be overcome, pursuing a large-scale, two-day event could yield Manresa between 20K and 50K in visitation and drive incremental revenue.

Phase 1 Analysis Methodology

Visitation projections for Manresa Island were initially developed from other comparable parks in the northeastern U.S¹. with a regional market draw. Based on the intention for the North Forest to primarily serve the local Norwalk resident market, the selected comparables have been reduced to the following 16 parks in the northeastern U.S., which primarily experience visitation from their local communities:

¹ The comparable parks were limited to those parks for which visitation statistics are available.

Figure 1: Neighborhood Park Comparables

Park	Acres	<u>Estimated 2025</u> <u>Attendance</u>
Springwood Park, Norwalk, CT	12.3	18,900
Baker Hill Park, Darien, CT	11.7	47,930
Flax Hill Park, Norwalk, CT	2.2	49,500
Weed Beach Park, Darien, CT	22	213,700
Shady Beach Park, Norwalk, CT	13.9	217,630
Duck Pond Park, Princeton, NJ	24	111,510
Colonial Lake Park, Lawrence Township, NJ	25	140,200
William Chamberlain Riverfront Park, Troy, NY	3.6	131,740
Riverfront Park, Leechburg, PA	57.3	90,350
George H.P. Smith Park, Lewes, DE	12	74,210
Pemberton Historical Park, Salisbury, MD	53	95,940
Stackhouse Park, Johnstown, PA	57	76,210
Fred Fuller Park, Kent, OH	56	21,150
Fry Family Park, Magnolia, OH	360	24,760
Mentor Lagoon Nature Preserve, Mentor, OH	450	60,260
Terrapin Nature Park, Stevensville, MD	276	14,210

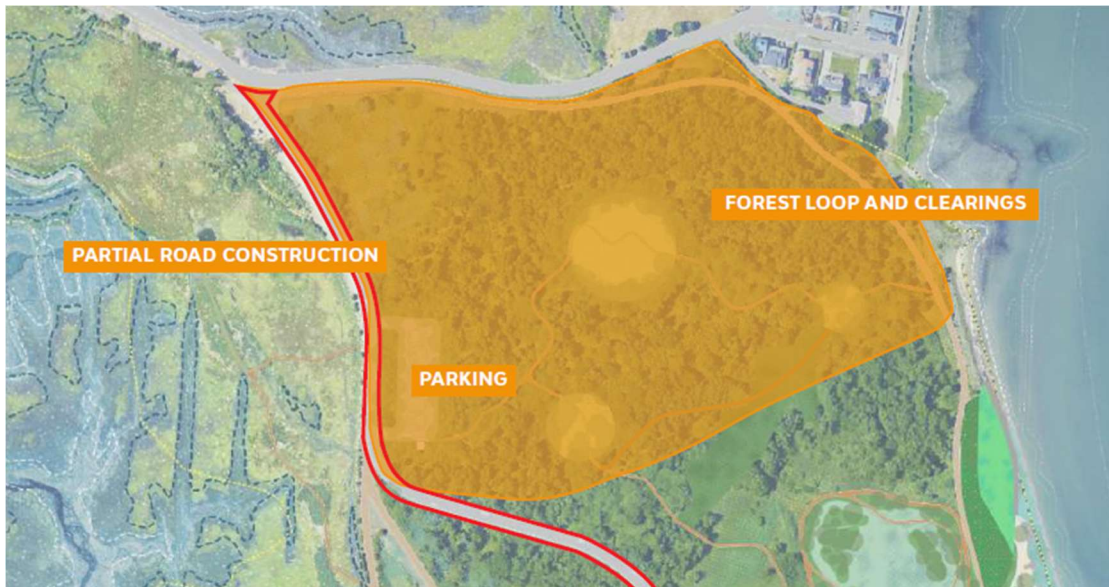
For each park included in the above list, the incremental regional population was determined for all zip codes within four distance radius zones – 1, 3, 5, and 10 miles. Based on a penetration-distance equation developed and used for comparable park planning projects, analyses were conducted to estimate visitation penetration into the population for each park and each distance radius zone within each grouping, leading to the projected annual visitation. Multiple linear regression equations were developed of the estimated visitation penetration rates for the comparable parks to develop penetration rates for the North Forest, based on the planned 25 acres. Applying these penetration rates to the regional population by distance zone for the North Forest led to the development of projected annual visitation demand for opening year, and the stabilized year, as described below.

Visitation Assessment

The following sections of this report provide descriptions of ORCA's analysis, and the resulting visitation projections for each of the three project phases for Manresa Island Wilds.

Phase 1 (North Forest)

Figure 2 - North Forest planned program development.



The first phase of Manresa Island Wilds, planned for opening in the first quarter of 2027, will consist of a 25-acre development of trails (family trails, forest trails, discovery trails, and the Switchgrass trail connector) and three themed gathering areas (Eco, Gather, and Learn), served by a 40-space parking lot.

Site Visitation Capacity

To assess the ability of the site to accommodate the projected visitation levels, as documented in the following section of this report, it is important to determine the number of visitors that can be supported by the site and the expected average visitor dwell time².

Visitation capacity of the public areas within the site

The following table provides a summary of the measurements and assumptions that were used by ORCA Consulting to develop the estimated visitation capacity for the each of the planned public areas within the North Forest, and for the overall park:

² Note that the average visitor dwell time is a key factor in the relationship between park visitation level (daily or hourly) and the number of visitors within the park at one time (referred to in this report as PAOT, an acronym for people at one time).

Figure 3 - Phase 1 planning factors for each area.

Area	Length	Width	Acres	Area (sq.ft.)	Comfort Density*	Maximum Density*	Penetration	Hiking time (minutes)	Dwell time (minutes)
Eco			1	43560	100	75	80%		30
Gather			0.6	26136	75	50	80%		15
Learn			0.2	8712	50	40	30%		30
Family trails	2310	10		23100	30	24	70%	19	25
Forest trails	1820	6		10920	30	24	80%	10	13
Switchgrass Trail Connector	2050	6		12300	30	24	80%	11	15
Discovery trails	1240	4		4960	30	24	80%	7	9
Parking							95%	5	7
Overall					* Sq.ft. per person				1.6 Hours

The indicated density standards shown in the above table represent the estimated square footage allocation per person corresponding to two distinct levels of visitor density: (a) comfortable visitation conditions, and (b) maximum tolerable visitation conditions – these represent appropriate standards for urban parks and other recreational developments that account for the need to maintain acceptable crowding levels in all public areas. The indicated penetration rates and dwell times are based on ORCA’s informed assumptions following a review of the Phase 1 program.

Typically, visitors to parks such as the North Forest will not experience all areas of the park in a single visit – the indicated penetration percentages in the above table represent ORCA’s assumptions for the percentage of North Forest visitors that will visit each of the individual areas. These penetration percentages correspond to the assumption that, on average, visitors will experience an average of 1.5 of the three North Forest activity areas and 2.5 of the four trails.

The analysis indicates an estimated average visitor dwell time of 1.6 hours for the North Forest overall, based on the available recreational resources.

In addition to the above-indicated density planning standards for urban parks, there are additional trail planning standards, adapted by ORCA from extensive trail studies that have been conducted for the National Park Service, which were based on crowding conditions as perceived by hikers on a wide variety of trails within the national parks. These standards are defined as: (1) “visitor preference” standard at 18 linear feet per person; (2) “acceptable” standard at 8 linear feet per person; and (3) “maximum tolerable” standard at 5 linear feet per person³.

³ Hundreds of visitors were surveyed on selected trails within several national parks, such as at Muir Woods. Survey participants were shown photographs representing increasing levels of crowding on the trail they were using and asked to select: (a) the density level they would ideally prefer (i.e., “preference” level), (b) the density level they felt would be acceptable, and (c) the density level they felt would be tolerable. ORCA subsequently correlated these results with the measured distances for each of the trail viewscapes to establish the indicated density levels, measured in linear feet per hiker group.

Applying the above planning factors and standards to each of the North Forest areas results in the following estimated PAOT (people at one time) capacities for each area and overall, based on a blend of the above-described density standards for urban parks and trails:

Figure 4 - Phase 1 areas: PAOT capacities.

	Preference Standard	PAOT Capacity	
		Acceptable Standard	Tolerable Standard
Eco	436	508	581
Gather	348	436	523
Learn	174	196	218
Family trails	128	289	462
Forest trails	101	228	364
Switchgrass Trail Connector	114	256	410
<u>Discovery trails</u>	<u>69</u>	<u>155</u>	<u>207</u>
Total	1,371	2,067	2,764

Since the trail density standards only apply to the trails, there is a larger range in capacities between the preference standard and the tolerable standard than for the three activity areas. This reflects visitors' perception of trails as places where fewer encounters with other visitors are preferred than for the activity areas where more social interactions are considered acceptable.

Not all areas of the North Forest will be filled to capacity at the same time, as the distribution of visitors will not match the distribution of capacity exactly – some areas will be more popular and engaging and will thus experience higher density levels than others, so the total capacities shown in the above table are not achievable at the indicated preference levels. Additional analysis of the utilization for each North Forest area, based on the impacts of increasing levels of hourly visitor arrivals on area utilization, results in the following summary comparison of peak period hourly visitation and the corresponding PAOT for each indicated planning standard:

Figure 5 - Phase 1 overall capacities.

<u>Planning Standard</u>	<u>Hourly arrival capacity</u>	<u>PAOT capacity</u>	<u>Equivalent daily visitation capacity</u>
Preference	550	840	3100
Acceptable	1300	2000	7200
Tolerable	2000	3000	11100

The above table indicates that the planned North Forest areas are able to accommodate fairly high visitation levels with respect to the visitation demand (as described later in this

report), particularly in comparison to the size of the planned parking area – 3,100 daily visitors at the “preference” level to 11,100 daily visitors at the “tolerable” level.

Visitation Capacity of the Parking Lot

Current planning for the North Forest includes a parking lot with approximately 40 parking spaces. This capacity can accommodate a daily visitation level for those arriving by private vehicle of approximately 440 visitors. Since visitation by transit bus and by bicycle will not be constrained, a shift in arrival mode from private vehicles to these modes can be expected on the highest visitation days, resulting in an additional visitation of about 200 on the highest visitation days⁴, for a total daily visitation capacity of 640 – considerably lower than the supportable visitation capacity of the public areas of the site, indicating that the overall visitation capacity for the North Forest during Phase 1 will be constrained by the capacity of the parking lot, rather than by the site capacity itself.

Phase 1 Visitation Demand

Although the investment level for the North Forest (\$800,000 per acre) is relatively high compared to comparable community parks, it is assumed that the maintenance level for Phase 1 will be comparable to those of other neighborhood parks that primarily serve their local communities and feature passive, low-impact amenities and site development.

The North Forest is intended to primarily serve residents in the immediate Norwalk area as an alternative recreational opportunity to other local parks, and is projected to have similar penetration rates experienced at the 16 comparable parks. It is assumed that visitation demand for the North Forest will be comparable to current visitation levels at these 25 parks, adjusting for park size, although the limited size of the parking lot will restrict visitation on some days below what would otherwise be experienced without the parking constraint. Thus, as described below, the actual visitation that will be experienced is somewhat lower than the visitation demand as a result of this constraint.

Based on the visits per unit of population derived from the 16 comparable neighborhood parks (5 Norwalk area parks and 11 northeastern U.S. parks), the following table shows the projected mid-range annual visitation demand by distance⁵ for the North Forest opening year (2027):

⁴ ORCA determined the visitation share by other travel modes assuming that this mode split can be increased to 6% (compared to 4.5% without a shift), and that this portion of the visitation will be unconstrained on busy days – the resulting analysis shows that as many as 200 visitors can be expected to visit on high visitation days as a direct result of this mode shift without a capacity constraint on the alternate modes.

⁵ i.e., distance between visitors’ place of origin and Manresa Island – estimated by the linear distance between the respective zip codes.

Figure 6 - Projected Phase 1 visitation demand for opening year

Distance from Manresa Island (miles)	<u>1 Mile</u>	<u>3 Miles</u>	<u>5 Miles</u>	<u>10 Miles</u>	Total
Population (2027)	33,575	29,599	55,150	213,913	332,236
Visits per population unit (25 acres)	2.598	1.800	0.485	0.054	
Annual visitation (including 20% surge)	104,600	63,900	32,050	13,650	214,200

Note that the indicated visits per population unit are the results of multiple linear regression equations, developed from the comparables, using population by distance and park acreage as the dependent variables. Visitation demand for Phase 1 opening year is projected at 214,200 (mid-range projection), including an opening year visitation surge equal to 20% of the annual visitation⁶. This surge can be expected to taper off over the first two or three years after opening, leveling off to steady state conditions. By the year 2030 (defined as the “post-surge” year), annual visitation demand for the North Forest is projected drop off to about 180,300 (mid-range estimate), as shown in the following table:

Figure 7 - Phase 1 visitation demand range

	<u>Low-end</u>	<u>Mid range</u>	<u>High-end</u>
Opening Year (2027)	171,400	214,200	257,000
Post-surge Year (2030)	144,200	180,300	216,400

The penetration rates developed from the northeastern neighborhood parks showed a similar trend as the Norwalk area parks for the indicated visitation range, so the above penetration rates developed for Phase 1 were based a combination of Norwalk and northeastern neighborhood parks.

Note that with the opening of Manresa Island Wilds Phase 2 in 2032, visitation demand for the North Forest can be expected to drop off, as a portion of the visitation will shift over to the Phase 2 development areas, particularly to the Middle Forest and Wetlands areas.

Parking Capacity

As indicated in the above table, the visitation levels represent the visitation “demand” rather than the actual visitation that will be experienced, i.e., the visitation that would be experienced if there were no capacity constraints. Although the planned recreational areas for the North Forest have ample capacity to accommodate the visitation projections, the limited parking capacity of approximately 40 vehicles will restrict the visitation that can be experienced on busy days, resulting in somewhat lower annual visitation than is shown in the above table. This parking limitation will restrict the daily visitation arriving by private

⁶ For the first few years after opening of most recreational venues, additional surge visitation is normally experienced, driven by a heightened interest from residents within the market population due to media coverage, social media, and word-of-mouth.

vehicle to about 440. A portion of these visitors will shift their travel mode from private vehicles to other modes of travel, including transit bus, vehicle drop-off, walking, and bicycle, resulting in an additional estimated 200+/- that will visit on high visitation days, for a total daily capacity of about 640 visitors.

Accounting for the visitation demand that cannot be accommodated due to the limited parking capacity, the following two tables provide the projected annual visitation, along with the estimated number of days during which the parking lot will be filled to capacity.

The table below summarizes the projected annual visitation range, accounting for the constraint of 40 available parking spaces:

Figure 8 - Phase 1 annual visitation for 40 parking spaces

	Low-end	Mid range	High-end
<u>Opening Year (2027)</u>			
Annual visitation	146,000	174,000	201,000
# days parking is filled	140	170	220
<u>Post-surge Year (2030)</u>			
Annual visitation	144,000	145,000	170,000
# days parking is filled	100	140	180

The amount of annual visitation that will be lost due to the parking capacity constraint is estimated at 40,000 for opening year and 35,000 for the post-surge year. These figures account for the expected shift of visitation from days during which the parking lot is filled to other days with lower visitation⁷⁷.

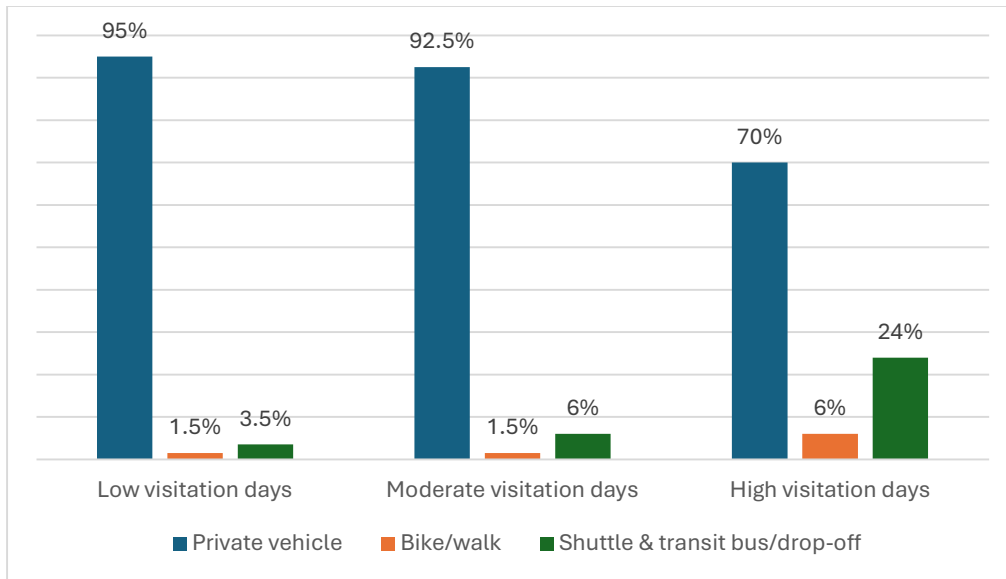
As indicated in the above table, annual visitation for opening year can be expected to be between 146,000 and 201,000. For the 2030 post-surge year, visitation is projected at 144,000 to 170,000.

Visitation by travel mode

The parking lot constraint will impact the travel mode distribution, shifting visitors from private vehicles to other modes on moderate and high visitation days, as shown in the following chart:

⁷⁷ Based on prior research, about half of visitors that are unable to visit on days with capacity constraints will shift to lower visitation days, while half will choose an alternate recreational activity.

Figure 8 - Phase 1 travel mode distribution.



The significant shift from private vehicles to buses on high visitation days is based on the proposed implementation of a shuttle bus serving a remote parking area, thus managing vehicular traffic to the site. On low visitation days, 95% of the visitors can be expected to travel by private vehicle, decreasing to 70% on high visitation days, with corresponding increases in arrivals by other modes on moderate and high days.

Parking lot sizing

To best balance parking capacity with the projected visitation levels, it is recommended that the parking capacity be sized for a future stabilized year after opening of Phase 3, which will occur around the year 2037, as North Forest visitation demand will drop off in response to the opening of the Phase 2 program and this visitation level will drive the long-term operating schedule. There would still be the need to implement a parking reservation system until at least Phase 2 opening, but the number of days that visitation demand is not satisfied would be significantly reduced. As indicated later in this report, visitation demand to the North Forest can be expected to drop with the additions of the Phase 2 development (due to a shift in visitation from the North Forest to the Phase 2 trails and boardwalks), but the parking lot will also experience use by people visiting the Boardwalks and northern half of the Wetlands. It is estimated that this parking lot will serve a total annual visitation demand of about 180,000 for the Phase 2 post-surge year and beyond, accounting for all areas of visitation.

Based on this projected visitation level, as many as 55 parking spaces would be needed in the North Forest parking lot to support Design Day visitation for a future steady-state scenario, without the need for an ongoing parking reservation system. The additional

parking capacity would also result in a reduction in the number of days that visitors arriving by private vehicle cannot be accommodated and would reduce the amount of visitation that is lost due to limited parking. However, it is recognized that MIC's objective of regulating traffic volumes to Manresa Island and the development limitations of the parking site restrict the number of spaces that can be added.

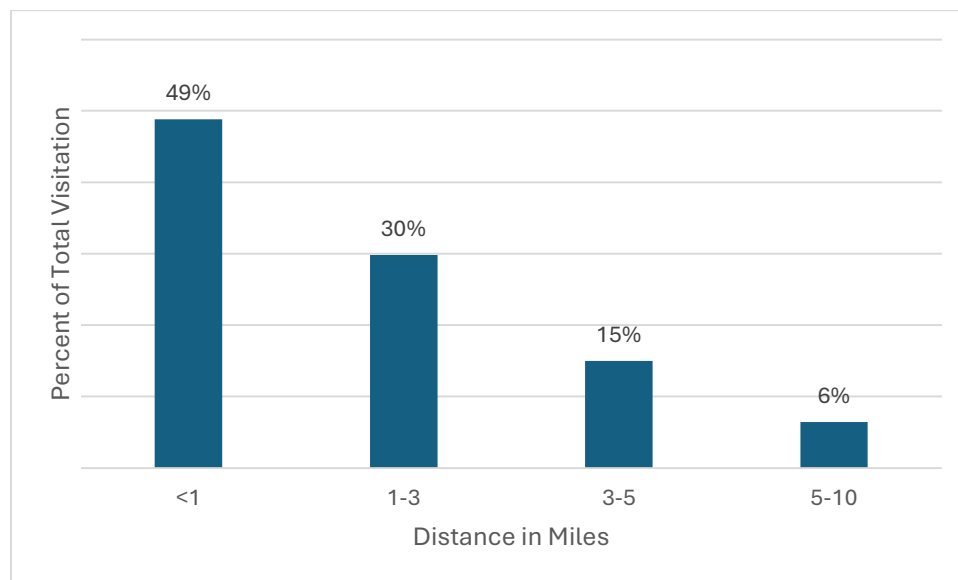
Restroom stall capacity needs

North Forest restroom capacity should be provided to meet the peak period visitor demand on the peak visitation day for the future steady state year (2037). Based on the constraint of the planned parking capacity, which will restrict the number of visitors that can be in the North Forest to approximately 240, the number of toilet fixtures needed is estimated at three to four, accounting for some additional fixture capacity to accommodate surges from school group arrivals.

Visitation by distance

The following chart shows the projected Phase 1 visitation by linear distance from visitor origin to Manresa Island:

Figure 10 – North Forest visitation percentage by distance



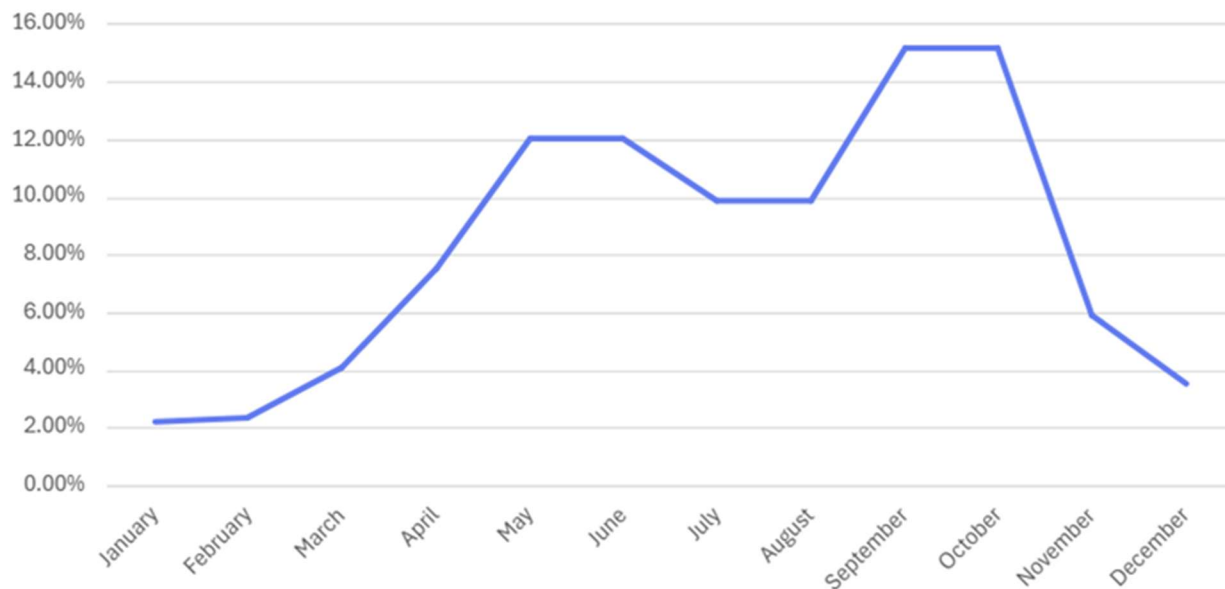
As the above chart indicates, about half of the visitation can be expected to originate from within a 1 mile radius of the park, and 100% of visitation will come from within a 10-mile radius, based on the expectation that the North Woods will primarily serve the local community.

Repeat visitation factor is estimated at approximately 3.0 visits per person.

Visitation by Season

During Phase 1, Manresa will function primarily as a trail-based nature park with limited programmed attractions. In the absence of water access or high-intensity summer amenities, visitation is expected to follow seasonal patterns consistent with other trail-dominant parks in the Northeast.

Figure 9: Annual Visitation by Month for Phase 1

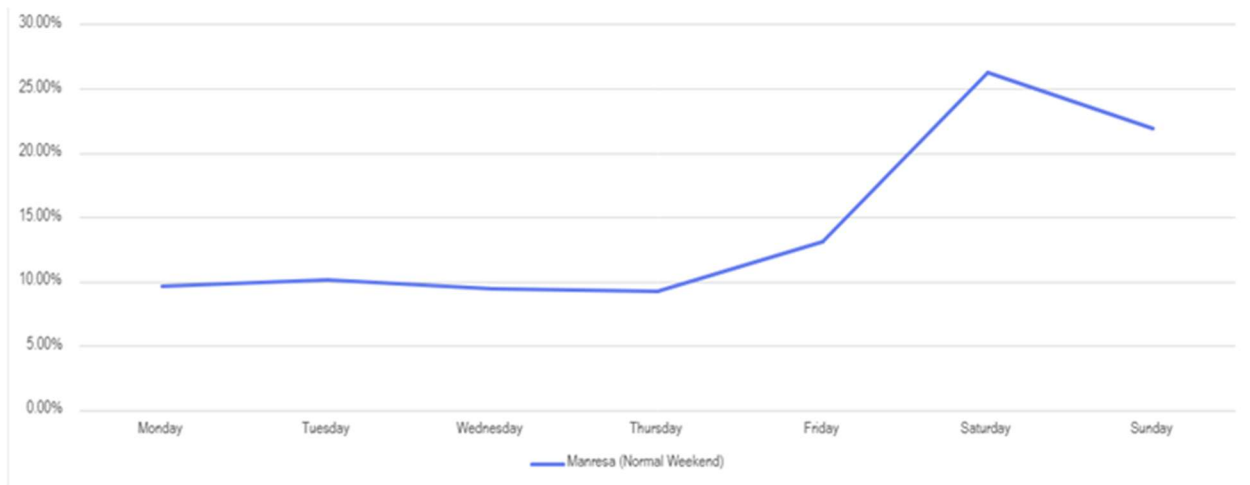


Under this operating condition, demand is anticipated to peak during the shoulder seasons, with May and June accounting for a larger share of annual visitation as temperatures moderate and outdoor activities increase. Similarly, September and October are expected to represent the highest concentration of visits, driven by cooler weather, fall foliage, and strong regional day-use demand.

While summer visitation remains meaningful, July and August are projected to represent a comparatively smaller share of annual visitation. This pattern aligns with observed behavior at comparable trail-heavy parks such as Hudson Highlands Fjord Trail, where higher temperatures and limited summer-specific programming shift some demand into spring and fall. Manresa's coastal setting and proximity to Norwalk are expected to partially mitigate this effect, supporting steadier summer use relative to inland trail systems, though not to the level observed at beach- or amenity-driven parks.

Visitation by Day of Week

Figure 10: Manresa Phase 1 Visitation Split by Day of Week



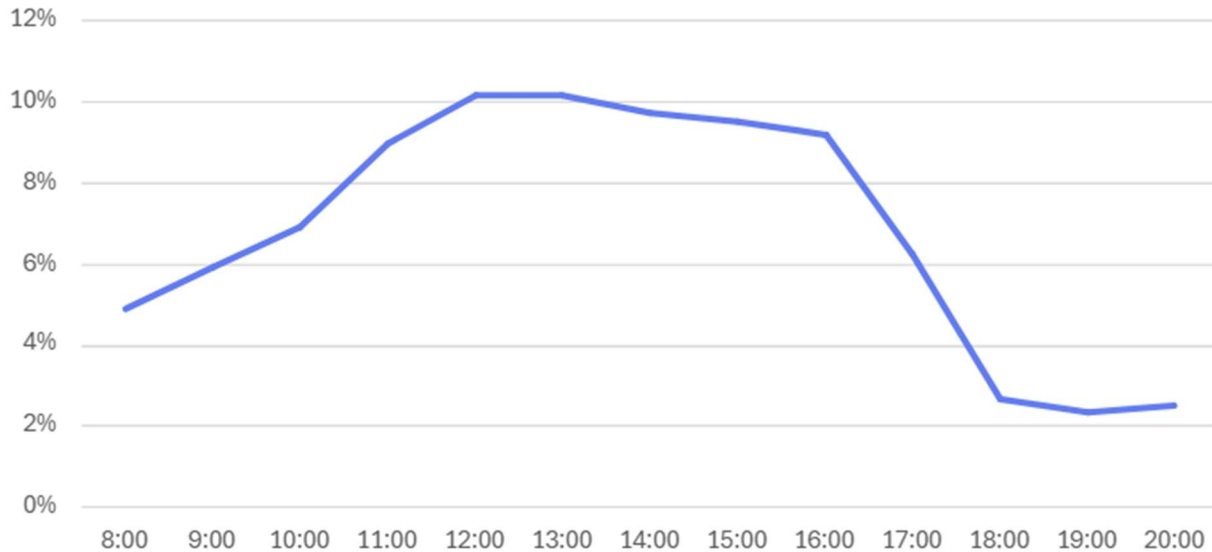
A comparative analysis was conducted using observed visitation patterns from trail-dominant parks, including the Hudson Highlands Fjord Trail, selected National Park Service units, and Northeast beach-adjacent open space systems, to inform expected day-of-week demand distribution during Phase 1.

Under a trail-focused operating conditions, weekend visitation (Saturday and Sunday) is projected to account for approximately 50 percent of total weekly demand, with Saturday representing the single highest-use day. Weekday visitation is expected to remain steady but diffuse, driven primarily by local and regional users engaging in shorter, repeat visits.

While holiday weekends and limited programmed activity may introduce temporary increases in demand, Phase 1 visitation is expected to be primarily self-directed and spread throughout the day. In the absence of concentrated, time-bound attractions, these fluctuations are unlikely to result in sustained peak conditions or capacity constraints.

Visitation by Time of Day

Figure 11: Manresa Phase 1 PAOT as a % of Daily Visitation



Based on observed patterns at comparable trail-dominant parks, guests in park at Manresa during Phase 1 are expected to build steadily through the late morning, reaching peak levels between approximately 12:00 PM and 4:00 PM. During this period, the share of daily visitation present in the park at any given time is projected to plateau before gradually declining through the late afternoon and evening hours.

This profile reflects a self-directed, daytime use pattern with moderate dwell times. Future evening programming or targeted activations could alter this curve by extending visit durations or encouraging later-day arrivals; however, under Phase 1 operating conditions, evening presence is expected to remain limited.

Phase 2 (Middle Forest, Wetlands, and Southern Program)

Figure 12 - Phase 2 planned program development.



Phase 2, planned for opening in 2032, will consist of 91 acres of park development, including the Middle Forest (Forest Paths, Tidal Pools, Cedar Swamp, Main Parking Lot, and Nature Play), Wetlands (including Boardwalks), and Southern Program (Entry Plaza, Power Plant, Artifact Parking, Scrub Scramble, Lawn, and Beach).

Based on the planned Phase 2 program, two distinct park typologies will be developed within Manresa Island Wilds with different visitation characteristics: (1) a “scenic park and trail” typology, including the North Forest, Middle Forest, Wetlands, and Boardwalks, and (2) an “urban park” typology, including all of the Southern Program. Higher visitation levels will be experienced than for a more monolithic park experience, due to the wider variety of recreational offerings. Many visitors will be drawn to visit more often because of the wider

range of experience offerings. Thus, the analysis for Phase 2, as described below, is based on a dual park typology analysis approach, in which visitation is drawn independently for each park typology, although a portion of the visitors will visit multiple park areas on the same day.

Site Visitation Capacity

The following table provides a summary of the measurements and assumptions that were used to develop the estimated visitation capacity for the public areas planned for the Phase 2 development:

Figure 13 - Phase 2 planning factors for each area.

<u>Area</u>	<u>Length</u>	<u>Width</u>	<u>Area</u> <u>(sq.ft.)</u>	<u>Comfort</u> <u>Density</u>	<u>Maximum</u> <u>Density</u>	<u>Penetration</u>	<u>Dwell time</u> <u>(minutes)</u>
<u>Middle Forest</u>						25%	
Forest Parking						70%	5
Nature Play			48000	100	75	15%	75
Cedar Swamp							
Outer path	1700	8	13600	30	24	20%	12
Inner path	1400	6	8400	30	24	20%	10
Plaza			9583	60	40	30%	15
Tide Pools			80000	200	100	15%	30
Paths	887	6	5322	30	24	15%	8
<u>Wetlands</u>			818000			10%	
Marsh Boardwalks	2200	6	13200	30	24	8%	15
Paths	3300	6	19800	30	24	8%	20
<u>Southern Program</u>						70%	
Entry Plaza			53000	200	150	70%	5
Power Plant						70%	
Event Space			32600	50	35	15%	60
Community/Partnership/Flex			8543	50	35	5%	60
Partnership Flex Space			5820	50	35	5%	60
Taproom			1825	30	25	5%	30
Vertical Park General			3930	50	35	20%	10
F&B			4940	30	25	5%	30
Artifact Parking						25%	5
Scrub Scramble			200000	200	150	20%	30
Lawn			186000	200	150	30%	60
Beach			190000	200	150	30%	60
Overall							1.7 Hours

The above table compares the calculated and assumed visitation factors for Manresa Phase 2. The overall average visitor dwell time is estimated at 1.7 hours for visitors going to the destinations added in Phase 2.

The indicated penetration rates and dwell times are based on ORCA's assumptions following a review of the Phase 2 program. Members of the planning team are encouraged to review these assumptions and provide feedback on suggested revisions as needed.

Applying the above planning factors and standards to each of the Phase 2 areas results in the following estimated PAOT capacities for each area and overall:

Figure 14 - Phase 2 areas: PAOT capacities.

Area	PAOT Capacity		
	Preference	Acceptable	Tolerable
Middle Forest			
Forest Parking			
Nature Play	480	560	640
Cedar Swamp			
Outer path	94	213	340
Inner path	78	175	280
Plaza	160	200	240
Tide Pools	400	400	400
Paths	49	111	177
Wetlands			
Marsh Boardwalks	122	275	440
Paths	183	413	660
Southern Program			
Entry Plaza	265	265	265
Power Plant			
Event Space	652	792	931
Community/Partnership/Flex	171	207	244
Partnership Flex Space	116	141	166
Taproom	61	67	73
Vertical Park General	79	95	112
F&B	165	181	198
Artifact Parking			
Scrub Scramble	1000	1167	1333
Lawn	930	1085	1240
<u>Beach</u>	<u>950</u>	<u>1108</u>	<u>1267</u>
Total	5955	7455	9007

As described above for Phase 1, not all areas of the Phase 2 development will be filled to capacity at the same time, as the distribution of visitors throughout the park areas will not match the distribution of capacity exactly, so the total capacities shown in the above table are not achievable at the indicated preference levels.

Additional analysis of the utilization for each Phase 2 area based on the hourly arrivals results in the following summary comparison of peak period hourly visitation and the corresponding PAOT for each indicated planning standard:

Figure 15 - Phase 2 overall capacities.

<u>Planning Standard</u>	<u>Hourly arrival capacity</u>	<u>PAOT capacity</u>	<u>Equivalent daily visitation capacity</u>
Preference	2300	3700	12800
Acceptable	2700	4300	15000
Tolerable	3200	5100	17800

The above table indicates that the Phase 2 program spaces can accommodate high visitation levels, particularly in comparison to the size of the planned parking area – 12,800 daily at the “preference” level to 17,800 at the “tolerable” level. Thus, the capacities of the Phase 2 components will not create any constraints to visitation, and visitation conditions will be comfortable. For future stages of the Phase 2 design process, MIC leadership should consider more detailed assessments of the planned program by ORCA Consulting to ensure that the capacities of the individual areas and components are calibrated to match the visitation levels and are balanced as effectively as possible.

Visitation Capacity of the Parking Lot

Current planning for the Phase 2 development areas includes two parking areas with between 295 and 330 parking spaces. Accounting for an assumed 5% of the visitation arriving by transit bus, bicycle, or vehicle drop-off, the two parking lots can accommodate a daily visitation level for visitors arriving by private vehicle of between 2800 (at 295 spaces) to 3200 (at 330 spaces), considerably lower than the visitation capacity of the Phase 2 program areas, but sufficient to accommodate the projected visitation levels on the majority of days, as described in the following report section.

Phase 2 Visitation Demand

With the significant addition of compelling recreational components in Phase 2, visitation demand will increase over that of the Phase 1 development. The comparable parks that provide the best basis for visitation projections were determined to be the parks in the northeastern U.S. The analysis found that, after adjusting for park size and regional population levels, there is still an extensive range in penetration into the regional population base for the comparable parks, which is driven by their relative level of public appeal and interest. Considering the innovative concepts that are being developed for Manresa Island Wilds Phase 2, the proven records of the design team involved in Manresa Island planning, and an anticipated high project investment level, Manresa Island Wilds can be expected to experience above-average visitation penetration into the regional

population base, compared to other northeastern U.S. parks. The specific visitation level that will occur depends on just where its penetration rates rank among the comparable northeastern U.S. parks. Based on the design concepts, it is assumed that the Southern Program of Phase 2 will rank at the 60th percentile level (i.e., higher population penetration rates than 60% of the parks in the northeastern U.S.), while the Middle Forest and Wetlands will continue to rank at the 50% level. The following table compares the key statistics for the selected eighty parks in the northeastern U.S., ranked by visitation penetration rates into the respective regional populations:

Figure 16 - Northeastern U.S. Park comparables.

Park, Zip Code	% Ranking	Acres	Annual Visitation
Cider Hill Farm , 01913	100%	145	377,470
Washington Park, 12203	99%	81	638,742
Chapman Park, 13030	98%	483	120,390
Allen Pond Park, 20716	96%	85	665,649
Fort Boreman Park, 26101	95%	221	215,081
Terrapin Nature Park, 21666	94%	276	139,886
Rockwell Park, 06010	93%	104	490,389
Alapocas Run State Park, 19803	91%	359	575,836
Bellevue State Park, 19809	90%	331	514,607
The Arboretum at Penn State, 16803	89%	370	222,658
Maymont, 23220	88%	100	612,702
Anson B. Nixon Park, 19348	86%	106	285,914
Slater Memorial Park, 02861	85%	197	625,214
Mentor Lagoons Nature Preserve, 44060	84%	450	327,740
Banning Regional Park, 19804	83%	156	404,080
Old Mill Park, 22401	81%	50	188,410
Sippo Lake Park, 44708	80%	300	359,464
Fry Family Park, 44708	79%	360	354,585
Vanderbilt Mansion National Historic Site, 12538	78%	200	111,717
Bushnell Park, 06103	76%	50	442,856
Fred Fuller Park, 44240	75%	56	211,152
Mariner Point Park, 21085	74%	39	230,857
Charles E. Price Memorial Park, 19709	73%	100	208,858
Stackhouse Park, 15905	71%	277	76,208
Rose Tree County Park, 19063	70%	118	450,463
Robious Landing Park, 23113	69%	102	203,844
Occoquan Regional Park, 22079	68%	350	354,489
Pemberton Historical Park, 21801	66%	262	95,942
Musser Gap Greenway, 16801	65%	335	151,588
Sims Park, 44123	64%	33	240,325
Mathews Park, 06850	63%	22.7	275,700
Renfrew Museum and Park, 17268	61%	107	96,717
Byrd Park, 23220	60%	287	326,467
Sayreville Kennedy Park, 08859	59%	66	496,083
Moul Field, 17331	58%	12	158,711
Braddock Park, 20124	56%	167	270,396

Park, Zip Code	% Ranking	Acres	Annual Visitation
Salem Willows Park, 01970	55%	35	364,243
Concord Township Park, 19342	54%	31	212,914
George H.P. Smith Park, 19958	53%	12	74,213
Rye Town Park, 10580	51%	28	481,365
Red Run Park, 17268	50%	22	84,881
Chestnut Branch Park, 08080	49%	109	312,200
Cherry Lawn Park, 06820	48%	28	256,885
Endicott Park, 01923	46%	165	236,521
Cheektowaga Town Park, 14225	45%	70	291,843
Paterson Great Falls National Historical Site, 07501	44%	118	891,210
Reservoir Park, 20148	43%	300	225,593
Riverfront Park, 15636	41%	57.3	90,351
Downing Park, 12550	40%	35	141,375
Cadwalader Park, 08618	39%	110	252,110
Cranbury Park, 06851	38%	227	179,014
Benjamin Tonsler Park, 22903	36%	9	83,620
Carousel Park and Equestrian Center, 19808	35%	225	171,654
Cummings Park, 06902	34%	79	319,748
New England Botanic Garden at Tower Hill, 01505	33%	200	105,690
Mill River Park, 06901	31%	23	319,666
William D. Chamberlain Riverfront Park, 12180	30%	3.6	131,741
Flying Point Park, 21040	29%	16	136,103
NYSDEC Reinstein Woods, 14043	28%	292	148,084
Hopewell Community Park, 15001	26%	78	92,148
Emily Bayless Graham Park, 21015	25%	74.4	114,684
Mill Pond Park, 06111	24%	28	201,915
Sayen House and Gardens, 08690	23%	30	179,024
Ben Brenman Park, 22304	21%	59	542,147
Van Dyck Park, 22030	20%	36	278,047
Southside Riverfront Park, 15203	19%	11.4	264,163
Mt. Gretna Lake & Beach, 17042	18%	8	80,137
Charter Oak Landing, 06114	16%	27	205,766
Worcester Common, 01608	15%	20	171,468
Clinton Square Park, 13202	14%	0.9	139,577
Colonial Lake Park, 08648	13%	25	140,186
Veteran's Memorial Park, 03101	11%	3.2	113,135
Community Park, 08691	10%	27.7	91,922
Phipps Conservatory and Botanical Garden, 15213	9%	15	237,059
Crawford Park, 10573	8%	36	235,952
Columbus Park, 08611	6%	7.6	172,294
Turning Basin Park, 08540	5%	9	119,625
Lewis Ginter Botanical Garden, 23228	4%	50	132,888
Duck Pond Park, 08540	3%	24	111,510
Bicentennial Park, 08816	1%	34	194,058

Using the assumed 60% ranking assumption, the following table shows the resulting penetration factors and projected visitation levels, based on the distance from visitor origins to the park:

Figure 17 - Projected Phase 2 visitation demand by distance for opening year.

Distance from Manresa Island	1 mile	3 miles	5 miles	10 miles	15 miles	20 miles	25 miles	30 miles	40 miles	50 miles	60 miles	Total
Population (2032)	34,027	29,998	55,894	216,797	236,112	598,010	859,675	1,574,804	5,588,174	5,870,998	3,118,352	18,118,816
Southern Program												
Visits per population unit (64 acres)	2.974	1.667	1.035	0.252	0.155	0.059	0.040	0.021	0.007	0.002	0.001	
Annual visitation (including surge)	121,500	60,000	69,500	65,500	44,000	42,200	41,000	39,000	45,600	15,600	2,700	546,600
North Forest, Middle Forest & Wetlands												
Visits per population unit (53 acres)	2.045	1.143	0.683	0.173	0.107	0.040	0.027	0.014	0.005	0.002	0.001	
Annual visitation (including surge)	77,000	37,900	42,200	41,500	27,900	26,700	26,000	24,700	28,900	10,000	1,700	344,500

Visitation for opening year is projected at 731,200 (mid-range projection), including an opening year visitation surge equal to 20% of annual visitation for the Phase 2 areas. This surge can be expected to taper off over the first two or three years after opening. By the year 2035, annual visitation demand for Manresa Island Wilds can be expected to drop to about 772,000, as shown in the following table:

Figure 18 - Phase 2 visitation demand range.

	Low-end	Mid range	High-end
Opening Year (2032)	712,900	891,100	1,069,300
Post-surge Year (2035)	617,400	771,800	926,200

Note that the above projections include visitation to the North Forest, as it will be perceived as part of the broader trail system within Manresa Island Wilds. However, the North Forest visitation will decrease with the opening of Phase 2, as there will be a shift in visitation to the Phase 2 destinations, particularly to the Middle Forest and Wetlands.

The following table provides a breakdown of projected annual visitation for opening year (2032) and post-surge year (2035) by individual Manresa Island Wilds area:

Figure 19 - Phase 2 visitation demand by parking area.

Park Area	Opening Year	Post-surge Year
Southern Program	546,600	460,200
Middle Forest & Wetlands	227,800	164,600
North Forest	116,700	147,000
Total	891,100	771,800

As the above table indicates, the North Forest visitation can be expected to experience a significant drop in visitation from the Phase 1 visitation demand during the Phase 2 opening year, and will level off to a new stabilized level by 2035, although the planned opening of the Phase 3 program (2033 to 2035) will further impact these visitation figures.

Parking Capacity

To evaluate the ability of the planned parking capacity to accommodate the visitation levels with the opening of Phase 2, an analysis of daily visitation was conducted, like the analysis described above for Phase 1 – the results of this analysis are summarized in the following two tables:

Figure 20 - Phase 2 annual visitation for 335 parking spaces.

	Low-end	Mid range	High-end
<u>Opening Year (2032)</u>			
Annual visitation	682,000	829,000	969,000
# days parking is filled	40	61	73
<u>Post-surge Year (2035)</u>			
Annual visitation	600,000	731,000	857,000
# days parking is filled	31	47	65

The amount of annual visitation that will be lost due to the 335 parking spaces constraint is estimated at 62,000 for opening year and 41,000 for the post-surge year (just 6% of the visitation demand).

Figure 21 - Phase 2 annual visitation for 380 parking spaces.

	Low-end	Mid range	High-end
<u>Opening Year (2032)</u>			
Annual visitation	693,000	846,000	991,000
# days parking is filled	30	47	63
<u>Post-surge Year (2035)</u>			
Annual visitation	608,000	744,000	875,000
# days parking is filled	21	36	47

The amount of annual visitation that will be lost due to the 380 parking capacity constraint is estimated at 45,000 for opening year and 28,000 for the post-surge year (just 5% of the visitation demand).

As the above tables show, the number of days that the parking lots are filled is significantly lower than for Phase 1, so in Phase 2 there will be significantly less dissatisfaction for those unable to visit. With a nominal number of days during which the lots are filled, the public perception of Manresa Island Wilds as a desirable recreational destination will be enhanced, as it will take some advance planning for those who want to visit on busy days.

If MIC leadership is interested in reducing the number of days with filled parking lots, increased parking capacity could be considered – either increased paved parking spaces or overflow parking adjacent to the planned parking areas and/or an off-site parking area connected by a shuttle system. If the Phase 2 parking lots (excluding the North Forest lot) were sized to fully accommodate the projected Design Day parking demand level for the post-surged year, 370 total spaces would be needed (compared to the currently planned range of 295 to 330 spaces).

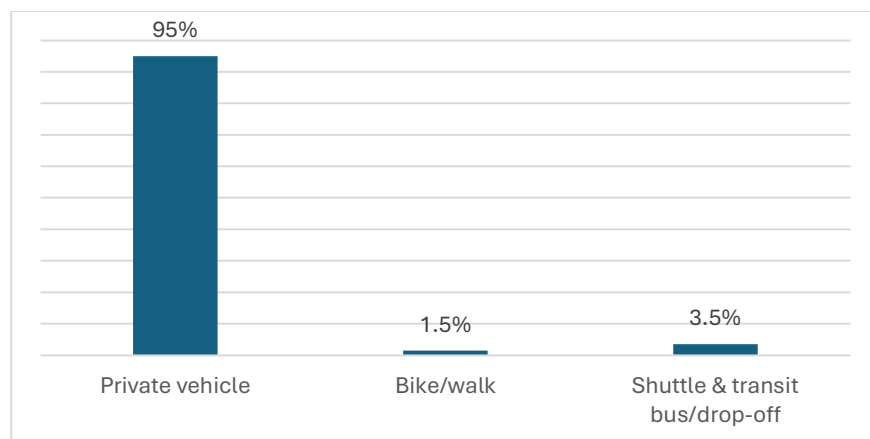
When needed, ORCA can determine the number of days during which visitation by private vehicle cannot be accommodated and the corresponding amount of lost visitation for all parking scenarios.

The North Forest parking lot is also a potential concern for Phase 2 – as described previously, it is not large enough to accommodate the Phase 1 Design Day visitation. Although visitation will decrease significantly with the addition of Phase 2, the North Forest parking area will also support visitors to the Boardwalks and about half of the visitation to the Wetlands. With the need to serve these additional trails, it is estimated that this parking area will serve a total annual visitation demand level of 180,000 for the Phase 2 post-surge year, a 25% decrease from the Phase 1 post-surge year. It is estimated that as many as 110 parking spaces would be warranted in the North Forest lot to accommodate the Design Day for this year, which could be supported by a combination of increased paved parking, overflow parking, and/or off-site parking with a connecting shuttle. As indicated in the following report section, the future annual visitation is not expected to change significantly, so this parking capacity would be sufficient to support Phase 2 and beyond. Without additional parking, it can be expected that many of those interested in a visit to the North Forest will park in one of the Phase 2 lots on days that the North Forest lot is filled.

Visitation by travel mode

Unlike Phase 1, the parking lot capacity will not significantly impact the travel modes, although the proposed shuttle and remote parking would continue to be beneficial on the days during which onsite parking capacity is filled (estimated at 47 days for opening year and 36 days for the post-surge year). So, the visitation distribution will be consistent throughout the year, as shown in the following chart:

Figure 22 - Phase 2 travel mode distribution.

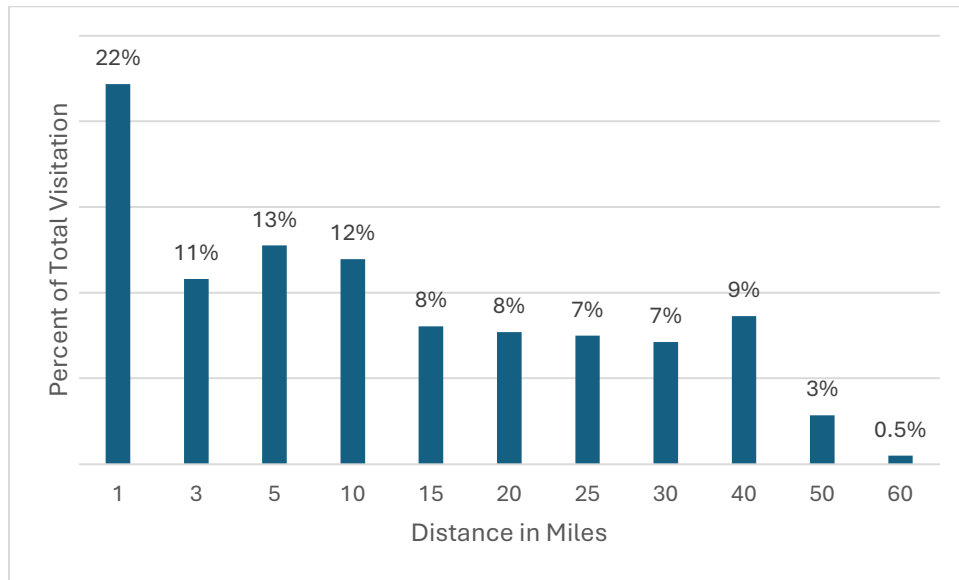


95% of the visitors can be expected to travel by private vehicle, compared to 1.5% biking and walking and 3.5% on buses and drop-offs.

Visitation by distance

The following chart shows the projected Phase 2 visitation by linear distance from visitor origin to Manresa Island:

Figure 23 - Phase 2 visitation percentage by distance.



The highest visitation can be expected from the local Norwalk area – 58% of total visitation is projected to originate from within a 10-mile radius of Manresa Island, down from 71% in Phase 1. The percentage of visitation from origins of 10 miles and further is projected to increase from 29% in Phase 1 to 42% in Phase 2 in response to the increased public awareness of Manresa Island Wilds as a recreational destination. The average distance between place of origin and Manresa Island Wilds for the average visitor in Phase 2 is estimated at 14.3 miles (up from 10.1 miles in Phase 1).

Based on the park comparables, and on the increased average travel distance due to higher penetration from further distances, an overall repeat visitation frequency of about 1.8 visits per person can be expected for Phase 2. Thus, the 731,200 visitation level projected for the post-surge year at 335 parking spaces will correspond to about 400,000 individual visitors, and the 744,000 projected for the post-surge year at 380 spaces will correspond to about 413,000 individual visitors.

Event Programming Impact

In February 2026, ORCA was provided with the proposed event programming calendar for Manresa from HR&A. The analysis outlined in the previous section is valid, and ORCA assumed a baseline level of programming when conducting the analysis.

In looking at the comparable parks used, approximately 5% of visitation from the comparables were driven by event visitation.

To ensure this was not double counted with the visitation projections, ORCA backed out the 5% visitation from the comparables and then added in the proposed event programming and corresponding visitation.

Figure 24: Manresa Proposed Activity Calendar, provided by HR&A

Illustrative Manresa Wilds Activity Calendar	Activities Per Month												Biweekly	Weekly	Bimonthly	Monthly	Total
	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	8	4	2	1	
Community Activities Events																	
Large Park Events	1	1	1	2	2	2	2	2	2	2	2	1	1				19
Small Park Events		1	2		8	8	8	8	8	4	2	1					55
Volunteer Program	0	2	2	4	4	4	4	4	4	2	2	2					34
Educational Activities Events																	
RESA/Academic Events	1	1	2	2	2	2	2	2	2	2	2	1					21
Camp/School Site Visits	0	1	1	2	2	4	4	4	2	2	1	1					24
Recreational Activities Events																	
Pool/Waterfront Events	1	1	2	4	4	8	8	8	4	2	2	2					36
Space Rentals																	
Building Rentals	2	2	4	4	8	8	8	8	8	4	4	8					68
Park Rentals	0	0	2	4	4	4	4	4	4	2	1	1					30
Total Events	5	8	14	24	34	40	40	40	34	20	13	15					287

Figure 25: Manresa Proposed Event Visitations, Provided by HR&A

Illustrative Event Attendance

	Total Events per Year	Per Event Attendance*		Total Annual Attendance	
Community Activities Events		Low	High	Low	High
Large Park Events	19	300	1,000	5,700	19,000
Small Park Events	55	25	300	1,375	16,500
Volunteer Program	34	25	100	850	3,400
Educational Activities Events					
RESA/Academic Events	21	25	100	525	2,100
Camp/School Site Visits	24	25	100	600	2,400
Recreational Activities Events					
Pool/Waterfront Events	36	25	200	900	7,200
Space Rentals					
Building Rentals	68	100	800	6,800	54,400
Park Rentals	30	100	500	3,000	15,000
Total Events	287	625	3,100	19,750	120,000

Adding in the proposed calendar and visitation brings Manresa’s Phase 2 estimated visitation between 700K – 1.1M in the opening year, and 600K – 1.0M in the stabilized year (2035).

Phase 3 (Harbor and Active Play)

Figure 26 - Phase 3 planned program development.



Phase 3, planned for opening sometime between 2033 and 2035, will consist of 9 acres of Community Harbor development, including the Promenade, Pier and Field Station, and adjacent play area. The implementation of the pier will add additional travel modes to Manresa Island Wilds – ferry, private boats, kayaks, and stand-up paddleboards (SUP).

Site Visitation Capacity

The following table provides a summary of the measurements and assumptions that were used to develop the estimated visitation capacity for the public areas planned for the Phase 2 development:

Figure 27 - Phase 3 planning factors for each area.

<u>Area</u>	<u>Area (sq.ft.)</u>	<u>Comfort Density</u>	<u>Maximum Density</u>	<u>Penetration</u>	<u>Dwell time (minutes)</u>
Kayak Beach and Structure	97600	200	100	50%	60
Promenade	298000	300	200	50%	30
Pier and Field Station	35000	200	100	40%	30
Play Area	82000	100	75	30%	75
Overall					1.3 Hours

The above table compares the calculated and assumed visitation factors for Manresa Phase 3. The overall average visitor dwell time is estimated at 1.3 hours for visitors going to the destinations added in Phase 3.

Applying the above planning factors and standards to each of the Phase 2 areas results in the following estimated PAOT capacities for each area and overall:

Figure 28 - Phase 3 areas: PAOT capacities.

<u>Area</u>	<u>PAOT Capacity</u>	
	<u>Comfort Density</u>	<u>Maximum Density</u>
Kayak Beach and Structure	488	976
Promenade	993	1490
Pier and Field Station	175	350
<u>Play Area</u>	<u>820</u>	<u>1093</u>
Total	2476	3909

Additional analysis of the utilization for each Phase 3 area based on the hourly arrivals results in the following summary comparison of peak period hourly visitation and the corresponding PAOT for each indicated planning standard:

Figure 29 - Phase 3 overall capacities.

<u>Planning Standard</u>	<u>Hourly arrival capacity</u>	<u>PAOT capacity</u>	<u>Equivalent daily visitation capacity</u>
Comfort	1000	1300	5600
Maximum	1800	2400	10000

The above table indicates that the Phase 3 program spaces can accommodate high visitation levels – 5,600 daily visitation at the “comfort” level to 10,000 at the “maximum” level.

Since there is no additional parking area planned for Phase 3, the visitation capacity based on parking availability will remain unchanged from that of Phase 2 – between 2800 daily visitation (at 295 spaces) and 3200 (at 330 space).

Phase 3 Visitation Demand

Since the size of the program elements to be added in Phase 3 are considerably less than for phases 1 and 2 (9 acres compared to 116 acres), the incremental impact on visitation will be much lower, although the additional elements will certainly increase the variety of activities available, thus increasing the appeal to the target market, so it can be expected that Manresa Island Wilds will experience a moderate increase in market penetration compared to the other parks in the northeastern U.S (these are the parks that were used to establish the market penetration rates for both Phase 2 and Phase 3).

Based on an assumed 75-percentile ranking (among northeastern U.S. parks) for the Southern Program and Phase 3, the following table shows the planning factors and resulting mid-range visitation demand projections for Phase 3 opening year, including an estimated 20% visitation surge over the normal visitation demand for the Phase 3 program⁸:

Figure 30 - Projected Phase 3 visitation demand by distance for opening year.

	1 mile	3 miles	5 miles	10 miles	15 miles	20 miles	25 miles	30 miles	40 miles	50 miles	60 miles	Total
Population (2034)	34,167	30,121	56,122	217,684	237,078	600,455	863,191	1,581,245	5,611,030	5,895,010	3,131,106	18,257,210
Phase 3 and Southern Program												
Visits per population unit (73 acres)	3.083	1.698	1.085	0.261	0.161	0.061	0.041	0.021	0.007	0.002	0.001	
Annual visitation (including surge)	120,200	58,300	69,400	64,800	43,500	41,800	40,500	38,600	46,400	15,400	2,700	541,600
North Forest, Middle Forest & Wetlands												
Visits per population unit (53 acres)	2.045	1.143	0.683	0.173	0.107	0.040	0.027	0.014	0.005	0.002	0.001	
Annual visitation (including surge)	69,900	34,400	38,300	37,700	25,300	24,300	23,600	22,400	26,300	9,100	1,600	312,900

Visitation for opening year is projected at 854,500 (mid-range projection), including a visitation surge equal to 20% of annual visitation for the Phase 3 areas. This surge can be expected to taper off over the first 2 or 3 years after opening. By the year 2037, annual visitation to Manresa Island Wilds can be expected to drop to about 793,000 as shown in the following table:

Figure 31 - Phase 3 visitation demand range.

	Low-end	Mid range	High-end
Opening Year (2034)	683,600	854,500	1,025,400
Post-surge Year (2037)	634,400	793,000	951,600

The following table provides a breakdown of projected annual visitation demand for opening year (2034) and post-surge year (2037) by park area:

⁸ The Phase 3 components are assumed to experience a 20% surge, including a shift of the visitation for the phase 1 and 2 areas to the Phase 3 area, resulting in a 2% visitation surge for the overall park.

Figure 32 - Phase 3 visitation demand by park area.

Park Area	Opening Year	Post-surge Year
Southern Program & Phase 3	541,600	478,000
Middle Forest & Wetlands	165,300	166,500
North Forest	147,600	148,500
Total	854,500	793,000

The analysis indicates that Phase 3 opening will have minimal impact on visitation to the North Forest, Middle Forest, and Wetlands, as it provides an experience that is differentiated from the scenic parks and trails, but there may be a slight shift in visitation from the Southern Program to the Phase 3 program areas, along with some visitors that will enjoy an extended visit experience by visiting both areas.

Parking Capacity

To evaluate the ability of the planned parking capacity to accommodate the visitation levels with the opening of Phase 3, an analysis of daily visitation was conducted – the results of this analysis are summarized in the following two tables:

Figure 33 - Phase 3 annual visitation for 335 parking capacity.

	Low-end	Mid range	High-end
Opening Year (2034)			
Annual visitation	657,000	800,000	935,000
# days parking is filled	37	55	70
Post-surge Year (2037)			
Annual visitation	615,000	749,000	877,000
# days parking is filled	32	47	66

The amount of annual visitation that will be lost due to the 335-vehicle parking capacity constraint is estimated at 55,000 for opening year and 44,000 for the post-surge year. Similar to Phase 2, the lost visitation corresponds to about 6% of the annual visitation demand.

Figure 34 - Phase 3 annual visitation for 380 parking spaces.

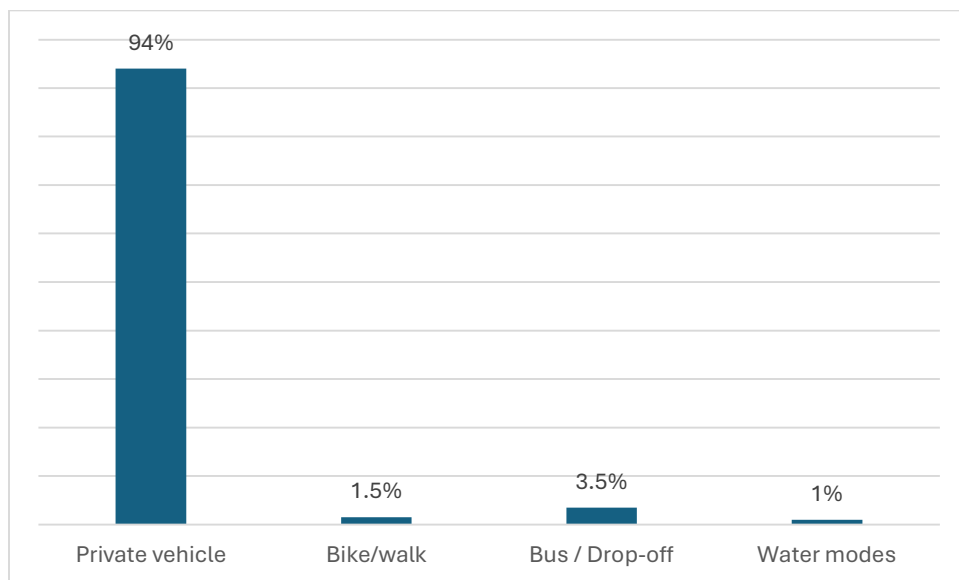
	Low-end	Mid range	High-end
Opening Year (2034)			
Annual visitation	667,000	815,000	956,000
# days parking is filled	27	41	57
Post-surge Year (2037)			
Annual visitation	623,000	762,000	896,000
# days parking is filled	23	37	48

The amount of annual visitation that will be lost due to the 380-vehicle parking capacity constraint is estimated at 40,000 for opening year and 31,000 for the post-surge year. Similar to Phase 2, the lost visitation corresponds to about 5% of the annual visitation demand.

Visitation by travel mode

Visitation by travel mode will be similar to that for Phase 2, with the exception that an additional small percentage will arrive by water-related travel modes (ferry, private boaters, kayak, and SUP), estimated at between 0.5% and 1% of total visitation, as shown in the following chart:

Figure 35 - Phase 3 travel mode distribution.



Visitation by distance

Visitation by distance can be expected to increase slightly for Phase 3 over Phase 2, from 14.3 miles to 15 miles, in response to the increase in recreational offerings that will attract some visitors from longer distances.

Visitation frequency

Visitation by distance can be expected to remain about the same for Phase 3 compared to Phase 2 at 1.8 visits per person. Thus, the 749,000 visitation level projected for the post-surge year at 335 parking spaces will correspond to about 416,000 individual visitors, and the 762,000 projected for the post-surge year at 380 spaces will correspond to about 420,000 individual visitors.

Event Programming Impact

See phase 2 event programming impact section for detailed methodology. Adding in the proposed event calendar and visitation brings Manresa's Phase 3 estimated visitation between 670K – 1.1M in the opening year, and 620K – 1.0M in the stabilized year (2037).

Phase 3 Dwell Time

Estimated dwell time at Phase 3 buildout is expected to increase modestly relative to earlier phases. The introduction of new anchor experiences, such as Kayaking and the Play Area, will broaden the activity mix and increase the number of distinct opportunities available to Guests. This expanded program is expected to encourage Guests to circulate more widely throughout Manresa and incorporate additional stops into their visit, thereby extending overall on-site duration.

However, this increase in total dwell time is not expected to scale proportionally with the increase in attraction count. As the portfolio of experience grows, Guest time will be distributed across a larger number of activities. While Guests may engage with more attractions overall, the average time spent within any individual attraction, particularly more passive or exploratory environments such as the North Forest Trails, is expected to decline.

If effect, Phase 3 shifts Manresa to a higher choice environment, where time allocation becomes more fragmented, and Guests have more unique ways to spend their day. The net result is a modest increase in total dwell time, partially offset by shorter per-attraction dwell times.

Phase 2 & 3 Seasonal & Weekday Visitation

The first phase of Manresa Island Wilds, planned for opening in the first quarter of 2027, will consist of a 25-acre development of trails (family trails, forest trails, discovery trails, and the Switchgrass trail connector) and three themed gathering areas (Eco, Gather, and Learn), served by a 30- to 50-space parking lot.

Visitation by Season

Figure 36: Visitation by Month as a % of Annual for Phase 2 & 3



In Phases 2 and 3, Manresa will introduce a broader mix of destination-oriented amenities, including a public beach, pool facilities, indoor programming within the converted power plant, and the Marina and Harbor Play area with kayaking. Collectively, these additions are expected to meaningfully shift visitation patterns relative to Phase 1 by introducing activities that are more seasonally and temporally concentrated.

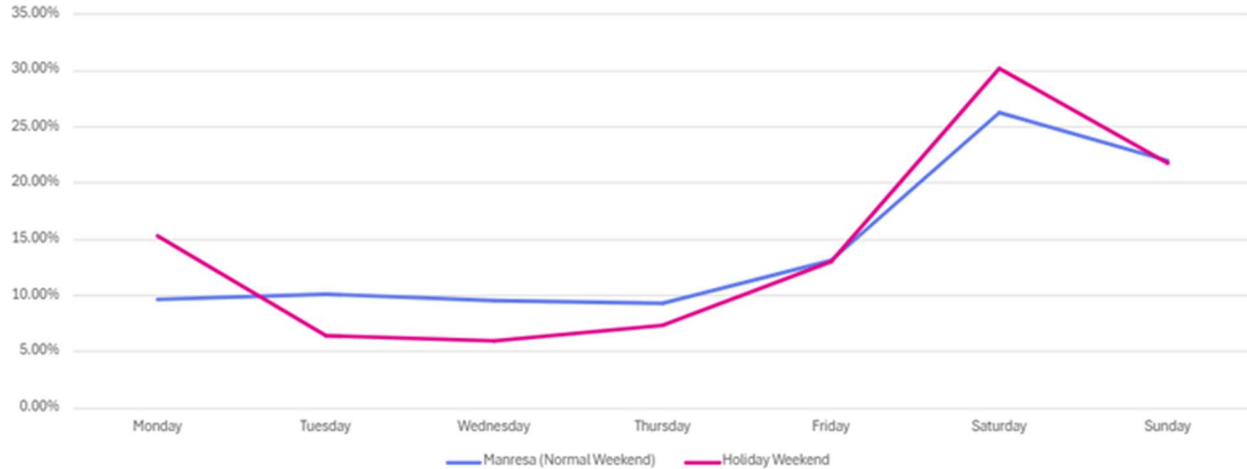
Under this operating condition, Manresa is projected to experience peak visitation during the summer months, with July and August accounting for the highest share of annual visitation. This seasonal profile aligns more closely with other coastal parks in the Northeast, including systems such as Gateway National Recreation Area and Connecticut's coastal recreation destinations, where water access and summer-specific amenities drive demand.

Despite this shift toward a summer peak, Manresa is expected to maintain comparatively strong visitation during the spring and fall shoulder seasons. The continued emphasis on trails, open space, and flexible outdoor use supports a broader seasonal appeal than is typically observed at beach-dominant destinations, moderating the degree of summer concentration.

Seasonal events and targeted programming, such as large-scale gatherings associated with holiday weekends, may further influence visitation distribution by extending demand into traditionally off-peak periods. In line with regional comparables, the highest visitation levels are anticipated on summer weekends, particularly around the Fourth of July and Labor Day holidays.

Visitation by Day of Week

Figure 37: Manresa Phase 2 & 3 - Visitation Split by Day of Week



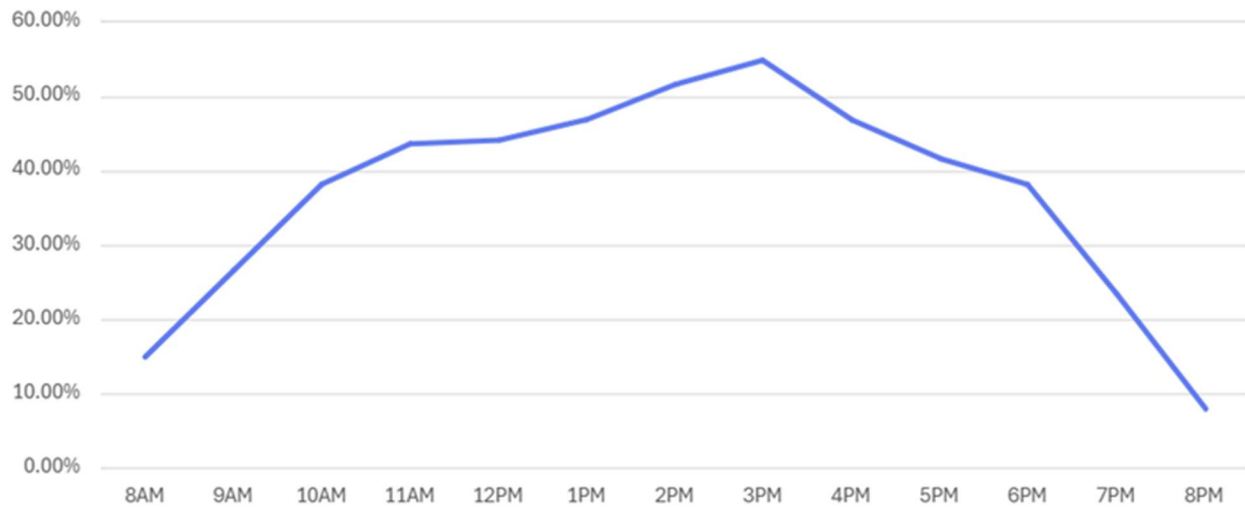
In Phases 2 and 3, weekend visitation is expected to continue accounting for more than 50 percent of total weekly demand, with Saturdays and Sundays representing the busiest days. With the introduction of water-based amenities, indoor programming, and destination-oriented activities, Fridays—particularly during the summer season—are also projected to function more like weekend days relative to weekday demand.

The addition of these amenities is expected to meaningfully alter visitation patterns during holiday weekends, especially in peak summer months. On three-day holiday weekends, demand is anticipated to redistribute across the extended weekend, with the observed holiday shifting toward a midpoint between typical Friday and Sunday demand levels. Saturdays are expected to absorb the largest incremental increase in visitation, reflecting heightened regional travel and leisure activity during these periods.

Outside of holiday conditions, weekday visitation is expected to remain stable and locally driven, while peak weekend use becomes more pronounced as later phases introduce experiences that encourage longer dwell times and destination-oriented visits.

Visitation by Time of Day

Figure 38: Manresa Phase 2 & 3 - PAOT % of Daily Visitation



In Phases 2 and 3, Manresa is projected to experience a broader and more sustained peak period driven by longer average lengths of stay and the introduction of water-based and destination-oriented programming. Comparable coastal and park destinations across the Northeast were used to inform the expected temporal distribution of guests-in-park.

Concurrent visitation is expected to build steadily through the morning, reaching peak levels in the mid-afternoon, around 3:00 PM. During this period, the highest concentration of guests is anticipated within the beach and pool areas, reflecting typical use patterns associated with warm-weather amenities.

Following the mid-afternoon peak, guests-in-park levels are projected to gradually decline through the early evening, with a more pronounced taper occurring after approximately 6:00 PM as daytime activities conclude. While future evening programming or nighttime activations could shift this profile by extending dwell or encouraging later arrivals, under typical Phase 2 and 3 operating conditions, visitation is expected to remain daytime-oriented.

Restroom Capacity

Restroom capacity should be provided to meet peak period visitor demand on the peak visitation day for future state year (2037). ORCA conducted an analysis outlining the needs by individual restroom location for each phase of work.

Phase 1

North Forest restroom capacity should be provided to meet the peak period visitor demand on the peak visitation day for the future steady state year (2037). Based on the constraint of the planned parking capacity, which will restrict the number of visitors that can be in the North Forest to a range of 600 (at 30 spaces) to 850 (at 50 spaces), the number of toilet fixtures needed is estimated at two (for 30 spaces) to three (for 50 spaces). If sufficient parking is provided to support the long-term visitation on the Design Day, then five toilet fixtures would be warranted.

Phase 2

ORCA assessed capacity needs based on the distribution of programming near the proposed restroom. The areas served by the restroom were provided by Manresa (e.g., Pool Restroom will serve pool, beach, and lawn areas within the southern program.

In Phase 2, the Pool Restroom, and Level 2 & 3 Power plant restrooms come online alongside the projected programming of Phase 2. There is also a proposal for a second restroom in the parking lot. This option was also reflected in the ORCA analysis.

Figure 39: Recommended Restroom Fixtures for Phase 2 Options

		Option 1 : No Additional Southern Restroom		Option 2: Additional Southern Restroom	
Phase 2	Southern Program (Site)	Pool Restroom		Pool Restroom	
		# of men's toilets & urinals	18	# of men's toilets & urinals	11
		# of men's sinks	6	# of men's sinks	4
		# of women's toilets	22	# of women's toilets	14
		# of women's sinks	11	# of women's sinks	7
		Optional 2nd Restroom			
		# of men's toilets & urinals		# of men's toilets & urinals	7
		# of men's sinks		# of men's sinks	3
		# of women's toilets		# of women's toilets	8
		# of women's sinks		# of women's sinks	4
Main Building	Level 2 Restroom	# of men's toilets & urinals	4	# of men's toilets & urinals	4
		# of men's sinks	1	# of men's sinks	1
		# of women's toilets	5	# of women's toilets	5
		# of women's sinks	2	# of women's sinks	2
		Level 3 Restroom		Level 3 Restroom	
		# of men's toilets & urinals	4	# of men's toilets & urinals	4
		# of men's sinks	1	# of men's sinks	1
		# of women's toilets	5	# of women's toilets	5
		# of women's sinks	2	# of women's sinks	2

ORCA found that adding a second restroom to relieve demand on the pool restroom would reduce fixture counts as more of the middle program activations could leverage this restroom.

Phase 3

In Phase 3, the marina restroom along with the marina & play area open. Capacity in nearby pool restroom is expected to be sufficient to absorb some demand from the play area.

Figure 40: Phase 3 Restroom Recommendation

Phase 3	Marina	
	Marina Restroom	
	# of men's toilets & urinals	5
	# of men's sinks	2
	# of women's toilets	7
	# of women's sinks	3

Appendix Information

Highly Programmed Parks Detailed Analysis

As part of the visitation projection analysis, ORCA was asked to look at highly programmed comparable parks to see if any learnings from behaviors could be applied to Manresa.

Appendix Figure 41 – Highly Programmed Parks Comparables

Park	City
Gathering Place	Tulsa, OK
Smale Riverfront Park	Cincinnati, OH
Waterfront Park	Louisville, KY
Fairmount Park	Philadelphia, PA
Tom Lee Park	Memphis, TN
Scioto Audubon Metro Park	Columbus, OH
Railroad Park	Birmingham, AL
The RiverFront	Omaha, NE
Forest Park	St. Louis, MO
Mount Trashmore	Virginia Beach, VA
Dix Park	Raleigh, NC
Downtown Cary Park	Cary, NC
Klyde Warren Park	Dallas, TX
Zilker Metropolitan Park	Austin, TX
Waterloo Park	Austin, TX
HemisFair Park	San Antonio, TX
Governors Island	New York, NY
Little Island	New York, NY
Brooklyn Bridge Park	Brooklyn, NY
Balboa Park	San Diego, CA
Presidio Tunnel Tops	San Francisco, CA
Bonnet Springs Park	Lakeland, FL
Pier Park	Panama City Beach, FL

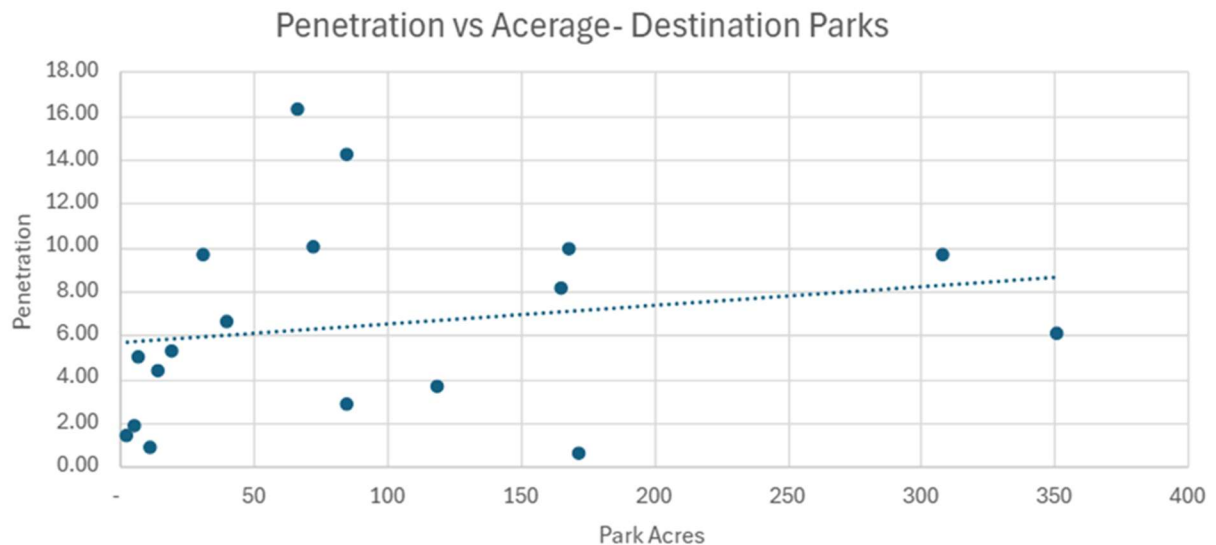
To determine if these highly programmed parks would suggest differences in original estimates, ORCA repeated the visitation analysis used from its preliminary report.

For each park included in the above groupings, the incremental regional population was determined for all zip codes within nine distance radius zones – 1, 3, 5, 10, 20, 30, 40, 50, and 60 miles. Based on a penetration-distance equation developed and used for comparable past park projects, analyses were conducted to estimate annual visitation and visitation penetration into the population for each park and each distance radius zone within each grouping. Multiple regression analyses were performed on the resulting visitation penetration rates for the comparable parks to develop penetration rates for each phase of Manresa Island Wilds, based on the planned acreage and park typology for each

phase. Applying these penetration rates to the regional population by distance zone for Manresa Island led to the development of projected annual visitation demand.

ORCA determined there was a correlation between acreage and visitation, similar to how the northeast park comps behaved.

Appendix Figure 42 – Penetration of Programmed parks vs Acreage Correlation



With a similar pattern to the originally selected Northeast comps, Manresa Island’s visitation projections would mirror the methodology originally produced by ORCA.

This result added a layer of confidence to the original analysis. However, the penetration factors from these new parks were much higher than the original comparables used for ORCA’s projections, due to various degrees of activation and events.

To capture this level of detail and fairly apply it to Manresa, ORCA leveraged a different methodology.

Activation Score Approach

In repeating the acreage/penetration analysis, ORCA discovered visitor penetrations for the destination parks were higher than NE parks. This is driven by increased programming such as the Gathering Space’s Labor Day weekend events. These types of activation draw more visitors from both locals and as a destination for tourists.

To measure this impact, ORCA assessed the offerings at the comparable parks, as well as Manresa. This assessment was done by assigning a score of Low-High in each of the following categories for each park:

- Events

- Trails
- Activations (Museums/Zoos)
- Playgrounds
- F&B
- Year-Round Weather
- Permanent Institutions

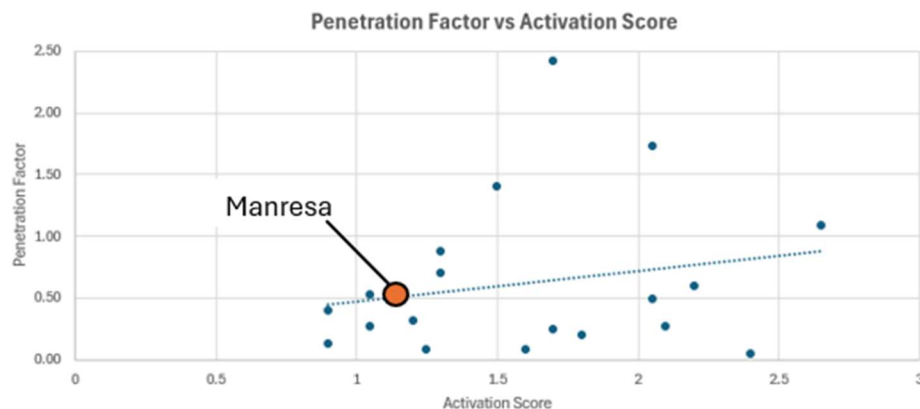
By assigning this score, ORCA then conducted a weighted average on the overall programming of each park. This was called the **Activation score**.

Parks that resulted in higher scores such as The Gathering Place, Fairmount Park & Zilker Metropolitan Park are high in events and programming, resulting in more visitation.

Lower scored parks such as Little Island, Railroad Park & Dix Park had lower penetration factors due to more static or less frequent programming.

Using this methodology, there would now be a way to understand how various levels of programming or factors drive visitation for the comparable parks, and how that might influence Manresa's visitation.

Appendix Figure 43 – Penetration Factors vs Activation Scores



Manresa will feature trails, a play area, pleasant weather throughout the year, and feature a Food & Beverage component. It will also have permanent institutions such as the Power plant.

Applying this scoring logic to Manresa gives the park a score of about 1.2, similar to Mount Trashmore, Tom Lee Park and Waterfront Park.

By taking the score of 1.2, ORCA developed visitation penetration rates by distances to the park to develop its projected annual visitation.

Leveraging that factor against the regression of the other destination parks, puts the projected Post Surge 2037 Visitation year in line, but slightly on the higher end of ORCA's Original estimates.

Appendix Figure 44 – Visitation Projections using Activation Score Approach

		Original Mid range ORCA Projection	Activation Park Approach
Phase 1	Opening Year (2027)	277,000	-
	Post-surge Year (2030)	246,000	-
Phase 2	Opening Year (2032)	891,000	1,107,000
	Post-surge Year (2035)	772,000	959,000
Phase 3	Opening Year (2034)	855,000	1,062,000
	Post-surge Year (2037)	793,000	985,000

The updated approach shows Manresa could achieve ~200K more in visitation vs the midpoint original projection but is well within the range.

This approach and its findings supported earlier analysis on event programming and further supported ORCA's original visitation approach.

Comparable Parks Visitations & Activation Scores

Figure 45: Comparable Parks with Activation Scores

Park	City	Park Annual Visitation	Events	Trails	Nearby major attraction	Playground	F&B	Year Round Weather	Activation Score
Gathering Place	Tulsa, OK	1,195,823	3	3	1	3	2	2	2.05
Smale Riverfront Park	Cincinnati, OH	2,824,906	3	2	1	3	2	1	1.6
Waterfront Park	Louisville, KY	1,715,556	3	2	1	2	2	1	1.5
Fairmount Park	Philadelphia, PA	8,327,454	3	3	3	2	2	2	2.75
Tom Lee Park	Memphis, TN	1,436,552	3	2	0	1	2	2	1.3
Scioto Audubon Metro Park	Columbus, OH	2,580,324	2	3	0	2	1	1	1.2
Railroad Park	Birmingham, AL	1,520,164	2	1	0	1	1	2	0.9
The RiverFront	Omaha, NE	1,240,819	3	2	1	2	2	1	1.7
Forest Park	St. Louis, MO	2,798,639	3	3	3	2	2	1	2.65
Mount Trashmore	Virginia Beach, VA	1,828,048	2	3	0	2	1	2	1.3
Dix Park	Raleigh, NC	2,866,616	2	2	0	1	1	2	1.05
Downtown Cary Park	Cary, NC	2,839,846	2	1	0	2	2	2	1.05
Klyde Warren Park	Dallas, TX	15,344,438	3	0	0	3	3	2	1.25
Zilker Metropolitan Park	Austin, TX	2,678,934	3	3	1	2	2	3	2.05
Waterloo Park	Austin, TX	2,658,853	2	2	1	1	2	3	1.6
HemisFair Park	San Antonio, TX	2,721,159	3	1	2	2	3	3	2.2
Governors Island	New York, NY	19,132,868	3	3	2	2	3	2	2.4
Little Island	New York, NY	19,056,037	2	0	1	1	1	2	0.95
Brooklyn Bridge Park	Brooklyn, NY	19,093,437	3	3	1	3	3	2	2.1
Balboa Park	San Diego, CA	3,267,368	3	2	3	2	2	3	2.7
Presidio Tunnel Tops	San Francisco, CA	7,145,157	2	2	1	3	2	2	1.7
Bonnet Springs Park	Lakeland, FL	5,177,562	2	3	1	2	1	3	1.8
Pier Park	Panama City Beach	396,143	3	0	0	1	3	3	1.15

Supplemental Analysis (Maritime Exploration and Rescue Center & Main Power Plant)

This supplement to the Manresa Island Wilds Visitation Assessment provides projected visitation analyses for two additional programmatic elements: (1) the Maritime Exploration and Rescue Center (MERC), and (2) the Main Power Plant Building, a large constituting a potential Phase 4 of the Manresa Island Wilds development. Both analyses are grounded in comparative data, operational assumptions provided by the project team, and the visitation modeling framework established by ORCA.

Maritime Exploration and Rescue Center (Concurrent with Phase 3)

Visitation Demand

The Maritime Exploration and Rescue Center (MERC) is a proposed replacement for the Ecology Center outlined in the original analysis. A meaningful share of the broader Manresa site visitation is expected to visit the facility during each trip, however, assumptions for the ecology center are similar to MERC, so the below reflects net new visitors to the park as a result of the TMA partnership (those arriving by water taxi & those who drive in)

Similar sites to the Maritime Exploration and Rescue Center (MERC), such as the Seymour Marine Discover Center at UCSC) see an annual visitation of 40,000-50,000. Using these comps, it is expected that, as a standalone attraction, the MERC would see ~40,000 annual visitors.

The MERC is a proposed replacement for the Ecology Center outlined in the original analysis. A meaningful share of Manresa visitation is expected to visit the facility during each trip. However, assumptions for the ecology center are similar to MERC, and it can be assumed approximately 60-80% of that 40,000 is already factored for in the Phase 3 Manresa projections. Net new visitation from the building alone via Guests driving in is projected to be 10,000 – 15,000.

The proposed water taxi / TMA partnership is projected to drive additional demand to MERC and as a result, Manresa. A sensitivity of 5-12% of the general public & 3-5% of school groups was applied to the TMA visitation. Through this, it is projected this partnership would result in an additional 20,000 – 50,000 annual visitors arriving to Manresa via water

taxi, bringing the total incremental visitation to Manresa as a result of the MERC to +30,000 – 65,000 Guests annually.

Figure MERC-1 — Land-Based MERC Visitation Demand Summary

Metric	Low Range	High Range
MERC Standalone Visitation	40,000	
Visitation assumed already captured in projections	60%	80%
Net New Drive In visits to Manresa as a result of MERC	10,000	15,000
TMA Annual Visitation	500,000	
Assumed capture rate of TMA visitation to Ferry	3%	12%
Net New Water Taxi visits to Manresa as a result of MERC	20,000	50,000
Total Projected Incremental Visitation to Manresa as a result of MERC replace of Ecology Center	30,000	65,000

Water Taxi Connection

As stated above, MERC is expected to draw between 20,000 and 50,000 Guests annually to Manresa via water taxi.

ORCA comped comparable water taxi's in the area such as Sheffield Island Ferry and assumed an operating season of May – October, with peak demand in the summer. The following distribution was developed using comparable aquarium operating season distributions.

Figure MERC-2 — Annual Ferry Ridership distribution (% of Visitors)

Month	% of Annual Demand
November – April	0% (closed)
May	15.4%
June	19.9%
July	24.4%
August	19.3%
September	11.0%
October	10.1%

Based on the above projections, July & August weekends will be the busiest months. ORCA used comparable aquarium daily distributions (Shedd, SC Aquarium) to develop daily demand profiles for visitation.

On busier days (e.g. July Saturday), it is projected between 300-600 people will be utilizing the ferry daily. Slower days (October or weekdays) will likely see lighter demand, estimated 150-300 people.

ORCA calculated a round-trip estimation of approximately 45-60 minutes between TMA and Manresa Island Wilds. Assuming a ferry runs every hour & based on the daily demand distribution, its is recommended the ferry would need to accommodate between 80-100/hour on busy days and 20-40 on slower days.

Parking Impact

The MERC's incremental parking demand is primarily attributable to the land-based crossover visitor population. Based on the existing Phase 3 vehicle occupancy assumptions (average 2.6 persons per vehicle, 95% private vehicle mode share), the projected incremental land-based MERC visits would generate approximately 100-200

drive in visits during peak day , equating to roughly 20–30 average peak-day parking spaces — approximately 6–8% of the planned main lot capacity of 295–330 spaces.

This level of demand is within the existing parking envelope on most days and is unlikely to materially alter the number of days on which parking fills to capacity. Primary pressure still remains on peak summer weekends.

During shoulder season operation (May–June and September–October), parking occupancy is well below peak levels, and MERC-driven demand will not create capacity constraints on those days.

Main Power Plan Building (Phase 4)

Phase 4 encompasses the adaptive reuse of the Main Power Plant Building, the largest and most architecturally significant structure on Manresa Island. The facility is planned to serve as a large-format event venue and cultural destination, accompanied by the Turbine Hall — a large flexible gathering space that is expected to be the highest-capacity indoor venue in the Norwalk area. The visitation and programming analysis below addresses the incremental visitation impact and operational implications of the Phase 4 development.

Capacity and Event-Driven Visitation

ORCA is projecting the Main Power Plant opening will generate an increase of 50,000 – 125,000 additional Guests to Manresa's annual visitation. This accounts for the rooftop bar, the interior multi-level exhibit, as well as the additional breakout/learning rooms & small auditorium.

The wide range depends on the size of events and frequency. The adjoining Turbine Hall is likely to accommodate between 1,500 and 2,000 guests for large-format events, which would establish it as the largest indoor event venue in the greater Norwalk market.

With the Main Power Plant building opening in Phase 4, this would further the appeal of the venue. The additional rooms included in Phase 4 will likely serve to increase demand for those events.

However, the limited number of breakout rooms may serve to restrict larger scale conferences. In our projections, the higher side of this range assumes about 20 events per year. The lower side assumes closer to 5.

Figure P4-1 — Phase 4 Annual Visitation Demand Scenarios

Scenario	Events per Year	Avg. Visitation/Event	Annual Visitation
Conservative (Low)	~5 large events	~1,500	50,000
Base Case	~10–12 large events	~1,500	75,000–90,000
High (Full Activation)	~20 large events	~1,500	125,000

**Attachment B –
Daily Vehicle Entering and Existing Trip Generation
by Hour and Season**

PHASE 1 AND 2 - VEHICLE TRIP GENERATION BREAKDOWN

PHASE 1 AND 2 - VEHICLES ENTERING BY SEASON AND TIME OF DAY						
Time of day	May/June		July/August		September/October	
	Wednesday	Saturday	Wednesday	Saturday	Wednesday	Saturday
5:00 AM	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0
7:00 AM	15	38	21	52	16	40
8:00 AM	15	38	21	52	16	40
9:00 AM	30	76	42	104	32	80
10:00 AM	46	115	62	156	48	120
11:00 AM	61	153	83	208	64	160
12:00 PM	69	172	94	234	72	180
1:00 PM	69	172	94	234	72	180
2:00 PM	76	191	104	260	80	200
3:00 PM	84	210	115	287	88	220
4:00 PM	84	210	115	287	88	220
5:00 PM	61	153	83	208	64	160
6:00 PM	61	153	83	208	64	160
7:00 PM	54	134	73	182	56	140
8:00 PM	23	57	31	78	24	60
9:00 PM	8	19	10	26	8	20
10:00 PM	8	19	10	26	8	20
	764	1,910	1,041	2,602	800	2,000

PHASE 1 AND 2 - VEHICLES ENTERING BY SEASON AND TIME OF DAY						
Time of day	May/June		July/August		September/October	
	Wednesday	Saturday	Wednesday	Saturday	Wednesday	Saturday
5:00 AM	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0
8:00 AM	8	19	10	26	8	20
9:00 AM	15	38	21	52	16	40
10:00 AM	15	38	21	52	16	40
11:00 AM	38	95	52	130	40	100
12:00 PM	54	134	73	182	56	140
1:00 PM	69	172	94	234	72	180
2:00 PM	69	172	94	234	72	180
3:00 PM	69	172	94	234	72	180
4:00 PM	76	191	104	260	80	200
5:00 PM	84	210	115	287	88	220
6:00 PM	76	191	104	260	80	200
7:00 PM	69	172	94	234	72	180
8:00 PM	61	153	83	208	64	160
9:00 PM	46	115	62	156	48	120
10:00 PM	15	38	21	52	16	40
	764	1,910	1,042	2,601	800	2,000

PHASE 1 AND 2 TOTAL VEHICLES IN AND OUT						
Time of day	May/June		July/August		September/October	
	Wednesday	Saturday	Wednesday	Saturday	Wednesday	Saturday
5:00 AM	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0
7:00 AM	15	38	21	52	16	40
8:00 AM	23	57	31	78	24	60
9:00 AM	45	114	63	156	48	120
10:00 AM	61	153	83	208	64	160
11:00 AM	99	248	135	338	104	260
12:00 PM	123	306	167	416	128	320
1:00 PM	138	344	188	468	144	360
2:00 PM	145	363	198	494	152	380
3:00 PM	153	382	209	521	160	400
4:00 PM	160	401	219	547	168	420
5:00 PM	145	363	198	495	152	380
6:00 PM	137	344	187	468	144	360
7:00 PM	123	306	167	416	128	320
8:00 PM	84	210	114	286	88	220
9:00 PM	54	134	72	182	56	140
10:00 PM	23	57	31	78	24	60
	1,528	3,820	2,083	5,203	1,600	4,000

PHASE 1, 2, 3, AND 4 - VEHICLE TRIP GENERATION BREAKDOWN

PHASE 1, 2, 3, AND 4 - VEHICLES ENTERING BY SEASON AND TIME OF DAY						
Time of day	May/June		July/August		September/October	
	Wednesday	Saturday	Wednesday	Saturday	Wednesday	Saturday
5:00 AM	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0
7:00 AM	18	45	25	62	19	47
8:00 AM	18	45	25	62	19	47
9:00 AM	36	90	49	123	38	94
10:00 AM	54	136	74	185	57	142
11:00 AM	72	181	99	247	76	189
12:00 PM	81	203	111	277	85	213
1:00 PM	81	203	111	277	85	213
2:00 PM	91	226	123	308	94	237
3:00 PM	100	249	136	339	104	260
4:00 PM	100	249	136	339	104	260
5:00 PM	72	181	99	247	76	189
6:00 PM	72	181	99	247	76	189
7:00 PM	63	158	86	216	66	165
8:00 PM	27	68	37	92	28	71
9:00 PM	9	23	12	31	9	24
10:00 PM	9	23	12	31	9	24
	903	2,261	1,234	3,083	945	2,364

PHASE 1, 2, 3, AND 4 - VEHICLES ENTERING BY SEASON AND TIME OF DAY						
Time of day	May/June		July/August		September/October	
	Wednesday	Saturday	Wednesday	Saturday	Wednesday	Saturday
5:00 AM	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0
8:00 AM	9	23	12	31	9	24
9:00 AM	18	45	25	62	19	47
10:00 AM	18	45	25	62	19	47
11:00 AM	45	113	62	154	47	118
12:00 PM	63	158	86	216	66	165
1:00 PM	81	203	111	277	85	213
2:00 PM	81	203	111	277	85	213
3:00 PM	81	203	111	277	85	213
4:00 PM	91	226	123	308	94	237
5:00 PM	100	249	136	339	104	260
6:00 PM	91	226	123	308	94	237
7:00 PM	81	203	111	277	85	213
8:00 PM	72	181	99	247	76	189
9:00 PM	54	136	74	185	57	142
10:00 PM	18	45	25	62	19	47
	903	2,259	1,234	3,082	944	2,365

PHASE 1, 2, 3, AND 4 TOTAL VEHICLES IN AND OUT						
Time of day	May/June		July/August		September/October	
	Wednesday	Saturday	Wednesday	Saturday	Wednesday	Saturday
5:00 AM	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0
7:00 AM	18	45	25	62	19	47
8:00 AM	27	68	37	93	28	71
9:00 AM	54	135	74	185	57	141
10:00 AM	72	181	99	247	76	189
11:00 AM	117	294	161	401	123	307
12:00 PM	144	361	197	493	151	378
1:00 PM	162	406	222	554	170	426
2:00 PM	172	429	234	585	179	450
3:00 PM	181	452	247	616	189	473
4:00 PM	191	475	259	647	198	497
5:00 PM	172	430	235	586	180	449
6:00 PM	163	407	222	555	170	426
7:00 PM	144	361	197	493	151	378
8:00 PM	99	249	136	339	104	260
9:00 PM	63	159	86	216	66	166
10:00 PM	27	68	37	93	28	71
	1,806	4,520	2,468	6,165	1,889	4,729

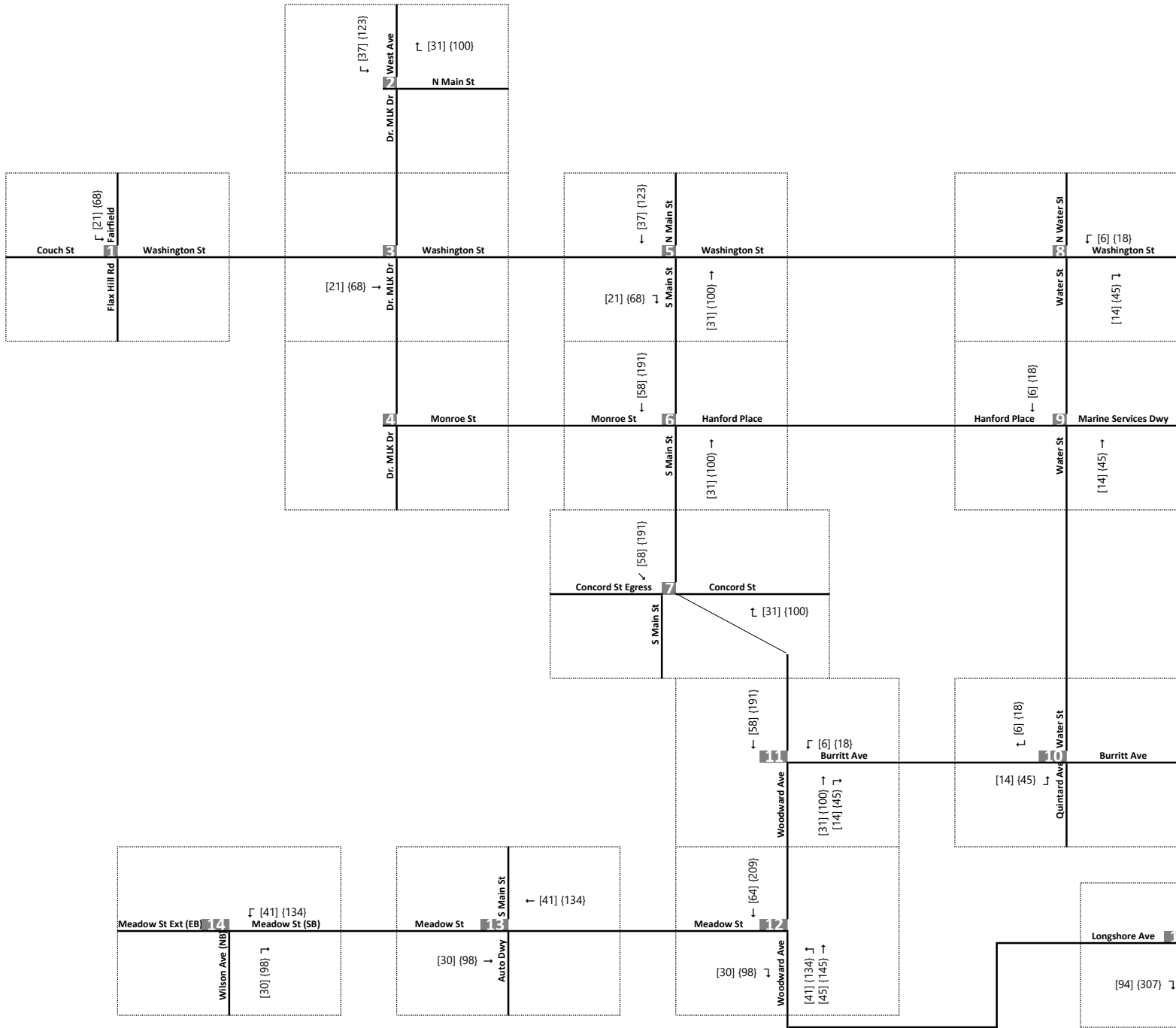
PHASE 1, 2 AND 3 - VEHICLE TRIP GENERATION BREAKDOWN

PHASE 1, 2, AND 3 - VEHICLES ENTERING BY SEASON AND TIME OF DAY						
Time of day	May/June		July/August		September/October	
	Wednesday	Saturday	Wednesday	Saturday	Wednesday	Saturday
5:00 AM	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0
7:00 AM	17	41	22	56	17	43
8:00 AM	17	41	22	56	17	43
9:00 AM	33	82	45	112	34	86
10:00 AM	49	123	67	168	52	129
11:00 AM	65	164	89	223	68	171
12:00 PM	74	184	100	251	77	193
1:00 PM	74	184	100	251	77	193
2:00 PM	82	205	112	279	86	214
3:00 PM	90	225	123	307	94	235
4:00 PM	90	225	123	307	94	235
5:00 PM	65	164	89	223	68	171
6:00 PM	65	164	89	223	68	171
7:00 PM	57	143	78	196	60	150
8:00 PM	24	61	33	84	26	64
9:00 PM	8	20	11	28	9	21
10:00 PM	8	20	11	28	9	21
	818	2,046	1,114	2,792	856	2,140

PHASE 1, 2, AND 3 - VEHICLES ENTERING BY SEASON AND TIME OF DAY						
Time of day	May/June		July/August		September/October	
	Wednesday	Saturday	Wednesday	Saturday	Wednesday	Saturday
5:00 AM	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0
8:00 AM	8	20	11	28	9	21
9:00 AM	17	41	22	56	17	43
10:00 AM	17	41	22	56	17	43
11:00 AM	41	102	56	139	43	107
12:00 PM	57	143	78	196	60	150
1:00 PM	74	184	100	251	77	193
2:00 PM	74	184	100	251	77	193
3:00 PM	74	184	100	251	77	193
4:00 PM	82	205	112	279	86	214
5:00 PM	90	225	123	307	94	235
6:00 PM	82	205	112	279	86	214
7:00 PM	74	184	100	251	77	193
8:00 PM	65	164	89	223	68	171
9:00 PM	49	123	67	168	52	129
10:00 PM	17	41	22	56	17	43
	821	2,046	1,114	2,791	857	2,142

PHASE 1, 2, AND 3 TOTAL VEHICLES IN AND OUT						
Time of day	May/June		July/August		September/October	
	Wednesday	Saturday	Wednesday	Saturday	Wednesday	Saturday
5:00 AM	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0
7:00 AM	17	41	22	56	17	43
8:00 AM	25	61	33	84	26	64
9:00 AM	50	123	67	168	51	129
10:00 AM	66	164	89	224	69	172
11:00 AM	106	266	145	362	111	278
12:00 PM	131	327	178	447	137	343
1:00 PM	148	368	200	502	154	386
2:00 PM	156	389	212	530	163	407
3:00 PM	164	409	223	558	171	426
4:00 PM	172	430	235	586	180	449
5:00 PM	155	389	212	530	162	406
6:00 PM	147	369	201	502	154	385
7:00 PM	131	327	178	447	137	343
8:00 PM	89	225	122	307	94	235
9:00 PM	57	143	78	196	61	150
10:00 PM	25	61	33	84	26	64
	1,639	4,092	2,228	5,583	1,713	4,282

**Attachment C –
Phase 1-3 Trip Assignments Weekday PM and Weekend PM volumes.**



Site-Generated Traffic Volumes	
[Weekday PM Peak Hour]	{Weekend PM Peak Hour}
Manresa Island - Phases 1, 2, & 3	

June 19, 2026

Mr. Steven Kleppin
Planning & Zoning Department
City of Norwalk
125 East Avenue
Norwalk, CT 06851
skleppin@norwalkct.gov

RE: Traffic Review #1 for Manresa Wilds Redevelopment (#2026-41 R/M);
CM Project No. R261267.05

Mr. Kleppin:

Creighton Manning Engineering & Surveying, PLLC (CM) has completed an initial review of the application materials available for the Manresa Wilds redevelopment project (“the Project”) on behalf of the City of Norwalk Planning and Zoning Department. The Project is being advanced by Manresa Island Corp. (the “Applicant”). Specifically, CM has prepared the subsequent comments based on a review of the following materials:

1. Manresa Wilds Masterplan Document, dated May 2026
2. Manresa Island Master Plan – Transportation Strategy Memorandum, dated May 22, 2026, prepared by AKRF
 - a. Visitation and Visitor Utilization Projections, dated March 26, 2026, prepared by ORCA Consulting, LLC
3. Manresa Island Master Plan – Proposed Data Collection Plan, dated May 22, 2026, prepared by AKRF

This memorandum provides a high-level screening review intended to identify any major issues, missing information, and areas requiring additional analysis or clarification. A more detailed technical review and recommendations will be provided in a subsequent memorandum by July 1, 2026.

We offer the following comments for the Department’s consideration:

1. Trip Generation
 - a. The methodology for preparing trip generation estimates reflects a context-sensitive approach tailored to the unique characteristics of the Manresa Wilds development. The methodology incorporates consideration of reduced automobile dependency, recognizing opportunities for non-vehicular access (walking, bicycling) and potential internal capture and on-site activity patterns. The approach applies planning-level reductions or refinements intended to avoid overestimation of vehicular trips for the program. Overall, the trip generation methodology is appropriate for this stage of review and is consistent with accepted practices for unique destination developments.
 - b. The Visitation and Visitor Utilization Projections (“ORCA study”) recognize that visitation to recreational and waterfront destinations is typically spread across broader time periods, rather than sharply peaking during typical commute peak hours.

- c. While the overall trip generation estimates appear to be reasonable, the parking supply is expected to be the limiting factor for the Project. Further details on multimodal improvements and parking demand management that could reduce vehicular trips in total, or shift trip routing away from Manresa Island, should be provided. Based on these factors, trip reductions may be applicable and/or routings to off-site parking locations should be refined.

2. Trip Distributions

- a. Trip Distributions on a macro scale as outlined in Table 9 of the Transportation Strategy Memo appear reasonable.
- b. It is expected that the routings within the study area as shown in Figure 1 of the Transportation Strategy Memo will need to be refined when parking management solutions are further developed. In particular, routings to/from the SoNo Collection Mall garage and the SoNo train station lot/garage would be expected to influence the preliminary routings.

3. Multimodal

- a. The Applicant should consider sponsoring the construction of sidewalk along Longshore Avenue east to Harbor View.
- b. The Applicant should evaluate the feasibility of bike improvements as part of this application.
- c. The full Traffic Impact Study (TIS) should include a review of recent ridership data on Norwalk Transit bus Route 2, particularly within study limits from SoNo Station to Woodward Avenue.

4. Parking

- a. Parking Management is expected to be a critical factor in site operations and may limit traffic impacts within the study network. Proper parking management should be documented and reviewed by the City and Commission to prevent visitors from unknowingly driving directly to the Project site, causing unnecessary traffic on Woodward Avenue.
- b. The full TIS should include parking accumulation calculations building off assumptions in the ORCA study and supplementing as needed.
- c. The Applicant identified seven (7) possible mitigation strategies. These strategies should be further vetted by the Applicant and will be reviewed in detail by the City.
- d. As mentioned previously, while trip routings on a macro scale are unlikely to change, detailed routings within the study area should account for trips destined to off-site parking, ferry, and/or shuttle trips, as applicable based on the parking management strategies pursued.
- e. Trip time-of-day distributions may need to be adjusted if timed entries and/or parking reservations dictate visitor arrivals/departures.
- f. The memo acknowledges the need for a parking survey. The parking survey should be included in the full TIS.

5. Event Programming

- a. For Phases 2 and 3, a grand opening traffic management plan should be submitted to address impacts to the public roadways as traffic congestion is expected to be increased after initial opening. After four weeks, the City should evaluate if public roadway congestion has subsided and if the grand opening traffic management plan should be

extended. The plan should include locations/driveways/intersections/other points of congestion on the surrounding public streets and congestion management staff should have certified traffic control credentials.

- b. For Phase 2, a stress test should be provided to establish a capacity limit (if necessary) for any single event as detailed in Figures 24 & 25 of the ORCA Study.
- c. Phase 4 is expected to include semi-regular large-scale events. For large scale events, the concentration of arrivals and departures has the potential to cause substantial queuing/delay on Woodward Avenue. At the time a Traffic Impact Study is prepared for Phase 4, a maximum capacity event scenario should be included along with regularly expected peak period analyses.

6. Background Traffic Growth

- a. Background traffic growth of 0.5% per year until 2037 is acceptable for the preliminary study. Within Section C, AKRF acknowledges that trips associated with specific proposed developments in the area will be accounted for in the full TIS. CM concurs with the need to account for specific trip volumes, as well as some ambient growth, for the full TIS.

7. Capacity Analysis

- a. The use of Synchro Percentile calculations, rather than HCM calculations, is acceptable for the signalized intersections and should be considered for the unsignalized intersections as well. The full TIS should provide summaries tables for the delay and queue lengths (at select movements) for the 50th, 70th and 90th percentile conditions.

8. Off-site Improvements

- a. The preliminary assessment of off-site improvements outlined as possibilities are reasonable. Further review of the off-site improvements will be conducted when the full TIS is submitted.
- b. The Applicant should be aware that the City may require applicant-sponsored off-site mitigation measures at their discretion based on the project's impacts.

9. Study Intersections

- a. The Proposed Data Collection Plan proposes turning movement counts at 29 intersections. CM concurs with the appropriateness of the specified intersections.
- b. If off-site parking at the South Norwalk Train Station is pursued, the addition of intersections proximate to the off-site parking may be appropriate depending on the volume of parking provided and/or shuttle trips added. The following 6 intersections may be appropriate to add to the study scope as the parking solution(s) are determined:
 - i. MLK Jr Drive at Bates Court
 - ii. Franklin St/Mulvoy St at Ely Avenue
 - iii. Henry Street at Chestnut Street
 - iv. Chestnut Street at Concord Street
 - v. MLK Jr Drive at Knapp Street
 - vi. Monroe Street at Station Place (South Norwalk Train Station Lot)

10. Additional Requests

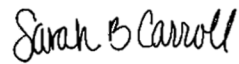
- a. A construction traffic assessment for Phases 2 & 3 should be provided within the full TIS.

If you have any questions about the above comments, please don't hesitate to contact us.

Respectfully,
Creighton Manning



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ARTICLE 4: BUILDING & LOT/BUILDING SITE

SD-MW TABLE 4.3.1-P DISTRICT STANDARDS:
MANRESA WILDS SPECIAL DISTRICT



General Description

The Special District – Manresa Wilds (SD-MW) consists primarily of public park land with a variety of associated and accessory passive and interactive programmatic space including beaches, walking trails, outdoor and indoor event space, playgrounds, educational structures including indoor and outdoor classrooms for elementary, secondary and college use, research facilities, food and beverage, marinas, sports courts and other commercial recreational facilities, live entertainment, on-grade parking, sewage and wastewater treatment facilities, ferry terminal and other uses. Accessory uses are also permitted including locker rooms, kayak/boat and other water-dependent equipment rentals. The SD-MW is designed to provide for the protection of the fragile environment of the onsite tidal and inland wetland resources while permitting public access and enjoyment, adaptive reuse, recognition of industrial heritage, along with limited development to accommodate those uses.

ARTICLE 4: BUILDING & LOT/BUILDING SITE

SD-MW **TABLE 4.3.1-P DISTRICT STANDARDS:**
MANRESA WILDS SPECIAL DISTRICT

Lot Occupation

Lot/Building Site Width	750 feet minimum.
Frontage Buildout	NR
Lot/Building Site Area	120 acre min.*
Impervious Surface Coverage	30% max.
Lot/Building Site Enfrontment	NR NOT REGULATED
Lot/Building Site Access	All Lots must have legal and physical vehicular access to a vehicular street via Driveway, Easement, or Alley.
Waterfront Access	See Section 4.3.3.H.3.

* Subject to natural fluctuation of the mean high water line

Setbacks

Principal Building		Accessory Building	
Front Setback, Principal Frontage	200 ft. min. subject to Flood Zone Regulations (See Section 6.13)	Front Setback, Principal Frontage	200 ft. min. subject to Flood Zone Regulations (See Section 6.13)
Front Setback, Secondary Frontage	25 ft. min. subject to Flood Zone Regulations (See Section 6.13)	Front Setback, Secondary Frontage	25 ft. min.
Side Setback, each side	50 ft. min.	Side Setback, each side	50 ft. min.
Rear Setback	25 ft. min. subject to Flood Zone Regulations (See Section 6.9.5.D)	Rear Setback	25 ft. min., subject to Section 6.9.5.D (coastal)

ARTICLE 4: BUILDING & LOT/BUILDING SITE

SD-MW **TABLE 4.3.1-P DISTRICT STANDARDS:**
MANRESA WILDS SPECIAL DISTRICT

Private Frontage Types

NR NOT REGULATED

Civic Space Types* *Applicable only to Development Parcels.

NR NOT REGULATED

Civic Space Types* *Applicable only to Development Parcels.

NR NOT REGULATED

LEGEND The following notations are utilized in this table.	P Permitted	NP Not Permitted	NA Not Applicable	R Required	NR Not Regulated
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ARTICLE 4: BUILDING & LOT/BUILDING SITE

SD-MW

TABLE 4.3.1-P DISTRICT STANDARDS:
MANRESA WILDS SPECIAL DISTRICT

Permitted Uses

*Applicable only to Development Parcels.

See Table 4.3.9.A (Building, Lot & Building Site Principal Uses), Table 4.3.9.D (Building, Lot & Building Site Accessory Uses), and Table 4.3.9.E (Building, Lot & Building Site Temporary Uses).

Density

*Applicable only to Development Parcels.

NA (since no residential proposed)

Number of Buildings

Principal Building	NR NOT REGULATED
Accessory Buildings	NR NOT REGULATED

Building Standards (NEW)

*Applicable only to Development

Existing Building*	NR NOT REGULATED
Prinicipal Building *	50 feet max, 3.5 stories.
Accessory building **	25 feet max, 1.5 stories.

* Buildings in existence as of 2026 are legally non-conforming subject to Article 1.21.

**Height further regulated by Building Type. See Table 4.3.8.B (Principal Building Types – Specific Standards)

Ceiling Height	NR NOT REGULATED
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Building Composition

*Applicable only to Development Parcels.

Vertical Composition	NR NOT REGULATED
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Ground Floor Elevation subject to minimum requirements outlined in section 6.9 Flood Hazard zone overlay.

ARTICLE 4: BUILDING & LOT/BUILDING SITE

SD-MW **TABLE 4.3.1-P DISTRICT STANDARDS:**
MANRESA WILDS SPECIAL DISTRICT

Facade	
Main Entrance	NR
Facade Position	NR
Facade & Facade Element Design Proportions	Must be vertically or horizontally proportioned
Blank Walls	NR
Facade Articulation	NR
Facade Glazing	Except for Single-Family Detached Dwellings and Two-Family Detached Dwellings/Duplexes: 10% min. of total Facade area; 20% min. of first Story Facade area for Gallery, Arcade, Commercial Front, and Commercial Porch Private Frontage Types; 70% min. of first Story Facade area for Shopfront Private Frontage Type.
Window Shape	Square or vertical in proportion, except for transoms, clerestories, rounded or circular.
Window Alignment	NR
Window Types	Except in Shopfront or Gallery Frontage, and except for transoms and sidelights, Windows in Facade and Front & Side Yards must be single-hung, double-hung, casement, awning, Hopper, Horizontal Slider, Bi-Fold / Folding, Pivot, Tilt-and-turn, Fixed, Curtain Wall systems, Storefront Glazing systems and Skylight types.
Facade Glazing Material	Bird safe glass including frit-dot patterns and screens for all Elevations.
Window Trim in Front Yard	NR
Porch Frontages	Min. 8 ft. clear, excluding rails, pillars, columns or other features
Shopfront Frontages	NR
Facade Variety	No identical Facade may exist more than once on a Block Face or within view of the same Facade

ARTICLE 4: BUILDING & LOT/BUILDING SITE

SD-MW **TABLE 4.3.1-E DISTRICT STANDARDS:**
MANRESA WILDS SPECIAL DISTRICT

Building Standards (continued)

Roof Type & Pitch

Flat	P
Shed	P
Hip	P
Gable	P
Mansard	P
Pitch	P 8:12 – 14:12, except for shed roofs which may be 3:12 – 14:12 and except roof pitch may match the primary roof pitch of an existing Building that is less than 8:12
Hybrid Roof	P

Building Materials

Primary Building Material on Facades	Brick	P	Authentic stucco over masonry	P
	Natural stone	P	Exposed concrete	P
	Wood	P	Aluminum vinyl siding	NP
	Cementitious siding	P	Vinyl siding	NP
	Corrugated and/or sheet metal	P	Glazing	P
Changes in Building Materials	Primary materials shall continue for entire length of all Facades facing a Frontage. Any material changes must coincide with form, structural, massing, or programming changes.			
Building Colors	Any number of colors, including the natural color of any allowed materials.			
Foundation Cladding	NR			
Porch Pier Cladding	NR			
Chimney Cladding	NR			

LEGEND

The following notations are utilized in this table.



Permitted



Not Permitted



Not Applicable



Required



Not Regulated

ARTICLE 4: BUILDING & LOT/BUILDING SITE

SD-MW **TABLE 4.3.1-P DISTRICT STANDARDS:**
MANRESA WILDS SPECIAL DISTRICT

Non-Building Components		Front Yard	Rear Yard	Side Yard
Heating and Air Conditioning Equipment, Utility, Service and Mechanical Equipment	Permitted	NP	P	P
Solar Panels	Permitted	NP	P	P
Antennas & Satellite Equipment	Permitted	NP	P	P
Swimming Pools, Hot Tubs and Spas	Permitted	NP	P	P
Electric Vehicle Charging Equipment	Permitted	P	P	P

LEGEND
The following notations are utilized in this table.

Permitted

Not Permitted

Not Applicable

Required

Not Regulated

ARTICLE 4: BUILDING & LOT/BUILDING SITE

SD-MW **TABLE 4.3.1-P DISTRICT STANDARDS:**
MANRESA WILDS SPECIAL DISTRICT

Building Types			
Cottage	NP	Jewel Box	P
House	NP	Commercial	P
Estate House	NP	Mixed Use	P
Two-Family Detached Dwelling	NP	Flex	P
Townhouse	NP	Mid-Rise	PL
Small Multifamily Building	NP	Large Scale Commercial	NP
Large Multifamily Building	NP	Civic	P
Live/Work	NP		

See Table 4.3.8.A (Principal Building Types – Summary) and Table 4.3.8.B (Principal Building Types – Specific

Vehicular Parking Requirements

Parking Location	Off-street Parking	
	provided that:	
Required Parking Spaces	P	Parking to be set back a minimum of 100' from Principal Frontage and 50' from any side or rear property line.
Recreational Vehicles Parking	P	Not overnight, and Parking to be set back a minimum of 100' from Principal Frontage and 50' from any side or rear property line.
Heavy Equipment Parking	NP	except for owner operations and existing utility use.
Tractor Trailers	NP	except for owner operations and existing utility use.
Trailers	NP	except for owner operations and existing utility use.
Vessels	P	in Marina only.
Commercial Vehicles	P	in Maintenance Yard only.
All Other Vehicles	P	in accordance with above.
Off-street Parking Surface	P	

ARTICLE 4: BUILDING & LOT/BUILDING SITE

SD-MW TABLE 4.3.1-P DISTRICT STANDARDS:
MANRESA WILDS SPECIAL DISTRICT

Vehicular Parking Requirements (continued)

Maintenance Garage Location	P	Parking to be set back a minimum of 100' from Principal Frontage and 50' from any side or rear property line.
Driveway/Vehicular Entrance Location	NR	
New Driveway/Vehicular Entrance Maximum Width	P	32. ft. max. in Front Yard, regardless if shared or not, exclusive of curb returns
Parking Structures	PL	No more than two elevated levels and 27' high with landscape screening.
Parking Structure Pedestrian Exit Location	NP	

Bicycle Parking

See Section 4.3.13

Bicycle Parking	P
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Loading & Access

Off-street Loading and Storage	P	in Side Yard and Rear Yard only.
Utility Box & Service Meter* Locations (*Not including water meters)	P	in Side Yard and Rear Yard only.
Off-street Trash Receptacle Locations	P	in Side Yard and Rear Yard only.
Off-street Dumpster Locations	P	in Side Yard and Rear Yard only.
Drive-Through Locations	NP	

ARTICLE 4: BUILDING & LOT/BUILDING SITE

SD-MW **TABLE 4.3.1-P DISTRICT STANDARDS:**
MANRESA WILDS SPECIAL DISTRICT

Non-Building Components

	Front Yard	Side Yard	Rear Yard
Heating and Air Conditioning Equipment, Utility, Service and Mechanical Equipment	NP	P if Screened from Frontage	P
Solar Panels	NP	P	P
Antennas & Satellite Equipment	NP	P	P
Swimming Pools, Hot Tubs and Spas	NP	NP	P
Electric Vehicle Charging Equipment	P	P	P

Permitted in Front, Side, or Rear Yard provided more than 150' from Longshore Frontage and screened.

Signs

See Sign Standards in Article 7 (Sign Standards) and Table 7.1.2.B-1 (Sign Types – Summary) and Table 7.1.2.B-2 (Sign Types – Specific Standards)

Lighting

See Private Lighting requirements in Section 4.3.17 and Table 4.3.17.B.1 (Private Lighting Types) & Table 4.3.17.C.1 (Private Lighting Standards)

Private Landscaping and Fencing

Landscaping

- PL** 1 Tree per 50 ft of frontage if Front Yard ≥ 15 ft deep, planted in Front Yard; if Front Yard ≥ 10 ft, min of 30% of Front Yard must be landscaped in compliance with Section 4.3.16.

Walls & Fencing (not including Screens)

Height	Walls up to 6 ft. and fences up to 12 ft. (deer fence); Height measured from avg. undisturbed grade of Adjacent property at property line
Construction	Finished side must face Adjacent property,
Maintenance	Must be well-maintained, in upright condition and free of missing or broken parts and graffiti.

Materials

Natural Wood	P	Chain Link	P at sides and rear only
Brick, Natural Stone, or Stucco over Masonry	P	Barbed/razor/concertina wire	NP

ARTICLE 4: BUILDING & LOT/BUILDING SITE

SD-MW **TABLE 4.3.1-P DISTRICT STANDARDS:**
MANRESA WILDS SPECIAL DISTRICT

Private Landscaping and Fencing (continued)

Wrought Iron or Aluminum	P	Exposed or painted aggregate concrete	P
Vinyl	NP	Smooth or split-faced block	P

Additional Standards

Pedestrian connections through to Adjacent Neighborhoods or Uses	NP
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Retaining Walls	5 ft. min. from Lot/Building Site Line, excluding coastal structures, and 25 ft. max. Height and in accordance with Section 4.3.16.M.
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Screens, Streetscreens & Buffers

Height

	At Frontage or Adjacent to Civic Space	Not at Frontage or Adjacent to Civic Space
Wall Screen/Streetscreen Height	3 ft. to 6 ft.	5 ft. to 6 ft.; Min. 6 ft. for Dumpsters and Trash Receptacles
Fence Screen/Streetscreen Height	12 ft (deer fence)	12 ft.; Min. 12 ft. for Dumpsters and Trash Receptacles
Hedge Screen/Streetscreen Height	12 ft. at installation	12 ft. at installation

Materials

Wall Screen or Streetscreen	Brick, Natural Stone or Stucco over Masonry, Concrete, Concrete Block
Fence Screen or Streetscreen	Natural Wood, painted or unpainted, Painted Metal Mesh (Deer Fence)
Hedge Screen or Streetscreen	Native Evergreen plants with min. 80% opacity

Additional Standards

Screening of Parking, Loading Areas, Service Areas, Outdoor Storage, Drive-Throughs, Trash Recepticals/Dumpsters, HVAC, Antennas, and other equipment shall be screened where visible from the public way or abutting property	NR
Satellite Dish Screen	NR

ARTICLE 4: BUILDING & LOT/BUILDING SITE

SD-MW TABLE 4.3.1-P DISTRICT STANDARDS: MANRESA WILDS SPECIAL DISTRICT

Additional Standards for Overlays and Other Districts

See following pages for additional standards for the following Village District Overlays: East Avenue Village District Overlay and East Norwalk Village TOD Overlay. Where these standards are in conflict with other standards within these Regulations, the standards for Village District Overlays shall control. For Flood Hazard Zone Overlay Regulations see Section 6.9. For Private Frontage Strategies – Flood Hazard Zone Overlay see Section 4.3.7.C. For Coastal Area Management Overlay Regulations see Section 6.10. For Redevelopment Agency and Historic Districts see Section 3.7.4.

Development Parks shall be permitted in accordance with the applicable Use Table, subject to the following:

1. A Development Park is permitted within the SD-MW.
2. Such development is in accordance with an approved conceptual Master Plan, which contains:
 - a. An A-2 survey of the proposed Development Park;
 - b. A Site development plan that shows the proposed Uses, locations of proposed Buildings, Streets, anticipated lighting, walkways, Open Space, natural features, and Signage;
 - c. A preliminary traffic impact analysis;
 - d. A preliminary drainage analysis of existing conditions and anticipated sitewide Improvements;
 - e. A zoning table indicated compliance with the Bulk and Height standard for each proposed Structure;
 - f. Architectural renderings and elevations depicting the bulk and height of the proposed structures.
3. Each phase (individual application) of the conceptual Master Plan is subject to §8.4.5, Site Plan Review or Sec. 8.4.8 Special Permit depending upon the Table of Uses and to the following additional Limitations:
 - a. The site development plans include a zoning table indicating compliance with the Master Plan, including each bulk and height standard.
 - b. Lot/Building Site Width, Lot/Building Site Enfrontment, Minimum building frontage buildout and Block Perimeter shall be in accordance with the approved Master Plan.
 - c. Sustainability requirements approved as part of the Master Plan.
 - d. Sheltered bike Parking and storage must be provided, in an amount determined to be acceptable by the Commission.
 - e. All Landscaping shall be native species, except that the perimeter Screening may contain alternate species as approved by the Commission.
 - f. All Improvements within a Development Park Master Plan made subsequent to the effective date of a Development Park Master Plan approved by Special Permit shall comply with the conditions of approval, plans, and documents filed on the Norwalk Land Records.

ARTICLE 4: BUILDING & LOT/BUILDING SITE STANDARDS

SD-MW

TABLE 4.3.9.A BUILDING, LOT & BUILDING SITE PRINCIPAL USES

PRINCIPAL USE	CD-1L	CD-1M	CD-1S	CD-2	CD-3	CD-3W	CD-3C	CD-4	CD-4W	SD-H	SD-IC	SD-LI	SD-HI	SD-MC	CV	SD-MW
RESIDENTIAL																
Boarding or Rooming Houses	NP	NP	NP	NP	SPU	SPU	SPU	SPU	SPU	NP	NP	SPU	NP	NP	NP	NP
Community Residences	NP	NP	SPU	SPU	SPU	SPU	SPU	SPU	SPU	NP	NP	NP	NP	NP	NP	NP
Congregate Housing	SPU L**	SPU L	SPU L	SPU L	P <12 units	NP	SPU	SPU	SPU	NP	NP	NP	NP	SPU	NP	NP
					SPU 12+ units											
Dormitory	NP	NP	NP	NP	PL	NP	PL	PL	NP	NP	NP	NP	NP	NP	P	PL
Elderly Housing Units	NP	NP	SPU L	SPU L	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP
Group Home	PL	PL	PL	PL	SPU	NP	SPU	SPU	NP	NP	NP	NP	NP	NP	NP	NP
Halfway House	PL	PL	PL	PL	PL	NP	NP	PL	NP	NP	NP	NP	NP	NP	NP	NP
Large Multifamily Building	NP	NP	NP	NP	PL	NP	PL	PL	PL	NP	NP	NP	NP	SPU	NP	NP
Residential Portion of Flex Building Type	NP	NP	NP	NP	P	NP	PL	P	P	NP	NP	PL	NP	PL	NP	NP
Residential Portion of Live/Work Building Type	NP	NP	NP	NP	PL	PL	PL	PL	PL	NP	NP	PL	NP	PL	NP	NP
Residential Portion of Mid-Rise Building Type	NP	NP	NP	NP	NP	NP	PL	PL	PL	NP	NP	NP	NP	NP	NP	NP
Residential Portion of Mixed Use Building Type	NP	NP	NP	NP	PL	PL	PL	PL	PL	NP	NP	PL	NP	PL	NP	NP
Single-Family Detached Dwelling	P *	P	P	P	P	P	P	NP	NP	NP	P	NP	NP	NP	NP	NP
Small Multifamily Building	NP	NP	NP	NP	PL	PL	PL	PL	PL	NP	NP	NP	NP	SPU	NP	NP
Townhouse	NP	NP	NP	NP	P	P	P	P	P	NP	NP	NP	NP	SPU L	NP	NP

LEGEND The following notations are utilized in this table.

*Limitations also required

*Permitted by Right with Limitations in Silvermine Tavern Village District Overlay

**Not Permitted in Silvermine Tavern Village District Overlay

P Permitted by Right	PL Permitted by Right with Limitations	SPU Special Permit Use	NP Not Permitted	NR Not Regulated
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ARTICLE 4: BUILDING & LOT/BUILDING SITE STANDARDS

SD-MW

TABLE 4.3.9.A BUILDING, LOT & BUILDING SITE PRINCIPAL USES

PRINCIPAL USE	CD-1L	CD-1M	CD-1S	CD-2	CD-3	CD-3W	CD-3C	CD-4	CD-4W	SD-H	SD-IC	SD-LI	SD-HI	SD-MC	CV	SD-MW
Two-Family Detached Dwelling	NP	NP	NP	P	P	P	P	NP	NP	NP	NP	NP	NP	NP	NP	NP
LODGING																
Bed & Breakfast	SPU L	SPU L	SPU L	SPU L	P	P	P	P	P	NP	NP	NP	NP	NP	NP	SPU
Extended Stay Hotel	NP	NP	NP	NP	NP	NP	SPU L	PL	NP	NP	NP	NP	NP	NP	NP	NP
Hotel	NP *	NP	NP	NP	P	P	P	P	P	NP	NP	NP	NP	SPU	NP	SPU
Inn	NP *	NP	NP	NP	P	P	P	P	P	NP	NP	NP	NP	NP	NP	SPU
Lodge	SPU L	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	SPU
Motel	NP	NP	NP	NP	NP	NP	P	NP	NP	NP	NP	NP	NP	NP	NP	NP
OFFICE																
Business Service Establishment	NP	NP	NP	NP	PL	PL	P	P	P	NP	NP	P	NP	SPU	NP	NP
Financial institutions	NP	NP	NP	NP	PL	PL	P	P	P	NP	NP	PL	NP	NP	NP	NP
Government Agencies & charitable organizations	NP	NP	NP	NP	P	P	P	P	P	P	NP	PL	NP	P	P	P
Medical office	NP	NP	NP	NP	PL	PL	P	P	P	P	NP	PL	NP	NP	SPU	NP
Offices	NP	NP	SPU L	SPU L	PL	PL	P	P	P	P	NP	PL	NP	P	P	NP
COMMERCIAL																
RECREATIONAL & ENTERTAINMENT USES																
Adult Day Care Facility	NP	NP	NP	NP	P	P	P	P	P	P	NP	P	NP	NP	NP	NP
Amphitheater	NP	NP	NP	NP	PL	PL	PL	SPU	SPU	NP	NP	PL	NP	NP	P	PL

LEGEND The following notations are utilized in this table.

*Limitations also required

**Permitted by Right with Limitations in Silvermine Tavern Village District Overlay

***Not Permitted in Silvermine Tavern Village District Overlay

***Permitted by Special Permit in Silvermine Tavern District Overlay



Permitted by Right



Permitted by Right with Limitations



Special Permit Use



Not Permitted



Not Regulated

ARTICLE 4: BUILDING & LOT/BUILDING SITE STANDARDS

TABLE 4.3.9.A BUILDING, LOT & BUILDING SITE PRINCIPAL USES

PRINCIPAL USE	CD-1L	CD-1M	CD-1S	CD-2	CD-3	CD-3W	CD-3C	CD-4	CD-4W	SD-H	SD-IC	SD-LI	SD-HI	SD-MC	CV	SD-MW
Automobile Trailer Park	NP	NP	NP	NP	NP	NP	SPU L	NP	NP	NP	NP	NP	NP	NP	NP	NP
Commercial Recreation Establishment	NP	NP	NP	NP	NP	NP	PL	PL	PL	NP	NP	NP	NP	NP	NP	PL
Event Space	SPU ***	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	P
Golf Club	SPU	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	SPU	NP
Health Club	NP	NP	NP	NP	PL	PL	P	P	P	NP	NP	P	NP	NP	NP	NP
Social clubs	NP	NP	NP	NP	P	P	P	P	P	NP	NP	NP	NP	NP	P	NP
Theater	NP	NP	NP	NP	P	P	P	P	P	NP	NP	NP	NP	NP	P	P

PARKING

Parking Lot	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	P	P
Parking Structure	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	P	PL

DINING & ALCOHOLIC BEVERAGE ESTABLISHMENTS

Brew Pub/Distillery	NP	NP	NP	NP	P	P	P	P	P	NP	NP	P	P	NP	NP	P
Restaurant	NP *	NP	NP	NP	PL	PL	P	P	P	NP	NP	NP	NP	P	SPU L	P

RETAIL & PERSONAL SERVICE USES

Animal Care Center	NP	NP	NP	NP	NP	NP	PL	NP	NP	NP	NP	PL	PL	NP	NP	NP
Artist Live/Work	NP	NP	NP	NP	PL	PL	PL	PL	PL	NP	NP	PL	NP	PL	P	NP
Artist Studio or Workspace	NP	NP	NP	NP	P	P	P	P	P	NP	NP	P	P	P	P	P
Cannabis Delivery Service	NP	NP	NP	NP	NP	NP	PL	NP	NP	NP	NP	PL	PL	NP	NP	NP

LEGEND The following notations are utilized in this table.

*Limitations also required

*Permitted by Right with Limitations in Silvermine Tavern Village District Overlay

**Not Permitted in Silvermine Tavern Village District Overlay

P Permitted by Right	PL Permitted by Right with Limitations	SPU Special Permit Use	NP Not Permitted	NR Not Regulated
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ARTICLE 4: BUILDING & LOT/BUILDING SITE STANDARDS

TABLE 4.3.9.A BUILDING, LOT & BUILDING SITE PRINCIPAL USES

PRINCIPAL USE	CD-1L	CD-1M	CD-1S	CD-2	CD-3	CD-3W	CD-3C	CD-4	CD-4W	SD-H	SD-IC	SD-LI	SD-HI	SD-MC	CV	SD-MW
Cannabis Dispensary Facility	NP	NP	NP	NP	NP	NP	SPU L	NP	NP	NP	NP	NP	NP	NP	NP	NP
Cannabis Hybrid Retailer	NP	NP	NP	NP	NP	NP	SPU L	NP	NP	NP	NP	NP	NP	NP	NP	NP
Cannabis Retailer	NP	NP	NP	NP	NP	NP	SPU L	NP	NP	NP	NP	NP	NP	NP	NP	NP
Development Park	NP	NP	NP	NP	NP	NP	NP	SPU L	NP	NP	NP	NP	NP	NP	NP	SPU ***
Funeral Home	NP	NP	NP	NP	SPU	NP	SPU	NP	NP	NP	NP	NP	NP	NP	NP	NP
Medical Marijuana Dispensary	NP	NP	NP	NP	NP	NP	SPU	NP	NP	NP	NP	NP	NP	NP	NP	NP
Personal Service Establishment	NP	NP	NP	NP	PL	PL	P	P	P	NP	NP	P	NP	P	NP	NP
Printing Establishment	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	P	P	NP	NP	NP
Retail Sales	SPU L	SPU L	SPU L	SPU L	PL	PL	P	P	P	NP	NP	NP	NP	NP	NP	NP
Tobacco/Vape shop	NP	NP	NP	NP	NP	NP	SPU L	NP	NP	NP	NP	NP	NP	NP	NP	NP

ADULT USES

Adult Use Establishment	NP	NP	NP	NP	NP	NP	SPU L	NP	NP	NP	NP	PL	NP	NP	NP	NP
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CIVIC

RELIGIOUS FACILITIES

Religious Facilities	SPU L	SPU L	SPU L	SPU L	P	P	P	P	P	NP	NP	NP	NP	P	NP	NP
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CIVIL SUPPORT

Cemetery	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	P	NP
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LEGEND The following notations are utilized in this table.

^LLimitations also required

*Permitted by Right with Limitations in Silvermine Tavern Village District Overlay

**Not Permitted in Silvermine Tavern Village District Overlay

***For Conceptual Masterplan



Permitted by Right



Permitted by Right with Limitations



Special Permit Use



Not Permitted



Not Regulated

ARTICLE 4: BUILDING & LOT/BUILDING SITE STANDARDS

TABLE 4.3.9.A BUILDING, LOT & BUILDING SITE PRINCIPAL USES

PRINCIPAL USE	CD-1L	CD-1M	CD-1S	CD-2	CD-3	CD-3W	CD-3C	CD-4	CD-4W	SD-H	SD-IC	SD-LI	SD-HI	SD-MC	CV	SD-MW
Firehouse/Police Station	P **	P	P	P	P	P	P	P	P	NP	NP	P	P	P	P	P

CULTURAL & ENTERTAINMENT

Amphitheater	NP	NP	NP	NP	PL	PL	PL	SPU	SPU	NP	NP	PL	NP	NP	P	P
Auditorium, Community Center, or other Place of Assembly	NP	NP	NP	NP	PL	PL	PL	PL	PL	P	NP	NP	NP	NP	P	P
Library	NP	NP	NP	NP	P	P	P	P	P	P	NP	NP	NP	NP	P	P
Maritime Center	NP	NP	NP	NP	NP	P	P	P	P	NP	NP	NP	NP	P	P	P
Museum	NP	NP	NP	NP	P	P	P	P	P	NP	NP	NP	NP	P	PL	P
Performing arts theater	NP	NP	NP	NP	P	P	P	P	P	NP	NP	NP	NP	P	PL	P

RECREATION

Community Garden	P	P	P	P	P	P	P	P	P	NR	NR	NR	NR	NR	P	P
Green	P	P	P	P	P	P	P	P	P	NR	NR	NR	NR	NR	P	P
Open Space	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR
Park	P	P	P	P	P	P	P	P	P	NR	NR	NR	NR	NR	P	P
Playground	P	P	P	P	P	P	P	P	P	NR	NR	NR	NR	NR	P	P
Plaza	NP	NP	NP	NP	P	P	P	P	P	NR	NR	P	NR	NR	P	P
Pocket Park	P	P	P	P	P	P	P	P	P	NR	NR	P	NR	NR	P	P
Sport Field	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	SPU L	NP
Square	NP	NP	NP	NP	P	P	P	P	P	NR	NR	P	NR	NR	P	P

TRANSPORTATION

Boat Terminal	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	SPU	SPU	SPU	P	P
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LEGEND The following notations are utilized in this table.

*Limitations also required

*Permitted by Right with Limitations in Silvermine Tavern Village District Overlay

**Not Permitted in Silvermine Tavern Village District Overlay

P Permitted by Right	PL Permitted by Right with Limitations	SPU Special Permit Use	NP Not Permitted	NR Not Regulated
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ARTICLE 4: BUILDING & LOT/BUILDING SITE STANDARDS

SD-MW

TABLE 4.3.9.A BUILDING, LOT & BUILDING SITE PRINCIPAL USES

PRINCIPAL USE	CD-1L	CD-1M	CD-1S	CD-2	CD-3	CD-3W	CD-3C	CD-4	CD-4W	SD-H	SD-IC	SD-LI	SD-HI	SD-MC	CV	SD-MW
Bus Storage Terminal	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	P	P	NP	NP	NP
Municipal Public Parking	NP	NP	NP	NP	P	P	P	P	P	NP	NP	P	P	P	P	P
Railroad Station	NP	NP	NP	NP	SPU	NP	SPU	SPU	SPU	NP	NP	SPU	SPU	SPU	P	NP
Transportation Terminals	NP	NP	NP	NP	SPU	SPU	SPU	SPU	SPU	NP	NP	SPU	SPU	SPU	P	SPU
OTHER CIVIC USES NOT SPECIFICALLY LISTED UNDER ANY CATEGORY	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	P	NP
AGRICULTURAL																
Farmers market	NP	NP	NP	NP	P	P	P	P	P	NP	NP	P	NP	NP	P	P
Landscape Nursery	NP	NP	NP	NP	NP	NP	P	NP	NP	NP	NP	P	NP	NP	NP	NP
INSTITUTIONAL																
HEALTHCARE																
Convalescent/Nursing/Rest Home	SPU L	SPU L	SPU L	SPU L	SPU	SPU	SPU	SPU	SPU	P	NP	SPU	NP	NP	NP	NP
Hospital	NP	NP	NP	NP	NP	NP	NP	NP	NP	P	NP	NP	NP	NP	NP	NP
EDUCATION																
Child Day-Care Center	SPU L	SPU L	SPU L	SPU L	PL	PL	PL	PL	PL	PL	NP	NP	NP	NP	PL	NP
College or University	NP	NP	NP	NP	SPU	SPU	SPU	SPU	SPU	SPU	NP	NP	NP	NP	SPU	SPU
Elementary or Secondary School	SPU L	SPU L	SPU L	SPU L	SPU	NP	P	P	P	SPU	NP	NP	NP	NP	SPU	NP

LEGEND The following notations are utilized in this table.

^LLimitations also required

*Permitted by Right with Limitations in Silvermine Tavern Village District Overlay

**Not Permitted in Silvermine Tavern Village District Overlay



Permitted by Right



Permitted by Right with Limitations



Special Permit Use



Not Permitted



Not Regulated

ARTICLE 4: BUILDING & LOT/BUILDING SITE STANDARDS

SD-MW

TABLE 4.3.9.A BUILDING, LOT & BUILDING SITE PRINCIPAL USES

PRINCIPAL USE	CD-1L	CD-1M	CD-1S	CD-2	CD-3	CD-3W	CD-3C	CD-4	CD-4W	SD-H	SD-IC	SD-LI	SD-HI	SD-MC	CV	SD-MW
School or Institution for the disabled	SPU L	SPU L	SPU L	SPU L	SPU	SPU	SPU	SPU	SPU	SPU	NP	SPU	NP	NP	SPU	SPU
Trade or Vocational School	NP	NP	NP	NP	PL	PL	PL	PL	PL	PL	NP	PL	PL	SPU L	PL	NP
Youth Day Camp	NP	NP	NP	NP	P	P	P	P	NP	SPU	NP	NP	NP	NP	P	NP

MARINE & VESSEL USES

MARINE

Boat-Building facility	NP	NP	NP	NP	NP	P	NP	NP	P	NP	NP	P	P	P	NP	PL
Boat repair and service facility	NP	NP	NP	NP	NP	P	NP	NP	P	NP	NP	P	P	P	NP	NP
Boat sales, rental or leasing	NP	NP	NP	NP	NP	P	P	NP	P	NP	NP	P	P	P	NP	PL
Boat storage	NP	NP	NP	NP	NP	P	P	NP	P	NP	NP	P	P	P	NP	PL
Commercial boat dock	NP	NP	NP	NP	NP	P	NP	NP	P	NP	NP	P	P	P	NP	P
Commercial fishing facility	NP	NP	NP	NP	NP	P	NP	NP	P	NP	NP	P	P	P	NP	NP
Finfish and shellfish processing plant	NP	NP	NP	NP	NP	P	NP	NP	P	NP	NP	SPU	P	P	NP	NP
Harbor/Port Facility	NP	NP	NP	NP	NP	P	NP	NP	P	NP	NP	P	P	P	NP	PL
INDUSTRIAL PROCESSING FACILITIES DEPENDENT ON WATERBORNE TRANSPORTATION FOR THE SUPPLY OF PRODUCTS	NP	NP	NP	NP	NP	NP	NP	NP	SPU	NP	NP	NP	NP	NP	NP	NP
Marina	NP	NP	NP	NP	NP	P	NP	NP	P	NP	NP	P	P	P	NP	P

LEGEND The following notations are utilized in this table.

^LLimitations also required

*Permitted by Right with Limitations in Silvermine Tavern Village District Overlay

**Not Permitted in Silvermine Tavern Village District Overlay



Permitted by Right



Permitted by Right with Limitations



Special Permit Use



Not Permitted



Not Regulated

ARTICLE 4: BUILDING & LOT/BUILDING SITE STANDARDS

TABLE 4.3.9.A BUILDING, LOT & BUILDING SITE PRINCIPAL USES

PRINCIPAL USE	CD-1L	CD-1M	CD-1S	CD-2	CD-3	CD-3W	CD-3C	CD-4	CD-4W	SD-H	SD-IC	SD-LI	SD-HI	SD-MC	CV	SD-MW
Marine Enforcement Facility	NP	NP	NP	NP	NP	P	NP	NP	P	NP	NP	P	P	P	NP	PL
Marine Research Laboratory	NP	NP	NP	NP	NP	P	NP	NP	P	NP	NP	P	P	P	NP	P
Marine Supply Store	NP	NP	NP	NP	NP	P	NP	NP	P	NP	NP	P	P	P	NP	NP
Recreational boating or fishing facility	NP	NP	NP	NP	NP	P	NP	NP	P	NP	NP	P	P	P	NP	PL
Sail Loft	NP	NP	NP	NP	NP	P	NP	NP	P	NP	NP	NP	NP	P	NP	NP
Ship Chandlery	NP	NP	NP	NP	NP	P	NP	NP	P	NP	NP	P	P	P	NP	NP
Shipyard	NP	NP	NP	NP	NP	P	NP	NP	P	NP	NP	P	P	P	NP	NP
Waterfront Club	SPU L	SPU L	SPU L	SPU L	SPU L	PL	SPU L	SPU L	PL	NP	NP	NP	NP	PL	PL	NP
OTHER WATER-DEPENDENT USES NOT SPECIFICALLY LISTED UNDER ANY CATEGORY	NP	NP	NP	NP	NP	P	NP	NP	P	NP	NP	NP	NP	P	NP	NP
AUTOMOTIVE USES																
Car Club	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	SPU	NP	NP	NP	NP
Motor Vehicle Body Shop	NP	NP	NP	NP	NP	NP	SPU	NP	NP	NP	NP	SPU	NP	NP	NP	NP
Motor Vehicle Maintenance, Repair, Fuel Sales, Service or Cleaning	NP	NP	NP	NP	NP	NP	SPU L	NP	NP	NP	NP	SPU L	NP	SPU	NP	NP
Motor Vehicle Sales, Rental or Leasing	NP	NP	NP	NP	NP	NP	SPU L	NP	NP	NP	NP	NP	NP	NP	NP	NP

LEGEND The following notations are utilized in this table.

[†]Limitations also required

*Permitted by Right with Limitations in Silvermine Tavern Village District Overlay

**Not Permitted in Silvermine Tavern Village District Overlay



Permitted by Right



Permitted by Right with Limitations



Special Permit Use



Not Permitted



Not Regulated

ARTICLE 4: BUILDING & LOT/BUILDING SITE STANDARDS

TABLE 4.3.9.A BUILDING, LOT & BUILDING SITE PRINCIPAL USES

PRINCIPAL USE	CD-1L	CD-1M	CD-1S	CD-2	CD-3	CD-3W	CD-3C	CD-4	CD-4W	SD-H	SD-IC	SD-LI	SD-HI	SD-MC	CV	SD-MW
INDUSTRIAL & UTILITIES																
INDUSTRIAL																
Building Materials Storage Yards	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	P <20,000 SF	NP	NP	NP
													SPU >20,000 SF			
Cannabis Cultivator	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	PL	PL	NP	NP	NP
Cannabis Food & Beverage Mfg.	NP	NP	NP	NP	NP	NP	PL	SPU L	NP	NP	NP	PL	PL	NP	NP	NP
Cannabis Product Manufacturer	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	PL	PL	NP	NP	NP
Cannabis Micro Cultivator	NP	NP	NP	NP	NP	NP	SPU L	SPU L	NP	NP	NP	PL	PL	NP	NP	NP
Cannabis Producer	NP	NP	NP	NP	NP	NP	SPU L	SPU L	NP	NP	NP	PL	PL	NP	NP	NP
Cannabis Product Packager	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	PL	PL	NP	NP	NP
Cannabis Transporter	NP	NP	NP	NP	NP	NP	PL	NP	NP	NP	NP	PL	PL	NP	NP	NP
Commercial Vehicle Storage Yard	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	SPU L	P	NP	NP	NP
Composting Centers	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	SPU	SPU	NP	NP	NP
Concrete Plants	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	SPU	NP	NP	NP
Distribution (Fulfillment) Facility	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	SPU	NP	NP	NP
Earth Processing and Contractor's Materials Storage Yard	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	SPU L	NP	NP	NP
Indoor Contractor Facility	NP	NP	NP	NP	NP	NP	SPU	NP	NP	NP	NP	PL	P	NP	NP	NP

LEGEND The following notations are utilized in this table.

¹Limitations also required

*Permitted by Right with Limitations in Silvermine Tavern Village District Overlay

**Not Permitted in Silvermine Tavern Village District Overlay

P Permitted by Right	PL Permitted by Right with Limitations	SPU Special Permit Use	NP Not Permitted	NR Not Regulated
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ARTICLE 4: BUILDING & LOT/BUILDING SITE STANDARDS

TABLE 4.3.9.A BUILDING, LOT & BUILDING SITE PRINCIPAL USES

PRINCIPAL USE	CD-1L	CD-1M	CD-1S	CD-2	CD-3	CD-3W	CD-3C	CD-4	CD-4W	SD-H	SD-IC	SD-LI	SD-HI	SD-MC	CV	SD-MW
Junkyard	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	SPU L	NP	NP	NP
Manufacturing & Processing, Boutique	NP	NP	NP	NP	SPU	SPU	PL	P	P	NP	NP	P	P	NP	NP	NP
Manufacturing & Processing, Light	NP	NP	NP	NP	NP	NP	SPU	NP	NP	NP	NP	PL	P	NP	NP	NP
Manufacturing & Processing, Heavy	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	P	NP	NP	NP
Natural Gas Storage	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	SPU	NP	NP	NP
Oil or Petroleum Storage Facility	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	SPU	NP	NP	NP
Propane Gas Storage	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	SPU	NP	NP	NP
Recycling Operations	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	SPU L	SPU	NP	NP	NP
Research and Development Facility	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	P	P	NP	NP	P
Robot Competition Venue	NP	NP	NP	NP	NP	NP	SPU L	NP	NP	NP	NP	SPU L	NP	NP	NP	NP
Rock Crushing/ Processing Facility (Indoor only)	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	SPU	NP	NP	NP
Self-Storage Facility	NP	NP	NP	NP	NP	NP	SPU L	NP	NP	NP	NP	NP	NP	NP	NP	NP
Solid Waste Transfer Station	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	SPU	NP	NP	NP
Warehouse	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	PL	PL	NP	NP	NP

LEGEND The following notations are utilized in this table.

^LLimitations also required

*Permitted by Right with Limitations in Silvermine Tavern Village District Overlay

**Not Permitted in Silvermine Tavern Village District Overlay



Permitted by Right



Permitted by Right with Limitations



Special Permit Use



Not Permitted



Not Regulated

ARTICLE 4: BUILDING & LOT/BUILDING SITE STANDARDS

TABLE 4.3.9.A BUILDING, LOT & BUILDING SITE PRINCIPAL USES

PRINCIPAL USE	CD-1L	CD-1M	CD-1S	CD-2	CD-3	CD-3W	CD-3C	CD-4	CD-4W	SD-H	SD-IC	SD-LI	SD-HI	SD-MC	CV	SD-MW
UTILITIES																
Municipal Sewage Treatment Facility	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	P	NP	NP	NP
Municipal Utility Plant or Storage Yard	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	SPU	SPU	NP	NP	NP
Public Utility Supply and Storage	SPU L	SPU L	SPU	SPU	SPU	SPU	SPU	SPU	SPU	SPU	SPU	SPU	SPU	SPU	SPU	SPU
Wireless Telecommunications Facility	SPU	NP	SPU	SPU	SPU	SPU	SPU	SPU	SPU	SPU	SPU	SPU	SPU	SPU	SPU	SPU

A. Accessory Uses.

- Accessory Uses are Permitted by Right ("P"), Permitted by Right with Limitations ("PL"), as Special Permit Uses ("SPU"), or Not Permitted ("NP"), as indicated in **Table 4.3.9.D (Building, Lot & Building Site Accessory Uses)**.
- Those Uses shown in **Table 4.3.9.D (Building, Lot & Building Site Accessory Uses)** as "P" (Permitted Accessory Use) are permitted in the applicable District, as indicated, if subordinate and customarily incidental to a permitted Principal Use existing on the Lot or Building Site.
- Those Uses shown in **Table 4.3.9.D (Building, Lot & Building Site Accessory Uses)** as "SPU" (Special Permit Use) are permitted in the applicable District, as indicated, if compliant with all applicable standards, requirements and conditions of Section 4.3.9.F, and subject to issuance of a Special Permit pursuant to Section 8.4.8.
- Those Uses shown in **Table 4.3.9.D (Building, Lot & Building Site Accessory Uses)** as "PL" (Permitted by Right with Limitations) are permitted
- In the applicable District, as indicated, if compliant with all applicable standards, requirements and conditions of Section 4.3.9.F.

LEGEND The following notations are utilized in this table.

^LLimitations also required

*Permitted by Right with Limitations in Silvermine Tavern Village District Overlay

**Not Permitted in Silvermine Tavern Village District Overlay

P Permitted by Right	PL Permitted by Right with Limitations	SPU Special Permit Use	NP Not Permitted	NR Not Regulated
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ARTICLE 4: BUILDING & LOT/BUILDING SITE STANDARDS

TABLE 4.3.9.D BUILDING, LOT & BUILDING SITE ACCESSORY USES

ACCESSORY USE	CD-1L	CD-1M	CD-1S	CD-2	CD-3	CD-3W	CD-3C	CD-4	CD-4W	SD-H	SD-IC	SD-LI	SD-HI	SD-MC	CV	SD-MW
Accessory Dwelling Unit	PL	PL	PL	PL	PL	PL	PL	PL	PL	NP	NP	NP	NP	NP	NP	NP
Automated Parking	NP	NP	NP	NP	NP	NP	NP	SPU	NP	NP	NP	NP	NP	NP	NP	SPU
Boathouses, Boat Landings, and Boat Docks (when not conducted as a business)	P	P	P	P	NP	P	NP	NP	P	NP	NP	NP	NP	P	NP	P
Boat Storage	PL	PL	PL	PL	PL	PL	PL	NP	PL	NP	PL	PL	PL	PL	P	PL
Boutique Manufacturing	NP	NP	NP	NP	PL	PL	PL	PL	PL	P	NP	P	P	NP	NP	NP
Cellular Antenna	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL
Commercial Communication Antenna	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL
Drive-Through Facilities	NP	NP	NP	NP	NP	NP	PL	NP	NP	P	NP	NP	NP	NP	NP	NP
Electric Power Generator	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL
Emergency Communication Antenna	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL
Family Day-Care Home	P	P	P	P	P	P	P	NP	NP	NP	NP	NP	NP	NP	NP	NP
Garage	P	P	P	P	P	P	P	P	P	NP	NP	NP	NP	NP	NP	P
Greenhouse	P	P	P	P	P	P	P	P	P	NP	NP	P	P	NP	NP	P
Green Roof	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Group Day-Care Home	PL	PL	PL	PL	PL	PL	PL	NP	NP	NP	NP	NP	NP	NP	NP	NP

LEGEND The following notations are utilized in this table.

¹Limitations also required

*Permitted by Right with Limitations in Silvermine Tavern Village District Overlay

**Not Permitted in Silvermine Tavern Village District Overlay



Permitted by Right



Permitted by Right with Limitations



Special Permit Use



Not Permitted



Not Regulated

ARTICLE 4: BUILDING & LOT/BUILDING SITE STANDARDS

TABLE 4.3.9.D BUILDING, LOT & BUILDING SITE ACCESSORY USES

ACCESSORY USE	CD-1L	CD-1M	CD-1S	CD-2	CD-3	CD-3W	CD-3C	CD-4	CD-4W	SD-H	SD-IC	SD-LI	SD-HI	SD-MC	CV	SD-MW
Helicopter Landing Site	NP	NP	NP	NP	NP	NP	NP	NP	NP	SPU L	NP	NP	NP	NP	NP	NP
Home Office, Occupation, or Business	PL	PL	PL	PL	PL	PL	PL	PL	PL	NP	NP	PL	NP	PL	NP	NP
Industrial office and/or showroom space	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	PL	PL	NP	NP	NP
Live Music	NP *	NP	PL	NP	PL	PL	PL	PL	PL	NP	NP	PL	NP	PL	P	PL
Municipal Motor Vehicle repair facility as part of municipal off-street public parking facility	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	SPU	NP
Neighborhood Clubhouse	P	P	P	P	P	P	P	P	NP	NP	NP	NP	NP	NP	NP	NP
Nursery School within Religious Institution	SPU	SPU	SPU	SPU	P	P	P	P	P	NP	NP	NP	NP	P	NP	NP
Outdoor Dining	PL	PL	PL	PL	PL	PL	PL	PL	PL	P	NP	PL	NP	PL	NP	NP
Parking Area	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Parking Structure	NP	NP	NP	NP	P	P	P	P	P	P	NP	P	P	P	P	PL
Retail Sales of goods manufactured, warehoused, or distributed on premises	NP	NP	NP	NP	NP	NP	NP	NP	NP	P	NP	PL	PL	NP	NP	NP
Rooftop Garden	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Ship Storage	SPU L	SPU L	SPU L	SPU L	NP	PL	PL	NP	PL	NP	PL	PL	PL	PL	P	PL
Solar Panels – Freestanding	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL	P	P

LEGEND The following notations are utilized in this table.

^LLimitations also required

*Permitted by Right with Limitations in Silvermine Tavern Village District Overlay

**Not Permitted in Silvermine Tavern Village District Overlay



Permitted by Right



Permitted by Right with Limitations



Special Permit Use



Not Permitted



Not Regulated

ARTICLE 4: BUILDING & LOT/BUILDING SITE STANDARDS

TABLE 4.3.9.D BUILDING, LOT & BUILDING SITE ACCESSORY USES

ACCESSORY USE	CD-1L	CD-1M	CD-1S	CD-2	CD-3	CD-3W	CD-3C	CD-4	CD-4W	SD-H	SD-IC	SD-LI	SD-HI	SD-MC	CV	SD-MW
Sport Field	SPU L	SPU L	SPU L	SPU L	SPU L	SPU L	SPU L	SPU L	SPU L	SPU L	SPU L	SPU L	SPU L	SPU L	PL	NP
Sports Court	PL	PL	PL	PL	PL	PL	PL	PL	PL	NP	NP	NP	NP	NP	NP	PL
Solar Panels – Roof Mounted	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL	P	P
Storage of commercial vehicle(s)	PL **	PL	PL	PL	PL	PL	PL	PL	NP	NP	NP	SPU L	PL	PL	NP	NP
Storage of not more than one unregistered vehicle	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP
Warehousing	NP	NP	NP	NP	PL	PL	PL	PL	PL	NP	NP	PL	PL	PL	PL	NP
Other Accessory Uses which are incidental to, subordinate to, and customarily associated with a Principal Use	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	PL

B. Temporary Uses

- Temporary Uses indicated in **Table 4.3.9.E (Building, Lot & Building Site Temporary Uses)** as Permitted ("P") are allowed by right, subject to the issuance of a Temporary Use Permit.
- Temporary Uses indicated in **Table 4.3.9.E (Building, Lot & Building Site Temporary Uses)** as Permitted by Right with Limitations ("PL") are allowed by right provided that the applicable standards and requirements are met, subject to the issuance of a Temporary Use Permit.

LEGEND The following notations are utilized in this table.

¹Limitations also required

*Permitted by Right with Limitations in Silvermine Tavern Village District Overlay

**Not Permitted in Silvermine Tavern Village District Overlay



Permitted by Right



Permitted by Right with Limitations



Special Permit Use



Not Permitted



Not Regulated

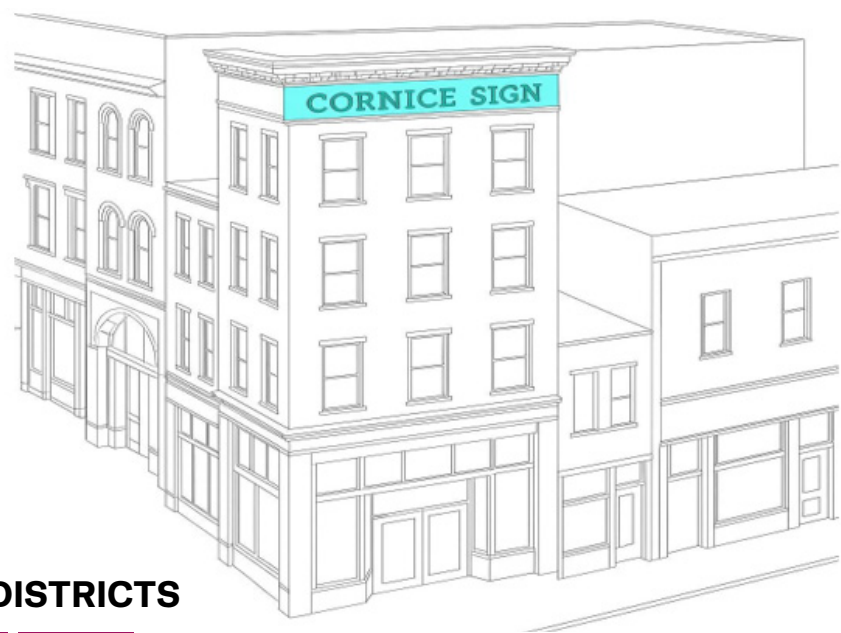
ARTICLE 7: SIGN STANDARDS

SD-MW

TABLE 7.1.2.B-2 SIGN TYPES:
SPECIFIC STANDARDS

ARTICLE 7: SIGN STANDARDS

SD-MW **TABLE 7.1.2.B-2 SIGN TYPES:**
SPECIFIC STANDARDS



PERMITTED DISTRICTS

- CD-3C
- CD-4
- SD-MW

GENERAL DESCRIPTION

A Sign placed horizontally or vertically at or near the roofline of Structure(s) containing four (4) or more Stories, identifying the name of the Building to which it is attached, or, in the alternative, the name of a corporate tenant within the Building.

DIMENSIONS

Quantity (max)	One (1) per Street Frontage, not to exceed a total of two (2)
Area	1 sf per linear foot of facade
Width/Height	If horizontal: 50% of the Facade width, not to exceed 30 feet/48 in. max. height. If vertical: 48 in. max width/20 feet maximum from top of the sign to bottom of the sign
Depth/Projection	max 12 in
Illumination	max 200 nits

ADDITIONAL STANDARDS

- In addition to all other applicable standards, each Cornice Sign allowed under this Article:
- a. shall be applied to the top Story Facade and not project vertically above the roofline;
 - b. shall have letters individually attached to the wall or printed or etched on the same surface as the background;
 - c. shall not be illuminated;
 - d. Shall not obscure any architectural element of the Building if there is a Post Sign on the Lot.
 - e. In SD-MW the Building may contain three (3) or more Stories provided it is at least 50' in height.

ARTICLE 7: SIGN STANDARDS

SD-MW **TABLE 7.1.2.B-2 SIGN TYPES:**
SPECIFIC STANDARDS



PERMITTED DISTRICTS

- CD-3
- CD-3W
- CD-3C
- SD-LI
- SD-HI
- SD-MC
- CV
- SD-MW

GENERAL DESCRIPTION

A Sign that is erected on a solid base directly on the ground or affixed to a fence, and that is itself constructed of a solid material.

DIMENSIONS

Quantity (max)	1 per frontage
Area (max)	XX sf
Height (max)	XX ft

ADDITIONAL STANDARDS

In addition to all of the applicable standards, each Park Entrance Sign allowed under this Article:

- a. shall be located within the Front Yard;
- b. If on a supporting base, the base shall be constructed of brick, stone, masonry or scored concrete;
- c. If on a fence, a supporting base shall not be required; and
- d. shall not be allowed if there is a Post Sign on the Lot.

ARTICLE 5:

DEVELOPMENT PARCEL

STANDARDS

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ARTICLE 5: DEVELOPMENT PARCEL STANDARDS

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ARTICLE 5: DEVELOPMENT PARCEL STANDARDS

SECTION 5.1

DEVELOPMENT PARCEL STANDARDS.

5.1.1 Definition of Development Parcel.

Development Parcel is defined in **Article 9 (Definitions)**.

5.1.2 Applicability.

This Article applies to all Development Parcels located or proposed within the City, except as otherwise provided in Section 1.21 with respect to Nonconformities.

5.1.3 Plans Applicable to Development Parcel.

Except as otherwise provided in Section 1.21 with respect to Nonconformities, none of the following shall occur with respect to any project or proposal involving a Development Parcel, except in compliance with this **Article 5**, the Official Zoning Map, and pursuant to a Site Plan that conforms with and has been prepared, submitted, reviewed and approved in accordance with Section 8.4.5, this **Article 5**, and all other standards and requirements applicable thereto:

A. Construction Activities.

Construction, re-construction, Alteration, modification, raising, moving, Extending, reducing, or Enlarging any Structure;

B. Development Activities.

Development, redevelopment, Improvement, subdivision, or re-subdivision of any Lot, Building Site, or other parcel of land;

C. Use.

Use of any Structure, Lot, Building Site, or other parcel of land;

D. Applications and Actions.

1. Filing, issuing, applying for, or approving any permit or approval relating to commencing Construction on, or Developing, or improving any part of a Development Parcel.
2. Approving any Zoning Map or Zoning Map amendment, other than any Zoning Map or Zoning Map Amendment prepared by or on behalf of the City.

5.1.4 Pedestrian Sheds.

A. Parcel to be Based on Pedestrian Shed.

Each Development Parcel shall be based upon one or several proposed or existing Standard or Linear Pedestrian Sheds, as applicable, located according to existing conditions, such as traffic intersections, Adjacent Development, and natural features.

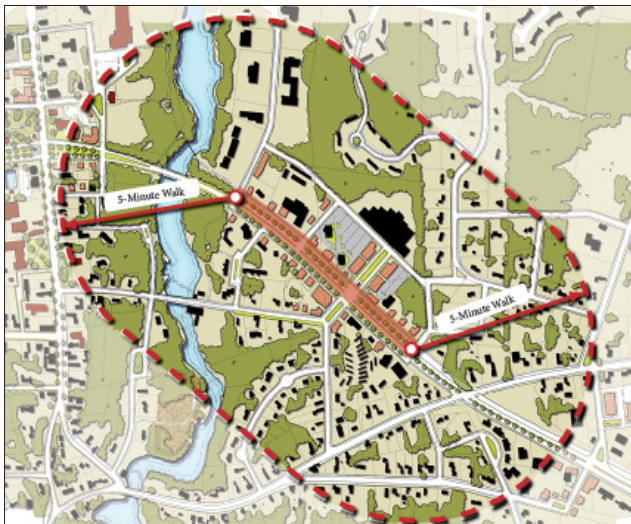
B. Common Destination.

Each Pedestrian Shed shall have a Common Destination near its center. See **Illustration 5.1.4.B-1 (Standard Pedestrian Shed)** and **Illustration 5.1.4.B-2 (Linear Pedestrian Shed)**.

ILLUSTRATION 5.1.4.B-1 STANDARD PEDESTRIAN SHED



ILLUSTRATION 5.1.4.B-2 LINEAR PEDESTRIAN SHED



C. Parcel / Site Size Relative to Pedestrian Shed Size.

A Development Parcel and the overall plan site may be smaller or larger than the Pedestrian Shed within which it is situated.

5.1.5 Civic Districts.

Civic Districts shall be assigned according to and as required by Sections 2.4.2.

5.1.6 Community Districts.

Community Districts shall be assigned as required by Section 2.4.1.

5.1.7 Special Districts.

Special Districts, if any, shall be assigned according to Section 2.4.3.

5.1.8 Street Network

The street network shall be laid out according to City of Norwalk Department of Public Works Roadway Standards.

5.1.9 Building Types.

Within each District of a Development Parcel of 7.5 acres or more there shall be a mix of Building Types in compliance with **Table 5.1.9 (Building Type Mix)**.

ARTICLE 5: DEVELOPMENT PARCEL STANDARDS

TABLE 5.1.9 BUILDING TYPE MIX

District	Building Types	Permitted Min/Max Building Type Mix Frontage Width of Total Building Frontage Width
CD-1L	-----	NR
CD-1M	-----	NR
CD-1S	-----	NR
CD-2	-----	NR
CD-3	Total of Cottage, House, Duplex, Townhouse, Small Multifamily & Large Multifamily	85% max, with Large Multifamily $\leq$ 20% of Total CD-3 Frontage width
	Total of Live/Work, Jewel Box, Commercial, Mixed Use & Flex	15% min
CD-3W	Total of Cottage, House, Duplex, Townhouse, & Small Multifamily	85% max, with Small Multifamily $\leq$ 20% of Total CD-3W Frontage width
	Total of Live/Work, Jewel Box, & Mixed Use	15% min
CD-3C	Total of Cottage, House, Duplex, Townhouse, Small Multifamily, & Large Multifamily	85% max, with Large Multifamily $\leq$ 20% of Total CD-3C Frontage width
	Total of Live/Work, Commercial, Mixed Use, Flex, & Large Scale Commercial	15% min
CD-4	Total of Townhouse, Small Multifamily & Large Multifamily	70% max, with Large Multifamily $\leq$ 40% of Total CD-4 Frontage width
	Total of Live/Work, Commercial, Mixed Use, Flex & Mid-Rise	30% min
CD-4W	Total of Townhouse, Small Multifamily & Large Multifamily	70% max, with Large Multifamily $\leq$ 40% of Total CD-4W Frontage width
	Total of Live/Work, Jewel Box, Commercial, Mixed Use, Flex & Mid-Rise	30% min.
SD-H	-----	NR
SD-IC	-----	NR
SD-LI	-----	NR
SD-HI	-----	NR
SD-MC	-----	NR
CV	-----	NR
SD-MW	-----	NR

SECTION 5.2 CIVIC DISTRICTS.

5.2.1 Civic Space Requirement; Civic District Designation.

A. Percentage of Civic Space.

Except in SD-MW, any Development Parcel of 7.5 acres or more shall include at least 5% of its Net Site Area assigned as Civic Space(s). The Civic Space provided pursuant to this Section 5.2.1A shall be in addition to all Setback, Public Realm, access and Impervious Surface area.

B. Designation on Zoning Map and Site Plan.

Civic District(s) shall be designated on the applicable Zoning Map and Site Plan as Civic Space (CS). Civic Districts shall be assigned in accordance with Section 2.4.2.

C. Compliance with Civic District Standards.

All Lots, Building Sites, Development, Buildings, Structures and Improvements within Civic Districts shall comply with **Table 4.3.1-O (District Standards – Civic)**.

5.2.2 Civic Spaces – Design.

Civic Spaces shall be designed as generally described in **Table 5.2.3-A (Civic Space Types – Summary)** and **Table 5.2.3-B (Civic Space – Specific Standards)** as indicated for any Adjacent Community District, or Special District, or if not Adjacent to any such District, as indicated for the closest non-Adjacent District.

5.2.3 Civic Spaces Required.

Except in SD-MW, each Development Parcel shall provide the following:

A. Main Civic Space.

Each Pedestrian Shed within such Development Parcel shall contain at least one Main Civic Space of the Green, Square, or Plaza type, as permitted within the applicable District and conforming to **Table 5.2.3-A (Civic Space Types – Summary)** and **Table 5.2.3-B (Civic Spaces – Specific Standards)**, within 800 feet of the geographic center of such Pedestrian Shed, unless the Planning and Zoning commission determines topographic conditions, pre-existing Streets alignments or other circumstances prevent such location;

B. Playground.

Except within Districts SD-MC, SD-MW, SD-HI and SD-MW, within 800 feet of every Lot or Building Site in Residential Use, a Civic Space designed and equipped as a Playground conforming to **Table 5.2.3-B (Civic Spaces – Playground)**.

5.2.4 Additional Civic Space.

Civic Space in addition to that required by Section 5.2.1A and 5.2.3 shall be permitted.

5.2.5 Civic Buildings (CB) Required.

Except within SD-MW, the owner shall construct a meeting hall or a Third Place within each Development Parcel in proximity to the Main Civic Space of each Pedestrian Shed, which shall have a corresponding Public Frontage equipped with a shelter and bench for a transit stop if along a transit route.

5.2.6 Civic Building Standards.

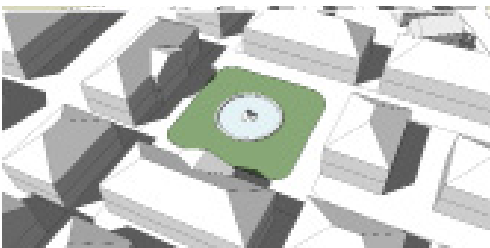
Any Civic Building provided or required pursuant to these Regulations shall be located within or Adjacent to a Civic Space, or at the axial termination of a significant Streets.

ARTICLE 5: DEVELOPMENT PARCEL STANDARDS

5.2.7 Maintenance of Civic Buildings & Civic Space.

Civic Buildings and Civic Space shall be owned and maintained by the property owners unless specifically dedicated to and accepted by the City. The deed shall include covenants running with the land that permanently reserve it for Civic purposes and require the property owner to maintain and pay all expenses associated with such Civic Building or Civic Space.

TABLE 5.2.3-A CIVIC SPACE TYPES – SUMMARY

Civic Space Type	Illustration	Permitted In / Adjacent to Districts
Park A natural area available for unstructured recreation. A Park may be independent of surrounding Building Frontages. Its landscape shall consist of Paths and trails, meadows, waterbodies, woodland and open shelters, all naturalistically disposed. Natural Areas may be lineal, following the trajectories of natural corridors. The minimum size is 8 acres.		CD-1L CD-1M CD-1S CD-2 CD-3 SD-MW CD-3w CD-3c CD-4 CD-4w CV
Green An open area, available for unstructured recreation. A Green may be spatially defined by landscaping rather than Building Frontages. Its landscape shall consist of lawn and Trees, naturalistically disposed. The minimum size is 0.5 acre and the maximum is 8 acres.		CD-1L CD-1M CD-1S CD-2 CD-3 CD-3C CD-4 CD-4w CD-3w SD-LI CV SD-MW
Square An open area available for unstructured recreation and Civic purposes. A Square is spatially defined by Building Frontages. Its landscape shall consist of Paths, lawns and trees, formally disposed. Squares shall be located at the intersection of important Streets. The minimum size is 0.5 acre and the maximum is 5 acres.		CD-3 CD-3w CD-3C CD-4 CD-4w SD-LI CV
Plaza An open area available for Civic purposes. A Plaza shall be spatially defined by Building Frontages. Its landscape shall consist primarily of pavement. Trees are optional. Plazas shall be located at the intersection of important Streets. The minimum size shall be 0.5 acre and the maximum is 2 acres.		CD-3 CD-3w CD-3C CD-4 CD-4w SD-LI CV

ARTICLE 5: DEVELOPMENT PARCEL STANDARDS

TABLE 5.2.3-A CIVIC SPACE TYPES – SUMMARY

Civic Space Type	Illustration	Permitted In / Adjacent to Districts
Playground An open area designed and equipped for the recreation of children. A Playground may include an open shelter. Playgrounds shall be interspersed within Residential areas and may be placed within a Block. Playgrounds may be included within Natural Areas and Greens. There is no minimum or maximum size.		CD-1L CD-1M CD-1S CD-2 CD-3 CD-3w CD-3C CD-4 SD-MW CD-4w SD-LI CV
Sport Field An open area designed and equipped for team sports activities.		CD-1L CD-1M CD-1S CD-2 CD-3 CV SD-MW
Community Garden A grouping of garden plots available for small-scale cultivation, generally to residents without private gardens. Community gardens should be fenced and accommodate individual storage sheds. Running water is required. Community Gardens shall be interspersed within Residential areas and may be placed within a Block or included within Natural Areas and Greens. There is no minimum or maximum size.		CD-1L CD-1M CD-1S CD-2 CD-3 CD-3w CD-3C CD-4 CD-4w SD-LI CV SD-MW
Pocket Park A small predominantly green open area available for unstructured passive recreation.		CD-1L CD-1M CD-1S CD-2 CD-3 CD-3w CD-3C CD-4 CD-4w SD-LI CV

TABLE 5.2.3-B CIVIC SPACE – SPECIFIC STANDARDS

Park



Permitted In / Adjacent to:

CD-1L

CD-1M

CD-1S

CD-2

CD-3

SD-MW

CD-3w

CD-3C

CD-4

CD-4w

CV

Intent

A natural area available for unstructured recreation. A natural area may be independent of surrounding Building Frontages. Its landscape shall consist of Paths and trails, meadows, waterbodies, woodland and open shelters, all naturalistically disposed. Natural areas may be lineal, following the trajectories of natural corridors. The minimum size is 8 acres.

Specifications

Size	8 ac min.
Frontage	Not Regulated
Character	Natural

Typical Facilities

- Passive and active recreation
- Recreational and community facilities
- Playgrounds and play structures
- Paths and trails
- Accessory Buildings

Green



Permitted In / Adjacent to:

CD-1L

CD-1M

CD-1S

CD-2

CD-3

CD-3w

CD-3C

CD-4

CD-4w

SD-LI

CV

Intent

An open area, available for unstructured recreation. A Green may be spatially defined by landscaping rather than Building Frontages. Its landscape shall consist of lawn and trees, naturalistically disposed. The minimum size is 0.5 acre and the maximum is 8 acres.

Specifications

Size	0.5 ac min., 8 ac max.
Frontage	Independent
Character	Informal

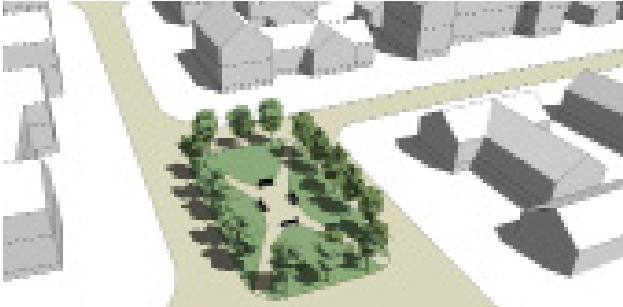
Typical Facilities

- Passive and active recreation
- Playgrounds and play structures
- Paths and trails
- Accessory Buildings

ARTICLE 5: DEVELOPMENT PARCEL STANDARDS

TABLE 5.2.3-B CIVIC SPACE – SPECIFIC STANDARDS

Square



Permitted In / Adjacent to:

CD-3CD-3wCD-3CCD-4CD-4wSD-LICV

Intent

An open area available for unstructured recreation and Civic purposes. A Square is spatially defined by Building Frontages. Its landscape shall consist of paths, lawns and trees, formally disposed. Squares shall be located at the intersection of important Streets. The minimum size is 0.5 acre and the maximum is 5 acres.

Specifications

Size	0.5 acres min., 5 acres max.
Frontage	Buildings
Character	Formal

Typical Facilities

- Passive recreation
- Paths
- Accessory Buildings

Plaza



Permitted In / Adjacent to:

CD-3CD-3wCD-3CCD-4CD-4wSD-LICV

Intent

An open area available for Civic purposes. A Plaza shall be spatially defined by Building Frontages. Its landscape shall consist primarily of pavement. Trees are optional. Plazas shall be located at the intersection of important Streets. The minimum size is 0.5 acre and the maximum is 2 acres.

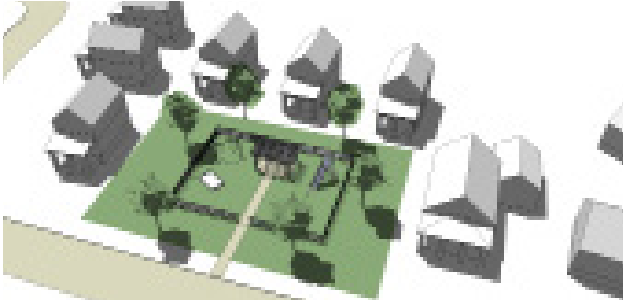
Specifications

Size	0.5 ac min. 2 ac max.
Frontage	Buildings
Character	Formal

Typical Facilities

- Passive recreation
- Paths
- Accessory Buildings
- Water features

TABLE 5.2.3-B CIVIC SPACE – SPECIFIC STANDARDS

Playground	
	
Permitted In / Adjacent to:	
CD-1L	CD-1M
CD-1S	CD-2
CD-3	CD-3w
CD-3C	CD-4
CD-4w	SD-LI
CV	SD-MW
Intent	
An open area designed and equipped for the recreation of children. A Playground may include an open shelter. Playgrounds shall be interspersed within Residential areas and may be placed within a Block. Playgrounds may be included within Natural Areas and Greens. There is no minimum or maximum size.	
Specifications	
Size	No min. No max.
Frontage	Buildings
Character	Formal or Informal
Typical Facilities	
- Active recreation - Play structures - Paths - Water features	

Sport Field	
	
Permitted In / Adjacent to:	
CD-1L	CD-1M
CD-1S	CD-2
CD-3	CV
Intent	
An open area designed and equipped for team sports activities.	
Specifications	
Size	No min. No max.
Frontage	Buildings
Character	Formal
Typical Facilities	
- Active recreation - Play structures	

ARTICLE 5: DEVELOPMENT PARCEL STANDARDS

TABLE 5.2.3-B CIVIC SPACE – SPECIFIC STANDARDS

Community Garden



Permitted In / Adjacent to:

- CD-1L
- CD-1M
- CD-1S
- CD-2
- CD-3
- CD-3w
- CD-3C
- CD-4
- CD-4w
- SD-LI
- CV

Intent

A grouping of garden plots available for small-scale cultivation, generally to residents without private gardens. Community gardens should be fenced and accommodate individual storage sheds. Running water is required. Community Gardens shall be interspersed within Residential areas and may be placed within a Block or included within Natural Areas and Greens. There is no minimum or maximum size.

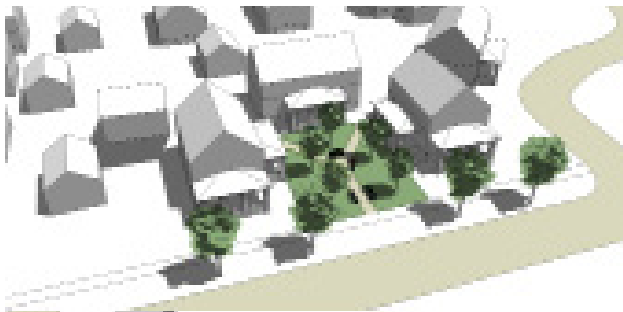
Specifications

Size	No min. No max.
Frontage	May be Enfronted by Buildings or be located behind Buildings
Character	Formal

Typical Facilities

- Active recreation
- Garden plots
- Accessory Buildings
- Running water

Pocket Park



Permitted In / Adjacent to:

- CD-1L
- CD-1M
- CD-1S
- CD-2
- CD-3
- CD-3w
- CD-3C
- CD-4
- CD-4w
- SD-LI
- CV

Intent

A small predominantly green open area available for unstructured passive recreation.

Specifications

Size	500 sq. ft. min. 0.5 acres max.
Frontage	Independent
Character	Formal

Typical Facilities

- Passive recreation
- Community gardens
- Playgrounds and play Structures
- Paths and trails
- Limited transient commercial concessions

SECTION 5.3 DISTRICT DESIGNATION.

All Districts within a Development Parcel shall be designated on the applicable Site Plan.

SECTION 5.4 SPECIAL DISTRICTS.

5.4.1 Requirements for Development Parcels in SD-MC.

Development Parcels within SD-MC shall comply with the following requirements:

1. Each Building Site shall have a minimum of one hundred (100) feet abutting the waterfront and shall maintain ninety percent (90%) of this width for the depth of the Building Site.
2. Each Building Site shall have a minimum of 1 acre.
3. Public access along the waterfront within a Building Site shall be accessible from a Street.

SECTION 5.5 SPECIAL REQUIREMENTS.

Any of the Special Requirements set forth in Section 2.2 may be designated for any Development Parcel on the applicable Site Plan.

SECTION 5.6 PROJECT BUFFERS.

5.6.1 General.

Project Buffers shall be provided for Development Parcels in accordance with this Section 5.6.

5.6.2 Modification of Existing Structures.

Buildings and Structures, including those in SD-MW, lawfully existing as of the Effective Date may be modified without providing or modifying or Buffers in

conformance with this Section 5.6, provided that the same does not constitute an Alteration and does not increase the degree by which the Building or Structure is Non-conforming

5.6.3 Not Applicable for Certain Uses / Site Work.

The standards and requirements herein set out for Buffers shall not apply to Temporary Uses or to site work on undeveloped sites which does not involve significant ground disturbance.

5.6.4 Minimum Standards / Conflicts.

Required Buffers, as specified in these regulations, are minimum standards. In those instances where these Regulations specifies different Buffering requirements, then the more restrictive provisions shall govern.

5.6.5 Additional Measures Permitted.

None of the provisions of these Regulations shall be construed as prohibiting plant material, Screening, and/or Buffer area in addition to that required by these Regulations; or prohibiting the modification of existing Buffers to perform to an equivalent degree as the Buffer required by these Regulations.

5.6.6 Buffer Plan Requirements.

Buffer plans submitted for approval to satisfy the requirements of these Regulations shall clearly indicate the name, location, and size of vegetation to be installed as well as trees to be preserved.

5.6.7 Buffer Not Part of Civic Space.

A Buffer area may not be included as part of the calculation of any required Civic Space.

ARTICLE 5: DEVELOPMENT PARCEL STANDARDS

5.6.8 When Required.

A Project Buffer shall be required for new Development in the Districts indicated in **Table 5.6.8 (Project Buffers)** along such parts of the project that Abut any land zoned District CD-1L, CD-1M, CD-1S, CD-2, CD-3, CD-3W, CD-3C, CD-4, CD-4W or Civic District.

TABLE 5.6.8 PROJECT BUFFERS

District of New Development	Buffer Depth	Design Plants / 100 Linear Feet
SD-H	100'	15 Canopy Trees ≥ 50% evergreen, 15 Understory Trees ≥ 50% evergreen, & 180 Shrubs ≥ 75% evergreen*
SD-LI	100'	20 Canopy Trees ≥ 50% evergreen, 10 Understory Trees ≥ 50% evergreen, & 240 Shrubs ≥ 75% evergreen
SD-HI	100'	20 Canopy Trees ≥ 50% evergreen, 20 Understory Trees ≥ 50% evergreen, & 2400 Shrubs ≥ 75% evergreen
SD-MC	100'	20 Canopy Trees ≥ 50% evergreen, 20 Understory Trees ≥ 50% evergreen, & 2400 Shrubs ≥ 75% evergreen

5.6.9 Design.

A. Plant Materials.

A Project Buffer shall be designed and comprised of the plant materials indicated in **Table 5.6.8 (Project Buffers)**.

B. Fences & Walls.

Fences and Walls may be used in a Project Buffer in addition to the required plant materials, provided that they comply with the following:

1. Minimum 100% opacity;
2. Minimum 6' high; and
3. Include a brick, natural rock, or authentic stucco masonry column at any end visible from a street or Internal Drive.

C. Opacity.

Plant materials and any fence or wall shall be arranged in a manner that creates a 100% opaque Project Buffer.

D. Retention of Specimen Trees.

With the exception of clearing required for required site development, the retention of Specimen Trees within a Project Buffer area shall be required.

E. Credit for Existing Vegetation.

Existing vegetation within a Project Buffer, which meets the requirements of **Table 5.6.8 (Project Buffers)** and Section 5.6.9.F shall be credited toward the Project Buffer requirement.

F. Compliance with Landscape Standards.

1. With the exception of permitted existing vegetation, plant materials used in required Project Buffers shall comply with the standards of Section 4.3.16.
2. All Project Buffer areas shall have soils that comply with the standards of Section 4.3.16.
3. Installation of Project Buffer plants shall meet the minimum requirements set forth in Section 4.3.16.

G. Sign Visibility.

Project Buffers shall be designed to address visibility of any permitted ground Signs.

5.6.10 Location.

A. Common Boundary

Any required Project Buffer shall be located along the common boundary of the abutting District.

B. Certain Locations Restricted.

Project Buffers shall not be located on any portion of an existing, Street, Internal Drive, or easement.

C. Location in Setback.

Project Buffers may be constructed in any required Yard or Setback.

D. Location in Easement.

Plantings in Project Buffers shall be subject to the same limitations regarding location in Easements as are applicable to landscape plantings under Section 4.3.16.E.

5.6.11 Development / Use within Buffer.

A. Restrictions.

Project Buffers shall not contain any:

1. Development;
2. Parking Area, Parking Lot, Garage, or Parking Structure;
3. Street, Driveway, drive aisle, Internal Drive, or Alley except as permitted under Section 5.6.11.B;
4. Impervious surfaces;
5. Dumpsters or garbage, trash or recycling receptacles; or

6. Site features that do not function to meet the standards of this Section or that require removal of existing vegetation, unless otherwise permitted in these Regulations.

B. Certain Development / Uses Allowed.

Project Buffers may contain the following Uses and Structures, provided that the Screening intent of this Section is met:

1. Passive recreation, Paths, picnic facilities, and bike or equestrian trails;
2. Fences and Walls;
3. Landscape plantings;
4. Stormwater retention or detention facilities, green infrastructure, provided they do not interfere with the performance or maintenance of the Project Buffer area;
5. Utilities, provided that additional width shall be added to the Project Buffer in an amount equal to that occupied by the utility lines and any associated Easements and any path cleared by utility installation or maintenance shall be replaced; and
6. Streets, Driveways, drive aisles, Internal Drives or Alleys, provided they only cross the Project Buffer at a 90-degree angle and do not otherwise Encroach into the Project Buffer;
7. Appurtenances that require high visibility and easy access, such as fire hydrants, public and emergency telephones, mail boxes, and bus or other shelters or benches, none of which shall be Screened.
8. Ingress and egress to such Uses, Structures, Watercourses, utility lines, and appurtenances, may cross the Project Buffer provided they minimize the amount of Project Buffer taken.

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9. Signs, as specifically permitted in **Article 7 (Signs)**.

10. Lighting, as specifically permitted in Sections 4.3.17.

11. Any other Uses as specifically permitted elsewhere in these Regulations.

5.6.12 Ownership.

Project Buffers may remain in the ownership of the original developer (and assignees) of a Lot or Building Site; they may be subjected to deed restrictions and subsequently conveyed; or they may be transferred to any consenting grantees, such as a forest preserve, the City, Civic Space held by an association (homeowners, etc.), or conservation group. Any such conveyance shall adequately guarantee the protection and maintenance of the Project Buffer in accordance with the provisions of these Regulations.

5.6.13 Maintenance.

A. Responsible Parties / Responsibilities.

The responsibility for maintenance of a required Project Buffer shall be that of the owner of the property, such owner's successors, heirs, and assignees or any consenting grantee.

B. Plantings.

Dead or diseased plantings shall be removed and replaced with plants meeting all requirements of these Regulations.

C. Watercourses.

Natural Watercourses within a Project Buffer shall be maintained in a natural condition consistent with any applicable regulations.

D. Water Source.

A water source shall be supplied within 100 feet of any planting requiring continuing watering. Where

non-native or non-drought tolerant native vegetation is incorporated in the Project Buffer, an irrigation system shall be required.

E. Structural Features.

Landscape structural features such as walls, fences, or water features shall be maintained in a structurally safe and attractive condition.

F. Other Uses / Structures.

Where other Uses or Structures are allowed within a Project Buffer, they shall be maintained to provide for their safe use.

G. Enforcement.

Failure to maintain a Project Buffer shall be considered a violation of the approval and shall be rectified. Failure to comply may result in the initiation of an enforcement action.

If the Person or Persons responsible for maintaining a Project Buffer fails to maintain same according to these Regulations, that shall be a violation of these Regulations and may be subject to enforcement in accordance with **Article 8** of these Regulations.

5.6.14 Modification of Project Buffers.

A. Modification.

The Project Buffer requirement may be reduced or changed by the Planning & Zoning Director upon a finding that a reduction or change would be consistent with the purpose and intent of these Regulations and that such reduction or change would not adversely affect the land use compatibility or public interest, and the reduction or change requested will comply with one or more of the criteria in Section 5.6.14.B.

B. Criteria.

The criteria for relief under Section 5.6.14.B are as follows:

1. The affected Project Buffer is parallel and adjacent to an existing utility or drainage easement of at least 100 feet in width;
2. The affected Project Buffer is between Uses that are to be developed under a common Site Plan or series of such Plans;
3. The affected Project Buffer is Adjacent to a property that has a joint use agreement with the subject parcel;
4. The affected Project Buffer is parallel and Adjacent to an existing railroad right-of-way; or
5. The topography of the subject property or the Adjacent property is such that Buffering would not be effective.

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CITY-WIDE STANDARDS

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SECTION 6.1 GENERAL.

The following standards and requirements shall be complied with in addition to all other standards and requirements of the City Code and all other applicable City standards.

SECTION 6.2 GRADING, TREE REMOVAL, AND DRAINAGE.

6.2.1 General.

A. Purposes.

This Section is intended to control soil disturbance (including removal of trees and vegetative ground cover), Grading, and drainage changes associated with Building demolition, Building Construction, and Development in order to:

1. protect the public safety and general welfare;
2. prevent adverse impacts to other property due to erosion, sedimentation, and increases in stormwater runoff;
3. prevent sedimentation of Streets;
4. prevent sedimentation of public storm sewer and drainage systems;
5. reduce the risk of Flooding caused by increased runoff and sedimentation of drainage channels, wetlands, and Watercourses; and
6. protect water quality by reducing the risk of sediment pollution of reservoirs.

B. Removal of Trees or Vegetative Ground Cover.

The Commission finds that trees and other vegetative ground cover play an important role in controlling erosion by: protecting the soil surface from the impact of falling rain; holding soil particles in place;

enhancing the soil's capacity to absorb water; slowing the velocity of runoff; removing subsurface water between rain falls through the process of evapotranspiration; and improving infiltration rates.

Therefore, for purposes of this Section, clear-cutting or removal of trees and other vegetative ground cover, regardless of whether stumps and root systems are removed, shall be considered an erosion factor equivalent to Grading and other forms of soil disturbance, and references in this Section to soil disturbance and/or Grading shall include clear-cutting or removal of trees and vegetative ground cover.

C. Applicability.

Within the City of Norwalk, there shall be no excavation, Grading, clear cutting, or other soil disturbance (including removal of trees or vegetative ground cover) except as herein provided. The occurrence of any off-site sedimentation, Flooding, or erosion caused by excavation, Grading, clear cutting, and/or soil disturbance is prohibited and shall be grounds for enforcement action.

6.2.2 Permits, Standards, and Approvals.

A. Other Approvals May Be Required.

Any approval or exemption under this Section does not relieve any person from having to obtain any other approvals that may be required, such as for:

1. Regulated activities under the Norwalk Inland Wetlands & Watercourses Regulations;
2. Activities within a floodplain area;
3. Activities regulated by other local, state, or federal agencies.

ARTICLE 6: CITY-WIDE STANDARDS

B. Allowed Without Permit.

The following activities are allowed without a separate Zoning Permit, provided the proposed Use of the property otherwise complies with these Regulations, and no off-site sedimentation, Flooding, or erosion occurs. The Planning and Zoning Director may require a permit and compliance with Section 6.2.2.F in the event that any off-site sedimentation, Flooding, or erosion occurs as a result of these activities:

1. Farming.
2. Grading of less than 50 cubic yards of earth material;
3. Soil disturbance, Clear-cutting (including removal of vegetative ground cover) of 1,000 square feet in area or less;
4. Excavation, Grading and/or soil disturbance associated with specific plans for a subdivision, site plan, or special permit approved by the Commission, where the proposed excavation, Grading and/or soil disturbance is specified in such other approval.

C. Permitted by Zoning or Other Permit.

The following activities may be permitted by the Planning and Zoning Director provided: the proposed use of the property otherwise complies with these Regulations; the provisions of Section 6.2.2.E, 6.2.2.F, and 6.2.2.G are satisfied; and a Zoning Permit, a demolition permit, a Building permit, or a septic permit has been issued for such activity and the proposed excavation, Grading, and/or soil disturbance is specified in such permit:

1. Excavation or Grading of 50 to 1,000 cubic yards of earth material;
2. Soil disturbance, Clear-cutting (including removal of vegetative ground cover) of more than 1,000 square feet but less than 10,000 square feet in area;

3. Any excavation, Grading or soil disturbance (including removal of trees and vegetative ground cover) in connection with and clearly essential to:

- a. Construction or alteration of a Building or Structure (including the area of the Building or Structure plus the surrounding twenty-five (25) feet);
- b. Installation of Driveways, utilities or amenities (e.g., septic systems, utility service lines, swimming pools, Walls or fencing).

4. The removal of stump and root systems on all properties (public and private) that border ravine and tidal embankments.

D. Permitted by Special Permit.

The following activities may be permitted provided the proposed Use of the property otherwise complies with these Regulations, and the Commission issues a Special Permit for the activity:

1. Excavation or Grading of more than 1,000 cubic yards of earth material;
2. Soil disturbance, Clear-cutting (including removal of vegetative ground cover) of 10,000 square feet in area or more.

E. Bonding and As-Built Plan.

1. Prior to the approval of any excavation or Grading of more than 200 cubic yards of material per acre of Lot area, and/or more than 5,000 square feet of soil disturbance and Clear-cutting (including removal of vegetative ground cover), the Commission or the Planning and Zoning Director may require that an erosion and sediment control bond, including site stabilization bond be provided in an acceptable form and in an amount to be set by the Commission or Planning and Zoning Director to insure the faithful performance of the work to be undertaken pursuant to the conditions of the permit.

2. Following the completion of excavation or Grading for a Development where a bond was required, the Planning and Zoning Director may require that the permit holder file a certified as-built plan with the Commission, showing the relationship between the approved plan and the actual Grading.

F. Permit Standards and Conditions.

1. The occurrence of any off-site sedimentation, Flooding, or erosion caused by excavation, Grading and/or soil disturbance is prohibited.

2. All allowed or permitted excavation, Grading, and soil disturbance activities shall be conducted with appropriate soil erosion and sediment control measures installed and maintained at all times until the site is fully stabilized. The Commission or the Planning and Zoning Director may require soil erosion and sediment control measures and project phasing as a condition to the issuance of any permit. Control measures may include (without limitation) silt fencing, hay bales, sediment barriers, mulch, temporary erosion control blankets, turf reinforcement mats, stone slope protection, or other soil stabilization measures set forth in the Connecticut Guidelines for Soil Erosion and Sediment Control (2002), as amended, necessary to prevent off-site sedimentation, Flooding, and erosion.

3. All earth materials to be stockpiled on site shall be contained within a sediment control barrier.

4. All earth materials to be transported onto or off the site shall be covered to minimize flying dust or rock.

5. Truck access/egress to and from the site shall be conducted as to minimize danger to off-site traffic, and nuisance to surrounding properties. The Commission or the Planning and Zoning Director may require that tracking pads or dust-less Driveway aprons be utilized until the site is stabilized.

6. Grading shall not result in the creation of any stagnant water, sharp pits, depressions, soil erosion, drainage or sewerage problems or other conditions which would impair the use of the property or other property in accordance with the Regulations.

7. Unless modified by the Commission through granting of a Special Permit, finished grades shall blend with existing grades at the property line and no grade change of one (1.0) foot or more shall occur:

a. In the One-Half (1/2) Acre and smaller Lot area zones, within five (5) feet of a side or rear Lot line, or

b. In the One-Acre and larger Lot area zones, within six (6) feet of a side or rear Lot Line where a retaining wall is installed and ten (10) feet otherwise.

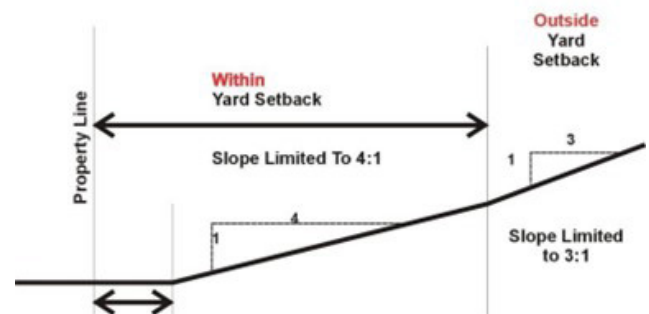
8. Unless modified by the Commission through granting of a Special Permit, no Grading activity that increases the finished slope shall result in a finished slope in any filled or excavated area that exceeds:

a. A slope of four horizontal to one vertical (4:1) within the Yard setback.

b. A slope of three horizontal to one vertical (3:1) elsewhere.

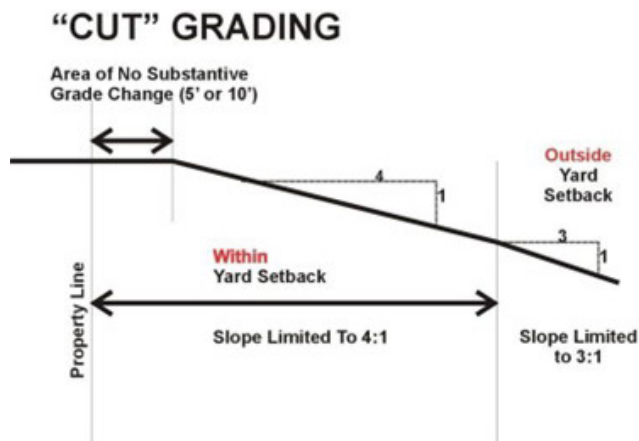
ILLUSTRATION 6.2.2.F-1 SCHEMATIC FILL LIMITATIONS

“FILL” GRADING



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ILLUSTRATION 6.2.2.F-2 SCHEMATIC CUT LIMITATIONS



9. The Commission or the Planning and Zoning Director may allow Grading activity in excess of the foregoing standards within the Yard setback for one or more of the following reasons:

- For the installation or Construction of a berm, swale, level spreader, reverse slope bench or similar measures to better protect down-gradient parcels from stormwater runoff; or
- For Grading of a slope of up to three horizontal to one vertical (3:1) provided that the total grade change within the Yard setback is no greater than would otherwise be permitted.

G. Drainage Standards.

- All Development and land disturbance activities shall be in compliance with the 2004 Connecticut Stormwater Quality Manual, as amended, any applicable stormwater discharge permits issued by the DEEP within the municipal or institutional boundary pursuant to CGS 22a-430 and 22a-430b, as amended, and the City of Norwalk's 2017 Drainage Manual, as amended.
- A Drainage Analysis, in accordance with the City's 2017 Drainage Manual, Section 1.6, as amended, shall be submitted to the City for review. The report shall describe how zero increase in rate of runoff is met through the design.

3. In accordance with Section 2.0 and Section 2.7 of the City's 2017 Drainage Manual as amended, the Natural Resources Conservation Service (NRCS) method shall be used for zero increase computations, LID feature design, and groundwater recharge analysis.

- The Rational Method shall be used for all drainage system designs with a watershed up to 200 acres in size and without storage. Proprietary software systems such as Hydraflow or HydroCAD can be utilized for analysis as long as all supporting computations are submitted to the City for review.

4. The NRCS Method shall be used for overall site hydrology and peak flow comparison including LID design. Postdevelopment storm drainage systems shall be sized to provide for zero increase in runoff up to the 50, 10, 4, 2, and 1 percent annual chance rainfall event using the TR-20 or TR-55 method. Programs such as TR-20 and HEC-HMS or proprietary software such as Hydraflow or HydroCAD can be utilized for analysis as long as all supporting computations are submitted to the City for review.

5. The City shall require a drainage maintenance plan for all improvements constructed.

SECTION 6.3

IMPORT/EXPORT OF EARTH MATERIALS.

6.3.1 Purpose.

This Section is intended to control the importation and exportation of earth materials (such as loam, topsoil, humus, sand, gravel, clay, stone or quarry stone) in order to protect the public safety and general welfare while allowing for normal and customary Construction practices.

6.3.2 Permitting.

A. By Right.

- Importation and exportation of earth material for

the purpose of site Development in conjunction with Construction or Alteration of a Building or Structure is permitted provided such activity is conducted in accordance with:

- a. The standards of this Section, and
- b. Plans submitted as part of the Zoning Permit and Building Permit issued for the Construction or alteration of the Building or Structure.

2. Importation and exportation of earth material for the purposes of landscaping is permitted provided such activity involves less than 200 cubic yards of material per acre of Lot Area and the standards of this Section are complied with.

B. Permitted by the Planning and Zoning Director.

Importation and exportation of less than 1,000 cubic yards of earth material per acre of Lot area is permitted for other purposes with approval of a Zoning Permit by the Planning and Zoning Director provided the standards of this Section are complied with.

C. Permitted by the Commission.

Unless permitted by Section 6.3.2.A or 6.3.2.B the importation or exportation of earth material shall only occur with the approval of a Special Permit by the Commission.

SECTION 6.4

SOIL EROSION & SEDIMENT CONTROL.

6.4.1 Purpose.

The purpose of these Regulations is to help minimize soil erosion and sedimentation that occurs as a result of the Construction of Residential, Industrial and commercial Development. Rapid changes in land Use to nonagricultural and urban Uses have accelerated soil erosion and sediment deposition, resulting in water pollution and damage not only to aesthetic values and

wildlife but to sewers, roads, stream channels and water bodies.

6.4.2 Soil Erosion & Sediment Control Plan.

A. Plan Required.

A Soil Erosion and Sediment Control Plan shall be submitted with any Application for Development .

B. Exemptions.

A Single-Family Dwelling that is not part of a subdivision of land shall be exempt from these soil erosion and sediment control regulations.

C. Requirements.

1. DPW's 2017 Drainage Manual, Section 8: Soil and Erosion Controls, as amended, requirements shall be required in addition to the requirements in this Section.
2. To be eligible for certification, a Soil Erosion and Sediment Control Plan shall contain proper provisions to adequately control accelerated erosion and sedimentation and reduce the danger from stormwater runoff on the proposed site based on the best available technology; and shall maintain consistency with the Connecticut Stormwater Quality Manual, as amended, and any applicable stormwater discharge permits issued by the DEEP within the municipal or institutional boundary pursuant to CGS 22a-430 and 22a-430b, as amended. The 2002 Connecticut Guidelines for Soil Erosion and Sediment Control (DEEP Bulletin 34), as amended, describes the principles, methods and practices necessary for certification. Alternative principles, methods and practices may be used with prior approval of the Planning and Zoning Commission.
3. Said plan shall contain, but not be limited to:
 - a. A narrative describing:

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- (1) The Development.
- (2) The schedule for Grading and Construction activities, including:
 - (a) Starting and completion dates.
 - (b) Sequence of Grading and Construction activities.
 - (c) Sequence for installation and for Application of soil erosion and sediment control measures.
 - (d) Sequence for final stabilization of the project site.
- (3) The design criteria for proposed soil erosion and sediment control measures and stormwater management facilities.
- (4) The construction details for proposed soil erosion and sediment control measures and stormwater management facilities.
- (5) The installation and/or Application procedures for proposed soil erosion and sediment control measures and stormwater management facilities.
- (6) The operations and maintenance program for proposed soil erosion and sediment control measures and stormwater management facilities.
- b. A Soil Erosion and Sediment Control Plan map at a scale of at least forty (40) feet to one (1) inch shall show:
 - (1) The location of the proposed Development and Adjacent properties.
 - (2) The existing and proposed topography, including soil type, Wetlands and Watercourses.
 - (3) The existing Structures on the Lot/Building Site, if any.
 - (4) The proposed area Alterations, including cleared, excavated, filled or graded areas, and proposed Structures, utilities, Streets and, if

applicable, new Lot Lines.

- (5) The location of and design details for all proposed soil erosion and sediment control measures and stormwater management facilities.
- (6) The sequence of Grading and Construction activities.
- (7) The sequence for installation and/or Application of soil erosion and sediment control measures.
- (8) The sequence for final stabilization of the Development site.

4. Any other information deemed necessary and appropriate by the Applicant or requested by the Planning and Zoning Commission or its designated agent. The Commission may implement additional measures to protect/improve water quality as it deems necessary.

D. Standards.

1. Plans for soil erosion and sediment control shall be developed in accordance with these regulations and shall maintain consistency with the Connecticut Stormwater Quality Manual, as amended, and any applicable stormwater discharge permits issued by the DEEP within the municipal or institutional boundary pursuant to CGS 22a-430 and 22a-430b, as amended, using the principles as outlined in the 2002 Connecticut Guidelines for Soil Erosion and Sediment Control (DEEP Bulletin 34), as amended. Soil Erosion and Sediment Control Plans shall result in a Development that minimizes erosion and sedimentation during Construction, is stabilized and protected from erosion when completed and does not cause off-site erosion and/or sedimentation.
2. The minimum standards for individual measures are those in the Connecticut Guidelines for Soil Erosion and Sediment Control (1985), as amended. The Planning and Zoning Commission may grant exceptions when requested by the Applicant if

technically sound reasons are presented.

E. Certification.

1. The Commission, or its designated agent, shall either certify that the Soil Erosion and Sediment Control Plan, as filed, complies with the requirements and objectives of the regulations or deny certification when the Development proposal does not comply with these Regulations.

2. Nothing in these Regulations shall be construed as extending the time limits for the approval of any Application under the provisions of Chapters 124, 126 of the Connecticut General Statutes.

3. Prior to certification, any plan submitted to the City may be reviewed by the Fairfield County Soil and Water Conservation District which may make recommendations concerning such plan, provided that such review shall be completed within thirty (30) days of the receipt of such plan.

4. The Planning and Zoning Commission shall forward a copy of the Development proposal to the Conservation Commission, or other review agency or consultant, for their review and comment within thirty (30) days of the receipt of the plan.

F. Compliance.

1. Any person engaged in Development activities who fails to file a Soil Erosion and Sediment Control Plan in accordance with these Regulations or who conducts a Development activity, except in accordance with the provisions of a certified plan shall be deemed in violation of these Regulations.

2. The estimated costs of measures required to control soil erosion and sedimentation, as specified in the certified plan, that are a condition of certification of any modified Site Plan may be required to be covered in a financial guarantee approved as to form and financial institution by the Commission or Corporation Counsel and submitted prior to the Start of Construction in accordance

with and the provisions specified in Article 8. Such financial guarantee shall be released only after all Improvements are complete and are in satisfactory condition. If not satisfactory, within sixty-five (65) days of release request, a written explanation shall be provided to the Applicant detailing the outstanding work that must be completed before such financial guarantee or portion thereof may be released.

3. Site Development shall not begin unless the Soil Erosion and Sediment Control Plan is certified and those control measures and facilities in the plan scheduled for installation prior to site Development are installed and functional.

4. Planned soil erosion and sediment control measures and facilities shall be installed as scheduled according to the certified plan.

5. All control measures and facilities shall be maintained in effective condition to ensure the compliance of the certified plan.

G. Inspection.

Inspection shall be made by the Planning and Zoning Commission, or its designated agent, during Development to ensure compliance with the certified plan and that control measures and facilities are properly performed or installed and maintained. The Planning and Zoning Commission may require the permittee to verify, through progress reports, that soil erosion and sediment control measures and facilities have been performed or installed according to the certified plan and are being operated and maintained. A final inspection shall be required before any bond is authorized to be released by the Planning and Zoning Commission.

SECTION 6.5 SEWAGE SYSTEM.

6.5.1 General.

All connections to local collector and regional sewage systems shall be designed in accordance with

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local wastewater treatment standards. A licensed professional engineer shall design the site collection system and obtain the approval of same from all applicable local authorities prior to Site Plan approval.

6.5.2 Sanitary Waste Disposal Plan.

For any Lot or Building Site which is to be served, and is capable of being served, by an operational public sanitary sewer line prior to occupancy, the Site Plan shall depict the sewer lateral and other engineering information suitable to determine that connection to an operational sanitary sewer line is feasible. In addition, the Applicant shall provide evidence from the Norwalk Water Pollution Control Authority that it is capable of providing sanitary sewer service to the subject site. If the Applicant proposes to utilize a community sewerage system, as defined in CT General Statutes Section 7-245, a report from the Norwalk Water Pollution Control Authority indicating that all requirements of CT General Statutes Section 7-246f have been satisfied shall be provided.

SECTION 6.6

UTILITIES.

6.6.1 General.

All Uses and Development must have access to potable water whether via private well or municipal water source, private septic system or municipal sewer, electricity, natural gas, cable television and high speed internet service. All utility systems, including electric, telephone, television cable, etc., shall be placed underground for new construction except in CD-1L, CD-1M, CD-1S, and CD-2. The design of these systems shall be coordinated by the Applicant with the utility entity responsible for their maintenance. Concurrence of the design indicated on the Site Plan shall be obtained by the Applicant prior to final approval.

6.6.2 Water Supply; Certificate for Community Wells.

The location and design of the proposed water supply systems shall be provided, including design calculations, materials specifications, hydrostatic testing procedures, and flow testing procedures. In accordance with Section 8-25a of the CT General Statutes, as amended by Public Act 84-330, any Development providing water by means of a "Water Company," as that term is defined in the CT General Statutes Section 16-262m(a), shall provide to the Commission/Board a certified copy of a Certificate of Public Convenience and Necessity issued for the Development by the Connecticut Department of Public Health. No application for Special Permit/Exception involving such a water company shall be deemed complete without said Certificate, unless the Applicant shall provide a resolution of the Norwalk Common Council waiving said Certificate and agreeing to be responsible for the operation of the subject water company in the event that the company is at any time unable or unwilling to provide adequate service to its consumers. The Commission/Board may approve an Application which has obtained a Phase I-A or I-B Certificate, with the condition that no Certificate of Zoning Compliance for construction or occupancy shall be granted until the final Certificate is approved.

SECTION 6.7

TRAFFIC CIRCULATION.

6.7.1 General.

Development shall not negatively impact the traffic conditions of the surrounding roadway system and shall organize Streets or Internal Drives, as applicable, and vehicular and pedestrian ingress and egress in a well-defined system in order to avoid conflicts.

6.7.2 Vehicular Circulation Plan.

Portions of the Site Plan relating to location and design of ingress and egress traffic control, arrangement of Parking and Loading Space, and internal circulation shall be referred to the necessary Decision-Making Authorities for review, and no Plan for a Development Parcel shall be approved without consideration of

the recommendations of those Decision-Making Authorities.

6.7.3 Stable Traffic Flow.

For Uses requiring a Special Permit, the Planning and Zoning Commission shall not approve Developments which fail to maintain stable traffic flow unless provision has been made for the Improvement of inadequate conditions.

1. "Stable traffic flow" shall mean that site-generated traffic shall not adversely affect pedestrian or vehicular safety, conflict with the pattern of highway circulation, increase Vehicle Miles Traveled (VMT), or increase traffic congestion to a level of service (LOS) considered unacceptable by the Commission.

6.7.4 Vehicular Access Location.

A vehicular access location shall consist of such entrance and exit Driveway and/or Internal Drive openings so designed and located so as to minimize hazardous ingress and egress.

SECTION 6.8

STREETSCAPE REPAIRS, REPLACEMENTS & IMPROVEMENTS.

6.8.1 Applicability.

This Section applies to all Development other than Buildings, Lots, or Building Sites within a Development Parcel.

6.8.2 Streetscape Repairs, Replacements & Improvements.

Prior to the issuance of any Certificate of Occupancy for a Building or Improvement, the following Streetscape Improvements, repairs, or replacements shall be provided by the Lot or Building Site owner with respect to each Building or Improvement and the Streetscape

that Enfronts the applicable Lot or Building Site, unless determined otherwise by the Norwalk Department of Public Works (DPW) and the Norwalk Department of Transportation, Mobility and Parking (TMP):

A. Damage Repair.

Any walkway, planter well or planter strip, street light or curb that exists in the Public Frontage or Street Adjacent to the applicable Lot prior to commencement of Construction of such Building or Improvement and which is damaged during such Construction shall be repaired so that it is in at least as good condition as it was in prior to such damage or shall be replaced.

B. Absent Elements.

If the Public Frontage Adjacent to the applicable Lot does not include a Street, planter, Street trees or Street lights, any such absent element shall be provided by the applicable Lot or Building Site owner in accordance the following standards and requirements:

1. If there is no sidewalk, a sidewalk shall be constructed along the entire Front Lot or Building Site Line, which sidewalk must match any existing sidewalk Enfronting an Adjacent Lot or Building Site, or if there is none, must conform to City regulations.
2. If there is no planter strip or plant well, planting accommodations shall be constructed along the entire Front Lot or Building Site Line, which planting accommodations must match any existing planter strip or plant well Enfronting an Adjacent Lot, or if there is none, must conform to City regulations.
3. If there is no tree within the Frontage Adjacent to the Lot or Building Site, one or more trees shall be installed along the Front Lot or Building Site Line, which tree(s) must meet the tree shape, spacing, and size standards of City regulations.

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4. If there is not sufficient right-of-way area for all or any of the required Streetscape repairs, replacements, or Improvements as set forth in this Section 6.8, such element or elements shall be provided within the Lot or Building Site Adjacent to the right-of-way and the property owner must grant a perpetual non-exclusive easement for public use of such elements.

5. Each Streetscape repair, replacement or Improvement made pursuant to this Section 6.8 must comply with the rules, regulations, and requirements of the City that are applicable and in effect from time to time in respect of such element, so that it qualifies, or would qualify if within the public right-of-way, for dedication to the City.

6. As required by the City, the applicant shall bury all existing and proposed utilities within the site's frontage and on-site, in compliance with all applicable agency standards.

SECTION 6.9 FLOOD HAZARD ZONE OVERLAY.

6.9.1 Statutory Authorization, Finding of Fact, Purpose and Objectives.

A. Statutory Authorization.

The Legislature of the State of Connecticut has in Title 7, Chapter 98, Section 7-148(c)(7)(A) and in Title 8, Chapter 124, Section 8-2 of the General Statutes delegated the responsibility to local governmental units to adopt regulations designed to promote the public health, safety, and general welfare of its citizenry. Therefore, the City of Norwalk, Connecticut, does ordain as follows:

B. Finding of Fact.

The flood hazard areas of the City of Norwalk are subject to periodic Flood inundation which results in the loss of life and property, health and safety

hazards, disruption of commerce and governmental services, extraordinary public expenditures for Flood protection and relief, and impairment of the tax base, all of which adversely affect the public health, safety and general welfare.

The City of Norwalk has voluntarily participated in the National Flood Insurance Program (NFIP) since April 24, 1978. The NFIP is founded on a mutual agreement between the federal government and each participating community. Local, state and federal governments must share roles and responsibilities to meet the goals and objectives of the NFIP. Property owners are able to receive federally-subsidized Flood insurance only if the community enacts and enforces the minimum floodplain regulations required for participation in the NFIP.

C. Statement of Purpose.

It is the purpose of this regulation to regulate floodplain development, promote public health, safety, and general welfare, and minimize public and private losses due to Flood conditions in specific areas by provisions designed:

1. To protect human life and health, and prevent damage to property;
2. To minimize expenditure of public funds for costly Flood control projects;
3. To minimize the need for rescue and relief efforts associated with Flooding and generally undertaken at the expense of the general public;
4. To minimize prolonged business interruptions and other economic disruptions;
5. To minimize damage to public facilities, infrastructure and utilities located in the floodplain;
6. To help maintain a stable tax base by providing for the sound use and development of Flood

hazard areas in such a manner as to minimize Flood damage;

7. To prevent increases in Flood heights that could further increase Flood damage;

8. To ensure that those who occupy the Flood hazard areas assume responsibility for their actions; and

9. To discourage Development in a floodplain if there is any practicable alternative to locate the activity, Building, Use or Structure outside of the floodplain.

D. Objectives.

In order to accomplish its purposes, this regulation includes objectives, methods and provisions that:

1. Restrict or prohibit Uses which are dangerous to health, safety and property due to Flood or erosion hazards, or which result in damaging increases in erosion or in Flood heights or velocities;
2. Require that Uses vulnerable to Floods, including facilities that serve such Uses, be protected against Flood damage at the time of initial Construction;
3. Control the Alteration of natural floodplains, stream channels, and natural protective barriers that are involved in the accommodation of Flood waters;
4. Control filling, Grading, dredging and other Development which may increase erosion or Flood damage; and
5. Prevent or regulate the Construction of barriers or obstructions which will unnaturally divert Flood waters or which may increase Flood hazards to other lands.

6.9.2 Definitions.

Terms used in this Section 6.9 are defined within **Article 9 (Definitions)**.

6.9.3 General Provisions.

A. Areas to which this Regulation Applies.

This regulation shall apply to all Special Flood Hazard Areas (SFHA) within the City of Norwalk, Connecticut.

B. Basis for Establishing the Special Flood Hazard Areas (SFHA).

The Special Flood Hazard Areas (SFHA) identified by the Federal Emergency Management Agency (FEMA) in its Flood Insurance Study (FIS) for the City of Norwalk, dated October 16, 2013, and accompanying Flood Insurance Rate Maps (FIRM), dated October 16, 2013 and accompanying Flood Insurance Rate Maps (FIRM), dated October 16, 2013 (Panel 09001C0393G), July 8, 2013 (Panels 09001C0529G, 09001C0531G, 09001C0532G, 09001C0533G, 09001C0534G, 09001C0537G, 09001C0541G, 09001C0542G) and June 18, 2010 (Panels 09001C0389F, 09001C0391F, 09001C0392F, 09001C0394F, 09001C0526F, 09001C0527F), and other supporting data, and any subsequent revisions thereto, are adopted by reference and declared to be a part of this regulation. Since mapping is legally adopted by reference into this regulation it must take precedence when more restrictive, until such time as a map amendment or map revision is obtained from FEMA.

The SFHA includes any area shown on the FIRM as Zones A, AE, AO, AH, Coastal AE and VE, including areas designated as a Floodway on a FIRM. Zones VE and Coastal AE are also identified as Coastal High Hazard Areas.

SFHAs are determined utilizing the Base Flood Elevations (BFE) provided on the Flood profiles in the Flood Insurance Study (FIS) for a community. BFEs provided on a Flood Insurance Rate Map (FIRM) are

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only approximate (rounded up or down) and should be verified with the BFEs published in the FIS for a specific location.

C. Structures Already in Compliance.

A Structure or Development already in compliance with this regulation shall not be made non-compliant by any Alteration, modification, repair, reconstruction or Improvement and must also comply with other applicable local, state, and federal regulations. No Structure or land shall hereafter be located, extended, converted, modified or structurally Altered without full compliance with the terms of this regulation and other applicable regulations.

D. Abrogation and Greater Restrictions.

This regulation is not intended to repeal, abrogate or impair any existing easements, covenants, or deed restrictions. However, where this regulation and another ordinance, regulation, easement, covenant or deed restriction conflict or overlap, whichever imposes the more stringent restrictions shall prevail.

E. Interpretation.

In the interpretation and application of this regulation, all provisions shall be: 1) considered as minimum requirements; 2) liberally construed in favor of the governing body, and; 3) deemed neither to limit nor repeal any other powers granted under State statutes.

F. Warning and Disclaimer of Liability.

The degree of Flood protection required by this regulation is considered the minimum reasonable for regulatory purposes and is based on scientific and engineering consideration and research. Larger Floods can and will occur on rare occasions. Flood heights may be increased by man-made or natural causes. This regulation does not imply or guarantee

that land outside the Special Flood Hazard Area or Uses permitted in such areas will be free from Flooding and Flood damages. This regulation shall not create liability on the part of the City of Norwalk or by any officer or employee thereof for any Flood damages that result from reliance on this regulation or any administrative decision lawfully made thereunder. The City of Norwalk, its officers and employees shall assume no liability for another person's reliance on any maps, data or information provided by the City of Norwalk.

G. Severability.

If any section, subsection, paragraph, sentence, clause, or phrase of this regulation should be declared invalid for any reason whatsoever, such decision shall not affect the remaining portions of this regulation, which shall remain in full force and effect; and to this end the provisions of this regulation are hereby declared to be severable.

6.9.4 Administration.

A. Designation of the Local Administrator.

The Director of Planning & Zoning is hereby appointed to administer, implement and enforce the provisions of this regulation.

B. Certification.

Where required under this regulation, a registered professional engineer or architect shall certify that the design and methods of Construction are in accordance with accepted standards of practice for meeting the provisions of this regulation. Such certification must be provided to the Director of Planning & Zoning.

C. Establishment of the Flood Management Section of the Zoning Permit.

The Flood management section of the Zoning

Permit must be completed in conformance with the provisions of this regulation prior to the commencement of any Development activities.

D. Permit Application Procedures.

A Zoning Permit is hereby established for all Construction and other Development to be undertaken in Special Flood Hazard Areas in this community. Prior to any Development activities, application for a Zoning Permit shall be made to the Director of Planning & Zoning on forms provided and may include, but not be limited to, plans in duplicate drawn to scale showing, at a minimum, the property lines and location of the parcel; the nature, location, dimensions, and elevations of the area in question; limit and extent of the 100-year floodplain, the limit of moderate wave action (LiMWA) boundary line, floodway boundary line and Base Flood Elevation(s); existing and proposed Structures, fill, storage of materials, drainage facilities and the location of the foregoing. Specifically, the following information is required to be submitted to the Director of Planning & Zoning:

1. Application Stage

The applicant shall provide at least the following information, where applicable. Additional information may be required on the permit application form.

- a. Base Flood Elevation (BFE) for the site in question as determined in the FEMA Flood Insurance Study (FIS) or Flood Insurance Rate Map (FIRM). The FIS flood profiles provide more accurate BFE data than the FIRM. The extent of the 100-year floodplain, limit of moderate wave action (LiMWA), and Floodway must be depicted with a boundary line on any Site Plans and shown in relation to existing and proposed Structures or Development;
- b. Elevation in relation to mean sea level of the

proposed lowest floor, including Basement, of all new Construction, Substantial Improvements or repairs to Structures that have sustained Substantial Damage;

c. Elevation in relation to mean sea level to which any non-residential new Construction, Substantial Improvements or repair to Structures that have sustained Substantial Damage will be dry Floodproofed;

d. Description of the extent to which any Watercourse will be Altered or relocated as a result of the proposed Development. Computations by a registered professional engineer must be submitted that demonstrate that the Altered or relocated segment will provide equal or greater conveyance than the original stream segment. The Applicant must submit any maps, computations or other materials required by the Federal Emergency Management Agency (FEMA) in order to officially amend or revise the Flood Insurance Rate Map. The Applicant must pay any fees or other costs assessed by FEMA for this purpose. The Applicant must also provide assurances that the conveyance capacity of the Altered or relocated stream segment will be maintained;

e. A statement and supporting documentation (all costs of project, market value of Structure, etc.) verifying that the proposed Alterations to an existing Structure meets or does not meet the criteria of the Substantial Improvement and/or Substantial Damage definition. If a Development meets the definition of Substantial Improvement and/or Substantial Damage, the Structure must be brought into compliance with all floodplain regulations as if it were new Construction;

f. Where applicable the following certifications by a registered professional engineer or architect are required, and must be provided to the Director of Planning & Zoning. The design and methods of Construction must be certified to be in accordance with accepted standards

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of practice and with the provisions of Section 6.9.5.C

- (1) Non-Residential Floodproofing must meet the provisions of Section 6.9.5.C.1.b;
- (2) Fully enclosed areas below the Base Flood Elevation (BFE) must meet the minimum design criteria in Section 6.9.5.C.1.c;
- (3) No (0.00) increase in Floodway water surface elevations are allowed. Any Development in a Floodway must meet the provisions of Section 6.9.5.F;
- (4) Breakaway Walls must meet the design criteria specified in Section 6.9.5.D.9 and 6.9.5.D.10; and
- (5) Structural anchoring must meet the design criteria specified in Section 6.9.5.D.4 and 6.9.5.D.5.

2. Construction Stage

Upon completion of the applicable portion of Construction, the Applicant shall provide verification to the Director of Planning & Zoning of the following as is applicable:

a. Lowest floor elevation shall be verified for:

- (1) A Structure in Zones A, AE, AO or AH is the top of the lowest floor including Basement);
- (2) A Structure in Zones VE and Coastal AE is the lowest horizontal structural member (excluding pilings or columns);
- (3) A non-Residential Structure that has been dry Floodproofed is the elevation to which the Floodproofing is effective. (Note: For insurance purposes, a dry Floodproofed, non-Residential Structure is rated based on the elevation of its lowest floor unless it is Floodproofed to two (2) feet above the BFE.);

b. Deficiencies detected by the review of the above listed shall be corrected by the

permit holder immediately and prior to further progressive work being permitted to proceed. Failure to submit the survey or failure to make said corrections required hereby, shall be cause to issue a stop-work order for the project.

E. Duties and Responsibilities of the Local Administrator.

The authority of the Director of Planning & Zoning shall include, but not be limited to:

1. Review all Applications for completeness, particularly with the requirements of Section 6.9.4.D.1.
2. Review all Applications to determine whether the proposed Development and Building Sites will be reasonably safe from Flooding.
3. Review all Applications to assure that the permit requirements of this regulation have been satisfied.
4. Obtain, record and maintain the elevation (in relation to mean sea level) of the lowest floor (including Basement) of all new Construction, Substantial Improvement or repair to a Structure that has sustained Substantial Damage.
5. Obtain, record and maintain the elevation (in relation to mean sea level) to which all new Construction, Substantial Improvement or repair to a Structure that has sustained Substantial Damage has been Floodproofed.
6. In Coastal High Hazard Areas (VE and Coastal AE Zones), obtain, record and maintain the elevation of the bottom of the lowest horizontal structural member for all new Construction, Substantial Improvement or repair to a Structure that has sustained Substantial Damage.
7. When Floodproofing is utilized for a particular Structure, the Director of Planning & Zoning may require certification from a registered professional

engineer or architect, in accordance with Section 6.9.5.C.1.b.

8. Where interpretation is needed as to the exact location of boundaries of the special Flood hazard area (for example, where there appears to be a conflict between a mapped boundary and actual field conditions) the Director of Planning & Zoning may make the necessary interpretation utilizing any data available to render a decision. The person contesting the location of the boundary shall be given a reasonable opportunity to appeal the interpretation as provided in this regulation.

9. Require the Applicant to provide Base Flood Elevation data for all proposed Development, including Manufactured Home Parks.

10. In Coastal High Hazard Areas (VE and Coastal AE Zones), certification shall be obtained from a registered professional engineer or architect that the Structure is designed to be securely anchored to adequately anchored pilings or columns in order to withstand velocity waters and hurricane wave wash, in accordance with Section 6.9.5.D.

11. In Coastal High Hazard Areas (VE and Coastal AE Zones), the Director of Planning & Zoning may review plans for adequacy of Breakaway Walls, in accordance with Section 6.9.5.D.

12. All records pertaining to the provisions of this regulation may be obtained and maintained in the office of the Director of Planning & Zoning for public inspection.

13. Upon completion of the permitted development and prior to issuance of a Certificate of Occupancy (CO), necessary as-built surveys (prepared by a Connecticut Licensed Professional as per

Connecticut State Statutes) and engineering and architectural certifications shall be provided to the Director of Planning & Zoning demonstrating compliance with the approved plans and standards set forth in Section 6.9.4.D.

6.9.5 Provisions for Flood Hazard Reduction.

A. General Standards.

In all Special Flood Hazard Areas (SFHAs) the following provisions are required:

- 1.** New Construction, Substantial Improvements, and repair to Structures that have sustained Substantial Damage shall be constructed using methods and practices that minimize Flood damage.
- 2.** New Construction, Substantial Improvements, and repair to Structures that have sustained Substantial Damage shall be constructed with materials and utility equipment that are Flood-damage resistant and conform to the provisions of FEMA Technical Bulletin 2, Flood Damage-Resistant Material Requirements. This includes, but is not limited to, flooring, interior and exterior Walls, Wall coverings and other materials installed below the Base Flood Elevation plus two (2) foot.
- 3.** New Construction, Substantial Improvements, and repair to Structures that have sustained Substantial Damage shall be anchored to prevent flotation, collapse or lateral movement of the Structure resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy.
- 4.** New Construction, substantial Improvements, and repair to Structures that have sustained Substantial Damage cannot be constructed or located entirely or partially over water unless it is a functionally dependent Use or facility.
- 5.** The bottom of all electrical, heating, plumbing, ventilation and air conditioning equipment, appliances, fixtures and components, HVAC duct

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work and duct systems, and any other utility service equipment, facilities, machinery, or connections servicing a Structure shall be elevated two (2) feet above the Base Flood Elevation (BFE). This includes, but is not limited to, furnaces, oil or propane tanks, air conditioners, heat pumps, hot water heaters, ventilation duct work, washer and dryer hook-ups, electrical junction boxes, and circuit breaker boxes. Systems, fixtures, equipment and components shall not be mounted on or penetrate through Breakaway Walls intended to fail under Flood loads. Connections or other equipment that must be located below the BFE plus 2.0 feet elevation are permitted only when no other elevation alternative is available and provided they are designed and installed to prevent water from entering or accumulating within the components and to resist hydrostatic and hydrodynamic loads and stresses, including the effects of buoyancy, during the occurrence of the Base Flood event. Electrical wiring systems that must be located below the BFE plus 2.0 feet shall conform to the standards for wet locations.

6. New and replacement water supply systems shall be designed to minimize or eliminate infiltration of flood waters into the system.

7. New and replacement sanitary sewage systems shall be designed to minimize or eliminate infiltration of Flood waters into the system and discharges from the system into Flood waters.

8. On-site waste disposal systems shall be located and constructed to avoid impairment to them or contamination from them during Flooding.

9. In all Flood zones, underground tanks shall be anchored to prevent flotation, collapse and lateral movement under conditions of the Base Flood. In VE and Coastal AE zones, above-ground storage tanks which are located outside or inside of a Structure must be elevated two (2) feet above the Base Flood

Elevation (BFE). Where elevated on platforms, the platforms shall be cantilevered from or knee braced to the Building or shall be supported on elevated foundations that conform to the standards for the particular Flood zone as described in Section 6.9.5.C. In A and AE zones, above-ground storage tanks which are located outside or inside of a structure shall be elevated two (2.0) feet above the Base Flood Elevation (BFE) or shall be securely anchored to prevent flotation, collapse or lateral movement under conditions of the Base Flood. Anchored tanks must have the top of the fill pipe located at least two (2) feet above the BFE and have a screw fill cap that does not allow for the infiltration of Flood water.

10. In any portion of a Watercourse that is Altered or relocated, the Flood carrying capacity must be maintained. Notify Adjacent communities and the Connecticut Department of Energy and Environmental Protection (DEEP), Land and Water Resources Division prior to any Alteration or relocation of a Watercourse.

11. If any portion of a Structure lies within the Special Flood Hazard Area (SFHA), the entire Structure is considered to be located within the SFHA and must meet the Construction requirements of the Flood zone. The Structure includes any structurally attached Additions, Garages, Decks, Porches, sunrooms, patios or any other Structure attached to the main Structure.

12. If a structure lies within two (2) or more Flood zones, the Construction standards of the most restrictive zone apply to the entire Structure (i.e., VE zone is more restrictive than AE zone; Structure must be built to the highest BFE). The Structure includes any structurally attached Additions, Garages, Decks, Porches, patios, sunrooms, or any other Structure attached to the main Structure.

13. Compensatory Storage. The water holding capacity of the floodplain, except those areas that are tidally influenced, shall not be reduced. Any

reduction caused by filling, new Construction or Substantial Improvements involving an increase in footprint to the Structure, shall be compensated for by deepening and/or widening of the floodplain. Storage shall be provided on-site, unless Easements have been gained from Adjacent property owners; it shall be provided within the same hydraulic reach and a volume not previously used for Flood storage; it shall be hydraulically comparable and incrementally equal to the theoretical volume of Flood water at each elevation, up to and including the 100-year Flood elevation, which would be displaced by the proposed project. Such compensatory volume shall have an unrestricted hydraulic connection to the same waterway or water body. Compensatory storage can be provided off-site if approved by the municipality.

14. Equal Conveyance. Within the floodplain, except those areas which are tidally influenced, as designated on the Flood Insurance Rate Map (FIRM) for the community, Encroachments resulting from filling, new Construction or Substantial Improvements involving an increase in footprint of the Structure, are prohibited unless the Applicant provides certification by a registered professional engineer demonstrating, with supporting hydrologic and hydraulic analyses performed in accordance with standard engineering practice, that such Encroachments shall not result in any (0.00 feet) increase in Flood levels (Base Flood Elevation). Work within the floodplain and the land adjacent to the floodplain, including work to provide compensatory storage shall not be constructed in such a way so as to cause an increase in Flood stage or flood velocity.

B. Standards for Watercourses without Established Base Flood Elevations, Adopted Floodways, and/or Flood Mapping.

1. The Director of Planning & Zoning may require Base Flood Elevation (BFE) data be provide

with any application for new Construction, Substantial Improvement, repair to Structures which have sustained Substantial Damage or other Development in Zone A without a FEMA-published BFE (un-numbered A Zone). **A registered professional engineer must determine the BFE in accordance with accepted hydrologic and hydraulic engineering practices and document the technical methods used.** Studies, analyses and computations shall be submitted in sufficient detail to allow thorough review and approval. The Director of Planning & Zoning may obtain, review and reasonably utilize any BFE and Floodway data available from a federal, state or other source, including data developed for subdivision proposals, as criteria for requiring that new Construction, Substantial Improvements, repair to Structures which have sustained Substantial Damage or other Development in un-numbered A Zones on the community's Flood Insurance Rate Map (FIRM) meet the standards in Section 6.9.4.D and Section 6.9.5.C. If no BFE can be determined, the lowest floor, including basement, must be elevated to three (3) feet above the highest Adjacent grade next to the Structure.

2. When BFEs have been determined within Zone AE on the community's FIRM but a regulatory floodway has not been designated, the Director of Planning & Zoning may require that no new Construction, Substantial Improvements, repair to Structures which have sustained Substantial damage or other Development, including fill, shall be permitted which will increase the water surface elevation of the Base Flood more than two (2) feet at any point within the community when all existing and anticipated Development is considered cumulatively with the proposed Development.

3. The Director of Planning & Zoning may request Floodway data of an applicant for Watercourses without FEMA-published Floodways. When such data is provided by an Applicant or whenever such

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data is available from any other source (in response to the municipality's request or not), the community shall adopt a regulatory Floodway based on the principle that the Floodway must be able to convey the waters of the Base Flood without increasing the water surface elevation more than one (1.0) foot at any point within the community.

4. The Director of Planning & Zoning may obtain, review, and reasonably utilize any BFE and Floodway data available from a federal, state or other source, as criteria for requiring that new Construction, Substantial Improvements, repair to Structures which have sustained Substantial Damage or other Development in any area of potential, demonstrable or historical Flooding within the community meet the standards in Section 6.9.4.D and Section 6.9.5.C.

C. Specific Standards.

1. Construction Standards in Special Flood Hazard Areas (SFHA), Zones A and AE.

a. Residential Construction.

All new Construction, Substantial Improvements, and repair to Structures that have sustained Substantial Damage which are Residential Structures shall have the bottom of the Lowest Floor elevated two (2) feet above the Base Flood Elevation (BFE). Electrical, plumbing, machinery or other utility equipment that service the structure must be elevated two (2.0) feet above the BFE. Any level below the Lowest Floor shall be Unfinished Area.

b. Non-Residential Construction.

All new Construction, substantial Improvements, and repair to Structures that have sustained substantial damage which are commercial, Industrial, or non-Residential Structures shall:

(1) Have the bottom of the lowest floor, including Basement, elevated two (2) feet above the Base Flood Elevation (BFE);

(2) In lieu of being elevated, non-Residential Structures may be dry Floodproofed to two (2) feet above the BFE provided that together with all attendant utilities and sanitary facilities the areas of the Structure below the required elevation are watertight with Walls substantially impermeable to the passage of water, and provided that such Structures are composed of structural components having the capability of resisting hydrostatic and hydrodynamic loads and the effects of buoyancy. A registered professional engineer or architect shall review and/or develop structural design specifications and plans for the Construction, and shall certify that the design and methods of Construction are in accordance with acceptable standards of practice for meeting the provisions of this Section. Such certification shall be provided to the Director of Planning & Zoning on the FEMA Non-Residential Floodproofing Form.

(3) Electrical, plumbing, machinery or other utility equipment that service the structure must be elevated two (2) feet above the BFE.

c. Fully Enclosed Areas Below the Base Flood Elevation Plus Two (2) Feet of Elevated Buildings.

All new Construction, Substantial Improvements, or repair to Structures that have sustained Substantial Damage, whether Residential or non-Residential, that include fully enclosed areas formed by a foundation and other exterior Walls shall have the Lowest Floor elevated to two (2) feet above the Base Flood Elevation (BFE). The elevated Building shall be designed to preclude Finished (Habitable) Area below the Lowest Floor and be designed to allow for the entry and exit of Flood waters to automatically equalize hydrostatic flood forces on exterior walls (wet flood-proofing), except where dry flood-proofing is allowed per Section 6.9.5.C.1.b. Designs for complying with this requirement must either be certified by a professional engineer or architect

registered within the State of Connecticut, as meeting the requirements of ASCE 24 Section 2.6.2.2, or meet the following minimum criteria listed in Sections (1)–(8) below:

(1) Provide a minimum of two (2) openings (hydraulic flood vents) having a total net area of not less than one (1) square inch for every one (1) square foot of enclosed area subject to Flooding. The enclosed area is measured on the exterior of the enclosure Walls. These hydraulic openings must be located on at least two (2) different exterior Walls of each enclosed area. If the Structure has more than one (1) enclosed area, openings must be installed in the exterior Walls of each enclosed area so that Flood waters can enter directly from the outside;

(2) The bottom of all openings shall be no higher than two (2) feet above the higher of either the final interior grade or floor elevation, or the finished exterior grade Adjacent to the outside of the foundation Wall. At least one (1) entire side of the Structure's fully enclosed area must be at or above grade. Fill placed around the foundation Walls must be graded so that the elevation inside the enclosed area is equal to or higher than the Adjacent outside elevation on at least one (1) side of the Building. The finished floor of the enclosed area shall be no lower than the bottom of the foundation openings. The foundation slab of a Residential Structure, including the slab of a crawlspace, must be set equal to the outside finished grade on at least one (1) side of the Building;

(3) The openings may be equipped with screens, louvers, valves or other coverings or devices provided they permit the automatic entry and exit of Flood waters in both directions without any external influence or control such as human intervention, including the use of electrical and other non-automatic

mechanical means. These coverings must not block or impede the automatic flow of Flood waters into and out of the enclosed area. Other coverings may be designed and certified by a registered professional engineer or approved by the Director of Planning & Zoning;

(4) Openings shall not be less than three (3) inches in any direction in the plane of the Wall;

(5) The area shall not be used as Finished (Habitable) Area and shall be an Unfinished Area. Access to the enclosed area shall not exceed the minimum necessary to allow for the parking of vehicles (Garage door) or limited storage of maintenance equipment used in connection with the premises (standard exterior door) or entry to the living area (stairway or elevator). The enclosed area shall not be used for human habitation;

(6) All interior Walls, floor, and ceiling materials located below two (2) feet above the BFE shall be Unfinished Area and be flood damage-resistant in accordance with FEMA Technical Bulletin 2, Flood Damage-Resistant Requirements.

(7) Electrical, plumbing, HVAC duct work, machinery or other utility equipment and connections that service the Structure (including, but not limited to, furnaces, oil or propane tanks, air conditioners, heat pumps, hot water heaters, ventilation, washer and dryer hook-ups, electrical junction boxes, circuit breaker boxes and food freezers) are prohibited in the fully enclosed area below the BFE plus two (2) feet. Utilities or service equipment located in this enclosed area, even if elevated to two (2) feet above the BFE in the space, may subject the structure to increased Flood insurance rates.

(8) A Residential Building with a structurally

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attached Garage having the floor slab below the BFE is considered an enclosed area below the BFE and must meet the standards of Sections 6.9.5.C.1.c(1)–(7). A Garage attached to a residential structure, constructed with the garage floor slab below the BFE, must be designed to allow for the automatic entry and exit of Flood waters in both directions. Flood openings or vents are required in the exterior Walls of the Garage or in the Garage doors. Garage doors that must be manually opened do not meet the Flood vent opening requirements in Section 6.9.5.C.1.c(1)–(3). In addition to the automatic entry of Flood waters, the areas of the Garage below BFE plus two (2) feet must be constructed with Flood damage-resistant materials per the requirements of FEMA Technical Bulletin 2. Garages attached to non-Residential Structures must also meet the aforementioned requirements or be dry Floodproofed as per the requirements of Section 6.9.5.C.1.b.

D. Construction Standards in Coastal High Hazard Areas, Zones VE and Coastal AE.

Located within the Special Flood Hazard Areas (SFHA) are areas designated as Coastal High Hazard Areas. These areas have additional Flood hazards associated with wave wash, erosion scour, and high wind. Therefore, the following provisions shall apply:

1. All new construction, Substantial improvement and repair to structures that have sustained Substantial Damage shall be located at least fifteen (15) feet landward of the Coastal Jurisdiction Line, except for the following:
 - a. Existing Residences being raised to comply with Section 6.9.5.C.1 provided that there is no increase in Massing to any portion of the Residence within fifteen (15) feet of the Coastal Jurisdiction Line.
 - b. Interior renovations to a Principal Building.
 - c. Pools, provided that they are least ten (10) feet landward of the Coastal Jurisdiction Line.
 - d. Docks.
 - e. Public access requirements as required within these Regulations.
 - f. Civic Districts.
 - g. Water-dependent Uses and Marine & Vessel Uses within Table 4.3.9.A.
2. All new Construction, Substantial Improvement and repair to Structures that have sustained Substantial Damage shall be elevated so that the bottom of the lowest horizontal structural member (excluding pilings, pile caps, and columns) is elevated at least two (2.0) feet above the Base Flood Elevation (BFE), with all space below the lowest horizontal supporting member open and free of obstruction so as not to impede the flow of water. Basement floors that are below ground on all sides are prohibited.
3. The bottom of all electrical, plumbing, machinery or other utility equipment that service the Structure must be elevated two (2) feet above the BFE and cannot be located below the Structure. Any service equipment that must be located below the BFE must be Floodproofed to prevent water from entering during conditions of Flooding. Electrical, mechanical and plumbing system components are not to be mounted on or penetrate through Walls designed to breakaway under Flood loads.
4. All new Construction, Substantial Improvement and repair to Structures that have sustained Substantial Damage shall be securely anchored on pilings or columns.
5. All pilings and columns and the attached Structures shall be anchored to resist flotation, collapse and lateral movement due to the effects of wind and water loads acting simultaneously on

all Building components. The anchoring and support system shall be designed with wind and water loading values required by applicable State or local Building codes.

6. A registered professional engineer or architect shall develop structural specifications and plans for the Construction and shall certify that the design, specifications and plans for Construction are in accordance with acceptable standards and are in compliance with the provisions contained in Sections 6.9.5.D.1 – 6.9.5.D.4.

7. There shall be no fill used for structural support. Minor Grading and the placement of minor quantities of non-compacted fill shall be permitted for landscaping and drainage purposes under and around Buildings, and for support of parking slabs, pool decks, patios and walkways installed at current grade. The fill must wash out from storm surge, thereby rendering the Building free of obstruction, prior to generating excessive loading forces, ramping effects, or wave deflection. The Director of Planning & Zoning may approve design plans for landscaping/aesthetic fill only after the Applicant has provided an analysis by a registered professional engineer, architect and/or soil scientist, which demonstrates that the following factors have been fully considered: (1) Particle composition of fill material does not have a tendency for excessive natural compaction; (2) Volume and distribution of fill will not cause wave deflection to Adjacent properties; and (3) Slope of fill will not cause wave run-up or ramping.

8. There shall be no Alteration of sand dunes that would increase potential flood damage.

9. Prior to Construction, plans for any Structures that will have breakaway walls, lattice work or insect screening must be submitted to the Director of Planning & Zoning for approval.

10. Non-supporting Breakaway Walls, lattice work

or mesh screening shall be allowed below the Base Flood Elevation provided it is not part of the structural support of the Structure and is designed so as to break away, under abnormally high tides or wave action, without damage to the structural integrity of the Structure on which it is to be used and provided the following design specifications are met: (1) Design safe loading resistance of each Wall shall not be less than ten (10) pounds per square foot or more than twenty (20) pounds per square foot; or (2) If more than twenty (20) pounds per square foot, a registered professional engineer or architect shall certify that the design Wall collapse would result from a water load less than that which would occur during the Base Flood event, and the elevated portion of the Building and supporting foundation system shall not be subject to collapse, displacement, or other structural damage due to the effects of wind and water loads acting simultaneously on all Building components prior to or during the collapse of such Wall. Enclosures of 300 square feet or more are subject to increased insurance premiums.

11. Areas enclosed by Breakaway Walls shall contain hydraulic flood vents per the requirements of Section 6.9.5.C.1.c.

12. If Breakaway Walls, lattice work or insect screening are utilized, the resulting enclosed space shall not be designed to be used for human habitation or Finished (Habitable) Area, but shall be designed to be used only for parking of vehicles, Building access, or limited storage. Utilization of non-supporting enclosures of 300 square feet or more are subject to increased insurance premiums.

13. Any Alteration, repair, reconstruction, or Improvement to a Structure shall not enclose the space below the lowest floor except with Breakaway Walls, lattice work, or insect screening as provided for in 6.9.5.D.8 and 6.9.5.D.9 of this Section.

14. To protect the Building envelope, an exterior

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door shall be installed at the top of the stairs that provides access to the lowest (habitable) floor of the Structure.

15. The base of a chimney or fireplace shall not extend below the BFE plus two (2) feet. When vertical support is required, a chimney or fireplace shall be vertically supported on pile or column foundations embedded at least as deep as the rest of the Structure foundation or deeper where needed to support the chimney against water and wind loads. The chimney and fireplace system shall be designed to minimize transfer of water and wind loads to the Structure or Structure foundation.

E. Manufactured (Mobile) Homes and Recreational Vehicles (RVs).

The placement of mobile homes and Manufactured Homes shall be prohibited in Flood hazard areas A, AE, shaded X, and VE. This prohibition includes placement outside of a Manufactured Home Park or Subdivision, in a new Manufactured Home Park or Subdivision, in an existing Manufactured Home Park or Subdivision, in an expansion to an existing Manufactured Home Park or Subdivision, or in an existing Manufactured Home Park or Subdivision on which a Manufactured Home has incurred Substantial Damage as a result of a Flood, provided that the replacement of one mobile home with another one in a Mobile Home Park shall be permitted. Recreational vehicles placed on sites within Zones A, AE and VE shall: (1) be on the site for fewer than one hundred eighty (180) consecutive days; and (2) be fully licensed and ready for highway use. (A recreational vehicle is ready for highway use if it is on its wheels or jacking system, is attached to the site only by quick disconnect type utilities and security devices and has no permanently attached additions.)

F. Floodways.

Located within Special Flood Hazard Areas (SFHA) are areas designated as Floodways on the community's Flood Insurance Rate Maps (FIRM) or Flood Boundary and Floodway Maps (FBFM). Since the Floodway is an extremely hazardous area due to the velocity of Flood waters which carry debris, potential projectiles and has erosion potential, no Encroachments, including fill, new Construction, Substantial Improvements, repairs to Substantially Damaged Structures and other Developments shall be permitted unless certification, with supporting technical data, by a registered professional engineer is provided demonstrating, through hydrologic and hydraulic analyses performed in accordance with standard engineering practice, that Encroachments shall not result in any (0.00 feet) increase in Flood levels during occurrence of the Base Flood discharge published by FEMA. Buildings and Structures meeting the standard above and located in whole or in part in the Floodway shall be designed and constructed in accordance with ASCE 24. Fences in the Floodway must be aligned with the flow and be of an open design.

6.9.6 Design Standards for Subdivision Proposals.

If a proposed Subdivision is located in a Special Flood Hazard Area (SFHA) the following requirements shall apply:

- 1.** All subdivision proposals shall be consistent with the need to minimize Flood damage;
- 2.** All Subdivision proposals shall have public utilities and facilities such as sewer, gas, electrical and water systems located and constructed to minimize Flood damage;
- 3.** All Subdivision proposals shall have adequate drainage provided to reduce exposure to Flood hazards; and
- 4.** The Director of Planning & Zoning may require

the Applicant to provide BFE data for all subdivision proposals as per Section 6.9.4.E.13. In all special Flood hazard areas where Base Flood Elevation (BFE) data is not available, the Applicant shall provide a hydrologic and hydraulic engineering analysis performed by a registered professional engineer that generates BFEs for all subdivision proposals and other proposed Development, including Manufactured Home Parks and Subdivisions.

SECTION 6.10 COASTAL AREA MANAGEMENT OVERLAY.

6.10.1 Statement of Authority and Purpose.

1. The purpose of this Section is to implement the Connecticut Coastal Management Act, Chapter 444 of the Connecticut General Statutes, as amended, and the goals and policies therein.
2. The Connecticut Coastal Management Act, also known as Sections 22a-90 to 22a-111, inclusive, of the Connecticut General Statutes, as amended, establishes the Connecticut coastal boundary, defines coastal resources, coastal site plans, adverse impacts on coastal resources and Water-dependent Uses and specifies the requirements and procedures for municipalities to follow in preparing coastal programs and conducting coastal site plan reviews.

6.10.2 General Requirements.

A. Coastal Area Management.

1. All references to the "coastal boundary" refer to the Coastal Boundary Map, Norwalk, Connecticut, scale one (1) inch equals six hundred (600) feet, adopted by the Planning and Zoning Commission June 18, 1980, as amended, a copy of which is on file with the Town Clerk.
2. All references to the "Coastal Area Management Overlay" refer to the area of Norwalk within the coastal boundary and landward of the mean high-

water mark.

B. Coastal Site Plans Required.

1. Uses Permitted.

The Coastal Area Management Overlay permits such Residential and non-Residential Development and Uses as are permitted and in the same manner as in the underlying District, provided the coastal site plan review, if required, determines that the potential adverse impacts for the proposed Development or Use on both coastal resources and future water-dependent Development activities meet the goals and policies of the Connecticut Coastal Management Act, as amended.

2. Administration of Coastal Site Plan Review.

- a. Whenever a Building, Structure, or Use is to be located fully or partially within the Coastal Area Management Overlay, the application for Zoning Permit, Special Permit, Site Plan Review, Subdivision or Re-subdivision, Special Exception, Zoning Variance or a proposed municipal project under Sec. 8-24 CGS, shall be accompanied by an application for Coastal Site Plan review upon the form provided. Review of a coastal site plan under the requirements in the CAM Act shall supersede any review requirements by the City and shall be in addition to any applicable Zoning Regulations of any Special District exercising zoning authority under special act.
- b. Coastal Site Plan Review applications shall provide:
 - (1) A plan in accordance with subsections 11(c) and 12(b) of the Connecticut Coastal Management Act;
 - (2) A description of the entire project with appropriate plans, indicating project location, design, timing and method of Construction;
 - (3) An assessment of the capability of the built and natural resources to accommodate the

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proposed Use, Development or activity;

(4) An assessment of the suitability of the project for the site;

(5) An evaluation of the potential beneficial and adverse impacts of the project;

(6) A description of the proposed methods and actions to mitigate adverse effects on coastal resources;

(7) Reasons why the adverse impacts of the proposed Development, or Use are acceptable;

(8) A statement of how such Development, or Use is consistent with the goals and policies of the Connecticut Coastal Management Act; and

(9) A Soil Erosion and Sediment Control Plan.

c. The Commission may require for the review of Coastal Site Plans:

(1) the Applicant to provide additional environmental assessment of the proposal by a professional with expertise in environmental assessment of coastal resources;

(2) an independent peer review by a professional with expertise in environmental assessment of coastal resources, as described in Article 1.25 of these regulations;

(3) adequate mitigation of adverse impacts; and

(4) feasible, less environmentally damaging alternatives, including, but not limited to,

(a) relocation of a Structure to a more landward location,

(b) elevation of a Structure,

(c) restoration or creation of a coastal habitat,

(d) shoreline restoration utilizing living shoreline techniques to provide shoreline protection and managing coastal resources

and habitat,

(e) establishment of a protective vegetated Buffer Adjacent to coastal resources,

(f) reasonable mitigation measures and techniques, including, but not limited to:

- provisions for upland migration of on-site tidal wetlands,

- replenishment of the littoral system and the public beach with suitable sediment at a frequency and rate equivalent to the sediment removed from the site as a result of the proposed structural solution,

- or removal of existing shoreline Flood and erosion control Structures.

d. Application Requirements:

(1) An application shall include the application form provided by the Commission and such information as prescribed by this section and any other information the Commission may reasonably require. Application forms may be obtained in the office of the Planning & Zoning Department.

(2) The application shall be signed by the Applicant and, if the Applicant is not the owner, the owner of the property. If the Applicant is unable to obtain the signature of the owner, the Applicant may submit a letter of authorization signed by the property owner.

(3) Notification of Neighbors: All Applicants shall notify the owners of land that adjoins the subject parcel no later than ten (10) days after such application is submitted. Mailings shall be evidenced by a certificate of mailing that shall be submitted by the applicant to the Commission on or before the date of the Commission's action on such application. The name of the owners shall be taken from the latest Tax Assessor records. When a condominium is located across the Street, or

Abuts the subject proposal notification may be sent to the condominium association in lieu of the individual unit owners.

(4) A fee shall accompany the application in accordance with the Schedule of Fees, effective as of the date of the application, to be paid by the Applicant at time of submission of application.

(5) Legal notice fees shall be the responsibility of the Applicant, who will be billed for the payment of legal notice fees directly by the publisher of such notice. Applications for special permit or Variance shall be exempt from these fees.

3. General procedures for review, consideration, and action on coastal site plans.

a. Public Hearing. The Commission may hold a public hearing, at its discretion, on any coastal site plan. Notice of the time and place of the hearing shall be given in accordance with Sections 8-3c and 8-7d of the Connecticut General Statutes, as amended. The Commission shall hold a public hearing on the following coastal site plan applications:

(1) Activities requiring any other Zoning Permit, review or approval for which a public hearing is required by General Statute or these regulations.

(2) Any change in Use of an existing Water-Dependent Use.

b. Considerations for Decision. The Commission shall review the application in accordance with the Connecticut Coastal Management Act, as amended, to determine whether the potential adverse impacts of the proposed Development, Use or activity on both coastal resources and future water-dependent Development activities are acceptable. The review shall consider:

(1) the characteristics of the site, including

location and condition of all coastal resources;

(2) the potential effects, both beneficial and adverse, of the proposed activity on Adjacent coastal systems and coastal resources;

(3) the potential effects, both beneficial and adverse, of the proposed activity on future water-dependent Development opportunities;

(4) the potential impact of a rise in sea level, coastal flooding and erosion patterns on both coastal resources and coastal Development;

(5) preservation of the dynamic form and integrity of coastal resource systems, including but not limited to minimization of Alteration of current flows, depth, slope, natural erosion and sedimentation, biological communities and habitat; and

(6) the goals and policies of the Connecticut Coastal Management Act, as amended, and identification of any conflicts between the proposed Development, Use or activity and any goal or policy of the act.

c. Decision, Duration and Conditions of Approval. The Commission shall approve, approve with conditions, modify or disapprove a coastal site plan in accordance with the time periods specified in Section 8-7d of the Connecticut General Statutes, as amended.

In approving the application, the Commission shall set an effective date and may attach such conditions to the coastal site plan as shall ensure compliance with the requirements of the Coastal Management Act, as amended.

Any Extension or Alteration of an existing Structure or Use permitted by coastal site plan review which substantially changes its Character or intensity shall require a new coastal site plan review.

As a condition to a coastal site plan approval, the Commission may require a financial guarantee to secure compliance with any modifications

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required as a condition of approval. A financial guarantee for any modifications required by the Commission shall be posted by Applicant approved as to form and financial institution by the Commission or Corporation Counsel at any time before completing all site plan modifications, public Improvements or utilities. The financial guarantee shall be released only after all Improvements are complete and are in satisfactory condition. If not satisfactory, within sixty-five (65) days of release request, a written explanation shall be provided to the Applicant detailing the outstanding work that must be completed before such financial guarantee or portion thereof may be released.

All Structures and Uses in the Coastal Area Management Overlay, unless exempt under Section 6.10.3 of this Section, shall comply with coastal site plan review requirements in Sections 22a-105 through 22a-109 of the Connecticut Coastal Management Act, as amended, in addition to complying with the other requirements of these regulations.

6.10.3 Exemptions.

1. The following Uses and Structures may be exempt from coastal site plan review:

- a. Gardening, grazing and the harvesting of crops.
- b. Construction, Addition or Alteration of a detached Single-Family Dwelling or detached Building accessory to a Single-Family Dwelling except when such new Construction of a Dwelling, of Additions of one thousand (1,000) square feet or more, or new Construction of a detached Accessory Building of one thousand (1,000) square feet or more is in or within one hundred (100) feet of the following coastal resource areas as defined by Section 22a-93(7) of the Connecticut General Statutes, as amended: tidal wetlands, coastal bluffs and escarpments, beaches and dunes or coastal waters.

c. Minor Additions to existing Buildings or detached Accessory Buildings consisting of less than one thousand (1,000) square feet, except when such Addition or detached Accessory Building is in or within fifty (50) feet of the following coastal resources as defined by Section 22a-93(7) of the Coastal Management Act as amended: tidal wetlands, coastal bluffs and escarpments, beaches and dunes or coastal waters;

d. Installation of new or modification to existing docks on a residential property except when landward components of such docks exceed thirty (30) square feet.

e. Construction of new or modification to existing Structures incidental to the enjoyment and maintenance of Residential property including walks, Terraces, Driveways, elevated decks, swimming pools, tennis courts, and detached Accessory Buildings of less than one thousand (1,000) square feet except: (1) where the proposed Construction or modification is in or within fifty (50) feet of the following coastal resources as defined by Section 22a-93(7) of the Connecticut General Statutes: tidal wetlands, beaches and dunes, coastal bluffs and escarpment, or coastal waters; or (2) where access along a public beach may be affected.

f. Construction of new or modification of existing on-premise structures including Fences, Walls (provided they do not meet the definition of shoreline flood and erosion control structure found in Section 22a-109(c) of the Connecticut General Statutes), pedestrian walks and Terraces, underground utilities, essential electric, gas, telephone, water and sewer service lines, septic systems, and other services, Signs and other minor Structures except: (1) where any of the work or associated activities will occur within fifty (50) feet the following coastal resources as defined by Section 22a-93(7) of the Connecticut

General Statutes: tidal wetlands, beaches and dunes, coastal bluffs and escarpments, or coastal waters; or (2) where access along a public beach may be affected.

g. Activities conducted for the specific purpose of conserving or preserving soil, vegetation, water, fish, shellfish, wildlife, and other coastal land and water resources, except those activities that meet the definition of a shoreline flood and erosion control structure as defined in Section 22a-109(c) of the Connecticut General Statutes.

h. Interior modifications to Buildings.

i. Minor changes in the use of a Building, Structure, or property except (1) those changes occurring on property Adjacent to or Abutting coastal waters or (2) changes from a Water-Dependent use to a non-Water-Dependent Use.

2. Exemptions under Subdivision E (1) shall not be deemed to exempt any Uses or Structures from any other application, review or approval that is required by the Building Zone Regulations.

6.10.4 Landscape Protection and Visual Impacts

1. Establishment of Protected Views and Vistas

a. Per the Connecticut Coastal Management Act (CCMA) and Connecticut General Statutes (CGS) Section 22a-91(5) and 22a-93(15)(F), this section of the Regulations identifies certain sites within Norwalk as an aesthetic resource that offer natural views that typify Norwalk's coastal landscape.

2. Purpose and Intent

a. The purpose of these regulations is to prevent future development along the Norwalk River or Five Mile River from adversely impacting the public view of the watercourse(s) from designated public access site(s).

3. Applicability

a. The following properties are public access site(s) as identified in the Connecticut Coastal Access Guide provided by the Connecticut Department of Energy and Environmental Protection or in the Connecticut State Historic Preservation Office's Historic Property Database provided by the Connecticut Department of Economic and Community Development, respectively:

(1) Pinkney Historic Park: 177 Rowayton Avenue, District 6, Block 1E, Lot 11

(2) Cannon Triangle Green: Located at the intersection of Rowayton Avenue and Wilson Avenue, as indicated on Appendix A

(3) Mill Hill Park: 2 and 4 East Wall Street, District 1, Block 57, Lots 2 and 4

b. Projects Subject to the Protected Views and Vistas Review

(1) As part of any Coastal Site Plan Review application, as required by Section 6.10 Coastal Area Management Overlay, for a Property that abuts a public view and vista corridor as identified on any map in the Appendix of this Section, the Commission may consider the following factors in addition to the requirements listed in Section 6.10.2.B.2 and require the Applicant to adequately address each through the submission of additional plans, renderings, narratives, etc., in satisfaction with the Commission:

1. The existing visual characteristics of the site and surrounding location.
2. The potential effects, both beneficial and adverse, of the proposed activity on the public view and vista corridor.
3. Conflicts between the proposed activity and policies stated in CGS 22a-91(5) and 22a-93(15)(F).
4. Available alternatives for prevention,

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minimization, and mitigation of adverse visual impacts.

(2) The Commission may utilize Section 1.24 Professional Expenses, as part of their review.

c. Projects Exempt from the Protected Views and Vistas Review

(1) Gardening, grazing and the harvesting of crops.

(2) Construction of new or modification of existing structures incidental to the enjoyment and maintenance of residential property, including but not limited to walks, terraces, driveways, swimming pools, tennis courts, docks and detached accessory buildings.

(3) Construction of new or modification of existing pedestrian walks and terraces, underground utility connections, essential electric, gas, telephone, water and sewer service lines, signs and such other minor structures that will not substantially alter the natural character of a coastal resource or restrict access along the public beach.

(4) Activities conducted for the specific purpose of conserving or preserving soil, vegetation, water, fish, shellfish, wildlife and other coastal land and water resources.

(5) Interior modifications to buildings.

(6) Minor changes in the use of a building or property.

SECTION 6.11 SUSTAINABILITY.

6.11.1 Statement of Purpose.

It is declared that a desire is present in Norwalk for sustainable Development to protect the public health, safety and welfare for current and future generations.

Solar Panels, shading of Facade Glazing, and/or natural drainage to be used on a Lot or Building Site shall comply with these provisions. Other sustainable technologies and systems may be considered by the Planning and Zoning Commission.

For all Developments that exceed a Footprint of 5,000 square feet or a Floor Area of 20,000 square feet, see Section(s) 8.4.5.N.2.g. and 8.4.8.G.f. for additional requirements.

6.11.2 Solar Energy and Natural Drainage.

A. Requirements.

Unless demonstrated by the Applicant that the proposed Use(s) or Building Construction makes it unfeasible, all new Construction, including Parking Structures, and Parking Lots, as well as alterations of existing buildings where the entire existing roof deck or roof assembly is being replaced, with an area of five thousand (5,000) square feet or greater, shall at a minimum, provide a sustainable roofing zone covering the usable roof area. The sustainable roof must include a solar photovoltaic system generating at least 4kW, a green roof system, a cool roof system, or a combination thereof. If the Applicant indicates that this is unfeasible, the City may seek, at the Applicant's expense, review from a third-party architect or engineer, to evaluate the proposal. All new Construction, with a footprint of five thousand (5,000) square feet or greater shall also include stormwater management strategies identified in Section 6.11.2.C and the LID Site Planning and Design Strategies in the City of Norwalk Drainage Manual and Low-Impact Development Appendix of the latest Connecticut Stormwater Quality Manual, unless demonstrated by the Applicant that is unfeasible.

B. Solar Energy.

1. Roof mounted Solar Panels shall comply with the

following standards:

- a. The total square footage shall not exceed the total area of roof surface of the Building to which the Solar Panel system is attached.
- b. To the extent possible Solar Panels shall be parallel to the roof surface.
- c. In Historic Districts, roof mounted Solar Panel location shall be referred to the Historic District Commission for Review.
- d. Signage or writing of any kind is not permitted on any portion of the system, other than required manufacturer plates and safety labeling.

2. Freestanding Solar Panels shall comply with the following standards:

- a. Unless located on a Parking Structure or Parking Lot, Freestanding Solar Panels shall be located in the Side Yard and Rear Yard and meet Accessory Building Setbacks.
- b. Maximum Height shall not exceed the allowable Height of an Accessory Building, in the District.
- c. All panels must be constructed of non-reflective materials, or treated with an anti-reflective material.
- d. Freestanding Solar Panels must be encircled by a security Fence or Wall a minimum of six feet (6') tall, with a vegetative Screen provided outside the security fence meeting the Screening standards of these Regulations.

C. Natural Drainage

As required in A, stormwater management strategies identified in the LID Site Planning and Design Strategies in the City of Norwalk Drainage Manual and Low-Impact Development Appendix of the latest Connecticut Stormwater Quality Manual shall be incorporated. Acceptable design solutions include the Use of bio-retention areas and basins, green roofs, infiltration planters, permeable surfaces, rain barrels,

rain gardens, and bioswales and the minimization of impervious surfaces, minimization of curbing and collection, with the following considerations:

- 1.** Rain Gardens and Bioswales should be installed to infiltrate runoff from parking lots, Streets, Plazas and other impervious surfaces.
- 2.** Where vegetative solutions are not feasible, porous concrete or porous asphalt should be specified for Sidewalks, Parking Lots, and Plazas to infiltrate stormwater. These surfaces shall be maintained.
- 3.** Buildings with green roofs should be equipped with roofs of shallow 4-inch soils and drought-tolerant plants. Buildings approved for intensive green roofs may hold soils deeper than four inches (4") and larger plants and trees.
- 4.** Balconies should be equipped with planter boxes designed to capture runoff from the balcony.
- 5.** Green walls, if provided, shall be restricted to non-invasive species.
- 6.** Cisterns may be used to capture and recirculate stormwater from Buildings. Cisterns shall comply with all other regulations and be reviewed by the Planning and Zoning Director.
- 7.** Planter boxes should be bottomless, flow-through boxes with native plants, placed next to Buildings and designed to capture Building runoff. They may be placed in courtyards or Adjacent Sidewalks with runoff sent to them via French drains or hidden pipes.

6.11.3 Shading of Glazing.

A. General Requirements.

- 1.** Southern facing windows should be shaded during summer months.

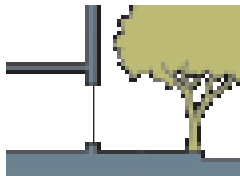
ARTICLE 6: CITY-WIDE STANDARDS

2. Shading should not interfere with walkability in mixed use areas by blocking views into Shopfronts nor should they compromise safety by removing “eyes on the street.”

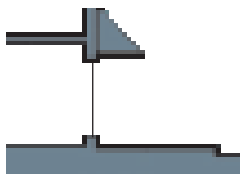
B. Methods.

Shading of Glazing shall be provided through one of the following methods:

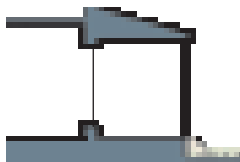
1. **Trees.** Mature deciduous trees, grown in favorable conditions, can shade glazing, especially for one (1) to three (3) Story Buildings. While trees can provide shading of lower Stories of Buildings over three (3) Stories, their impact on reducing energy consumption in these taller Buildings is minimal.



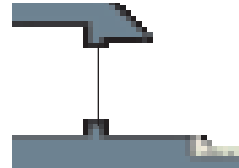
2. **Awnings.** Awnings provide levels of shading similar to trees, in that they have more impact on energy use of shorter Buildings. Awnings are particularly helpful for Shopfronts, reducing reflections in the windows and providing shelter for window-shoppers. Some types of Awnings can be retracted in winter months to provide daylighting.



3. **Porches.** Porches, Galleries, and Arcades provide significant shading of windows on the ground floor. Balconies and double Galleries can provide shading for upper Story Facade Glazing. See **Table 4.3.7.A (Private Frontage Types).**



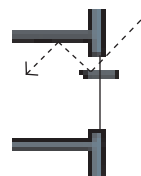
4. **Roof overhang.** Providing an appropriate roof overhang is a common method for providing shading of Facade Glazing. In most climates, the overhang should be designed to shade the angle of the sun during summer months, while allowing the sun to penetrate the glass during the winter months.



5. **Exterior shades.** Exterior shades can be utilized in extreme circumstances on the upper floors of the Building. Use of exterior shades on lower floors can result in a hostile pedestrian environment. See options above for more appropriate lower floor shading devices. Louvered exterior shades can also be used to provide a friendlier Facade.



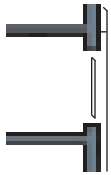
6. **Light shelf.** Interior and exterior light shelves can be utilized to divert the rays of the sun from penetrating the Facade Glazing directly, while providing indirect daylighting.



7. **Deep windows.** Setting windows in deep frames is a traditional method for providing shading of Facade Glazing. The depth of the window can reduce the amount of light penetrating the window in summer months, while permitting lower sun angles to light and warm the interior during colder months. Deep windows may also add to visual interest and three-dimensionality on a Facade.



8. Double skin. Use of a double skin can provide unique passive heating and cooling opportunities. The cavity between the two Building skins allows for trapped, solar heated air to be circulated into the interior space during winter months. During summer months, the cavity provides protection from solar heat gain on the interior to reduce cooling needs. Additionally, windows on the interior can be open without exposure concerns, such as wind and rain, and for safe nighttime cooling. Use of responsive controls also can optimize the thermal performance of this system.



SECTION 6.12 WORKFORCE HOUSING.

6.12.1 Purpose and Intent.

It is recognized that a shortage of affordable housing exists in Norwalk for persons of low and moderate income; that such shortage is detrimental to the public health, safety and general welfare and to economic development; and that existing housing programs, by themselves, are insufficient to meet the needs of the workforce. The purpose of this regulation is to provide for a full range of Workforce Housing options, with a priority given to ownership housing, and to increase the supply of Workforce Housing Units affordable to persons of moderate incomes by encouraging the Construction of such housing units within specified multifamily and mixed-use Developments. In addition, fees collected pursuant to this regulation will assist in the Development of housing designated to individuals or families of lower income levels, whose annual income does not exceed 60% of the state median income. It is intended that private developers who construct Developments with moderately priced Workforce Housing Units pursuant to these regulations will realize

a reasonable profit therefrom.

6.12.2 Authority.

This Section is adopted under the authority of Section 8-2i of the Connecticut General Statutes and is consistent with the requirements of Section 8-30g.

6.12.3 Definitions.

For definitions of Workforce Household, Workforce Housing and Resale see **Article 9 (Definitions)**.

6.12.4 Regulations for Workforce Housing.

1. All Zoning Permits for the Construction of multi-family or mixed-use Developments containing three (3) to nine (9) Dwelling Units, shall either include one (1) Workforce Housing Unit, affordable to households, earning no more than eighty percent (80%) of the state median income or be accompanied by an inclusionary zoning fee of ten dollars (\$10.00) per one thousand dollars (\$1,000) of Residential Construction cost, to be paid into a fund to be used to construct rehabilitate or repair affordable housing for individuals or families whose annual income does not exceed 60% of the state median income.
2. All Zoning Permits for the Construction of Multi-Family Dwellings and/or Developments containing ten (10) or more Dwelling Units shall designate:
 - a. A minimum of ten percent (10%) of the total number of Dwelling Units as Workforce Housing Units, affordable to households, earning no more than sixty percent (60%) of the state median income. Development(s) that utilize this provision are not required to provide more than one (1) parking Space per Dwelling Unit; or
 - b. A minimum of ten percent (10%) of the total number of dwelling units as Workforce Housing Units, affordable to households earning no more than eighty percent (80%) of the state median

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income. In addition, these applications shall be accompanied by an inclusionary zoning fee of ten dollars (\$10.00) per one thousand dollars (\$1,000.00) of residential construction cost to be paid into a fund to be used to construct, rehabilitate, or repair affordable housing for individuals or families of lower income levels, whose annual income does not exceed sixty percent (60%) of the state median income; and

c. If the total number of workforce housing units required does not equal a whole number, the applicant shall either designate one (1) additional unit as a workforce unit or pay an inclusionary zoning fee of ten dollars (\$10.00) per one thousand dollars (\$1,000.00) of residential construction cost on the fractional remainder, to be paid into a fund to be used to construct, rehabilitate or repair affordable housing for individuals or families of lower income levels, whose annual income does not exceed sixty percent (60%) of the state median income.

3. Except for municipal projects and SD-MW, all new, non-Residential Construction, exceeding twenty-five (25,000) square feet or more, shall pay an inclusionary zoning fee of ten dollars (\$10.00) per one thousand dollars (\$1,000) of Construction cost to be paid into a fund to be used to construct rehabilitate or repair affordable housing for individuals or families of lower income levels, whose annual income does not exceed 60% of the state median income.

4. Dwelling Units within Multi-Family or Mixed-Use Developments, in existence as of May 16, 2021 that do not contain designated workforce units and are proposing additional Dwelling Units shall comply with Sections 6.12.4.1 and 6.12.4.2 for all proposed new Residential Construction and all Dwelling Units constructed after May 16, 2021.

5. Two-bedroom Dwelling Unit(s) designated as a Workforce Housing Unit(s) and complying with Sections 6.12.4.1 and 6.12.4.2, may count as one-and-a-half (1.5) Workforce Housing Units for the purposes of complying with the ten percent (10%)

requirement, provided that the aggregate number of two-bedroom Dwelling Unit(s) in such Development that are counted as Workforce Housing Units shall not exceed the aggregate number of market-rate two-bedroom Dwelling Unit(s) in such Development.

6. Any three-bedroom Dwelling Unit, designated as a Workforce Housing Unit, complying with Sections 6.12.4.1 and 6.12.4.2, may count each three-bedroom unit as two (2) Workforce Housing Units for purposes of complying with the ten percent (10%) requirement, provided that the aggregate number of three-bedroom Dwelling Units in such a Development that are counted as two affordable Dwelling Units shall not exceed the aggregate number of market-rate three-bedroom Dwelling Units in such Development.

7. The Workforce Housing Units shall be offered for sale or rent to Workforce Households, or to a municipal agency or a non-profit housing agency, who shall offer the Workforce Housing Units to Workforce Households, in accordance with the following priority designations:

a. Existing tenants displaced by the proposed new Development or the immediate past tenants that previously occupied any of the properties where existing housing units are to be removed.

b. Employees of the City of Norwalk and the Norwalk Board of Education; Residents of the City of Norwalk who have resided in the City of Norwalk a minimum of one (1) year prior to the issuance of a certificate of occupancy; and Persons employed in the City of Norwalk.

c. All others.

8. The annual income of Workforce Households shall be reviewed and certified by the Planning and Zoning Commission, in accordance with a procedure established in advance and approved by the Commission.

9. The Commission shall maintain a list of eligible Workforce Households in each category. Applicants

shall be selected by lottery, conducted in accordance with a procedure established in advance of said lottery and approved by the Commission.

10. The Commission shall exhaust all qualified Applicants in a given category of priority before proceeding to a lower category of priority.

11. The selected Workforce Household shall reside in the designated Workforce Housing Unit.

12. Workforce Housing Units for sale shall not exceed the maximum purchase price as calculated in accordance with the maximum housing payment calculations in set-aside Developments as per Section 8-30g-8 of the regulations of Connecticut State Agencies, as adjusted for Family size.

13. Workforce Housing Units for rent shall not exceed the maximum monthly rent as calculated in accordance with the maximum housing payment calculations in set-aside Developments as per Section 8-30g-8 of the regulations of Connecticut State Agencies, as adjusted for Family size. However, should household earning increase after initial tenancy, such unit shall be considered to be in compliance with the provisions of this regulation, provided eligible household income does not exceed eighty (80%) percent of state median income.

14. If a Workforce Household within a designated Workforce Housing Unit realizes an increase in income, such that they exceed eighty percent (80%) state median income based on family size, the occupant of the Workforce Housing Unit may remain within that Dwelling Unit upon annual recertification, so long as their income does not equal or exceed ninety percent (90%) state median income; provided that at least twelve percent (12%) of the City's total Dwelling Units are (1) assisted housing, (2) currently financed by the Connecticut Housing Finance Authority mortgages, or (3) subject to binding recorded deeds containing covenants or restrictions which require that such Dwelling Units be sold or

rented at, or below, prices which will preserve the units as housing for which persons and families pay thirty percent (30%) or less of income, where such income is less than or equal to eighty percent (80%) state median income.

15. In addition to the requirements in Section 6.12.4.1 and 6.12.4.2, any Zoning Permit for the Construction of multifamily or mixed-use Developments containing ten (10) or more Dwelling Units may increase the maximum allowed Density by five percent (5%), rounded up to the nearest whole number, provided that:

a. The annual income for the Families in the additional units does not exceed ninety percent (90%) of state median income; and

b. The additional units are deed-restricted in perpetuity and occupied by Families whose annual income does not exceed ninety percent (90%) of state median income; and

c. The additional units are subject to the same annual reporting requirements as Workforce Units as required within the Affordability Plan; and

d. At least twelve percent (12%) of the City's total Dwelling Units are (1) assisted housing, (2) currently financed by the Connecticut Housing Finance Authority mortgages, or (3) subject to binding recorded deeds containing covenants or restrictions which require that such Dwelling Units be sold or rented at, or below, prices which will preserve the units as housing for which persons and families pay thirty percent (30%) or less of income, where such income is less than or equal to eighty percent (80%) state median income.

16. Multifamily (Large and Small), Mid-Rise and Mixed-Use Developments that contain a majority (>50%) of rental or for sale units at or below eighty percent (80%) SMI or sixty percent (60%) AMI in

ARTICLE 6: CITY-WIDE STANDARDS

perpetuity, shall not be required to provide more than 0.5 parking spaces per unit; may exceed the maximum Density of the underlying Zoning District by up to fifty percent (50%); and the Development shall be permitted to exceed the maximum number of Stories permitted within the Zoning District (and any applicable Village District) in which the property is located in accordance with the following:

- a. Within the CD-3 and CD-3W: One (1) additional Story;
- b. Within the CD-3C, CD-4, CD-4W and SD-LI: One-and-a-half (1 1/2) additional Stories;
- c. Where these Regulations specify a reduction of maximum number of Stories, no more than one (1) additional Story shall be constructed for that portion of the Building.

If half of the total number of Dwelling Units to be provided results in a fraction or not a whole number of Dwelling Units, the number of Workforce Units to be provided shall be rounded up to the nearest whole number.

All Multi-Family Development proposed within the Flood Hazard Zone Overlay and utilizing this Section must satisfactorily demonstrate a route(s) for emergency access into the Building(s) and safe pedestrian egress to a public Street not within the 100-year flood zone. Multi-Family Development with ten (10) or more units proposed within the Flood Hazard Zone Overlay must provide a written evacuation plan.

6.12.5 Additional Standards.

1. Workforce Housing Affordability Plan: Workforce Housing Units shall be reasonably dispersed throughout the Development and shall contain, on average, the same number of bedrooms and the same quality of Construction as the other units in the Development, as detailed in an Affordability Plan submitted by the Applicant. Such plan may allow for

equity sharing.

2. For properties utilizing the one (1%) percent fee, based on residential Construction cost, that is paid to the City of Norwalk, shall be placed into a fund to be used exclusively for the Construction or rehabilitation of affordable housing for individuals of lower income levels or families whose annual income does not exceed sixty percent (60%) SMI.

3. Workforce Housing Units shall be developed simultaneously with or prior to the Development of the other Dwelling Units within the Development

4. Workforce Housing Deed Restrictions: In order to maintain Workforce Housing Units as affordable in perpetuity for Workforce Households, the following restrictions shall apply:

- a. Workforce Housing Units for sale shall be restricted by title to require that, in the event of any Resale by the owner or any successor, the Resale price shall not exceed the then maximum sales price for said Workforce Housing Unit, as determined in accordance with Subsection 6.12.4.11 above or the sum of the original purchase price and the cost of any documented fixed improvements made by the owner, whichever is greater.

- b. Workforce Housing Units for rent shall be restricted by title to require that the rents for said units shall not exceed the maximum rent as determined in accordance with Subsection 6.12.4.12 above.

5. Where these Regulations result in a fraction, the result shall be rounded up to the nearest whole number.

6.12.6 Location of Workforce Units.

Workforce Housing Units shall be built on the same site as the proposed Development, as provided herein.

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125 East Avenue
Norwalk, Connecticut 06851

MEMORANDUM

July 7, 2026

TO: Norwalk Planning & Zoning Commission; Chapin Bryce, Chairman
FROM: Steve Kleppin, Planning & Zoning Director
SUBJECT: #2026-41-R-M SP – Manresa Wilds/Draft Modified Text

The following contains some proposed modifications to the draft text to address the City's ability to have additional oversight over the various phases of the site's development. Specifically, the text is meant to tie implementation of the master plan to the uses within the zone, meaning 1 cannot occur without the other. In addition, the text ties each phase for a robust traffic study, providing the City and neighbors a sense of comfort that there will be oversight and checks and balances throughout the development of the site. This language may also impact how we regulate the various uses, hopefully reserving special permits to the truly impactful uses.

Proposed text is in **red**, while text proposed for deletion is so marked.

General Description

The Special District – Manresa Wilds (SD-MW) is a **Development Park, as defined in the regulations, which may be Developed consistent with a master plan approved by Special Permit. The Development Park** consists primarily of public park land with a variety of associated and accessory passive and interactive programmatic space including beaches, walking trails, outdoor and indoor event space, playgrounds, educational structures including indoor and outdoor classrooms for elementary, secondary and college use, research facilities, food and beverage, marinas, sports courts and other commercial recreational facilities, live entertainment, on-grade parking, sewage and wastewater treatment facilities, ferry terminal and other uses. Accessory uses are also permitted including locker rooms, kayak/boat and other water-dependent equipment rentals. The SD-MW is designed to provide for the protection of the fragile environment of the onsite tidal and inland wetland resources while permitting public access and enjoyment, adaptive reuse, recognition of industrial heritage, along with limited development to accommodate those uses.

~~Additional Standards for Overlays and Other Districts~~

Development Parks shall be permitted in accordance with the applicable Use Table, subject to the following:

1. A Development Park is permitted **by Special Permit** within the SD-MW.
2. ~~Such~~ Development **within a Development Park shall be** is in accordance with an approved conceptual Master Plan, which contains:
 - a. An A-2 survey of the proposed Development Park;

- b. A Site development plan that shows the proposed Uses, locations of proposed Buildings, Streets, anticipated lighting, walkways, Open Space, natural features, and Signage;
 - c. A preliminary traffic impact analysis;
 - d. A preliminary drainage analysis of existing conditions and anticipated sitewide Improvements;
 - e. A zoning table indicated compliance with the Bulk and Height standard for each proposed Structure; and
 - f. Architectural renderings and elevations depicting the bulk and height of the proposed structures.
3. **Individual phases (individual application) within the conceptual master plan are subject to Section 8.4.8, Special Permit approval and shall be subject to:**
- a. The site development plans include a zoning table indicating compliance with the Master Plan, including each bulk and height standard;
 - b. Lot/Building Site Width, Lot/Building Site Enfrontment, Minimum building frontage buildout and Block Perimeter shall be in accordance with the approved Master Plan.
 - c. **A Traffic Impact Study (TIS) that accounts for impacts related to the fully developed scenarios proposed in each phase. For each phase, City TMP staff should be consulted prior to undertaking the TIS, to establish scope and assumptions. Each TIS shall include, but not be limited to:**
 - i. **Existing conditions inventory;**
 - a) **Existing roadway/intersection conditions**
 - b) **Existing daily/peak period traffic volumes**
 - c) **Public transportation inventory**
 - d) **Crash history**
 - ii. **Traffic operations/capacity analysis for Future Conditions without the Project (No-Build Scenario) and Future Conditions with the Project (Build Scenario);**
 - a) **Intersection capacity analysis including v/c ratio, delay, Level-of-Service (LOS) and queue lengths**
 - b) **No-Build Scenario analysis shall include planned or ongoing roadway improvements, background growth, background development traffic**
 - c) **Build Scenario analysis shall include site trip generation and distribution based on the latest site land use programming, visitation projections, and off-site parking/shuttle plans if applicable**
 - iii. **Assessment of impacts;**
 - iv. **Mitigation measures, if any, needed to ameliorate impacts;**
 - a) **Signal warrant analysis or all-way stop control analysis at locations which may require changes to traffic control, if needed**
 - b) **Transportation Demand Management (TDM) measures to reduce vehicular traffic and parking demand or shift visitation demand to alternate modes of transportation**
 - c) **Build with Mitigation Scenario analysis shall be provided where mitigation measures are expected to affect traffic operations**
 - v. **demonstrated compliance with Article 6.7.3 of the regulations;**
 - d. Sustainability requirements approved as part of the Master Plan;
 - e. Sheltered bike Parking and storage must be provided, in an amount determined to be acceptable by the Commission;
 - f. All Landscaping shall be native species, except that the perimeter Screening may contain alternate species as approved by the Commission; and
 - g. All Improvements within a Development Park Master Plan made subsequent to the effective date of a Development Park Master Plan approved by Special Permit shall comply with the conditions of approval, plans, and documents filed on the Norwalk Land Records.

4. Individual uses, shall be permitted consistent with Table 4.3.9.A of the regulations. §8.4.5, Site Plan Review or Sec. 8.4.8 Special Permit depending upon the Table of Uses and to:

Add *** to top of SD-MW, per below (make universal)

SD-MW

TABLE 4.3.9.A BUILDING, LOT & BUILDING SITE PRINCIPAL USES

PRINCIPAL USE	CD-1L	CD-1M	CD-1S	CD-2	CD-3	CD-3W	CD-3C	CD-4	CD-4W	SD-H	SD-IC	SD-LI	SD-HI	SD-MC	CV	SD-MW ***
RESIDENTIAL																

Modify footer, per below (make universal)

LEGEND The following notations are utilized in this table. ¹Limitations also required *Permitted by Right with Limitations in Silvermine Tavern Village District Overlay **Not Permitted in Silvermine Tavern Village District Overlay ***For Conceptual Masterplan				
Uses permitted in SD-MW, subject to Master Plan, approved as part of Development Park				
P Permitted by Right	PL Permitted by Right with Limitations	SPU Special Permit Use	NP Not Permitted	NR Not Regulated

END



125 East Avenue
Norwalk, Connecticut 06851

MEMORANDUM

July 7, 2026

TO: Norwalk Planning & Zoning Commission; Chapin Bryce, Chairman
FROM: Steve Kleppin, Planning & Zoning Director
SUBJECT: #2026-41-R-M SP – Manresa Wilds

The following is a list of use related questions, comments and concerns generated by Commissioners and staff. This list is not a complete or final list, but a compilation of the ones gathered to date.

Residential - no concerns with SPU, if PL I would want a concrete understanding of the limitations.

Lodging - I am on the fence. Given SPU has a wide band of discretion, I am comfortable with lodging uses falling under SPU. That said, the applicant was actively seeking opinions on what we believe the best use of the site is, and I personally don't think lodging is it. One way to put it is that I would look very carefully at any SPU application and be quite conservative about approval. Therefore, it might be most productive to give the "no lodging" feedback.

Office - no concerns

All Commercial, all Dining, all Entertainment uses, all Accessory uses - would want to understand limitations regarding: 1) constructing new as-of-right buildings, 2) sound amplification, 3) indoor-outdoor requirements 4) hours of operation 5) total capacity

All Marine uses: Generally open to these, but want to understand limitations and generally prefer PL rather than P

Parking - the crux of the entire matter for me. Every aspect of parking needs to be discussed holistically in light of the land use, so it's hard for me to break down into specifics. In short, the applicant proposes that parking capacity is one of their main methods of traffic control, so understanding oversight of this is critical.

Animal care center - Given the mission as a wildlife preserve and partnerships proposed with TMA, WHOI etc I am open to uses aligned with these stated partnerships. Maybe this is a misunderstanding of my part about the definition of this use.

Research and Development Facility - want to understand this one more - seems broad.

Manresa Wilds: Potential Uses of Concern

Note that none of these is a *definite* red light for me.

Amphitheater (PL)

- Traffic surges from high-volume events
- Outdoor amplified sound directly impacting adjacent residential
- Evening programming creating light pollution
- Parking demand potentially exceeding on-site capacity

Bed & Breakfast / Hotel / Inn / Lodge (SPU)

- Overnight guests inconsistent with operating hours
- Additional traffic and parking concerns

Brew Pub/Distillery (P)

- Daily traffic and delivery vehicles
- Potential noise from patrons
- Dumpster and service activity in yards potentially facing residential area

College or University (SPU)

- SPU process gives leverage but scale should be explicitly conditioned

Commercial Recreation Establishment (PL)

- City definition is quite broad and specifically identifies shooting ranges, amongst other uses, that may not be appropriate
- Traffic and noise impacts difficult to anticipate without knowing specific use

Event Space / Auditorium (P)

- Unpredictable traffic surges with no recurring pattern neighbors can plan around
- No apparent cap on event size or frequency

Farmers Market (P)

- Permitted by right with no size or frequency limits apparent

Live Music — Accessory Use (PL)

- Can attach to restaurants, event spaces, or social clubs with minimal additional review
- Amplified sound concern
- Key contributor to the cumulative entertainment venue risk described below

Marina (P) / Boat Storage (PL) / Commercial Boat Dock (P)

- Security and operational lighting facing the residential areas
- Boat traffic noise
- Fuel and waste management near sensitive coastal wetlands noted in the general description

Outdoor Dining — Accessory Use (PL)

- Patron noise, particularly evening hours
- Amplifies concerns of any attached restaurant or brew pub

Parking Area (P) / Parking Structure (PL)

- Scale is uncapped beyond setback and max height requirements
- Could incentivize oversized surface lots
- Lighting from structures potentially visible to residential neighbors

Performing Arts Theater (PL)

- Recurring evening traffic
- Light pollution from evening programming
- Crowd and patron noise post-show

Research and Development Facility (P)

- Permitted by right with no apparent size cap

Restaurant (P)

- Daily traffic and delivery vehicles
- Dumpsters and service areas potentially facing residential areas even if sited in side/rear yards
- Noise from patrons, particularly outdoor seating

Social Clubs (P)

- Potential for underregulated noise sources
- Evening gatherings with amplified sound possible

Sport Field — Principal Use (SPU with Limitations)

- Crowd noise and PA systems
- Intense lighting required for evening use
- Traffic surges on game days

Theater (P)

- Recurring evening traffic
- Patron congregation and dispersal noise

Cumulative Risk Note: Event Space + Amphitheater + Live Music + Outdoor Dining + Restaurant can each be independently permitted or permitted-with-limitations, meaning applicant could assemble a de facto large-scale entertainment venue without any single use triggering a Special Permit. A cumulative-impact combined-use threshold that also includes event concurrence restraints, as a condition of overall approval, might be worth considering.

Proposed Approval Conditions

Change Use Classifications of the following:

Principal Use	Original Designation	Amended Designation
Event Space	P	SPU
Theater	P	SPU
Amphitheater	PL	SPU
Restaurant	P	SPU
Brew Pub / Distillery	P	SPU
Farmer's Market	P	SPU
Boat Terminal	P	SPU
Commercial Boat Dock	P	SPU

Principal Use	Original Designation	Amended Designation
Marina	P	SPU
Boat Building Facility	PL	SPU
Boat Sales & Rentals	PL	SPU
Boat or Ship Storage	PL	SPU
Dormitory	PL	SPU
Commercial Recreation Establishment	PL	SPU

Permitted with Limitations (PL) Standards

1. Marine Research Laboratories & R&D Facilities

A. Scope of Activity: Research operations restricted to marine biology, aquaculture, water quality analysis, coastal resiliency, and environmental sciences or similar.

B. Wastewater Control: All drainage systems should utilize dedicated, self-contained holding tanks or an on-site wastewater treatment facility approved by DEEP.

2. Recreational Boating

A. Propulsion Restrictions: Public watercraft rentals, lessons, and operations could be restricted to non-motorized, human-powered equipment (e.g., kayaks, paddleboards).

B. Fleet Capacity Cap: Commercial rental operations should be capped at a maximum number 30(?) of active watercraft at any given time.

Special Permit Use (SPU) Standards

1. Assembly Spaces, Event Spaces, Theaters, Amphitheaters, and Farmer's Markets

A. Acoustic Thresholds: Live Music is prohibited after 8:00 PM(?) on weekdays and Sundays and 9:30 PM(?) on Fridays and Saturdays. Sound levels should not exceed 45(?) dBA at any residential property line.

B. Traffic & Off-Site Parking: Any single event drawing more than 150(?) attendees should require a traffic mitigation plan that could require pre-arranged off-site parking, possibly with shuttle bus service.

C. Farmer's Market Thresholds and Restrictions: Set a vendor limit of 50(?) to control traffic by vendor vehicles and restrict occurrences to 1 per week(?).

D. Concurrence Thresholds: Maximum of 2(?) concurrent events

2. Restaurants, Cafes, Social Clubs, Brew Pubs/Distilleries, and Outdoor Dining

A. Spatial Limit: The total combined gross floor area for all food and beverage operations across the entire district should not exceed 10,000(?)sf.

B. Operational Hours: Patron seating, food prep, and alcohol service should end by 10:00(?) PM daily.

C. Acoustic Thresholds: Live Music is prohibited after 8:00 PM(?) on weekdays and Sundays and 9:30 PM(?) on Fridays and Saturdays. Sound levels should not exceed 45(?) dBA at any residential property line.

3. Commercial Recreation Establishments

A. Use-Type Restrictions: Shooting ranges or any other activity that involves firearms are prohibited. Any use that might endanger other visitors, staff, or neighbors is prohibited.

4. Dormitories

A. Density Cap: Total residential beds across the entire district should be capped at a maximum of forty 40(?) concurrent occupants.

B. Lodging Prohibitions: Seasonal rentals or use as tourist lodging (such as Airbnb) is prohibited.

5. Boat Terminals, Boat Docks, Boat Services, Harbor Facilities, and Marinas

A. Motorized Vessel Restrictions: Docks, piers, and slips should prohibit commercial vessels, motorized party charters, and jet-ski rentals.

B. Boat Storage, Boat Building, and Boat Sales Restrictions: Boat storage, boat building, and boat sales are not permitted

C. Commercial Boat Restrictions: Commercial boats, with the exception of permitted public ferries, are not permitted

D. Public Ferry Restrictions: If a public ferry service is authorized to link the island to transit hubs, it should be limited to a single vessel with no more than 4(?) total arrivals/departures per day.

6. Colleges and universities

A. Scope of Activity: Educational purposes restricted to marine biology, aquaculture, water quality analysis, coastal resiliency, and environmental sciences or similar.

B. Persons Limit: The total number of students, educators, and ancillary staff should be limited to 50(?) people at any one time.

C. Operational Hours: All facility usage must occur between 8am(?) and 9pm(?) weekdays, with no permitted use on weekends.

Site-Wide Environmental & Infrastructure Overlays

1. Impervious Surface Reduction

- The maximum allowable district-wide impervious surface coverage should be lowered from the requested 30% down to a 15(?)% maximum. Permeable pavers, crushed gravel, or other more permeable surfaces should be required for all new parking surfaces.

2. Wildlife/Avian Setbacks

- A permanent, non-infringement buffer zone extending 150(?) feet from all tidal marshes and wetlands should be established. Any passive foot trails permitted within these areas require elevated boardwalks.

Master Plan Procedural Trigger

- The approval of this Special District text amendment does **not** grant site plan authorization for any individual programmatic phase. Each subsequent phase of development must be submitted to P& Z as an independent Special Permit application.

Reporting Requirements

1. Visitor and Traffic Counts

- Using mechanical or video devices and/or software analytics, get acceptably accurate daily counts of both visitors and vehicles of any kind. Should be submitted to Staff on a quarterly(?) basis to inform remedial measures and future permit conditions, as well as to establish peaks and patterns in usage for further analysis.

Article 4 - Building & Lot/Building Site Standards

I. Special District – Manresa Wilds (SD-MW) Proposed Use table modifications:

- . The Dormitory use is subject to density standards in other zones, though no density maximum is proposed. Have you contemplated a proposed density for this zone as it applies to this use?

Reference: SD-MW-District-Text_ART-4-7-Revised-June-9-2026, p.4, p.13

- . The proposed uses include both Research and Development Facility and the more specific Marine Research Laboratory. Can you provide more context on your inclusion of the broader Research and Development Facility alongside the Marine Research Laboratory?

Reference: SD-MW-District-Text_ART-4-7-Revised-June-9-2026, p. 22

- . Can you describe whether a parking structure or parking lot is contemplated as a principal or an accessory use, or both, and the reasoning behind that decision?

Reference: SD-MW-District-Text_ART-4-7-Revised-June-9-2026, p. 15, 25

. Can you describe whether Boat Storage is contemplated as a principal or an accessory use, or both, and the reasoning behind that decision?

Reference: SD-MW-District-Text_ART-4-7-Revised-June-9-2026, p. 19, 24

. The Amphitheater use is listed twice in the proposed use table, once permitted with limitation and once permitted without limitation. Can you identify which designation reflects your proposed modification to the table?

Reference: SD-MW-District-Text_ART-4-7-Revised-June-9-2026, p. 14 & 17

. Boat Building Facilities are proposed to be limited to "educational and commercial uses only" in SD-MW. Can you help me understand what kinds of educational and commercial uses are contemplated for this use and what the condition of "educational and commercial uses only" is intended to exclude?

Reference: Application-Zoning-Text-Amendment, p.10, item #19

The Harbor/Port Facility is proposed to be limited to "delivery and removal of construction materials to be used on-site and for ferry service". Can you describe the intended scope for the use? Specifically, is the construction

material use intended to remain beyond the construction for the master plan?

Reference: Application-Zoning-Text-Amendment, p.10 item #23

I. SD-MW building types, Table 4.3.8.A-B:

Several building types are proposed in this application (including small multi-family, mid-rise, flex, and mixed-use building) though no residential use is proposed in SD-MW at this time. Can you share the context behind including these building types in the proposal?

Reference: Application-Zoning-Text-Amendment, p.9 items #12 & #13

In the existing regulations, the mixed-use building type is limited to a 2 story minimum and a 3.5 story maximum in CD-3, and a 6 story maximum in CD-4. Can you share a proposed story limitation for this building type in the new SD-MW?

Reference: City of Norwalk Planning and Zoning Regulations, Article 4 p. 243, Table 4.3.8.B

I. Development Park standards, 4.3.9.G(ag).

The proposed SD-MW Development Park standards do not carry forward several requirements found in the existing Development Park standard, which only permits the Merritt Station Village District Overlay (O-MSVD) today. Can you provide more information on why SD-MW should not include the below existing requirements (except as noted below):

(2.g.) An architectural and site Design Manual to be approved by the Commission in consultation with the Peer Review consultant.

(3.a.) Such site and building design is consistent with the Master Plan Design Manual, as verified by the Commission's peer review consultant(s).

(3.j.) A minimum of thirty percent (30%) of the total acreage of the Office Park Development Park (*) is Open Space land either as private recreation space or publicly available Open Space, provided that a minimum of twenty percent (20%) of the overall Site is publicly available Open Space, as approved by the Commission. A public access easement shall be placed on the land, to be held by the Commission.

(*) Note: the term 'Office Park Development Park' appears to be specifically worded for the O-MSVD today.

I (3.k.) The Site is designed with the following minimum Low Impact Development (LID) or Green Development techniques:

- (1.) All Buildings must provide a minimum of twenty-five percent (25%) of either green roofs, blue roofs, or contain Solar Panels for that portion of such Roof not used for recreation area Improvements or utilities.
- (2.) All surface water shall be handled through on-Site retention. The use of rain gardens and bioswales is recommended and encouraged where feasible.
- (3.) All Parking Lots and Parking Structures must include electric vehicle charging stations, in an amount determined to be acceptable by the Commission.
- (4.) Sheltered bike Parking and storage must be provided, in an amount determined to be acceptable by the Commission. (Note: Included in proposed SD-MW)
- (5.) All Landscaping shall be native species, except that the perimeter Screening may contain alternate species as approved by the Commission. (Note: Included in proposed SD-MW)

Reference: SD-MW-District-Text_ART-4-7-Revised-June-9-2026, p.12

I. Bicycle Parking Standards, Table 4.3.13

Can you provide more detail on the reasoning for the proposal to replace the bicycle parking standards for Public or Private Parking from 1 per 10 parking spaces to "Subject to the submission of a traffic and parking management plan to be reviewed by the Commission."?

Reference: Application-Zoning-Text-Amendment, p.11, item #37.

Article 5 - Development Parcel Standards

I. Civic Space Requirements, Section 5.2

. The proposed SD-MW text identifies that sections 5.2.1.A, 5.2.3, and 5.2.5 do not apply within SD-MW (and, therefore, neither does the maintenance provision in 5.2.7). Can you share the reasoning behind not applying these civic-space requirements within SD-MW?

Reference: SD-MW-District-Text_ART-5, p.6 (printed page 339)

Article 6 - City-Wide Standards

I. Workforce Housing, Section 6.12

. Can you provide more information on the reasoning behind exempting the SD-MW zone from the inclusionary zoning fee described in 6.12.4.3 for non-residential construction exceeding 25,000 square feet or more at the rate of \$10 per \$1,000 of construction costs to support the construction, rehabilitation, or repair of affordable housing?

Reference: Application-Zoning-Text-Amendment, p.12 item #47

Documents Referenced

All documents are available either on the Planning and Zoning regulations page, <https://www.norwalkct.gov/3445/Zoning-Regulations-Map>, or on the #2026-41 R/M application page, <https://www.norwalkct.gov/3896/Manresa-Wilds---2026-41-RM>.

Application-Zoning-Text-Amendment: <https://www.norwalkct.gov/DocumentCenter/View/39529/4928-6483-7295v1>

SD-MW-District-Text_ART-4-7-Revised-June-9-2026: https://www.norwalkct.gov/DocumentCenter/View/39513/SD-MW-District-Text_ART-4--7-Revised-June-9-2026---4923-3133-0483v1

SD-MW-District-Text_ART-5: https://www.norwalkct.gov/DocumentCenter/View/39348/SD-MW-District-Text_ART-5

City of Norwalk Planning and Zoning Regulations, Article 4: https://www.norwalkct.gov/DocumentCenter/View/34797/Norwalk-Building-Regulations-ART4-Bldg-Lot-Building-Site-Standards---Updated_FINAL-121224

City of Norwalk Planning and Zoning Regulations, Article 5: https://www.norwalkct.gov/DocumentCenter/View/32246/Norwalk-Building-Regulations-ART5-DevParcel-Stds---Updated_FINAL

City of Norwalk Planning and Zoning Regulations, Article 6: https://www.norwalkct.gov/DocumentCenter/View/34793/Norwalk-Building-Regulations-ART6-Supplemental-Stds---Updated_FINAL-121224

1. The Amphitheater/Theater uses, which are proposed to be permitted by right, but could potentially generate large amounts of traffic, but are not explicitly included in the [Master Plan](#) or the [Visitation Study](#) estimates.
2. The lodging uses (proposed Special Permit Use except for dormitory) are not explicitly included in the [Master Plan](#) or [Visitation Study](#) estimates.
3. The Maritime Center/Museum type use (proposed to be permitted by right) is included in the [Visitation Study](#) in a supplemental analysis but is not included in the baseline Phase 3 visitation projection that AKRF is basing the traffic projections on.

While I understand that the land use table may not reflect the current understanding of the [Master Plan](#), for zoning approval purposes, it may be prudent to look at a “reasonable worst-case development scenario” and factor more of these potential land uses into the traffic and parking projections.

END



South Norwalk Electric and Water
A Municipal Utility System
Serving the Needs of the Community

ALAN E HUTH, General Manager

ELIZABETH BURNS, Director of Water Operations
JOHN GLENN, Director of Electric Operations
TIM TRELEASE, Comptroller

Justin Andriopoulos
Water Technical Specialist
South Norwalk Electric and Water
164 Water Street, Norwalk CT 06854
(203) 866-3366 Ext. 256

June 24, 2026

Norwalk Department of Planning & Zoning
125 East Avenue
Room 129
Norwalk, CT. 06856

Re: Utility Signoff for – **Manresa Osprey, LLC-Longshore Avenue, South Norwalk, CT**

To whom it may concern:

This letter shall be considered confirmation that SNEW has reviewed the copies of the foregoing applications and supporting documents that were submitted for the creation of "Special District-Manresa Wilds". SNEW has no objections for this project moving forward.

This property is currently served with a 10" D.I. combination fire/ domestic service inside of an existing vault. The plan is to disconnect the existing service and upgrade the service to a 12" D.I. service. The service will then be separated inside of the new meter vault, separate fire, separate domestic exiting the vault. **SNEW's rules and regulations** state the following: **Each parcel of property** registered with the town clerk shall be served with only **one domestic** water service. **Each parcel** can have **multiple fire** services if needed. Should you have any questions or concerns, feel free to contact me at the number above.

Sincere Regards,

Justin Andriopoulos

Justin Andriopoulos

South Norwalk Electric and Water
P.O. Box 468
164 Water Street
Norwalk, CT 06856-0468
Telephone: (203) 866-4446
FAX: (203) 854-0609

Electric Operations
P.O. Box 400
1 State Street
Norwalk, CT 06856-0400
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164 Old Boston Road
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FAX: (203) 834-0578



CITY OF NORWALK
Christine Cardascia, P.E.
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dpwpermits@norwalkct.gov

June 22, 2026

Sent via email to: esuchy@carmodylaw.com

Elizabeth A.B. Suchy, Esq.
Carmody Torrance Sandak & Hennessey LLP

RE: Manresa Island Road (District 05, Block 86, Lot 01)
Manresa Island Road (District 05, Block 86, Lot 02)
Manresa Island – Map/Zone Change and Zoning Text Amendment
Department of Engineering's and WPCA Plan Review Comments

Dear Ms. Suchy:

The Department of Engineering and the Water Pollution Control Authority (WPCA) for the City of Norwalk (City) have reviewed the supportive documents associated with the proposed development at the above-referenced property. The focus of our review has been to confirm the documents provided are in conformance with the standards set forth in the City of Norwalk (City) Department of Public Works (DPW) Roadway Standards, and Standard Specifications, as amended and supplemented, Drainage Manual, as amended and supplemented, Standard Detailed Drawings, as amended and supplemented, DPW and WPCA Sanitary Sewer Permit Process and Sanitary Sewer Main Extension Policy and other applicable design standards.

The following documents were provided and included in our review:

- Letter titled "Manresa Osprey, LLC – Longshore Avenue, South Norwalk, CT - #2026-41R/M Application for Map/Zone Change and Zoning Text Amendment for the Correction of "Special District-Manresa Wilds (SD-MW)", prepared by Carmody Torrance Sandak & Hennessey LLP, dated 05/26/2026
- Memorandum prepared by AKRF, Inc., dated 05/22/2026

Upon review of aforementioned document(s), it is our understanding the proposed project intends to apply for a Map/Zone Change and Zoning Text Amendment and has submitted a traffic memorandum. As this does not have direct impact to the drainage/sewer, DPW & WPCA will refer to Planning & Zoning for a majority of the zoning amendments and Transportation, Mobility, and Parking for traffic study input. The following are the Department of Engineering's review comments highlighting sections that will require revision or additional information prior to our departmental sign-off. **A written response addressing each comment is required as part of the resubmittal:**

1. Please clarify the proposed wastewater management approach for the Manresa Project. The Zoning Use Tables and all associated project documentation shall accurately reflect the proposed wastewater treatment method to be utilized on-site. If a sewer treatment facility or other wastewater treatment infrastructure is proposed, the Zoning Use Tables shall be revised accordingly to identify and account for the proposed use.

Please note this is a preliminary review of the submitted documents. Additional comments may be forthcoming once the requested information is received.

Should you have any questions, please do not hesitate to contact me.

Sincerely,

Christine Cardascia

Christine Cardascia, P.E.
Assistant Engineer

Cc: DPW Permits
James Meehan, P.E., Principal Engineer – Department of Engineering
Wilber Giron, P.E., Permit Engineer – Department of Engineering
Ralph Kolb, P.E., Sr. Environmental Engineer – Water Pollution Control Authority
Mario Pizighelli, P.E., Stormwater Systems Manager – Water Pollution Control Authority
William Mooney, Assistant Director of Health, Environmental Health – Health Department
Garrett Bolella, P.E., Assistant Director – Transportation, Mobility and Parking
Benjamin Yeung, P.E., Senior Traffic Engineer – Transportation, Mobility and Parking
Nathan Fankhanel, Junior Engineer – Transportation, Mobility and Parking
Steven Kleppin, Director – Planning and Zoning
Bryan Baker, Principal Planner – Planning and Zoning
Michelle Andrzejewski, Senior Planner – Planning and Zoning
Amelia Williams, Land Use Planner – Planning and Zoning
Tammy Maldonado, Zoning Enforcement Officer – Planning and Zoning
Alexis Cherichetti, Senior Environmental Officer/Assistant Director – Conservation and Planning and Zoning

Oh and we're particularly curious about the proposed public pool, when for decades municipalities nationwide have been closing these for risk and liability reasons, gang related activity, etc

Have the future impact of law enforcement and safety been adequately vetted?

Additionally, Neighbors are aware that a full traffic study typically done for such massive projects was not done in this circumstance (very surprising considering the ability of the streets to handle even current volumes much less future ones) and a much lighter version of traffic assessment was advanced instead.

Is a full traffic study being included now that a hotel and public pool are being envisioned?

Respectfully,
Pete and Nan

> On Jun 10, 2026, at 3:41 PM, Pete Mumma <petemumma@aol.com> wrote:

>

> Hi Mr Kleppin,

>

> We are Manresa Wilds' nearest abutters and are alarmed at the seemingly sudden change being proposed to zoning for its neighbors.

>

> What started as a "conservation effort" has now seemingly morphed into spot zoning impacting neighbors and almost certainly future property values, traffic issues, extensions of public bus routes, an amphitheater and now a proposed onsite hotel?? Where will the wildlife go that's being "protected" when all these things come to be?

>

> How will we be assured 100% that there won't ever be a casino in the future of this "wilds" hotel? Why are our properties being proposed as limited uses/heights etc?

>

> Manresa has done nothing to protect our properties from noise and traffic even now, (no planting of tree barriers for current noise and construction traffic etc) much less in the future. We have Manresa activity, dump trucks, construction vehicles using "Jake Brakes" etc starting at dawn most days and lasting all day. The future is not encouraging to think about given current activity at this site.

>

> Can you please let us know the dates and times of any and all upcoming Manresa related agendas, whether it's "Wilds" or "walk bridge"?

>

> We want to attend.

> Thank you

> Pete and Nan Mumma

Mark Fischl
129 Woodward Ave
Norwalk, CT
mafischl@yahoo.com

June 22, 2026

Chapin Bryce, chairman
City of Norwalk
Planning & Zoning Commission
125 East Avenue
Norwalk, CT 06851

Re: Manresa Osprey, LLC – Application #2026-41 – Map Change, Text Amendment and Special Permit Applications

Creation of Manresa Wilds

Dear Chairman Bryce:

I am writing to express my support for the applications required to create the Special District–Manresa Wilds (SD-MW) and to apply it to the Manresa Island site so that it can be developed into Manresa Wilds, a 125-acre, privately-owned public park in South Norwalk.

The applications reflects more than a year of engagement with the Norwalk community to create a publicly accessible park that Norwalk residents have sought for generations. The district provides the framework to remediate a contaminated Brownfield, restore the landscape, and reopen nearly two miles of Long Island Sound shoreline closed to the public for roughly 75 years — all privately funded, at no cost to taxpayers.

The proposed zoning district and amendments establish the zoning framework and necessary first steps toward creating Manresa Wilds.

The Sports Haus supports the applications and urges the Planning & Zoning Commission to approve them.

Regards,

Mark Fischl

Steve Kleppin and P&Z Board Members

I am an abutting neighbor of Manresa island 3 Longshore Ave.

Please consider my concerns regarding the proposed zone change application by the Manresa Wilds organization. While I agree that the current Zoning designation of CD-1S is not appropriate at this time, I am very concerned about Manresa Wilds (MW) intentions going forward for the following reasons:

1. MW's stated proposal of expanded recreational facilities is nebulous. They have gone so far as to suggest uses such as a hotel, elevated parking, restaurantS, poolS, and amphitheatre. This is ill conceived and entirely not feasible for our South Norwalk community. We do not have the infrastructure

to support these mega projects. Additionally, the noise and traffic are already intrusive and unsafe. Imagine 2,500-5,000 concert-goers!!

2. I feel strongly that zoning should parallel, in spirit at least, MW's mission statement of PASSIVE recreation, education and rehabilitation.

3. Norwalk has 2 very large parks, Calf Pasture and Veterans Park. These venues already provide public recreation and concerts as you well know.

I feel Manresa island can use a proper zone status which would address passive recreational activities in a highly densely populated section of South Norwalk. Perhaps a civic zone with poignant restrictions that would address the safety, and peace of the neighborhood and the beauty of the island.

I am hopeful that you will research a harmonious solution to a unique zoning issue that will provide quiet use of trails, the water, and learning.

Thank you for your consideration,
Jane Newman

Steve,

Thank you for clarifying the intent of the June 24th meeting. On behalf of the Manresa Association, we clearly understand that our opportunity to speak will be on July 15, and we will submit our public comment via email in advance of that meeting.

Respectfully, we ask if you could please share the note below with P&Z Commissioners prior to the June 24th meeting. We fully understand that this is not the time for public comment. However, we would like to ask Commissioners to pay particular attention to certain aspects of the Manresa Wilds application request as they listen to the presentation. The note is below. Thank you!

Dear P&Z Commissioners,

On behalf of the Manresa Association (representing 6 neighborhoods surrounding Manresa Island), we'd like to express concern about several requests in the Manresa Wilds application for a zoning amendment. We understand that public comment will not be accepted at the June 24th P&Z Meeting. Meanwhile, we respectfully ask that you review the Manresa Wilds (Manresa Osprey) application with great care, giving special attention to specific areas that could have significant adverse impacts to adjacent neighborhoods.

There are so many positive aspects to the Manresa Wilds plans that we applaud: a publicly accessible park with restored forests and coastal habitats, reopened shoreline, spaces for learning and play, and a hub for coastal research, education, and stewardship.

We have worked with Manresa Wilds and raised some issues over the past year, and they modified their plans to address many of our points. With respect to some of the broader plans, there is great concern about the extent of traffic, crowds, noise, and lights that would be inappropriate on property that is so close to hundreds of residential neighbors.

These are the main points the Manresa Association would like you to consider as you review the application:

Traffic:

Activity on Manresa Island will increase traffic through South Norwalk on streets that are already congested. Woodward Avenue, in its current form, cannot sustain any significant additional traffic. This is the only corridor for over 400 households, and consideration needs to be given to access for these

residents, including access for emergency vehicles. Independent traffic analysis should be done. Sidewalks and bike lanes should also be addressed.

Hotel, Overnight Accommodations:

Overnight accommodations would introduce round-the-clock activity, traffic, lighting, and safety concerns. If any consideration is given to overnight stays, it should be limited to dormitory housing for researchers, rather than a commercial enterprise for paying guests.

Amphitheater:

A venue designed to attract large crowds would create additional traffic, parking demand, noise, and disruption to nearby neighborhoods, as well as wildlife. The sound, especially amplified and after dark, would be inappropriate on a property adjacent to hundreds of homes. (Sound from the Beer Garden, Veterans Park, and Calf Pasture Beach can be heard in Harbor View, Village Creek, Harbor Shores, and Shorefront Park, so Manresa Island's amplified sound would be significantly more disruptive.)

Two-level Parking Structure:

This increased parking capacity would allow more traffic through already constrained roads in South Norwalk. Greater effort should be focused on alternate parking sites with shuttles. A two-level structure would be visually offensive to nearby residents.

Cellular Antenna:

Any cellular antenna or satellite dish equipment does not seem appropriate. If allowed, it should be restricted to an area behind buildings and not visible to any residents.

Signage:

While most of the requests for signage seem reasonable, marquee signage seems inconsistent with the character of a 501 c(3) natural habitat and park. All signage should be modest in scale and limited to areas that do not face residential property.

Manresa Wilds represents one of the most significant land use decisions Norwalk will make over the next decade. We respectfully urge the Commission not to rush approval of these zoning changes. A full evaluation of the long-term impacts on traffic and infrastructure should be considered, while also respecting our neighborhood character, safety, and the quality of life.

We will plan to speak at the public hearing on July 15th, and we will offer more detail at that time. Thank you for your consideration.

Regards,

Jan Schaefer

On behalf of the Manresa Association Board of Directors

Dear Planning & Zoning Commission,

I am writing as a resident of Yost Street regarding the proposed Manresa Wilds rezoning application (SD-MW) and upcoming hearing June 24th.

While I appreciate the vision of restoring public access and open space at Manresa, I am concerned that the impacts on nearby residents are being understated. Residents on Yost Street have one of the most direct and unobstructed views of the Manresa entrance and project area, and our homes will be directly affected by future traffic, parking, lighting, noise, and event-related activity. Despite this direct relationship to the site, many, if not all Yost Street homeowners were not notified.

Over the past several months, we have experienced significant construction impacts, including heavy truck traffic and noise, tree removal, and street congestion. Sound travels considerably over marshland, and with the loss of the tree buffer, headlights from exiting trucks and cars now shine directly into our homes. These are not theoretical future concerns—they are already affecting us.

We are also concerned by the proposal to create a new zoning district that contemplates future uses such as a hotel, amphitheater, event spaces, and additional buildings before any detailed analyses of future stormwater, noise, lighting, and neighborhood impacts have been completed.

Thank you for your time and consideration. We appreciate the Norwalk Planning & Zoning Commission's careful consideration of the concerns of nearby residents and its commitment to thoroughly evaluating future impacts before granting any additional development rights under the proposed SD-MW zoning district.

Sincerely,
Margot Martin
19 Yost St.
Norwalk CT 06854

Dear Director Kleppin and Members of the Planning & Zoning Commission,

My name is Mark Matuska and I am writing on behalf of the household located at 1 Longshore Ave in Harborview, among the nearest of nearest abutters to the proposed Manresa Wilds development. I am also a practicing architect, and have some familiarity with zoning regulations, and have a real appreciation for the ambition of the proposed Manresa Wilds project.

First, though, I'd rather talk about a quirk of my neighborhood. Several times a year, I look out my front window to find a semi-tractor trailer parked in front of my house. This truck is not there to move out a neighbor or deliver an appliance; it's there because it missed a turn and thought it could reverse course in Harborview. Unfortunately for the less experienced drivers, the streets in Harborview are narrow and the turnaround can be challenging. On several occasions it's taken a half hour or more to get the driver back headed in the right direction.

I've reviewed the traffic study presented by AKRF as part of this application and found its suppositions and proposals to be eye-opening. At the completion of Phase 3 of this project, almost 800,000 (Table 1) people a year are expected to visit Manresa Wilds. Their estimates break that down to 2,822 vehicle trips (Table 6) on a peak summer Saturday, with only 20% (Table 9) of those visitors coming locally from Norwalk- so there will be a lot of non-locals coming in who may not be "in the know" about public transportation, parking reservations, etc. Understanding that not all these vehicles will be arriving at the same time, it still seems probable that if these numbers are to be taken at face value, the proposed 400 parking stalls are "wildly" insufficient.

Where will all of these cars go, that are turned away at the entrance?

Some I'm sure will follow instructions from the gate attendant and park at some remote lot and ride the bus back in; others may turn around and come back another day. But what is not directly addressed in the traffic study is what proportion of cars will try to find parking in nearby neighborhoods like Harborview. Our community is private but to date has resisted a gate at its entrance, as we like to believe we are open and welcoming to visitors. We have no sidewalks because there's no space for them, and the streets are safe because, at just over 100 houses, traffic is sparse. Kids play basketball, families take strolls, and residents walk their dogs without fear of being run over. But the addition of 50 straggling cars daily, much less hundreds, either looking for parking, turning around, or just exploring out of curiosity has the potential to seriously detract from quality of life in our little neighborhood.

And that influx of traffic in turn raises questions about the capacity of Woodward Avenue and whether current infrastructure can accommodate those 2,800+ vehicle trips. Proposals to increase bus frequency, add bicycle lanes, and provide a water taxi all seem well-intentioned, but we live in a car-based

society. The only places convenient to walk from into Manresa Wilds will be the adjacent neighborhoods. There's going to be a significant increase in traffic- not only from park visitors, but also employees and staff to make the place run. We're really talking about turning Woodward, a road classified between Meadow Street and Longshore as a local residential roadway, into a functional arterial; given the number of private drives and sidestreets with blind turns onto it, I'm just not sure how that works. Emergency vehicles from Lowndes Street to Manresa Wilds have exactly one, un-detourable path to and from the proposed park. It's not difficult to imagine nightmare scenarios involving blocked access to an emergency situation inside the park or beyond it, especially with the island's propensity to flood.

The study suggests the only structural change needed to turn this quiet residential street into a regional funnel is a single traffic signal at Meadow Street. This is "wildly" insufficient. I am sure the city is exploring all possible options, but if this project is to be completed as proposed, there needs to be a hard look from the City of Norwalk at structural change on how vehicles approach and depart Longshore Avenue, a solution that will have to comprise more than adding a stoplight.

We have other concerns as well, the largest of which directly relates to this change in zoning. Anyone who has ever owned property knows that neighbors come and go, but the zoning stays the same. We don't doubt the intentions of the Manresa Island Corporation or its benefactors, but we do know things change over time. The Manresa Island Corporation is a private entity and, while I'm sure no one expects this or plans for it in the foreseeable future, Manresa Wilds's ownership, or at least its executive leadership, will one day change. Writing zoning is a long-term change, and it's worth thinking about these scenarios happening at some point. What if the vision changes? What if the park cannot sustain itself? The land itself becomes much more valuable once it's remediated- how do we preserve the vision while permitting the flexibility to allow the park to function with changing times? We recognize this discussion has little to do with the master plan in front of us, and yet the zoning amendment seems to leave the door open to alternative uses. Dormitories? Hotel? Amphitheater? "Researchers bunking near the Sound" vs. "College Kids on the Beach" have entirely different implications for surrounding neighborhoods. We could more readily support the project if the zoning language and master plan were in greater alignment.

And with all that said: we're very excited about this. We can't wait to see and use the park, and believe we and Norwalk at large are extraordinarily lucky to be in a position to even be talking about this. But along with that enthusiasm comes a degree of apprehension. The couple times a year I have to redirect a lost truck is about all of the traffic mitigation I have the stomach for, and I have no interest in being a parking enforcer. I want my kids to be able to continue to walk in the streets in my neighborhood. Manresa Wilds and the City need to take responsibility for assuring that they can.

Because the Zoning Commission has the legal authority to mandate off-site traffic controls, we ask that you do not approve this text amendment unless you write three binding conditions into the resolution at minimum:

- First, require the applicant to fund and install electronic, real-time "Lot Full" message boards placed well north on Woodward Avenue, so drivers know they will be rejected before they ever reach the Longshore Ave. bottleneck. This electronic dynamic signage should be installed before Phase 1 opens.
- Second, mandate a physical traffic channelization and signage design at the exit of their external turnaround loop that legally forces turned-away vehicles back north on Woodward, blocking them from turning toward Harborview.
- Third, tighten the zoning text to be as restrictive as possible toward any high-density or residential alternative uses.

Thank you

Mark & Melissa Matuska
1 Longshore Ave.

Regarding Manresa Wilds looking to get permission to include a hotel, amphitheater, parking facility, this comes as a big surprise to those of us who have been following the project. None of these major features were mentioned at the big aquarium presentation a few months back, nor is there any mention of them on the MW website.

Needless to say, we feel like we've been blindsided! And we're quite concerned that these new plans will further exacerbate an already congested traffic on the streets leading down to Manresa.

Can we get some clarity on Why these major new plans are being disclosed only now, not before? Can we also get some indication as to the thinking on how the increased traffic will be handled. Surely, the traffic issue has been given some thought.

Thank you,

Mel Sokotch
6 Oliver Street
Harbor View

Dear Mr. Kleppin and Commission Members,

It is difficult to overstate how overreaching and inappropriate Manresa Osprey LLC's asks currently are for the development of Manresa Island. They are seeking authorization to create a regional entertainment venue, hospitality center and waterside amusement park like attraction. They are seeking broad discretion with disturbingly few restrictions.

Among the many points that come to mind:

1. Any increase in hardtop areas will cause increased flooding in adjacent areas. Flooding is already a major and increasing problem in our area with regular flooding at high tides occurring on our local streets. During major storms it has been, and likely will be, catastrophic at times in the future. Our current municipal systems cannot handle the overflow during major events affecting South Norwalk.
2. Any more parking on site at Manresa will mean increased vehicular traffic along our two lane narrow access roads, which already often function as one lane only, on a daily basis due to vehicular parking and existing truck use and parking. It is also not unusual for the frequently used alternative, Water Street, to be impassable due to high tides.
3. We currently live in a quiet residential area. The increased traffic, which will periodically be intense due to the attractiveness and wide ranging appeal of the proposed attractions, and even more intense during event start and ending times, not only adds pollution, noise and intense inconvenience. It is dangerous, especially during emergencies and for our frail and elderly residents who need emergency services to be able to get through to us quickly unimpeded by heavy traffic. It will also present danger for the children who play and bicycle in the area and our many walkers. Traffic from chains of cars waiting to get into Manresa will create noise and pollution making life more unpleasant and hazardous for many of us with existing respiratory conditions.
4. Even one event per year at the venue will create many problems for the residents. It appears that the ask is for at least four a month and even more. Think of the traffic controls and inconvenience for locals from the current once a yearly Oyster Festival and the Fire Works event at the beach, where there is far better access than down Woodward and the direct paths people are likely to take to Manresa from I95. All of this will cause an increased burden on our city services, especially for traffic control and other emergency services.

5. If Manresa is a site intended for people to enjoy nature, why allow anyone to serve alcohol there?
6. How would an amphitheater serve that goal?
7. Or a hotel? Or a major venue space with multiple restaurants. Why allow outdoor noise polluting concerts adjacent to quiet residential areas?
8. There are so very many scantily limited commercial ventures that are being sought to be permitted without restriction on this privately owned property! We will have no long term enforceable provisions to control and limit these under the proposal. We need them.
9. A hotel is inappropriate, as is an event space which will be available for any and all purposes. It has to be spelled out and limited, i.e. how many restaurants, serving how many people, no alcohol, exactly what types of public events are permitted, at what hours, max number of people, limited hours on limited days. How frequently and other what conditions.
10. Grace Farms in New Canaan is a good example of the appropriate kinds of limitations to be placed when a zoning change is requested to develop an area for recreational outdoor enjoyment purposes adjacent to residential neighborhoods. I believe our Director, Steve Kleppin, is familiar with the limitations placed on that project and I would ask him to share the with the Commission. Development of Manresa is even more problematic than Grace Farms, Veteran's Park, and our Beaches due to road access issues and the proposed far more intense use of an ecologically important area with nearby major flooding areas.
11. There is also the importance of strictly limiting hours of operation for various kinds of activities.
12. Special Permits and Zoning changes are not a matter of right, they have to be specially allowed. What is being proposed is a regional, multistate draw that will heavily negatively impact the local residents, their safety, lifestyles and enjoyment and the resources of our city. Respectfully, those are the considerations that should come first, and those are the considerations that should be put first. Before the broad ranging, frankly disturbing, broad reaching asks of Manresa Osprey LLC.

Thank you,
Beverly Krieger

My Name is Brian Lindner an 18 year resident of Harbor View,

The decision that stands before us is significant and will impact Norwalk and it's residents for decades to come. It is just a critical decision as when Norwalk decided go against public consensus and allowed a power plant to be built on one of Norwalk's most valuable pieces of property and then allowed the owner to pollute it so its virtually usable. We are lucky to have a developer to help us right Norwalks past problems for this piece of land.

Before Norwalk makes any significant zoning changes that enables the the development of a major destination center with many commercial activities in a residential and ecological center, Norwalk owes it's residents answers to the following 5 items listed below in response to Manresa Osprey LLC zoning change request. We need to take our time to carefully understand what Manresa Wild is. In reading their proposal it is a far cry from a charitable organization used exclusively for scientific, educational, or park/recreation purposes. I do believe the developers are quality people and are trying to work with the community as they move rapidly forward in the first phase of building a park and walking trails. This is great. However, it would be hard for me as a resident to support activities beyond phase one until Norwalk provides clear answers and a plan for these 5 items.

1. Traffic/Zoning-The South Norwalk infrastructure and road structure is currently not designed to accommodate a major regional destination center in a hard to get to location in the center of residential center and flood zone.

o We would like clear projections by the town of Norwalk on how many people (residents and non-residents) will visit this major destination during peak summer months and annually. These visitation projections should be for initial park in 2027 to the full build out in next 10 years which may include many fee-based commercial/recreational services. The recent zoning modification request talks about 1,200,000 visitors annually a majority in peak summer months-when Norwalk waterfront is most active. This would be added to the existing traffic congestion issues Norwalk faces generated by previous leadership due to poor zoning, infrastructure and traffic plans.

o We would like Norwalk to produce a well-thought-out traffic plan with recommended modifications to road, infrastructure systems, parking, street flooding and the budgeted costs to Norwalk Residents thru taxes. This is needed to ensure existing tax paying residents can move freely (easily and safely) through South Norwalk residential/commercial water communities. (Note Norwalk just approved a Water Street mixed development project which will impact current traffic in an already congested flood area-Water Street).

o This plan and budget should be presented to the residents of Town Norwalk by the city and be reviewed and understood before any major zoning modifications are considered.

2. Norwalk Budget and Tax Impact-As residents/taxpayers we all have been challenged by increasing RE tax increases. We are also challenged by Norwalk's ability to fund basic services such as education. Before any zoning changes or Real Estate property tax exemptions are considered we would like to know specifically:

o What fee-based services does Manresa Wilds plan to provide and potential pricing for Norwalk residents and non-residents for these services. This will be necessary for federal, state and local tax administrators to determine whether their proposed services and pricing for these commercial services meet the federal, state and local requirements for a 501(c)(3) charitable organization used exclusively for scientific, educational, or park purposes.

o What are the specific benefits Norwalk Residents will receive from Manresa Wilds (vs nonresidents and private users). Norwalk infrastructure, security and administrative support will increase our tax burden and this will disrupt multiple residential communities with traffic, noise and security issues. What Real Estate taxes will be lost and what benefits will Norwalk residents receive.

o How will the services they will offer impact existing Norwalk businesses and vendors (existing bars, restaurants, event centers, entertainment, beer gardens/breweries, multiple beach and waterfront areas etc.)

o Norwalk needs to provide a detailed projected budget on what it plans to spend on roads, infrastructure and any tax relief to support this major regional destination center in the middle of our key residential community. This includes:

- Costs of traffic studies and use projection studies and monitoring costs (Norwalk should do this for all areas impacted, not just the developer)
- Infrastructure and road modifications costs to accommodate support of a major destination center and the recent commercial building zoning changes on Water Street.
- Any proposed charitable property tax abatements, if granted, (lost Norwalk revenue) Norwalk tax assessor should provide information on RE taxes paid for last 10 years for Manresa Island by different owners to understand loss of revenue.
- Projected town management and compliance monitoring costs
- Increased town security and traffic management costs
- Other town administrative and oversight costs

3. Pollution, environment and flood remediation for a large scale regional center-Harbor View, Village Creek and surrounding Norwalk water communities have suffered through significant pollution, environmental violations and oil spills from the previous owners who were not held fully accountable by the city/state/DEP financially (see pollution history below provided by Manresa Association). There have been modifications to our marsh water flow through poor road and water flow design helping to create greater flooding issues in these marshes and surrounding streets. Hurricane Sandy flooded many communities (and Manresa Island) and the roads are underwater periodically.

- o We want to assure Norwalk/DEP makes the owner addresses environmental and pollution issues to best practices standards for their proposed use (a large-scale operation with a significant volume of people projected to visit the site daily). This is a key ecological/wildlife center for Norwalk surrounded by a high density of Norwalk residents.

- o We also like for the City of Norwalk to address the Longshore Road/waterflow system between marshes as part of their plan to address traffic/infrastructure/flooding issues in the high density residential area.

4. Noise, lighting and parameters for operation-To minimize noise, lighting and traffic issues particularly at night. Manresa Wilds will be a significant regional waterfront/recreational activity/entertainment destination center for residents and non-residents built in a residential/ecological center.

- o We would like zoning restrictions that Manresa Wilds will operate between sunrise and sunset with noise limits. MW has mentioned this in several meetings, but it is clear based on previous presentations it will not be for all services.

- o Norwalk should have noise limits and well-defined hours of operation 8am-8pm, for example, and this timeframe should apply to all commercial services-concerts, restaurants, bars, meetings, festivals, public and private events if they occur (developer would need significant zoning modifications to do this), not for just the park grounds.

- o The listed services they are considering in the longer term are a far cry from the Mission they initially presented to get their tax-exempt status. We would like Norwalk to hold them in the long term to what was initially communicated if they are to get a RE tax exemption as a charitable organization in Norwalk.

5. Security-To assure long-standing private/non-private residential communities and associations adjacent to Manresa Wilds are not adversely impacted by parking and visitors straying from the Manresa Wilds property/entry point and entering these adjacent communities from the road or waterfront/beach. We would like to see Norwalk's plan:

- o To provide appropriate barriers (town and developer), security, signage and monitoring (or gate) for these communities.

- o To assure parking beyond/outside of the Manresa Wilds entry gates doesn't spill over to adjacent communities (Example: entry point to Harbor View pillars).

To assure cars, bikers and walkers attending this major destination center understand Harbor View Association is a private community and don't enter it

Historical Timeline Manresa property, Town of Norwalk Historic decisions and the pollution of Manresa

1953: Norwalk Zoning Commission approves CL&P to develop Manresa property as a steam generating power plant. Permission is granted to fill the area north of the A-B line with "coal ash mixed with water sluiced through pipes to the areas that are being filled".

1957: Referendum fails on "the City of Norwalk acquiring Manresa Island for recreational purposes if feasible".

1960: CL&P commissions the coal-fired plant.

1969: Major spill of #2 fuel oil, causing significant damage to Village Creek beach and the tidal flats between Hoyt's Island and Wilson Point.

1972: Conversion from coal to oil.

1980: Federal Resource Conservation & Recovery Act (RCRA) instituted. According to RCRA Info, the facility filed a Part A Notification on November 19, 1980. They filed as a TSD (Treatment, Storage and Disposal of Hazardous Waste). That triggered the Corrective Action process.

1990: Harbor Management Plan adopted by Norwalk Common Council, names wetlands around Manresa as "areas of concern", also requires regular review of oil spill control procedures at Manresa.

1992: Transmission line installed running under Long Island Sound from Manresa to Long Island.
1997: Connecticut Coalition for Clean Air names Manresa one of CT's "Filthy Five".
1999: NRG purchases Manresa plant from CL&P
1999: CT Dept. of Energy & Environmental Protection's (DEEP's) Property Transfer Program begins.
2003: RCRA Corrective Action Environmental Condition Assessment Form (ECAAF) received by DEEP.
2005: Sooty Six Law takes effect.
2006: DEEP notifies NRG that Property Transfer Program and RCRA CA can be completed simultaneously as many of the reporting requirements overlap between the two programs.
2010: Minor oil spill
2012: Hurricane Sandy puts Manresa property almost entirely underwater.
2013: Plant mothballed in June, 2013.
2013: Manresa Association formed.

To Steve Kleppin and the P + Z Commissioners:

We are writing to express our serious concerns and firm opposition to the recent proposals that have been set forth by Manresa Wilds.

We appreciate and encourage the charitable motivation of the Mc Chords and their team.

And were initially delighted to learn that the property would become a nature preserve for all citizens to enjoy – we wholeheartedly support this purpose.

We now understand that the original call to environmental stewardship has morphed to include a proposed large amphitheater, hotel, double level parking for over 400 cars, night events and more.

We call on the P + Z to exercise its responsibility to represent and protect the interests of the tax paying and voting citizens of Norwalk who live in the neighborhoods surrounding this project by saying no to each aspect of the current proposal that crosses this environmental stewardship line

We invested our savings in a home in the Harbor Shores area expecting to experience the natural beauty of the environment and the virtues of the surrounding Norwalk neighborhoods over the long term.

The many impacts of the project as currently being proposed will fundamentally change the character of these precious assets

And will impose greatly enhanced traffic on the one small already inadequate road we all depend upon daily – and the accompanying many neighborhood safety, parking, and environmental issues that will inevitably follow.

Many are concerned that with the forecasted number of visitors, and major influx of traffic leading up to and following large events, we will be stuck in a Woodward Ave bottleneck, unable to run errands, live our lives without getting caught in a huge traffic jam, or worse, avail ourselves of timely emergency, fire and / or ambulance services

At the Manresa Wilds / Harbor Shores meeting, we were astonished by the statement of the Mc Chords that their view of their responsibility – and the use of their funds -- for the various near and long term potentially negative impacts of this project ends at the gates of their property – thus shifting the various larger project financial burdens and impacts to others.

This is unacceptable

We call on the P + Z and our elected officials to take responsibility to thoroughly and independently assess each of the impacts of this far reaching proposal

And mandate sufficient additional time to allow the public and especially the surrounding neighborhoods to fully participate to reach mutually acceptable solutions to each impact

As of today's hearing, much more must be done to attain this goal

Thank you for your support in this matter.

Margaret and Jeremiah Schnee

26 Sable Street

South Norwalk

To the Norwalk Planning and Zoning Commission —

There is nothing "wild" about removing environmental regulations from a site to build a hotel and a multi-level parking garage.

Over the past six months I have received about a dozen legal notices — mandatory because my home is within 100 feet of these ongoing changes. Each step the applicant has taken chips away at protections for Norwalk residents, and each is small enough on its own to avoid drawing scrutiny.

Take the quiet reclassification this January of six acres on the site as No Longer Wetlands — based solely on a study the applicant paid for, with no independent, city-funded environmental review. An Orwellian relabeling that let the applicant begin paving over land that was protected days earlier, making it decidedly less wild and imperiling both animal habitats and the flood resilience of the surrounding neighborhoods.

Now, with this proposal, Manresa Osprey, LLC seeks to free themselves from the rules that apply to everyone else in Norwalk, so they can shape the site as they see fit with less oversight from the public. And by seeking an exception to the rules regarding drainage reports, they continue the pattern of chipping away at some protections without drawing a critical mass of attention, but preserving optionality to continue to chip away at other protections at a later date when they can do so more quietly.

I urge the Commission to reject this application, so that the site is developed under rules set by the people of Norwalk — not by Manresa Osprey, LLC.

Kevin Hobson
9 Outer Road
Norwalk, CT 06854

Public Comment Regarding the Manresa Wilds Application for a Zoning Change - June 24, 2026

Dear Steve and Members of the Planning and Zoning Commission,

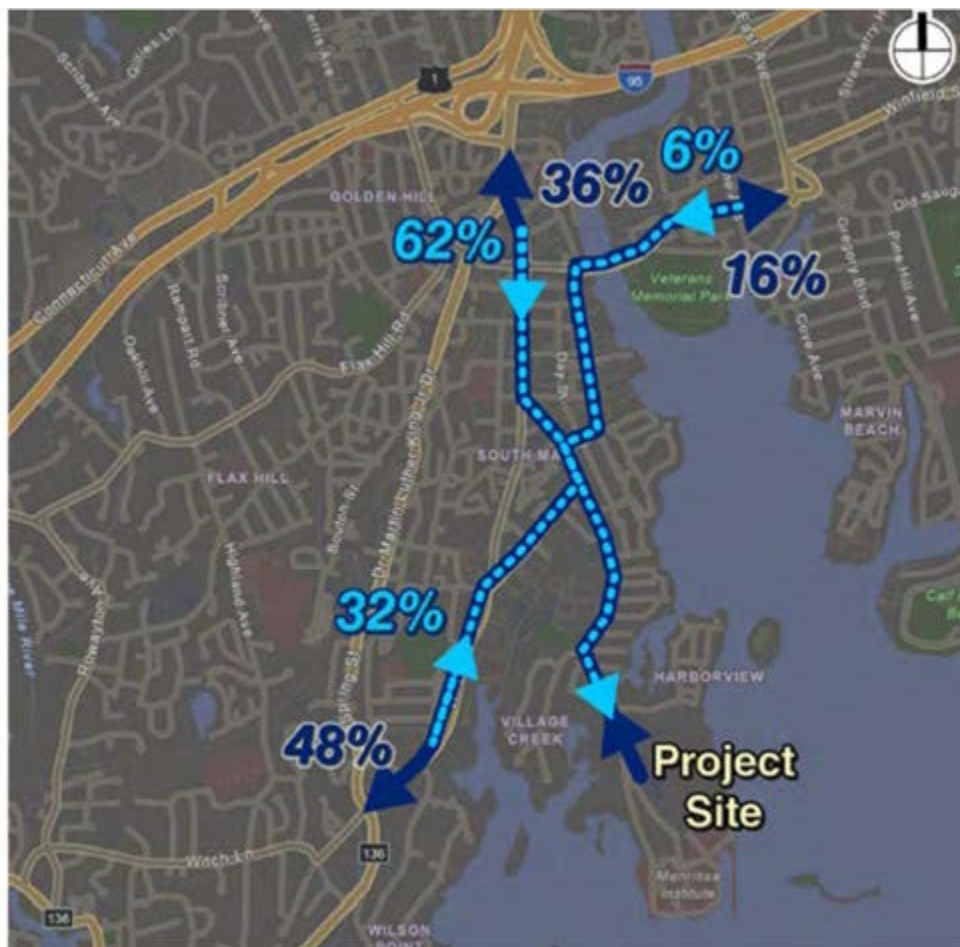
Traffic, parking, and transportation impacts remain my primary concerns regarding the proposed Manresa Wilds development. As currently proposed, the project has the potential to generate significant increases in vehicle traffic, parking demand, noise, emissions, stormwater contamination from vehicles, and disturbances to both neighboring residential areas and wildlife habitat.

To minimize these impacts, I believe on-site parking should be limited to staff, service vehicles, and ADA-accessible parking. Visitors should instead utilize remote parking facilities, such as those identified on page 60 of the June 24, 2026 Manresa Wilds presentation, with transportation provided by shuttle service.

I am also concerned about the applicant's proposal for additional traffic signals and traffic-calming infrastructure intended to accommodate project-related traffic. These measures would fundamentally alter nearby residential streets and may transfer project impacts directly onto surrounding neighborhoods.

This proposed project of unprecedented scale in Norwalk warrants careful consideration, as it comes with significant transportation and neighborhood impacts.. The Application for Special Permit states: "If all required approvals, permits and licenses are obtained, Manresa Wilds will be the largest publicly funded private park [sic] in the United States."

A project of this magnitude will inevitably create transportation and infrastructure challenges extending beyond South Norwalk into Rowayton and East Norwalk, as illustrated in the applicant's own traffic distribution map (below).



Perhaps most concerning is that comprehensive traffic analysis has not yet been completed. The Manresa Island MP Transportation Strategy Memo acknowledges that:

"...a full Traffic Impact Study will be conducted at a later date..."

and further states:

"When the full Traffic Impact Study is performed, trip distribution patterns may be adjusted/refined." Traffic is likely to be one of the most significant impacts of this project. It is therefore difficult to understand how a zoning change of this scale can be approved before comprehensive Traffic Impact Studies have been completed and made available for public review.

I am also concerned by apparent inconsistencies in visitation projections. The Transportation Strategy Memo estimates peak summer weekend traffic at 586 vehicle trips at a maximum. However, calculations based on visitation figures presented by the applicant appear to suggest substantially higher vehicle volumes (see red box below):

VISITATION ESTIMATION METHODOLOGY

Annual Visitation



Convert to Monthly Visitation



Covert to Day of Week Visitation

- Divide monthly visitation by 4 weeks
- Apply day of week visitation percentages
- Peak day of week on Saturday

MANRESA WILDS
June 2026

PHASE 1, 2 AND 3 DAY OF WEEK VISITATION PROJECTIONS

DAY OF WEEK	PERCENT OF WEEKLY VISITATION	SPRING	SUMMER	FALL
MONDAY	10%	2,178	2,970	2,277
TUESDAY	10%	2,178	2,970	2,277
WEDNESDAY	10%	2,178	2,970	2,277
THURSDAY	10%	2,178	2,970	2,277
FRIDAY	12%	2,614	3,564	2,732
SATURDAY	25%	5,445	7,425	5,693
SUNDAY	23%	5,009	6,831	5,237
TOTAL VISITORS PER WEEK		21,780	29,700	22,770
AVERAGE VISITORS PER DAY		3,111	4,243	3,253
CARS PER DAY @2.5 PEOPLE PER CAR*		1,244	1,697	1,301
95% OF VISITORS ARRIVE BY CAR**		1,182	1,612	1,236
PHASE 4 ADDS 10% TO ALL TOTALS***				

*MW Presentation for 6/24/26 page 59
**MW Presentation for 6/24/26 page 61
***MW Presentation for 6/24/26 page 64

SCAPE BIG 58

This discrepancy should be fully reconciled before any approvals are granted.

The application further states that there will be "no adverse effect upon adjacent property owners." Given the anticipated increases in traffic, noise, event activity, parking demand, and overall visitor volume, this conclusion appears unsupported by the information currently available.

Another concern I have is over potentially large events being held at Manresa Wilds. I believe this would be problematic, causing excessive noise and large amounts of traffic entering and exiting at the same time (compare to Calf Pasture Beach fireworks traffic which takes hours to dissipate).

While I support increased public access to the shoreline and appreciate the proposed educational and research components of the project, I believe the current application lacks sufficient detail regarding future uses, event programming, attendance levels, and long-term operational impacts. The zoning change being requested would grant broad flexibility for future activities that have not yet been adequately defined. It's my belief that the project as currently planned is simply too ambitious for the site.

For these reasons, I respectfully request that the Commission deny or defer this application until:

- Comprehensive Traffic Impact Studies have been completed and independently reviewed.
- Visitation and vehicle-trip projections have been fully reconciled.
- Future uses and event programming are more clearly defined.

- Adequate measures are established to protect surrounding neighborhoods from traffic, noise, and parking impacts, including a realistic evaluation of my proposal to ban private vehicular access to the site and instead focus on implementation of off-site parking and shuttles.

Thank you for your consideration of these comments.

Respectfully submitted,

David Lindsay 10 Outer Road Norwalk, CT 06854

The current over-scale and ill-advised traffic-generating Manresa Wilds plan should be declared “dead on arrival” by responsible Norwalk officials, who’s number one priority is to protect public health and safety. Let me explain.

The current plan would be great for densely populated downtown Brooklyn or Boston perhaps but not for this fragile exposed site in flood-prone South Norwalk, and is being forced upon us by the so-called “Manresa Wilds” folks (their plan is anything but “wild”). They sadly want to preserve the hideous 40–story industrial eyesore of the decommissioned power plant, which I see as nothing more than a hulking monument to environmental injustice that sickened and killed generations of mostly minority and lower-income Norwalkers of nearby neighborhoods from 1960 to 2013 with its deadly cancer-causing emissions to air and water. This giant eyesore, visible for miles, will be the centerpiece of a regional car-oriented destination, at the end of narrow 2-lane Woodward Avenue that is prone to flooding now and will only get worse according to multiple professional studies. Their plan contradicts our Citywide Plan of 2019-2029, contradicts our state-approved Norwalk Harbor Management Plan, and contradicts the basic goals of the State of CT Coastal Area Management Act.

Their recent “reset” to scale it back was a joke, and was clearly not a response to public feedback as they stated. I now have trouble believing anything they say. I went to almost all of their public meetings except one, and saw the “red dot” public responses to preserving the power plant which was overwhelmingly negative, and I carefully read the valuable and comprehensive “Norwalk Power Economic Impact Analysis” of 2018, that surveyed Norwalk residents (page 58) who a large majority stated they wanted Manresa to become a “conservation area” and “public passive open space”. No mention in any survey of anyone wanting a hotel, parking deck, water park, swimming pools, huge event space holding 1,000 people, etc., comprising the regional intensive human use (and wildlife-unfriendly) plan that Manresa Wilds is currently proposing.

This fragile flood-prone exposed site (almost entirely in the 100-year flood plain, along with a mile of narrow access road leading to it) is described as a “significant and unique coastal habitat” by the US Fish and Wildlife Service (pages 32 and 33 of the 2018 study), and is host to over 200 species of wildlife including 55 protected endangered species. It is nearly completely surrounded by the islands of the established McKinney National Fish and Wildlife Refuge, and as those islands are reduced by sea level rise and erosion, the Manresa site will take on even more importance to nesting and feeding wildlife. Manresa therefore needs to be preserved as a wildlife refuge with quiet trails, off-limit areas for bird nesting and feeding, and water access for kayaks and boat tours of the surrounding MCKinney National Wildlife Refuge that currently has no visitor’s center as most do. Birdwatching is a big draw, that should be encouraged with bird blinds and signage. Intense human uses as proposed (including their declared dog-friendly policy) will simply scare off wildlife.

Regional traffic from NYC to New Haven will not only clog South Norwalk and endanger lives of pedestrians and cyclists on busy narrow streets flowing from exits 14 and 15, but will also enter the city from exits 11, 12, 13, 16, and 17 from Rt 95 (guided by GPS) through Rowayton, East Norwalk, Darien, and Westport, to avoid the usual gridlock that occurs daily in Norwalk on 95. The site is 2 miles from the South Norwalk Train Station, or a 40 minute walk, so public access by mass transit is not practical.

This is a disaster in the making, and what happens to those thousands of daily cars when Woodward Avenue floods at high tide and is closed, which happens now a few times a year and will increase to once every 30 days by 2050 according to multiple studies? And who will pay the tens of millions\$ to raise and widen Woodward Avenue (one unfeasible idea floating out there) that will destroy entire neighborhoods by increasing flooding on both sides of what will essentially be a dike built through these lower-income areas, trapping and raising floodwater and high tides in the dense neighborhoods on both sides of Woodward?

And who will pay for the massive cleanup needed after a storm surge wipes out all the new infrastructure proposed on Manresa, same as Sandy did in 2013 to Calf Pasture Beach across the harbor when the fishing pier and 3-foot thick stone seawall were reduced to rubble by pounding waves, along with the swimming pool and clubhouse at the Ascension Pool Club? Sandy completely covered Manresa and forced the closing of the power plant, and this will happen again, and even worse with climate change and sea-level rise.

As FEMA is downsized, will Norwalk taxpayers be on the hook to clean up the mess left behind after the next storm surge batters Manresa and pushes debris into salt marshes and our harbor? FEMA paid \$4 million to rebuild our fishing pier and seawall at Calf Pasture in 2014, and multiply this by many times in today's dollars and with the massive new infrastructure proposed at Manresa, and you have a cost in tens or even hundreds of millions to clean up and rebuild after a major storm surge which WILL happen.

Therefore, I strongly urge the Norwalk Planning and Zoning Commission to reject any expansion of human uses on this flood-prone site, including parking decks, hotel, swimming pools, water park, and a huge event space and catering facility that will hold 1,000 people and will be relied upon to fund future maintenance of the park according to their own website.

If they do approve any expansion of uses other than a wildlife refuge and related water access and educational facilities, Norwalk officials will forever be responsible for one of the biggest planning mistakes Norwalk will have ever made in its long history, and they will take full responsibility for risking public health and safety and defying our million of dollars of studies and state and local laws that all recommend against creating a regional traffic-generating theme park on this fragile site with poor access through a flood plain.

Here's an idea: Remove the giant eyesore of the obsolete power plant to restore our scenic coastal beauty Norwalk once enjoyed, as it was a mistake when it was built in 1960 and is still a mistake, and turn this site into the quiet wildlife refuge with trails only, low-key water access, and educational resources it deserves to be. That would be a legacy to future generations the billionaire owners should be proud of, instead of the overscale traffic-generating monstrosity they are proposing which will not end well. Don't take my word for it, just look at the official future flood maps on pages 24-27 of the Resilient South Norwalk plan of 2023, which shows all of Manresa Island and all of its access road under water in future decades with sea level rise. It defies all logic and common sense to intensify human uses and draw crowds and traffic to this flood-prone site at this point in our history.

At Manresa Island, it's clear that for struggling wildlife and for Norwalk's future sustainability and resilience, "less is more".

Thank you,

Mike Mushak, 50 Elmwood Ave., Norwalk, CT

Mark Fischl
129 Woodward Ave
Norwalk, CT
mafischl@yahoo.com

June 22, 2026

Chapin Bryce, chairman
City of Norwalk
Planning & Zoning Commission
125 East Avenue
Norwalk, CT 06851

Re: Manresa Osprey, LLC – Application #2026-41 – Map Change, Text Amendment and Special Permit Applications

Creation of Manresa Wilds

Dear Chairman Bryce:

I am writing to express my support for the applications required to create the Special District–Manresa Wilds (SD-MW) and to apply it to the Manresa Island site so that it can be developed into Manresa Wilds, a 125-acre, privately-owned public park in South Norwalk.

The applications reflects more than a year of engagement with the Norwalk community to create a publicly accessible park that Norwalk residents have sought for generations. The district provides the framework to remediate a contaminated Brownfield, restore the landscape, and reopen nearly two miles of Long Island Sound shoreline closed to the public for roughly 75 years — all privately funded, at no cost to taxpayers.

The proposed zoning district and amendments establish the zoning framework and necessary first steps toward creating Manresa Wilds.

The Sports Haus supports the applications and urges the Planning & Zoning Commission to approve them.

Regards,

Mark Fischl

Steve Kleppin and P&Z Board Members

I am an abutting neighbor of Manresa island 3 Longshore Ave.

Please consider my concerns regarding the proposed zone change application by the Manresa Wilds organization. While I agree that the current Zoning designation of CD-1S is not appropriate at this time, I am very concerned about Manresa Wilds (MW) intentions going forward for the following reasons:

1. MW's stated proposal of expanded recreational facilities is nebulous. They have gone so far as to suggest uses such as a hotel, elevated parking, restaurantS, poolS, and amphitheatre. This is ill conceived and entirely not feasible for our South Norwalk community. We do not have the infrastructure

to support these mega projects. Additionally, the noise and traffic are already intrusive and unsafe. Imagine 2,500-5,000 concert-goers!!

2. I feel strongly that zoning should parallel, in spirit at least, MW's mission statement of PASSIVE recreation, education and rehabilitation.

3. Norwalk has 2 very large parks, Calf Pasture and Veterans Park. These venues already provide public recreation and concerts as you well know.

I feel Manresa island can use a proper zone status which would address passive recreational activities in a highly densely populated section of South Norwalk. Perhaps a civic zone with poignant restrictions that would address the safety, and peace of the neighborhood and the beauty of the island.

I am hopeful that you will research a harmonious solution to a unique zoning issue that will provide quiet use of trails, the water, and learning.

Thank you for your consideration,
Jane Newman

Steve,

Thank you for clarifying the intent of the June 24th meeting. On behalf of the Manresa Association, we clearly understand that our opportunity to speak will be on July 15, and we will submit our public comment via email in advance of that meeting.

Respectfully, we ask if you could please share the note below with P&Z Commissioners prior to the June 24th meeting. We fully understand that this is not the time for public comment. However, we would like to ask Commissioners to pay particular attention to certain aspects of the Manresa Wilds application request as they listen to the presentation. The note is below. Thank you!

Dear P&Z Commissioners,

On behalf of the Manresa Association (representing 6 neighborhoods surrounding Manresa Island), we'd like to express concern about several requests in the Manresa Wilds application for a zoning amendment. We understand that public comment will not be accepted at the June 24th P&Z Meeting. Meanwhile, we respectfully ask that you review the Manresa Wilds (Manresa Osprey) application with great care, giving special attention to specific areas that could have significant adverse impacts to adjacent neighborhoods.

There are so many positive aspects to the Manresa Wilds plans that we applaud: a publicly accessible park with restored forests and coastal habitats, reopened shoreline, spaces for learning and play, and a hub for coastal research, education, and stewardship.

We have worked with Manresa Wilds and raised some issues over the past year, and they modified their plans to address many of our points. With respect to some of the broader plans, there is great concern about the extent of traffic, crowds, noise, and lights that would be inappropriate on property that is so close to hundreds of residential neighbors.

These are the main points the Manresa Association would like you to consider as you review the application:

Traffic:

Activity on Manresa Island will increase traffic through South Norwalk on streets that are already congested. Woodward Avenue, in its current form, cannot sustain any significant additional traffic. This is the only corridor for over 400 households, and consideration needs to be given to access for these

residents, including access for emergency vehicles. Independent traffic analysis should be done. Sidewalks and bike lanes should also be addressed.

Hotel, Overnight Accommodations:

Overnight accommodations would introduce round-the-clock activity, traffic, lighting, and safety concerns. If any consideration is given to overnight stays, it should be limited to dormitory housing for researchers, rather than a commercial enterprise for paying guests.

Amphitheater:

A venue designed to attract large crowds would create additional traffic, parking demand, noise, and disruption to nearby neighborhoods, as well as wildlife. The sound, especially amplified and after dark, would be inappropriate on a property adjacent to hundreds of homes. (Sound from the Beer Garden, Veterans Park, and Calf Pasture Beach can be heard in Harbor View, Village Creek, Harbor Shores, and Shorefront Park, so Manresa Island's amplified sound would be significantly more disruptive.)

Two-level Parking Structure:

This increased parking capacity would allow more traffic through already constrained roads in South Norwalk. Greater effort should be focused on alternate parking sites with shuttles. A two-level structure would be visually offensive to nearby residents.

Cellular Antenna:

Any cellular antenna or satellite dish equipment does not seem appropriate. If allowed, it should be restricted to an area behind buildings and not visible to any residents.

Signage:

While most of the requests for signage seem reasonable, marquee signage seems inconsistent with the character of a 501 c(3) natural habitat and park. All signage should be modest in scale and limited to areas that do not face residential property.

Manresa Wilds represents one of the most significant land use decisions Norwalk will make over the next decade. We respectfully urge the Commission not to rush approval of these zoning changes. A full evaluation of the long-term impacts on traffic and infrastructure should be considered, while also respecting our neighborhood character, safety, and the quality of life.

We will plan to speak at the public hearing on July 15th, and we will offer more detail at that time. Thank you for your consideration.

Regards,

Jan Schaefer

On behalf of the Manresa Association Board of Directors

Dear Planning & Zoning Commission,

I am writing as a resident of Yost Street regarding the proposed Manresa Wilds rezoning application (SD-MW) and upcoming hearing June 24th.

While I appreciate the vision of restoring public access and open space at Manresa, I am concerned that the impacts on nearby residents are being understated. Residents on Yost Street have one of the most direct and unobstructed views of the Manresa entrance and project area, and our homes will be directly affected by future traffic, parking, lighting, noise, and event-related activity. Despite this direct relationship to the site, many, if not all Yost Street homeowners were not notified.

Over the past several months, we have experienced significant construction impacts, including heavy truck traffic and noise, tree removal, and street congestion. Sound travels considerably over marshland, and with the loss of the tree buffer, headlights from exiting trucks and cars now shine directly into our homes. These are not theoretical future concerns—they are already affecting us.

We are also concerned by the proposal to create a new zoning district that contemplates future uses such as a hotel, amphitheater, event spaces, and additional buildings before any detailed analyses of future stormwater, noise, lighting, and neighborhood impacts have been completed.

Thank you for your time and consideration. We appreciate the Norwalk Planning & Zoning Commission's careful consideration of the concerns of nearby residents and its commitment to thoroughly evaluating future impacts before granting any additional development rights under the proposed SD-MW zoning district.

Sincerely,
Margot Martin
19 Yost St.
Norwalk CT 06854

Dear Director Kleppin and Members of the Planning & Zoning Commission,

My name is Mark Matuska and I am writing on behalf of the household located at 1 Longshore Ave in Harborview, among the nearest of nearest abutters to the proposed Manresa Wilds development. I am also a practicing architect, and have some familiarity with zoning regulations, and have a real appreciation for the ambition of the proposed Manresa Wilds project.

First, though, I'd rather talk about a quirk of my neighborhood. Several times a year, I look out my front window to find a semi-tractor trailer parked in front of my house. This truck is not there to move out a neighbor or deliver an appliance; it's there because it missed a turn and thought it could reverse course in Harborview. Unfortunately for the less experienced drivers, the streets in Harborview are narrow and the turnaround can be challenging. On several occasions it's taken a half hour or more to get the driver back headed in the right direction.

I've reviewed the traffic study presented by AKRF as part of this application and found its suppositions and proposals to be eye-opening. At the completion of Phase 3 of this project, almost 800,000 (Table 1) people a year are expected to visit Manresa Wilds. Their estimates break that down to 2,822 vehicle trips (Table 6) on a peak summer Saturday, with only 20% (Table 9) of those visitors coming locally from Norwalk- so there will be a lot of non-locals coming in who may not be "in the know" about public transportation, parking reservations, etc. Understanding that not all these vehicles will be arriving at the same time, it still seems probable that if these numbers are to be taken at face value, the proposed 400 parking stalls are "wildly" insufficient.

Where will all of these cars go, that are turned away at the entrance?

Some I'm sure will follow instructions from the gate attendant and park at some remote lot and ride the bus back in; others may turn around and come back another day. But what is not directly addressed in the traffic study is what proportion of cars will try to find parking in nearby neighborhoods like Harborview. Our community is private but to date has resisted a gate at its entrance, as we like to believe we are open and welcoming to visitors. We have no sidewalks because there's no space for them, and the streets are safe because, at just over 100 houses, traffic is sparse. Kids play basketball, families take strolls, and residents walk their dogs without fear of being run over. But the addition of 50 straggling cars daily, much less hundreds, either looking for parking, turning around, or just exploring out of curiosity has the potential to seriously detract from quality of life in our little neighborhood.

And that influx of traffic in turn raises questions about the capacity of Woodward Avenue and whether current infrastructure can accommodate those 2,800+ vehicle trips. Proposals to increase bus frequency, add bicycle lanes, and provide a water taxi all seem well-intentioned, but we live in a car-based

society. The only places convenient to walk from into Manresa Wilds will be the adjacent neighborhoods. There's going to be a significant increase in traffic- not only from park visitors, but also employees and staff to make the place run. We're really talking about turning Woodward, a road classified between Meadow Street and Longshore as a local residential roadway, into a functional arterial; given the number of private drives and sidestreets with blind turns onto it, I'm just not sure how that works. Emergency vehicles from Lowndes Street to Manresa Wilds have exactly one, un-detourable path to and from the proposed park. It's not difficult to imagine nightmare scenarios involving blocked access to an emergency situation inside the park or beyond it, especially with the island's propensity to flood.

The study suggests the only structural change needed to turn this quiet residential street into a regional funnel is a single traffic signal at Meadow Street. This is "wildly" insufficient. I am sure the city is exploring all possible options, but if this project is to be completed as proposed, there needs to be a hard look from the City of Norwalk at structural change on how vehicles approach and depart Longshore Avenue, a solution that will have to comprise more than adding a stoplight.

We have other concerns as well, the largest of which directly relates to this change in zoning. Anyone who has ever owned property knows that neighbors come and go, but the zoning stays the same. We don't doubt the intentions of the Manresa Island Corporation or its benefactors, but we do know things change over time. The Manresa Island Corporation is a private entity and, while I'm sure no one expects this or plans for it in the foreseeable future, Manresa Wilds's ownership, or at least its executive leadership, will one day change. Writing zoning is a long-term change, and it's worth thinking about these scenarios happening at some point. What if the vision changes? What if the park cannot sustain itself? The land itself becomes much more valuable once it's remediated- how do we preserve the vision while permitting the flexibility to allow the park to function with changing times? We recognize this discussion has little to do with the master plan in front of us, and yet the zoning amendment seems to leave the door open to alternative uses. Dormitories? Hotel? Amphitheater? "Researchers bunking near the Sound" vs. "College Kids on the Beach" have entirely different implications for surrounding neighborhoods. We could more readily support the project if the zoning language and master plan were in greater alignment.

And with all that said: we're very excited about this. We can't wait to see and use the park, and believe we and Norwalk at large are extraordinarily lucky to be in a position to even be talking about this. But along with that enthusiasm comes a degree of apprehension. The couple times a year I have to redirect a lost truck is about all of the traffic mitigation I have the stomach for, and I have no interest in being a parking enforcer. I want my kids to be able to continue to walk in the streets in my neighborhood. Manresa Wilds and the City need to take responsibility for assuring that they can.

Because the Zoning Commission has the legal authority to mandate off-site traffic controls, we ask that you do not approve this text amendment unless you write three binding conditions into the resolution at minimum:

- First, require the applicant to fund and install electronic, real-time "Lot Full" message boards placed well north on Woodward Avenue, so drivers know they will be rejected before they ever reach the Longshore Ave. bottleneck. This electronic dynamic signage should be installed before Phase 1 opens.
- Second, mandate a physical traffic channelization and signage design at the exit of their external turnaround loop that legally forces turned-away vehicles back north on Woodward, blocking them from turning toward Harborview.
- Third, tighten the zoning text to be as restrictive as possible toward any high-density or residential alternative uses.

Thank you

Mark & Melissa Matuska
1 Longshore Ave.

Regarding Manresa Wilds looking to get permission to include a hotel, amphitheater, parking facility, this comes as a big surprise to those of us who have been following the project. None of these major features were mentioned at the big aquarium presentation a few months back, nor is there any mention of them on the MW website.

Needless to say, we feel like we've been blindsided! And we're quite concerned that these new plans will further exacerbate an already congested traffic on the streets leading down to Manresa.

Can we get some clarity on Why these major new plans are being disclosed only now, not before? Can we also get some indication as to the thinking on how the increased traffic will be handled. Surely, the traffic issue has been given some thought.

Thank you,

Mel Sokotch
6 Oliver Street
Harbor View

Dear Mr. Kleppin and Commission Members,

It is difficult to overstate how overreaching and inappropriate Manresa Osprey LLC's asks currently are for the development of Manresa Island. They are seeking authorization to create a regional entertainment venue, hospitality center and waterside amusement park like attraction. They are seeking broad discretion with disturbingly few restrictions.

Among the many points that come to mind:

1. Any increase in hardtop areas will cause increased flooding in adjacent areas. Flooding is already a major and increasing problem in our area with regular flooding at high tides occurring on our local streets. During major storms it has been, and likely will be, catastrophic at times in the future. Our current municipal systems cannot handle the overflow during major events affecting South Norwalk.
2. Any more parking on site at Manresa will mean increased vehicular traffic along our two lane narrow access roads, which already often function as one lane only, on a daily basis due to vehicular parking and existing truck use and parking. It is also not unusual for the frequently used alternative, Water Street, to be impassable due to high tides.
3. We currently live in a quiet residential area. The increased traffic, which will periodically be intense due to the attractiveness and wide ranging appeal of the proposed attractions, and even more intense during event start and ending times, not only adds pollution, noise and intense inconvenience. It is dangerous, especially during emergencies and for our frail and elderly residents who need emergency services to be able to get through to us quickly unimpeded by heavy traffic. It will also present danger for the children who play and bicycle in the area and our many walkers. Traffic from chains of cars waiting to get into Manresa will create noise and pollution making life more unpleasant and hazardous for many of us with existing respiratory conditions.
4. Even one event per year at the venue will create many problems for the residents. It appears that the ask is for at least four a month and even more. Think of the traffic controls and inconvenience for locals from the current once a yearly Oyster Festival and the Fire Works event at the beach, where there is far better access than down Woodward and the direct paths people are likely to take to Manresa from I95. All of this will cause an increased burden on our city services, especially for traffic control and other emergency services.

5. If Manresa is a site intended for people to enjoy nature, why allow anyone to serve alcohol there?
6. How would an amphitheater serve that goal?
7. Or a hotel? Or a major venue space with multiple restaurants. Why allow outdoor noise polluting concerts adjacent to quiet residential areas?
8. There are so very many scantily limited commercial ventures that are being sought to be permitted without restriction on this privately owned property! We will have no long term enforceable provisions to control and limit these under the proposal. We need them.
9. A hotel is inappropriate, as is an event space which will be available for any and all purposes. It has to be spelled out and limited, i.e. how many restaurants, serving how many people, no alcohol, exactly what types of public events are permitted, at what hours, max number of people, limited hours on limited days. How frequently and other what conditions.
10. Grace Farms in New Canaan is a good example of the appropriate kinds of limitations to be placed when a zoning change is requested to develop an area for recreational outdoor enjoyment purposes adjacent to residential neighborhoods. I believe our Director, Steve Kleppin, is familiar with the limitations placed on that project and I would ask him to share the with the Commission. Development of Manresa is even more problematic than Grace Farms, Veteran's Park, and our Beaches due to road access issues and the proposed far more intense use of an ecologically important area with nearby major flooding areas.
11. There is also the importance of strictly limiting hours of operation for various kinds of activities.
12. Special Permits and Zoning changes are not a matter of right, they have to be specially allowed. What is being proposed is a regional, multistate draw that will heavily negatively impact the local residents, their safety, lifestyles and enjoyment and the resources of our city. Respectfully, those are the considerations that should come first, and those are the considerations that should be put first. Before the broad ranging, frankly disturbing, broad reaching asks of Manresa Osprey LLC.

Thank you,
Beverly Krieger

My Name is Brian Lindner an 18 year resident of Harbor View,

The decision that stands before us is significant and will impact Norwalk and it's residents for decades to come. It is just a critical decision as when Norwalk decided go against public consensus and allowed a power plant to be built on one of Norwalk's most valuable pieces of property and then allowed the owner to pollute it so its virtually usable. We are lucky to have a developer to help us right Norwalks past problems for this piece of land.

Before Norwalk makes any significant zoning changes that enables the the development of a major destination center with many commercial activities in a residential and ecological center, Norwalk owes it's residents answers to the following 5 items listed below in response to Manresa Osprey LLC zoning change request. We need to take our time to carefully understand what Manresa Wild is. In reading their proposal it is a far cry from a charitable organization used exclusively for scientific, educational, or park/recreation purposes. I do believe the developers are quality people and are trying to work with the community as they move rapidly forward in the first phase of building a park and walking trails. This is great. However, it would be hard for me as a resident to support activities beyond phase one until Norwalk provides clear answers and a plan for these 5 items.

1. Traffic/Zoning-The South Norwalk infrastructure and road structure is currently not designed to accommodate a major regional destination center in a hard to get to location in the center of residential center and flood zone.

o We would like clear projections by the town of Norwalk on how many people (residents and non-residents) will visit this major destination during peak summer months and annually. These visitation projections should be for initial park in 2027 to the full build out in next 10 years which may include many fee-based commercial/recreational services. The recent zoning modification request talks about 1,200,000 visitors annually a majority in peak summer months-when Norwalk waterfront is most active. This would be added to the existing traffic congestion issues Norwalk faces generated by previous leadership due to poor zoning, infrastructure and traffic plans.

o We would like Norwalk to produce a well-thought-out traffic plan with recommended modifications to road, infrastructure systems, parking, street flooding and the budgeted costs to Norwalk Residents thru taxes. This is needed to ensure existing tax paying residents can move freely (easily and safely) through South Norwalk residential/commercial water communities. (Note Norwalk just approved a Water Street mixed development project which will impact current traffic in an already congested flood area-Water Street).

o This plan and budget should be presented to the residents of Town Norwalk by the city and be reviewed and understood before any major zoning modifications are considered.

2. Norwalk Budget and Tax Impact-As residents/taxpayers we all have been challenged by increasing RE tax increases. We are also challenged by Norwalk's ability to fund basic services such as education. Before any zoning changes or Real Estate property tax exemptions are considered we would like to know specifically:

o What fee-based services does Manresa Wilds plan to provide and potential pricing for Norwalk residents and non-residents for these services. This will be necessary for federal, state and local tax administrators to determine whether their proposed services and pricing for these commercial services meet the federal, state and local requirements for a 501(c)(3) charitable organization used exclusively for scientific, educational, or park purposes.

o What are the specific benefits Norwalk Residents will receive from Manresa Wilds (vs nonresidents and private users). Norwalk infrastructure, security and administrative support will increase our tax burden and this will disrupt multiple residential communities with traffic, noise and security issues. What Real Estate taxes will be lost and what benefits will Norwalk residents receive.

o How will the services they will offer impact existing Norwalk businesses and vendors (existing bars, restaurants, event centers, entertainment, beer gardens/breweries, multiple beach and waterfront areas etc.)

o Norwalk needs to provide a detailed projected budget on what it plans to spend on roads, infrastructure and any tax relief to support this major regional destination center in the middle of our key residential community. This includes:

- Costs of traffic studies and use projection studies and monitoring costs (Norwalk should do this for all areas impacted, not just the developer)
- Infrastructure and road modifications costs to accommodate support of a major destination center and the recent commercial building zoning changes on Water Street.
- Any proposed charitable property tax abatements, if granted, (lost Norwalk revenue) Norwalk tax assessor should provide information on RE taxes paid for last 10 years for Manresa Island by different owners to understand loss of revenue.
- Projected town management and compliance monitoring costs
- Increased town security and traffic management costs
- Other town administrative and oversight costs

3. Pollution, environment and flood remediation for a large scale regional center-Harbor View, Village Creek and surrounding Norwalk water communities have suffered through significant pollution, environmental violations and oil spills from the previous owners who were not held fully accountable by the city/state/DEP financially (see pollution history below provided by Manresa Association). There have been modifications to our marsh water flow through poor road and water flow design helping to create greater flooding issues in these marshes and surrounding streets. Hurricane Sandy flooded many communities (and Manresa Island) and the roads are underwater periodically.

- o We want to assure Norwalk/DEP makes the owner addresses environmental and pollution issues to best practices standards for their proposed use (a large-scale operation with a significant volume of people projected to visit the site daily). This is a key ecological/wildlife center for Norwalk surrounded by a high density of Norwalk residents.

- o We also like for the City of Norwalk to address the Longshore Road/waterflow system between marshes as part of their plan to address traffic/infrastructure/flooding issues in the high density residential area.

4. Noise, lighting and parameters for operation-To minimize noise, lighting and traffic issues particularly at night. Manresa Wilds will be a significant regional waterfront/recreational activity/entertainment destination center for residents and non-residents built in a residential/ecological center.

- o We would like zoning restrictions that Manresa Wilds will operate between sunrise and sunset with noise limits. MW has mentioned this in several meetings, but it is clear based on previous presentations it will not be for all services.

- o Norwalk should have noise limits and well-defined hours of operation 8am-8pm, for example, and this timeframe should apply to all commercial services-concerts, restaurants, bars, meetings, festivals, public and private events if they occur (developer would need significant zoning modifications to do this), not for just the park grounds.

- o The listed services they are considering in the longer term are a far cry from the Mission they initially presented to get their tax-exempt status. We would like Norwalk to hold them in the long term to what was initially communicated if they are to get a RE tax exemption as a charitable organization in Norwalk.

5. Security-To assure long-standing private/non-private residential communities and associations adjacent to Manresa Wilds are not adversely impacted by parking and visitors straying from the Manresa Wilds property/entry point and entering these adjacent communities from the road or waterfront/beach. We would like to see Norwalk's plan:

- o To provide appropriate barriers (town and developer), security, signage and monitoring (or gate) for these communities.

- o To assure parking beyond/outside of the Manresa Wilds entry gates doesn't spill over to adjacent communities (Example: entry point to Harbor View pillars).

To assure cars, bikers and walkers attending this major destination center understand Harbor View Association is a private community and don't enter it

Historical Timeline Manresa property, Town of Norwalk Historic decisions and the pollution of Manresa

1953: Norwalk Zoning Commission approves CL&P to develop Manresa property as a steam generating power plant. Permission is granted to fill the area north of the A-B line with "coal ash mixed with water sluiced through pipes to the areas that are being filled".

1957: Referendum fails on "the City of Norwalk acquiring Manresa Island for recreational purposes if feasible".

1960: CL&P commissions the coal-fired plant.

1969: Major spill of #2 fuel oil, causing significant damage to Village Creek beach and the tidal flats between Hoyt's Island and Wilson Point.

1972: Conversion from coal to oil.

1980: Federal Resource Conservation & Recovery Act (RCRA) instituted. According to RCRA Info, the facility filed a Part A Notification on November 19, 1980. They filed as a TSD (Treatment, Storage and Disposal of Hazardous Waste). That triggered the Corrective Action process.

1990: Harbor Management Plan adopted by Norwalk Common Council, names wetlands around Manresa as "areas of concern", also requires regular review of oil spill control procedures at Manresa.

1992: Transmission line installed running under Long Island Sound from Manresa to Long Island.
1997: Connecticut Coalition for Clean Air names Manresa one of CT's "Filthy Five".
1999: NRG purchases Manresa plant from CL&P
1999: CT Dept. of Energy & Environmental Protection's (DEEP's) Property Transfer Program begins.
2003: RCRA Corrective Action Environmental Condition Assessment Form (ECAAF) received by DEEP.
2005: Sooty Six Law takes effect.
2006: DEEP notifies NRG that Property Transfer Program and RCRA CA can be completed simultaneously as many of the reporting requirements overlap between the two programs.
2010: Minor oil spill
2012: Hurricane Sandy puts Manresa property almost entirely underwater.
2013: Plant mothballed in June, 2013.
2013: Manresa Association formed.

To Steve Kleppin and the P + Z Commissioners:

We are writing to express our serious concerns and firm opposition to the recent proposals that have been set forth by Manresa Wilds.

We appreciate and encourage the charitable motivation of the Mc Chords and their team.

And were initially delighted to learn that the property would become a nature preserve for all citizens to enjoy – we wholeheartedly support this purpose.

We now understand that the original call to environmental stewardship has morphed to include a proposed large amphitheater, hotel, double level parking for over 400 cars, night events and more.

We call on the P + Z to exercise its responsibility to represent and protect the interests of the tax paying and voting citizens of Norwalk who live in the neighborhoods surrounding this project by saying no to each aspect of the current proposal that crosses this environmental stewardship line

We invested our savings in a home in the Harbor Shores area expecting to experience the natural beauty of the environment and the virtues of the surrounding Norwalk neighborhoods over the long term.

The many impacts of the project as currently being proposed will fundamentally change the character of these precious assets

And will impose greatly enhanced traffic on the one small already inadequate road we all depend upon daily – and the accompanying many neighborhood safety, parking, and environmental issues that will inevitably follow.

Many are concerned that with the forecasted number of visitors, and major influx of traffic leading up to and following large events, we will be stuck in a Woodward Ave bottleneck, unable to run errands, live our lives without getting caught in a huge traffic jam, or worse, avail ourselves of timely emergency, fire and / or ambulance services

At the Manresa Wilds / Harbor Shores meeting, we were astonished by the statement of the Mc Chords that their view of their responsibility – and the use of their funds – for the various near and long term potentially negative impacts of this project ends at the gates of their property – thus shifting the various larger project financial burdens and impacts to others.

This is unacceptable

We call on the P + Z and our elected officials to take responsibility to thoroughly and independently assess each of the impacts of this far reaching proposal

And mandate sufficient additional time to allow the public and especially the surrounding neighborhoods to fully participate to reach mutually acceptable solutions to each impact

As of today's hearing, much more must be done to attain this goal

Thank you for your support in this matter.

Margaret and Jeremiah Schnee

26 Sable Street

South Norwalk

To the Norwalk Planning and Zoning Commission —

There is nothing "wild" about removing environmental regulations from a site to build a hotel and a multi-level parking garage.

Over the past six months I have received about a dozen legal notices — mandatory because my home is within 100 feet of these ongoing changes. Each step the applicant has taken chips away at protections for Norwalk residents, and each is small enough on its own to avoid drawing scrutiny.

Take the quiet reclassification this January of six acres on the site as No Longer Wetlands — based solely on a study the applicant paid for, with no independent, city-funded environmental review. An Orwellian relabeling that let the applicant begin paving over land that was protected days earlier, making it decidedly less wild and imperiling both animal habitats and the flood resilience of the surrounding neighborhoods.

Now, with this proposal, Manresa Osprey, LLC seeks to free themselves from the rules that apply to everyone else in Norwalk, so they can shape the site as they see fit with less oversight from the public. And by seeking an exception to the rules regarding drainage reports, they continue the pattern of chipping away at some protections without drawing a critical mass of attention, but preserving optionality to continue to chip away at other protections at a later date when they can do so more quietly.

I urge the Commission to reject this application, so that the site is developed under rules set by the people of Norwalk — not by Manresa Osprey, LLC.

Kevin Hobson
9 Outer Road
Norwalk, CT 06854

Public Comment Regarding the Manresa Wilds Application for a Zoning Change - June 24, 2026

Dear Steve and Members of the Planning and Zoning Commission,

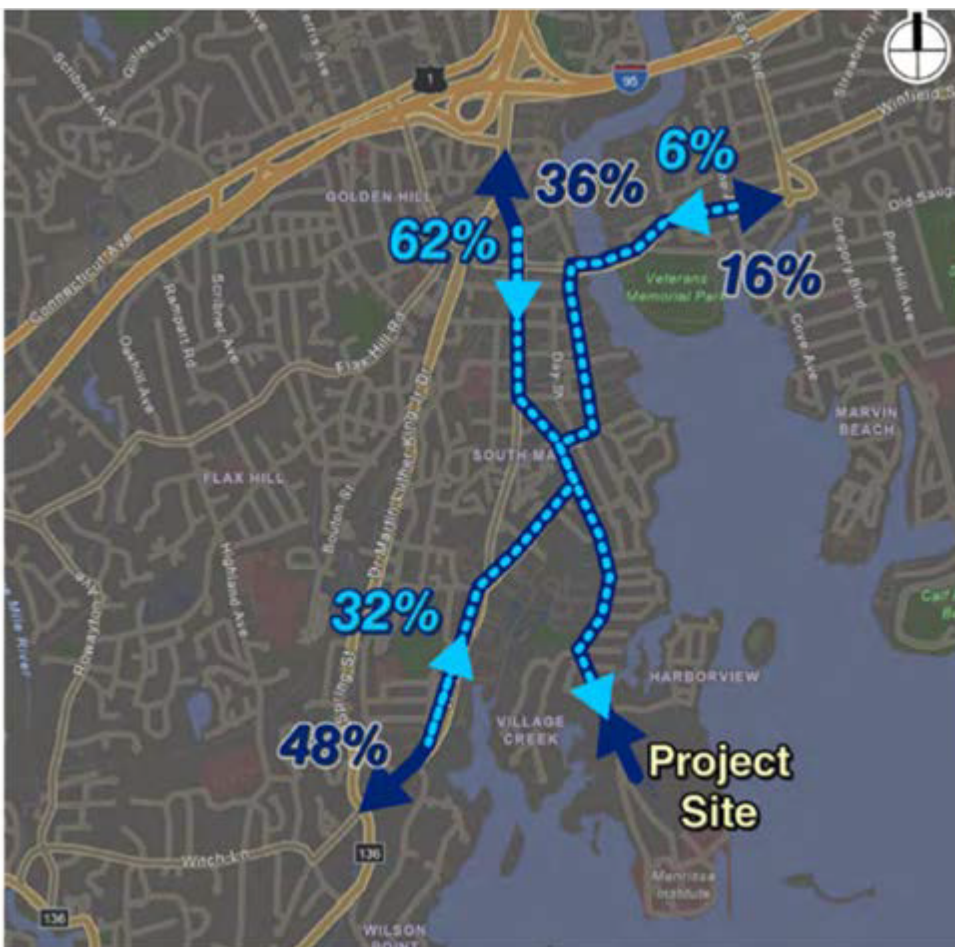
Traffic, parking, and transportation impacts remain my primary concerns regarding the proposed Manresa Wilds development. As currently proposed, the project has the potential to generate significant increases in vehicle traffic, parking demand, noise, emissions, stormwater contamination from vehicles, and disturbances to both neighboring residential areas and wildlife habitat.

To minimize these impacts, I believe on-site parking should be limited to staff, service vehicles, and ADA-accessible parking. Visitors should instead utilize remote parking facilities, such as those identified on page 60 of the June 24, 2026 Manresa Wilds presentation, with transportation provided by shuttle service.

I am also concerned about the applicant's proposal for additional traffic signals and traffic-calming infrastructure intended to accommodate project-related traffic. These measures would fundamentally alter nearby residential streets and may transfer project impacts directly onto surrounding neighborhoods.

This proposed project of unprecedented scale in Norwalk warrants careful consideration, as it comes with significant transportation and neighborhood impacts.. The Application for Special Permit states: "If all required approvals, permits and licenses are obtained, Manresa Wilds will be the largest publicly funded private park [sic] in the United States."

A project of this magnitude will inevitably create transportation and infrastructure challenges extending beyond South Norwalk into Rowayton and East Norwalk, as illustrated in the applicant's own traffic distribution map (below).



Perhaps most concerning is that comprehensive traffic analysis has not yet been completed. The Manresa Island MP Transportation Strategy Memo acknowledges that:

"...a full Traffic Impact Study will be conducted at a later date..."

and further states:

"When the full Traffic Impact Study is performed, trip distribution patterns may be adjusted/refined." Traffic is likely to be one of the most significant impacts of this project. It is therefore difficult to understand how a zoning change of this scale can be approved before comprehensive Traffic Impact Studies have been completed and made available for public review.

I am also concerned by apparent inconsistencies in visitation projections. The Transportation Strategy Memo estimates peak summer weekend traffic at 586 vehicle trips at a maximum. However, calculations based on visitation figures presented by the applicant appear to suggest substantially higher vehicle volumes (see red box below):

VISITATION ESTIMATION METHODOLOGY

Annual Visitation



Convert to Monthly Visitation



Covert to Day of Week Visitation

- Divide monthly visitation by 4 weeks
- Apply day of week visitation percentages
- Peak day of week on Saturday

MANRESA WILDS
June 2026

PHASE 1, 2 AND 3 DAY OF WEEK VISITATION PROJECTIONS

DAY OF WEEK	PERCENT OF WEEKLY VISITATION	SPRING	SUMMER	FALL
MONDAY	10%	2,178	2,970	2,277
TUESDAY	10%	2,178	2,970	2,277
WEDNESDAY	10%	2,178	2,970	2,277
THURSDAY	10%	2,178	2,970	2,277
FRIDAY	12%	2,614	3,564	2,732
SATURDAY	25%	5,445	7,425	5,693
SUNDAY	23%	5,009	6,831	5,237
TOTAL VISITORS PER WEEK		21,780	29,700	22,770
AVERAGE VISITORS PER DAY		3,111	4,243	3,253
CARS PER DAY @2.5 PEOPLE PER CAR*		1,244	1,697	1,301
95% OF VISITORS ARRIVE BY CAR**		1,182	1,612	1,236
PHASE 4 ADDS 10% TO ALL TOTALS***				

*MW Presentation for 6/24/26 page 59
**MW Presentation for 6/24/26 page 61
***MW Presentation for 6/24/26 page 64

SCAPE BIG 58

This discrepancy should be fully reconciled before any approvals are granted.

The application further states that there will be "no adverse effect upon adjacent property owners." Given the anticipated increases in traffic, noise, event activity, parking demand, and overall visitor volume, this conclusion appears unsupported by the information currently available.

Another concern I have is over potentially large events being held at Manresa Wilds. I believe this would be problematic, causing excessive noise and large amounts of traffic entering and exiting at the same time (compare to Calf Pasture Beach fireworks traffic which takes hours to dissipate).

While I support increased public access to the shoreline and appreciate the proposed educational and research components of the project, I believe the current application lacks sufficient detail regarding future uses, event programming, attendance levels, and long-term operational impacts. The zoning change being requested would grant broad flexibility for future activities that have not yet been adequately defined. It's my belief that the project as currently planned is simply too ambitious for the site.

For these reasons, I respectfully request that the Commission deny or defer this application until:

- Comprehensive Traffic Impact Studies have been completed and independently reviewed.
- Visitation and vehicle-trip projections have been fully reconciled.
- Future uses and event programming are more clearly defined.

- Adequate measures are established to protect surrounding neighborhoods from traffic, noise, and parking impacts, including a realistic evaluation of my proposal to ban private vehicular access to the site and instead focus on implementation of off-site parking and shuttles.

Thank you for your consideration of these comments.

Respectfully submitted,

David Lindsay 10 Outer Road Norwalk, CT 06854

The current over-scale and ill-advised traffic-generating Manresa Wilds plan should be declared “dead on arrival” by responsible Norwalk officials, who’s number one priority is to protect public health and safety. Let me explain.

The current plan would be great for densely populated downtown Brooklyn or Boston perhaps but not for this fragile exposed site in flood-prone South Norwalk, and is being forced upon us by the so-called “Manresa Wilds” folks (their plan is anything but “wild”). They sadly want to preserve the hideous 40–story industrial eyesore of the decommissioned power plant, which I see as nothing more than a hulking monument to environmental injustice that sickened and killed generations of mostly minority and lower-income Norwalkers of nearby neighborhoods from 1960 to 2013 with its deadly cancer-causing emissions to air and water. This giant eyesore, visible for miles, will be the centerpiece of a regional car-oriented destination, at the end of narrow 2-lane Woodward Avenue that is prone to flooding now and will only get worse according to multiple professional studies. Their plan contradicts our Citywide Plan of 2019-2029, contradicts our state-approved Norwalk Harbor Management Plan, and contradicts the basic goals of the State of CT Coastal Area Management Act.

Their recent “reset” to scale it back was a joke, and was clearly not a response to public feedback as they stated. I now have trouble believing anything they say. I went to almost all of their public meetings except one, and saw the “red dot” public responses to preserving the power plant which was overwhelmingly negative, and I carefully read the valuable and comprehensive “Norwalk Power Economic Impact Analysis” of 2018, that surveyed Norwalk residents (page 58) who a large majority stated they wanted Manresa to become a “conservation area” and “public passive open space”. No mention in any survey of anyone wanting a hotel, parking deck, water park, swimming pools, huge event space holding 1,000 people, etc., comprising the regional intensive human use (and wildlife-unfriendly) plan that Manresa Wilds is currently proposing.

This fragile flood-prone exposed site (almost entirely in the 100-year flood plain, along with a mile of narrow access road leading to it) is described as a “significant and unique coastal habitat” by the US Fish and Wildlife Service (pages 32 and 33 of the 2018 study), and is host to over 200 species of wildlife including 55 protected endangered species. It is nearly completely surrounded by the islands of the established McKinney National Fish and Wildlife Refuge, and as those islands are reduced by sea level rise and erosion, the Manresa site will take on even more importance to nesting and feeding wildlife. Manresa therefore needs to be preserved as a wildlife refuge with quiet trails, off-limit areas for bird nesting and feeding, and water access for kayaks and boat tours of the surrounding MCKinney National Wildlife Refuge that currently has no visitor’s center as most do. Birdwatching is a big draw, that should be encouraged with bird blinds and signage. Intense human uses as proposed (including their declared dog-friendly policy) will simply scare off wildlife.

Regional traffic from NYC to New Haven will not only clog South Norwalk and endanger lives of pedestrians and cyclists on busy narrow streets flowing from exits 14 and 15, but will also enter the city from exits 11, 12, 13, 16, and 17 from Rt 95 (guided by GPS) through Rowayton, East Norwalk, Darien, and Westport, to avoid the usual gridlock that occurs daily in Norwalk on 95. The site is 2 miles from the South Norwalk Train Station, or a 40 minute walk, so public access by mass transit is not practical.

This is a disaster in the making, and what happens to those thousands of daily cars when Woodward Avenue floods at high tide and is closed, which happens now a few times a year and will increase to once every 30 days by 2050 according to multiple studies? And who will pay the tens of millions\$ to raise and widen Woodward Avenue (one unfeasible idea floating out there) that will destroy entire neighborhoods by increasing flooding on both sides of what will essentially be a dike built through these lower-income areas, trapping and raising floodwater and high tides in the dense neighborhoods on both sides of Woodward?

And who will pay for the massive cleanup needed after a storm surge wipes out all the new infrastructure proposed on Manresa, same as Sandy did in 2013 to Calf Pasture Beach across the harbor when the fishing pier and 3-foot thick stone seawall were reduced to rubble by pounding waves, along with the swimming pool and clubhouse at the Ascension Pool Club? Sandy completely covered Manresa and forced the closing of the power plant, and this will happen again, and even worse with climate change and sea-level rise.

As FEMA is downsized, will Norwalk taxpayers be on the hook to clean up the mess left behind after the next storm surge batters Manresa and pushes debris into salt marshes and our harbor? FEMA paid \$4 million to rebuild our fishing pier and seawall at Calf Pasture in 2014, and multiply this by many times in today's dollars and with the massive new infrastructure proposed at Manresa, and you have a cost in tens or even hundreds of millions to clean up and rebuild after a major storm surge which WILL happen.

Therefore, I strongly urge the Norwalk Planning and Zoning Commission to reject any expansion of human uses on this flood-prone site, including parking decks, hotel, swimming pools, water park, and a huge event space and catering facility that will hold 1,000 people and will be relied upon to fund future maintenance of the park according to their own website.

If they do approve any expansion of uses other than a wildlife refuge and related water access and educational facilities, Norwalk officials will forever be responsible for one of the biggest planning mistakes Norwalk will have ever made in its long history, and they will take full responsibility for risking public health and safety and defying our million of dollars of studies and state and local laws that all recommend against creating a regional traffic-generating theme park on this fragile site with poor access through a flood plain.

Here's an idea: Remove the giant eyesore of the obsolete power plant to restore our scenic coastal beauty Norwalk once enjoyed, as it was a mistake when it was built in 1960 and is still a mistake, and turn this site into the quiet wildlife refuge with trails only, low-key water access, and educational resources it deserves to be. That would be a legacy to future generations the billionaire owners should be proud of, instead of the overscale traffic-generating monstrosity they are proposing which will not end well. Don't take my word for it, just look at the official future flood maps on pages 24-27 of the Resilient South Norwalk plan of 2023, which shows all of Manresa Island and all of its access road under water in future decades with sea level rise. It defies all logic and common sense to intensify human uses and draw crowds and traffic to this flood-prone site at this point in our history.

At Manresa Island, it's clear that for struggling wildlife and for Norwalk's future sustainability and resilience, "less is more".

Thank you,

Mike Mushak, 50 Elmwood Ave., Norwalk, CT

Dear Zoning Commission,

I attended last night's zoning meeting for Manresa Wilds ("MW") and appreciated the thorough presentation by the MW team. I respect their vision and guiding principles, particularly their stated goal of expanding recreation opportunities and water access for all.

That said, I am concerned that the application includes many uses that go well beyond what was presented last night. Austin McCord and his team stated on several occasions that they are requesting permitted uses that may not be needed immediately but are intended for "generations to come." Given the size and scale of this project and its location in a densely populated residential area, I believe the Commission should focus first on approving only those uses necessary to carry out the project as presented last night.

If MW later determines that additional uses are needed, the applicant can return to the Commission at that time to request those expanded uses. First, we need to see that the base uses can be supported by the city's current infrastructure and that MW can successfully operate and fund the site over the long term. At the meeting, Austin McCord noted that MW will not generate anywhere near the revenue needed to operate and maintain the site, and that an endowment will be necessary for long-term success. To my knowledge, no such endowment has yet been established. I believe we need greater assurance that the site can be maintained without reliance on city, state, or federal resources. Once MW has demonstrated that the site will not create significant traffic, noise, or security concerns, and that it can be properly funded and maintained, the Commission could then consider expanding beyond the core uses identified in last night's presentation.

Below are several specific thoughts and questions I have regarding the uses being requested:

- **All recreational uses except for sport field** – This seems very broad. At the presentation, MW discussed kayak rentals, a pool, and playscapes. Could the permit be limited to those specific uses? Prior MW presentations also referenced indoor rock-climbing structures, which would attract a different user base and likely require substantial ongoing maintenance and capital investment.
- **All cultural & entertainment uses, event space, theater, restaurants, brew pub/distillery** – These uses also seem very broad and would benefit from more specific limitations. What would the capacity be for these spaces? Would they be indoor, outdoor, or both? How frequently would these events occur?
- **Lodging (except extended stay and motel)** – This does not appear necessary at this stage and could create round-the-clock traffic, noise, and security concerns.
- **Development park** – Could the applicant clarify what this would include?
- **Public utility supply & storage** – Could the applicant clarify what this would include? I would want to ensure that data center, battery storage, or similar uses are not permitted, as those seem unnecessary and not aligned with MW's mission.
- **Wireless telecommunications facility** – This also appears unnecessary and not aligned with MW's stated mission.
- **Amphitheater** – What limitations would apply here? There is already a 150-seat amphitheater approved in the Northern Forrest, and it seems that would be sufficient. A second amphitheater does not appear necessary.
- **Commercial recreation establishment** – This seems outside MW's mission and could create significant traffic.

In summary, I am supportive of MW and the benefits it could bring to Norwalk and the surrounding area. However, I believe the scale and breadth of the zoning requests at this initial stage are too expansive and open-ended. MW should be asked to return with a more focused application reflecting only what is needed to complete Phases 2 and 3 of the project as presented last night. The application should also include a traffic study specific to those uses discussed at the meeting. That would give the Commission a clearer picture of the intended purpose of the project and allow for a more informed review of any requested zoning changes.

Best,
Katie Hensel
4 Morningside Place

Manresa Neighbor Letters 2

Dear Director Kleppin and Members of the Planning and Zoning Commission,

I am writing as a resident of Norwalk to formally submit my public comment regarding **Application #2026-41 R/M**, submitted by Manresa Osprey LLC. This application requests a zoning regulation and map amendment to create a new "Special District - Manresa Wilds (SD-MW)" zone on Longshore Avenue and Manresa Island. I am urging the Commission to **heavily restrict** this zoning change request due to several critical concerns regarding how this new zone will impact our local community:

My name is Kim Tromba, and I am a HarborView resident.

I have significant safety concerns in regards to traffic and infrastructure. Several mornings each week I walk my dog out of HarborView, across the Causeway on Longshore Avenue, Past Manresa Wilds and there is **no sidewalk**. As Phase 1 construction has increased, large trucks now pass regularly, making an already **hazardous route** increasingly unsafe for pedestrians, cyclists, and drivers. Our narrow roadways can not handle the residential traffic already. Please ensure these questions are answered before making a zoning change decision:

- 1. How will more than 500 cars (as submitted by Manresa Wilds peak Sat traffic study) and uncounted pedestrians and cyclists a day enter Manresa and depart safely?**
- 2. How will the more than 400 area residents (and their company / contractors / public works / emergency vehicles) drive, walk and cycle past or in close proximity to Manresa Wilds, timely and safely?**
- 3. Has a traffic, pedestrian and cycling study been done both on this section of causeway and throughout all arteries traffic will flow to 95, Southbound thru Rowayton and Northbound thru SONO and East Norwalk?**
- 4. Has TMP been on site to walk this stretch of causeway and all the way East on Woodward to understand the narrow streets, safety and traffic concerns?**

My biggest concern is traffic. Before creating a new zoning district, please develop a comprehensive transportation plan that addresses roadway capacity, sidewalks, bike paths, emergency access, flooding, and safe connections to I-95 Northbound and Southbound. **Dedicated residential lanes with sidewalks** should be identified for the more than 400 families affected in HarborView, Harbor Shores, Village Creek, Shorefront Park, Wilson Point and Woodward Ave. Parking should be part of that discussion, as larger parking facilities invite greater traffic and a more intensive use than many residents originally understood.

In addition, I support the vision of a tax-exempt nature center focused on education and conservation. My concern is understanding whether this is truly a daytime nature center or whether it is becoming a large-scale commercial destination I do not believe an amphitheater and hotel are necessary to fulfill the mission of a nature center. These additions appear to move the project beyond environmental education and toward a regional destination.

I support preserving and restoring Manresa Island, and I respectfully ask the Commission to clearly define the long-term vision, guarantee proper pedestrian studies are performed and ensure the infrastructure and safety needs are in place before approving a new zoning framework.

Thank you for your consideration.

Sincerely,

Kimberly Graham Tromba
1 Twilight Place HarborView Norwalk, CT. 06854

Kleppin,

Steven

From: Sent To:
Cc:
Subject:

Manresa Neighbor Letters 2

Pete Mumma <petemumma@aol.com> Wednesday, June 10, 2026 4:18 PM Kleppin,
Steven

Nan Mumma

Re: Manresa Wilds abutter and any/all upcoming hearings

Oh and we're particularly curious about the proposed public pool, when for decades municipalities nationwide have been closing these for risk and liability reasons, gang related activity, etc

Have the future impact of law enforcement and safety been adequately vetted?

Additionally, Neighbors are aware that a full traffic study typically done for such massive projects was not done in this circumstance (very surprising considering the ability of the streets to handle even current volumes much less future ones) and a much lighter version of traffic assessment was advanced instead.

Is a full traffic study being included now that a hotel and public pool are being

envisioned? Respectfully,
Pete and Nan

> On Jun 10, 2026, at 3:41 PM, Pete Mumma <petemumma@aol.com> wrote:

>

> Hi Mr Kleppin,

>

>Weare Manresa Wilds' nearest abutters and are alarmed at the seemingly sudden change being proposed to zoning for its neighbors.

>

> What started as a "conservation effort" has now seemingly morphed into spot zoning impacting neighbors and almost certainly future property values, traffic issues, extensions of public bus routes, an amphitheater and now a proposed onsite hotel?? Where will the wildlife go that's being "protected" when all these things come to be?

>

> How will we be assured 100% that there won't ever be a casino in the future of this "wilds" hotel? Why are our properties being proposed as limited uses/heights etc?

>

> Manresa has done nothing to protect our properties from noise and traffic even now, (no planting of tree barriers for current noise and construction traffic etc) much less in the future. We have Manresa activity, dump trucks, construction vehicles using "Jake Brakes" etc starting at dawn most days and lasting all day. The future is not encouraging to think about **given** current activity at this site.

>

> Can you please let us know the dates and times of any and all upcoming Manresa related agendas, whether it's "Wilds" or "walk bridge"?

>

> We want to attend.

> Thank you

1

Austin and Allison McChord had a wonderful idea to buy Manresa Island. We all wish them well! The island appeared to be lying dormant for years, tied up in multiple environmental problems regarding a decommissioned oil and coal powered plant. "Manresa Wilds" -- one imagines a beautiful wildlife preserve.

Manresa Neighbor Letters 2

I'm writing the commission to deny a zoning change. Leave it as it is and work within it.

I referred Mr. McChord in person to both the Glass House and Grace Farms in New Canaan to explore how those places (both in residential neighborhoods) opened their properties to the public. I'd also mention Loxahatchee Wildlife preserve in Florida. There are no commercial enterprises in these places. You bring your lunch and water; there are bathrooms on site. You can spend a wonderful day in all of them.

I strongly object to a zoning change for the island. I'd advise the McChords to dial back their plans to a more modest endeavor, more in keeping with the realities of the infrastructure (Woodward Avenue presently has construction, Quintard avenue has become a traffic jam site, both roads being in terrible shape, babies in strollers being wheeled down in the middle of the road). This is a residential area, absolutely inappropriate for amphitheatres, hotels, two story parking garages, etc.

One could park at the station or at the SONO Collection, take a bus or van to Manresa Wilds with your water and lunch, and enjoy the raised walkways, exhibitions, and tours. We already have the Maritime Center, an excellent educational facility with a parking garage in the commercial part of town. We have the Marriott Hotel close by. We have our Calf Pasture Beach, with kayaking, sailing, picnic areas, restaurants, and parking all well established and supported there.

The City of Norwalk has a Zoning Commision for a very good reason -- to keep our city a great place to live and work. Please keep it that way.

JoAnn Smith Deitz
64 Quintard Avenue
Norwalk, CT 06854

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The City of Norwalk has a Zoning Commision for a very good reason -- to keep our city a great place to live and work. Please keep it that way.

Addendum to my previous email:

Is the city, by continuing to allow Manresa Wilds to be a not for profit entity,

Manresa Neighbor Letters 2

losing \$134,800 in taxes annually? Would it be tempting to change it to a "For Profit" and increase the city's tax base, or bring it back to its assessed value?
I hope not!

JoAnn Smith Deitz
64 Quintard Avenue
Norwalk, CT 06854

I support what Manresa is trying to do. The vision is extraordinary, and if it is done well, it could become one of the great public spaces in Connecticut.

My concern is that the City has to be ready to support it. A project of this scale requires serious planning for traffic, parking, pedestrians, emergency access, lighting, and noise.

I understand why Manresa wants flexibility for the future. But zoning should be written around what is reasonably planned today, not around every possibility that might exist decades from now. If future opportunities arise, they should come back to the Planning and Zoning Commission for public review.

Just as important, Norwalk has a responsibility to protect the neighborhoods that surround it. Harborview, Village Creek, and Harbor Shores should not become overflow parking areas or shortcuts for visitors looking to avoid traffic. Residents also need safe and reliable access to and from their neighborhoods, without being trapped in Manresa traffic jams during peak times or major events.

If the City approves a project with this level of ambition, it should also commit to the infrastructure and neighborhood protections needed to make it successful. If it cannot do that, then the project should be phased or scaled to what the City can realistically support.

Sincerely, Patrick McAuliffe. Neptune Ave

I live right off of Woodward on dock Road

Already the dump trucks are so noisy and there's so many it's very disturbing and it would be nice if they'd follow the speed limit as well

But the traffic on Woodward has become already too much

There's parked cars on the street and with the trucks and all of the cars often times there's only one lane of traffic. You have to wait for the other lane to come through cause there's just not enough room for the cars to come through.

In the summer sometimes it can take me up to 30 minutes to get from dock Road to Washington Street.

It's bumper-to-bumper stopped traffic.

With the additional thousands of cars anticipated for Manresa Wilds The, traffic on Woodward and Quintard will be unmanageable

And don't forget that with the commercial property on Woodward ,just passed the playground, there are already semi's and dump trucks and large commercial trucks that travel on this road and often times block it in order to get in and out of their driveway.

Add to that all of the Pickleballers parking along Woodward, which narrows the street even up further toward dock Road. Add to this all that there are several school buses coming down this road and stopping and kids standing on the corners and this is a public bus route as well that turns around in dock Road and often hangs out in the road when they're ahead of schedule.

There have been no reliable reports of how this traffic is supposed to be handled

But let's not forget the traffic jam. We already have at Meadow Street and Woodward by the bodega on that corner.

During the week and especially on weekends, there's so many trucks and cars it's a hazard and again there's trucks and cars parked on the street on meadow so that often times it's a one lane street

This is an FYI, a little history. the traffic research that went into Sonos Collection by whatever company that did that ,said that it wasn't gonna be a problem and that you know they had it all worked out and not to worry. But if you speak to the police there are more accidents on that corner coming in and out of the Sonos collection since it has been built, so the study was not at all accurate.

Any traffic study that is done for this particular project I hope they do not have a relationship with Manresa so that it is objective and realistic because already the problems for traffic are unmanageable

Manresa Neighbor Letters 2

And again we've heard of no realistic solution or even acknowledgment of what this is really going to do to traffic and safety in this area

Please represent our concerns and please support and follow up with a legitimate traffic report from a non related company. Independent from this entire project.

Thank you

Deborah Kreter
7 Dock Rd.
Village Creek
203-247-6175
Low Tide Island Design

Good afternoon,

To date, are there any posted/approved operating hours for Manresa Wilds?

What operating hours are they requesting (or have been approved) for their phase 2/3 and for phase 4?

There is so much info to sift through and it is very unclear.

Thanks in advance for clarity on this topic. Have a wonderful holiday weekend.

Alexandra Lindner

Dear editors,

In the article, "Manresa Wilds proposal hinges on zoning district approval" , we refer to "We're still completing, really, [the] design for the park, and that is very much dependent on what is allowed through the special district application," according to Jessica Vonashek.

If this is truly the case, let us remember that the Town of Norwalk has never had an open meeting where the residents could be informed on the planning and to react. All public meetings have been under the auspices of the owners of Manresa Wilds and they have been highly controlled without any open comment allowed.

Now is the time for the city to seriously consider what is happening to our beautiful waterfront. From the time of decommissioning in 2013, the Manresa Association foresaw a conservation area, for the birds and the birch trees. The Fitzgerald and Halliday report foresaw many different options, most important a Solar Array on the most toxic polluted areas, twelve to twenty acres.

Why is solar at this very moment even more important than the original concept?

A Solar Array on Manresa Island is critical to meeting the Eversource increasing prices for energy. We must have an alternative. A solar array on Manresa Island would provide cheap, reliable energy, particularly for the low-income housing and public buildings, saving the city millions of dollars a year.

In addition, we should see Manresa as a source for a Community Garden so we can help provide fresh food especially to low-income families.

These two essential uses for the property have been completely overlooked or denied for frills. A theater, restaurant, research laboratory, and cultural and entertainment uses are completely unnecessary, especially in light of the real needs of the people of Norwalk.

The Mayor, the common council, and planning and zoning, please pay heed to what is being planned and imposed upon us.

Best Regards,
Roma Stibravy, President
www.ngosustainability.org

From Anne Wellman, 22 Dock Road, Norwalk, CT 06854

Manresa Neighbor Letters 2

I am writing re Manresa Wilds projection of an increase of 2500 motor vehicles per day along Woodward Avenue.

This relatively narrow road, some of it through a densely populated residential area, is totally unsuitable of this sort of vehicle usage, and the adverse effect on children's and old people's health would be immeasurable.

This road goes also past a valuable public use open space where tax payers gather for outdoor activities and the last stretch of the road from Woodward Park to Harbor View is a popular running and walking route. Again the increase in motor vehicles would blight such usage for activities that increase your community's health and well being.

As a tax paying resident whose only access to home is along Woodward I would be concerned by the delay to journeys, by noise pollution and also by the exhaust fumes, and probably catastrophic delays in access by emergency vehicles.

Such an increase in traffic would cause irreparable damage to human health and the environment.

The proposal for a multi storey or large car park at Manresa Wilds runs contrary to all modern thinking about the environment and care of community health. Park and Ride schemes and ferries should be developed for visitors to the Wilds with a small number of parking spaces available for the disabled. Otherwise this development will blight a large part of the surrounding communities who deserve better from their City and elected representatives .

Thank you for considering my view at the next Zoning Meeting.

Anne Wellman
22 Dock Road

To whom it may concern,

My name is Anthony Mirra and I live at 25 Splitrock Road.

I am writing you today to express my concern over the pending Manresa Wild project and traffic flow that is anticipated.

From the projections I've seen, ranging from 700-2,500 cars per day that are expected with this project, I am extremely concerned about the impact to our neighborhood. Wear and tear on the roads, increased noise level, etc. We already are subject to more noise than we should with the blasting music from the Beer Garden and trucks loading at all hours nearby.

This should be a quiet residential area and should not be meant for such heavy traffic and noise.

Thank you.

I am a very long term home owner living in my childhood home in Village Creek. While initially excited about providing waterfront access to those in our city without it, I have grown progressively concerned about the scope of the project. From Burritt avenue down Woodward, along side streets and into Harbor View we already experience chronic flooding—as does Water Street—another potential access route. Additionally the local traffic is already challenging. Recently it took my son and hour to go from North Water street to my home. It is shocking to find regular jams on south main, Washington, main, and north water/water street. It is also inconvenient

I am concerned about the ability of emergency vehicles to access this entire area if this special zoning is approved —fire, police and health vehicles will not be able to get in. It's already challenging with our narrow streets

Manresa Neighbor Letters 2

I abhor the idea of more loud music, light pollution and potential environmental impacts on humans, our cherished wildlife and the water. More power boats will make boating less safe, less peaceful and we will likely see common boat accidents because of increased utility

Mostly I think dangerous to create a "special zone" and will look forward to what that means. I do not believe the McChords are evil- but the whole idea has gotten out of hand and most of us see it as a real threat in many levels.

Create options.. free parking and shuttles from SoNo Mall and Maritime Center. Get people to the water!! By all means! But recognize that people live here.

Barbara Zerzan
36 Splitrock Rd

Steve –

Please see my letter to you and the Norwalk P&Z. Please join us in opposing this plan. The Manresa Wilds team, while stating publicly that they have good intentions, have time and time again shown the opposite. Even now, with construction on Woodward Ave, they continue to run their trucks through an already over-taxed Lowndes. Please help us regain control of our community. We support a right sized project, not an ego fueled amusement park.

Mark R. Smith

Dear Director Kleppin and Members of the Planning and Zoning Commission,

I am writing as a resident of Norwalk to formally submit my public comment regarding Application #2026-41 R/M, submitted by Manresa Osprey LLC. This application requests a zoning regulation and map amendment to create a new "Special District – Manresa Wilds (SD-MW)" zone on Longshore Avenue and Manresa Island.

I am urging the Commission to deny or heavily restrict this zoning change request due to several critical concerns regarding how this new zone will impact our local community:

- **Traffic and Noise Impact:** I urge you to study carefully the applicant's Transportation Strategy Memorandum and consider the impact of the traffic it predicts on South Norwalk and the surrounding neighborhoods. The applicant's own traffic analysis projects that upon completion: there will be 792,000 new visitors to Manresa Island each year, with 94-95% of them driving. By the applicant's own count, on a normal summer weekend, more than 5,400 vehicles will travel on Woodward and Longshore Avenues to Manresa Island. And as their study points out, since each of these 5,400+ vehicles will be both going to and coming from Manresa, the number of vehicle trips on Woodward Avenue on summer weekends will be double that number: 10,800+ vehicle trips on Woodward Avenue to and from Manresa every Saturday and Sunday in the summer. In spring, the applicant predicts 8,200+ vehicles will be traveling on Woodward weekly to visit Manresa – both coming and going, meaning 16,400+ vehicle trips a week. In summer, 11,280+ vehicles traveling down Woodward weekly to visit Manresa – both coming and going, meaning 22,560+ vehicle trips a week. The narrow local roads leading to Manresa Island (particularly Woodward and Longshore Avenues) cannot handle the massive influx of traffic from the high-intensity commercial and other uses proposed. This tremendous volume of traffic would create significant safety hazards and completely ruin the quality of life in the surrounding neighborhoods.
- **Environmental & Infrastructure Strain:** The 125-acre Manresa Island site is historically polluted with a heavy layer of coal ash. I am deeply concerned about the environmental safety risks that intensive redevelopment or massive zoning shifts could bring to the surrounding marine life, coastal ecosystem, and local wetlands.
- **Permitted Uses and Long-Term Scale:** The proposed SD-MW text seeks broad allowances for a variety of future uses. If a specialized zone is granted, it could open the floodgates to unexpected long-term commercial developments, over-development, or massive entertainment spaces that do not align with a peaceful, natural community park.

Manresa Neighbor Letters 2

- Lack of Public Oversight: Moving the land into its own completely customized, private zoning classification strips away standard community zoning protections and gives unprecedented long-term control to a private developer and any future owner.

I strongly believe that the Commission should prioritize the safety, peace, and environment of Norwalk's residential neighborhoods before approving a custom zoning district tailored entirely to a single developer's long-term commercial vision.

Thank you for your time, leadership, and dedication to protecting our community.

Sincerely,
Mark Smith

7 Outer Road, Norwalk, CT 06854

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I am writing as a resident of Norwalk to formally submit my public comment regarding **Application #2026-41 R/M**, submitted by Manresa Osprey LLC. This application requests a zoning regulation and map amendment to create a new "Special District -Manresa Wilds (SD-MW)" zone on Longshore Avenue and Manresa Island.

I am urging the Commission to **deny or heavily restrict** this zoning change request due to several critical concerns regarding how this new zone will impact our local community:

Traffic and Noise Impact: I urge you to study carefully the applicant's Transportation Strategy Memorandum and consider the impact of the traffic it predicts on South Norwalk and the surrounding neighborhoods. The applicant's own traffic analysis projects that upon completion: there will be **792,000 new visitors** to Manresa Island each year, with 94-95% of them driving. By the applicant's own count, on a normal summer weekend, more than 5,400 vehicles will travel on Woodward and Longshore Avenues to Manresa Island. And as their study points out, since each of these 5,400+ vehicles will be both going to and coming from Manresa, the number of vehicle trips on Woodward Avenue on summer weekends will be double that number: **10,800+ vehicle trips on Woodward Avenue to and from Manresa every Saturday and Sunday in the summer**. In spring, the applicant predicts 8,200+ vehicles will be traveling on Woodward **weekly** to visit Manresa- both coming and going, meaning 16,400+ vehicle trips a week. In summer, 11,280+ vehicles traveling down Woodward **weekly** to visit Manresa- both coming and going, meaning 22,560+ vehicle trips a week.

The narrow local roads leading to Manresa Island (particularly Woodward and Longshore Avenues) cannot handle the massive influx of traffic from the high-intensity commercial and other uses proposed. This tremendous volume of traffic would create significant safety hazards and completely ruin the quality of life in the surrounding neighborhoods.

Already, we have way too much noise on weekends from the Beer Garden on Wilson Avenue, not to mention the pickle ball courts in Woodward Park. The zoning department seems oblivious to the quality of life of local residences. Are you now going to allow what seems to be an amusement like park that will bring tons of traffic, pollution, and noise?

Environmental & Infrastructure Strain: The 125-acre Manresa Island site is historically polluted with a heavy layer of coal ash. I am deeply concerned about the environmental safety risks that intensive redevelopment or massive zoning shifts could bring to the surrounding marine life, coastal ecosystem wetland.

What ever efforts Manresa Wilds makes to preserve the habitat in the northern forest will undoubtedly be undone by the thousands of people coming and going in their cars, bringing pollution and disturbance to the habitat and to surrounding residences.

I think it's insensitive to subject the residences of South Norwalk, the poorest area in the city, and one with the lowest tree canopy cover, to an invasion of this magnitude.

Manresa Neighbor Letters 2

Respectfully,
Laurie Mirra
25 Splitrock Road

Director Kleppin and members of the Planning and Zoning Commission,

There are many many issues with Manresa Wilds Project. I will address **traffic**.

MW hopes to become a very large attraction but is handicapped with pinch point poor access for those planning to visit or work there, as well as for those already living in the neighborhood!

Privately Owned Public Space must consider safe, efficient transport to and from or they will fail. Since MW has stated that they are not responsible for issues outside their property line, those headaches fall to Norwalk citizens.

I strongly believe that the Commission can not approve custom zoning for a private developer ahead of independent traffic studies. This is 'the cart before the horse'.

Manresa Wilds initially referenced **Grace Farms** in New Canaan as an inspiration. That scope would be a comfortable fit for this residential area. What we now have instead is a project that more resembles Six Flags!... Just too big ...

Thank you for your time and dedication to protecting our community.
Respectfully submitted,
Chia West
22 Splitrock Road

Dear Mr. Kleppin,

Please share this public comment with the Planning and Zoning Commission in advance of its July 15, 2026 meeting. Thank you.

Patricia Czako

Subject: Opposition to #2026-41 R/M, Manresa Osprey

Dear Members of the Planning and Zoning Commission,

I ask the Commission to deny or heavily limit this zoning change request. I am concerned about how this new zone may impact Norwalk residents and taxpayers, including:

- Environmental Reality: The Appendix Map 9.4-b "Frequency of Future Flooding in SoNo" in Norwalk's Plan of Conservation & Development (POCD) projects flooding in/around Manresa Island will occur every 30 days by 2055. It is prudent to maintain Manresa Island as wild as possible to minimize infrastructure strain.
- Traffic: Roads to Manresa Island cannot handle increased traffic. The applicant's traffic analysis assumes rightly that 95% of visitors will arrive by car. Families choose the car over public transit. At the close of the movie "Field of Dreams," scores of cars converge on a farm road to a single point. That burden will fall on Manresa Wilds' neighbors and on residents of South Norwalk, Rowayton, and East Norwalk.
- Permitted Uses: Manresa Osprey's June presentation indicated future activities could include a bar/restaurant and performance space. The Commission should restrict the applicant's operations to those that align with Norwalk parks, where alcohol is not sold.

Manresa Neighbor Letters 2

- Loss of Public Oversight: Once the land is moved into its own, customized zoning classification, will Norwalk have given long-term control to the applicant developer?

Healthy, vibrant cities like Norwalk evolve, and wise decisions protect Norwalk's current and future residents and taxpayers in the process. I ask the Commission to prioritize our residential neighborhoods over this application for a custom zoning district tailored to an applicant's long-term commercial vision, even if that vision is what Norwalk "asked for." While the proposed zone may align with stated goals of the POCD, it must also be what is best for Norwalk.

Thank you for your time and service to Norwalk.

Sincerely,
Patricia Czako
10 Homer Street, Norwalk 06851

To: Director Kleppin and P and Z Commission Members:

I am a long time resident of a local community close to the Manresa Wilds Project. After reviewing the Application 2026-41 R/M submitted by Manresa Osprey LLC, I urge you to reject or severely restrict this application for the following reasons:

1. The implications for serious traffic problems and hazards is great. Woodward Avenue already has problems when there is bad weather, construction or repairs. The road floods at high tide after heavy rain or full moon, etc. This shifts traffic onto even smaller side roads. These roads absolutely can't manage more and major construction and car traffic. WHO WILL PAY FOR ROAD DAMAGE AND REPAIR, WITH NO PUBLIC OVERSIGHT? TAXES ARE ALREADY VERY HIGH.

2. Pollution can be expected - not just water, but air and noise. There is still coal ash under this area. Disturbing it will wreak havoc on the wildlife and fishing industry. WHO WILL PAY FOR CLEAN UP AND DAMAGE TO FISHING INDUSTRY BUSINESSES ON THE WATERSIDE AND LOCAL WILDLIFE AFTER THE FACT?

3. Some of the proposed businesses will compete with local establishments. E.g., why not encourage people to patronize local restaurants, hotels, breweries, rather than develop new ones? DON'T OUR LOCAL BUSINESSES DESERVE OUR SUPPORT?

4. Giving such broad, longterm development freedom without eliminates public oversight. Is that really what this commission stands for? Once overdevelopment occurs, it cannot be taken back which is why there needs to be a conservative approach. ONCE APPROVED, IT WILL BE IMPOSSIBLE TO RESCIND.

5. Each time they have been asked about roads or anything outside Manresa's immediate grounds, they have said:IT'S THE CITY'S RESPONSIBILITY, NOT THEIRS. TAXES, TAXES,TAXES....And plenty of other problems, as well. Think school and public transportation buses, emergency vehicles.

I sincerely hope you will do your job and represent the public interest and not just the interest of one developer, whose goals and benefit to themselves remains obscure. Clearly it's not just to benefit the environment or the local community as they portray themselves.

Thank you for taking my concerns into consideration.

Mrs. Sushila Gillis
35 Splitrock Road
Norwalk, CT 06854

To: Steve Kleppin, Director-Norwalk P&Z
P&Z Commissioners

Date: 7/7/2026

As homeowners in Harbor View, we have been paying close attention to the progression of discussions on how Manresa Wilds will be developed as "a place for all."

Manresa Neighbor Letters 2

- We applaud the intent to create a template for other decommissioned power plants in the northeast corridor.
- We applaud the environmental goal of remediating the pollution created by Manresa's use as a coal powered energy source.
- We love the goal of creating an entity that the McChords as benefactors can be proud of, that could develop MW as a research center for Long Island Sound, an educational facility, and a property that nature-loving people from all over can come to and enjoy.
- We appreciate MW's outreach and response to the neighboring communities.

However, we are also in agreement with all those who are concerned about the ambitious commercial plans to draw crowds to ongoing amenities such as a public pool, and frequent planned events.

- As Harbor View residents, we worry about traffic on Woodward Ave, our only access/exit street, being backed up and creating difficulties getting to and from home.
- We worry about noise and constant traffic even without an event crush.
- We are opposed to a hotel, though dormitories that accommodate research or educational personnel on a temporary basis to support those efforts are acceptable, even necessary.
- We worry about traffic coming into HV inadvertently, to look for parking, or just out of curiosity.
 - Harbor View is a private community that has for its 120+ years of existence, tried to balance our privacy and security without an entry gate and we don't want to be forced into the need for a gate now.

We are concerned about how much expense the city of Norwalk will incur to make the MW vision a reality.

- As a 501(c) entity, we understand MW will not pay taxes as a commercial entity.
- We also understand that MW has requested an exemption to paying a 1% tax towards Norwalk public housing that's expected of commercial entities.
- MW has made clear it does not intend to pay for any infrastructure expenses outside its property, as a condition of its non-profit status.

But Norwalk will be incurring large expenses:

- Traffic studies to verify or challenge private studies commissioned by MW.
- Signage and new traffic lights, etc. to direct and manage traffic.
- Possible need for additional traffic lanes on narrow roads.
- Possibly the construction of a sidewalk along Longshore between Woodward and the MW entrance to create safe access by pedestrians.
- Possible marine police station on the MW property to respond to any emergencies by kayakers or small boaters taking advantage of rental options or visiting MW's docking facilities.
- We're sure there'll be many other additional expenses.

How will Norwalk pay for the initial and ongoing expenses related to Manresa Wilds?

- The taxes paid by previous owners of the Manresa property were a considerable amount that presumably went towards Norwalk's operating expenses.
- Now, Norwalk will not be receiving those funds, and the municipal expenses associated with MW will be considerable.
- Certain non-profit organizations in CT are expected to pay into PILOT (payment in lieu of taxes), that reimburses municipalities a large percentage of the property taxes they lose due to being exempt institutions.
 - But the exempt organizations are "explicitly limited to private, non-profit colleges and universities and non-profit general or freestanding chronic disease hospitals".
- Has Norwalk come to an agreement with MW to a form of PILOT?

Personally, we are concerned that the expenses Norwalk will incur will negatively impact our property taxes, that have already increased 39% over the past 5 years.

- We are opposed to any further property tax increases related to MW development.

Our point of view is that MW should scale back its commercial ambitions, and develop its profile as a world-class environmental, research and educational entity.

- Less expense to maintain, less need for commercial aspects.

We request that these concerns be considered and addressed before granting any of the Special District zoning proposals.

Thank you,
Anne and Jason Farrow
6 Harbor View Ave

MANRESA WILDS PROJECT ZONING REQUIREMENTS

Dear P&Z Commissioners,

Following extensive consultations with fellow homeowners and residents of the neighborhoods surrounding Manresa Wilds, we propose the following requirements as a condition of zoning approvals going forward.

We fully support responsible public access to Norwalk's coastline. We are hereby on record in stating that we do not support approval of a custom new, zoning district to be owned entirely by a single entity and written specifically for that applicant — before the independent studies required to evaluate its short and long term impacts have been completed and thoughtfully evaluated and discussed by all communities most impacted.

A project of this scale demands scrutiny proportional to its scope and ambition. That scrutiny has not yet occurred. The Planning and Zoning Commission exists to represent all citizens of Norwalk — not one single applicant. We expect commissioners to uphold that obligation as follows:

I. TRAFFIC, TRANSPORTATION & PARKING

A. Woodward Ave is currently inadequate and totally unsuitable for the proposed use Norwalk's own Plan of Conservation and Development (POCD, Ch. 9, p. 160) explicitly identifies "Transportation — one way in and one way out" as a named, complex issue for the Manresa Island site. The city's own planning document recognized this problem before a single permit was filed. Woodward Avenue is a two-lane residential road. It is the only vehicular access to the Manresa site and to hundreds of households in the surrounding neighborhoods. It already fails at current demand. The applicant's own AKRF Transportation Strategy Memo (May 22, 2026) projects 2,822 vehicles arriving at the site on a single peak summer Saturday — while simultaneously acknowledging that a full Traffic Impact Study has not been completed.

The POCD's own road flooding analysis (Figure 9.6-b, Appendix D) specifically maps Woodward Avenue and Longshore Avenue as roads projected to flood under a 20-inch sea level rise scenario by 2050 — a scenario the state of Connecticut has adopted as its planning standard under Public Act No. 18-82. The same POCD analysis identifies "South Norwalk — Dock Road to Outer Road, Longshore Avenue and Raymond Street" among the significant access roadways expected to be negatively impacted, and warns that Harbor View "could potentially be inaccessible during a major flooding event," with "significant impacts on evacuation of those inhabitants as well as planning for emergency aid during storm events" (POCD, Ch. 9, p. 170).

No widening of Woodward Avenue is feasible without demolishing homes. No alternative access route exists. No transit infrastructure currently serves this

corridor. Approving a zone change that would place a regional destination generating up to 1.1 million annual visitors at the end of this road — before a single independent traffic or flood study has been completed — is wholly inconsistent with responsible planning, with the POCD, or with the safety and well-being of the surrounding communities.

B. No Approval Before a Complete, Independent Traffic Impact Study is presented and evaluated
The applicant's own Transportation Strategy Memorandum (AKRF, May 22, 2026) explicitly states that a full Traffic Impact Study will be conducted at a later date. A zone change of this magnitude cannot be responsibly approved before that study exists — and all park uses and activities, impacts and their solutions agreed upon.

The AKRF memo's own projections contain inconsistencies, and are incompatible with the character and capacity of the roadways responsible for vehicular ingress and egress to the site, and require independent verification before any vote: Peak summer weekend visitation: 14,256 people

94% + of all visitors projected to arrive by private vehicle

Peak summer weekend vehicle trips: more than 10,800 cars each weekend (*AKRF's Table 6 of Daily Vehicle Trip Estimates is misleading: as the comments preceding the table note, the actual numbers are double*).

Annual visitors (Phase 2): 700,000 to 1.1 million — equivalent to the 91st-largest national park in the United States

The AKRF memo that was commissioned by the applicant identified only one intersection (Woodward Ave/Meadow St) as legally requiring mitigation. This conclusion is not credible given the projected vehicle volumes and the reality of South Norwalk's road network, and must be independently reviewed.

The application's claim that there will be "no adverse effect upon adjacent property owners" is flatly contradicted by the applicant's own traffic distribution map and the AKRF projections showing impacts not only to the West Ave, N. & S. Main St, Water St, and Woodward Ave corridor, but also to the Rowayton and East Norwalk neighborhoods.

All traffic studies must be completed, independently reviewed, and made available for a full public comment period before the Commission takes any action on this zone change.

C. On-Site Parking Must Be Eliminated for General Visitors

- The proposed on-site parking capacity — for a site accessible only by a single two-lane road with no mass transit — is unacceptable. On-site parking must be strictly limited to staff, ADA-accessible spaces, and emergency/service vehicles only.
- All visitor parking must be located at remote facilities (such as those referenced on page 60 of the June 24, 2026 Manresa Wilds presentation) with transportation provided exclusively by shuttle or ferry.
- Shuttle and ferry service must be fully operational, contracted, and funded before the park opens to the public. "Demand management strategies" and "transit incentives" are not infrastructure. Transportation solutions must be running on Day 1, not planned or projected for some later date.

- The proposed addition of several traffic signals and traffic-calming measures on residential streets transfers the project's impacts onto surrounding neighborhoods. This is not mitigation — it is displacement of burden and costs onto the community.

D. Neighborhood Parking Protections

- Resident-only parking ordinances must be enacted, in place, and enforced in all surrounding neighborhoods effective on the date of any project approval.
- No visitor parking may be permitted on residential streets in Harbor View, Harbor Shores, Village Creek, Wilson Point, Rowayton, or East Norwalk

II. SCALE, USES & EVENT PROGRAMMING

- The SD-MW zone change, if approved, would create a bespoke zoning district written entirely for this applicant. All future uses and event programming must be explicitly defined and legally binding within that zone before approval is granted. Open-ended zoning flexibility for a project of this scale is not acceptable.
- A hotel is listed as a permitted future use in the SD-MW application, in specific contradiction of the McChord's promised removal of any overnight accommodations from the plan based on negative public feedback. Any provision for overnight accommodations for visitors, staff, students, researchers or any other purpose should be removed. Zoning for MW should complement existing SoNo zoning/business rather than compete with what is already in place- there is a Marriott Hotel less than a mile away; same issue with restaurants in SoNo.
- The traffic, noise, and infrastructure impacts of hotel operations on a flood-prone site with one access road have not been studied and are not compatible with the site's ecology, wildlife, or surrounding neighborhoods.
- Large events should be prohibited or subject to strict, written and enforceable caps, and subject to the permitting and other processes and regulations that Norwalk's other public parks must adhere to. The project's own documents rely on a large event space for ongoing funding. If hotel/restaurants are eliminated and operations are down scaled- there will be far less of a need for large events for funding.
- The traffic implications of the proposed minimum of 4 events per month — with large events potentially comparable to Calf Pasture Beach fireworks, which already takes hours to clear — have not been addressed.
- Any amphitheater requiring a special permit (i.e., over 150 seats per the SD-MW application language) must be subject to separate, fully-studied permit applications that cannot be responsibly approved without completed traffic and noise impact analyses.
- Food service should be limited to basic "snack bar" offerings, not upscale dining or destination eating/drinking establishments such as rooftop bars and "brew pubs" so as to maintain the park's focus on shoreline access and outdoor activities and not incentivize visitation for other purposes.
- Permitted uses should be limited to those that genuinely enhance the natural ecology, wildlife habitat, and well-being of surrounding neighborhoods. Commercial uses that are inconsistent with that mission must be excluded from the zone.

- Hours of operation should be consistent with Norwalk's other public parks, as the McChords have stated they would be.

III. FLOOD RISK, SAFETY & EMERGENCY ACCESS

- The entire Manresa site was submerged during Superstorm Sandy in October 2012, directly causing the permanent closure of the power plant. Woodward Avenue — the only access road — has flooded numerous times at high tide during specific storm events, and may flood with increasing frequency due to sea-level rise. According to the 2023 Resilient South Norwalk study, both the site and its entire access road could be under water in future decades.
- No approval should be granted without an independent, certified flood and storm-surge risk assessment. The applicant's own AKRF memo does not address this.
- An enforceable emergency vehicle access plan must be documented and approved before any zoning change. What happens to thousands of visitors if Woodward Ave flooded during an active event? What is the impact on the safety of hundreds of neighboring families if a larger scale emergency of some sort were to occur during peak hours? These questions have not been addressed in any document or discussion before the Commission.
- Any proposal to raise Woodward Avenue must be accompanied by independent analysis of its impacts on surrounding neighborhoods. Raising the road creates a de facto dike through former salt marshes, which intensifies flooding on both sides — impacting Village Creek, Harbor Shores, Harbor View, and the Meadow St. industrial corridor.
- As FEMA is downsized, the cost of future storm surge cleanup at Manresa falls on Norwalk taxpayers unless explicitly disclaimed in writing. FEMA spent \$1.6 million rebuilding the Calf Pasture seawall and pier after Sandy; the scale of infrastructure proposed at Manresa dwarfs Calf Pasture. Liability for all future storm damage must rest with the project operator, defined in writing before any approval.

IV. ENVIRONMENTAL & WILDLIFE PROTECTION

- An independent environmental impact assessment must be completed and publicly reviewed before any approvals. The Manresa Island site hosts more than 200 species of wildlife, including 55 protected and endangered species, as documented in the Norwalk Power Economic Impact Analysis (2018) and confirmed by the U.S. Fish and Wildlife Service, which has designated the site "a significant and unique coastal habitat."
- The site is nearly entirely surrounded by islands of the McKinney National Wildlife Refuge. As those islands erode from sea-level rise, the Manresa site becomes even more critical to the survival of nesting and feeding wildlife in this ecosystem. Appropriate development intensity must be defined, documented, and enforced to reflect that reality.
- Dogs must be prohibited from all wildlife habitat areas. Ground-nesting endangered species including piping plovers, American oystercatchers, and least terns are

acutely vulnerable to dog disturbance — on or off leash. The project's stated dog-friendly policy is incompatible with genuine wildlife protection.

- Remediation scope must be addressed. 101 of the 125 acres on Manresa Island are contaminated coal ash. The proposed increase in the intensity of human use requires thousands of additional dump truck trips through South Norwalk's lower-income neighborhoods, raising serious environmental justice concerns related to air quality and asthma rates that are already elevated in this community.

V. FINANCIAL RESPONSIBILITY & NORWALK TAXPAYER PROTECTIONS

- The project must be fully financially self-sufficient. No project-related costs may be transferred to Norwalk taxpayers. The argument put forth by the McChords that "anything outside the physical property is not our purview" is not a legal defense — it is a statement of intent to shift the costs and burdens of this project's impacts onto the Norwalk public.
- Before any approval, the applicant must commission and publicly release an independent study of all financial impacts on Norwalk, including: police services and overtime, fire and EMS response capacity, garbage collection, road maintenance, snow removal, and additional water, sewer, and electrical infrastructure that will be required.

TAXPAYER MITIGATION MEASURES ARE ESSENTIAL

- A project mitigation fund, sized proportionally to the project's scale and capitalized before operations begin, should be established as a condition of any zoning approval. This fund should cover all community impacts: additional public safety services, sewer remediation, road maintenance, and storm damage response.
- A separate Flood and Storm Damage Reserve Fund should be established by the project operator and capitalized at a level sufficient to cover projected costs of flood-related damage to park infrastructure, based on independent actuarial analysis of the site's flood exposure under current and projected sea-level rise scenarios. This fund should be maintained in perpetuity, with annual contributions indexed to the replacement value of on-site infrastructure. In the event of a catastrophic flood or storm surge event, the operator shall bear full financial responsibility for all costs of remediation, reconstruction, and temporary closure — without recourse to municipal, state, or federal disaster funds — unless such recourse is explicitly negotiated in advance and memorialized in a binding agreement with the City of Norwalk.
- The applicant's legal and financial responsibility for all impacts caused by this project — including impacts occurring outside the physical property boundaries — must be explicitly defined in legally binding written agreements signed before any approval is granted.

VI. PROCESS REQUIREMENTS

- In view of these many serious issues, the Commission should deny or defer Application #2026-41 R/M until all of the following have been completed,

independently reviewed, and made available for public comment with adequate notice: A full, independent Traffic Impact Study

An independent flood and storm surge risk assessment

An independent environmental and wildlife impact assessment

An independent comprehensive financial impact study on Norwalk *infrastructure*

- Visitation projections and vehicle-trip estimates must be fully reconciled. The AKRF Transportation Strategy Memo projects 2,822 vehicles on a single peak summer day. The same memo's peak hourly estimate of 586 trips does not reconcile with this figure. These discrepancies must be resolved with independent verification.
- The SD-MW zone change would write a bespoke zoning district for a single applicant, with uses that have not even been fully defined or independently studied. The Commission should not create that district until all permitted uses, event capacities, attendance limits, and operational constraints are specifically enumerated and legally enforceable.
- All studies, assessments, traffic analyses, and financial reports should be publicly released with no fewer than 60 days for community review and formal discussion before any commission vote.
- The Commission is aware that the applicant has retained extensive paid legal and lobbying representation.

We support responsible coastal stewardship. We and our neighborhoods are prepared to be collaborative partners in a project that genuinely serves Norwalk's ecology and its neighborhoods.

We are not prepared to accept a commercial development of this scale, on inadequate infrastructure, in a flood plain, without the studies, protections, and accountabilities this community deserves.

Respectfully,

Miguel Frasconi, 26 Dock Rd, Norwalk

Trudy Hodenfield, 21 Yost Street, S. Norwalk

Beverly Krieger, Esq., 9 Seabreeze Place, S. Norwalk

Kenneth B. Krieger, M.S. (Transportation Planning), P.E., 9 Seabreeze Place, S. Norwalk

Dave Lindsay, 10 Outer Rd, S. Norwalk

Margot Martin, 19 Yost Street, S. Norwalk

Daniel E. Ryan III, Esq., 23 Sable Street, S. Norwalk

Margaret & Jeremiah Schnee, 26 Sable Street, S. Norwalk

Mark Smith, 7 Outer Road, S. Norwalk

Residents and homeowners of Harbor View • Harbor Shores • Village Creek • Wilson Point • Shorefront Park • Rowayton • East Norwalk

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

Dear Director Kleppin and Members of the Planning and Zoning Commission,

I am writing as a resident of Norwalk to formally submit my public comment regarding **Application #2026-41 R/M**, submitted by Manresa Osprey LLC. This application requests a zoning regulation and map amendment to create a new "Special District - Manresa Wilds (SD-MW)" zone on Longshore Avenue and Manresa Island.

I am urging the Commission to **deny or heavily restrict** this zoning change request due to several critical concerns regarding how this new zone will impact our local community:

Traffic and Noise Impact: I urge you to study carefully the applicant's Transportation Strategy Memorandum and consider the impact of the traffic it predicts on South Norwalk and the surrounding neighborhoods. The applicant's own traffic analysis projects that upon completion: there will be **792,000 new visitors** to Manresa Island each year, with 94- 95% of them driving. By the applicant's own count, on a normal summer weekend, more than 5,400 vehicles will travel on Woodward and Longshore Avenues to Manresa Island. And as their study points out, since each of these 5,400+ vehicles will be both going to and coming from Manresa, the number of vehicle trips on Woodward Avenue on summer weekends will be double that number: **10,800+ vehicle trips on Woodward Avenue to and from Manresa every Saturday and Sunday in the**

summer. In spring, the applicant predicts 8,200+ vehicles will be traveling on Woodward **weekly** to visit Manresa- both coming and going, meaning 16,400+ vehicle trips a week. In summer, 11,280+ vehicles traveling down Woodward **weekly** to visit Manresa- both coming and going, meaning 22,560+ vehicle trips a week. The narrow local roads leading to Manresa Island (particularly Woodward and Longshore Avenues) cannot handle the massive influx of traffic from the high-intensity commercial and other uses proposed. This tremendous volume of traffic would create significant safety hazards and completely ruin the quality of life in the surrounding neighborhoods.

Environmental & Infrastructure Strain: The 125-acre Manresa Island site is historically polluted with a heavy layer of coal ash. I am deeply concerned about the environmental safety risks that intensive redevelopment or massive zoning shifts could bring to the surrounding marine life, coastal ecosystem, and local wetlands.

Permitted Uses and Long-Term Scale: The proposed SD-MW text seeks broad allowances for a variety of future uses. If a specialized zone is granted, it could open the floodgates to unexpected long-term commercial developments, over-development, or massive entertainment spaces that do not align with a peaceful, natural community park.

Lack of Public Oversight: Moving the land into its own completely customized, private zoning classification strips away standard community zoning protections and gives unprecedented long-term control to a private developer and any future owner.

I strongly believe that the Commission should prioritize the safety, peace, and environment of Norwalk's residential neighborhoods before approving a custom zoning district tailored entirely to a single developer's long-term commercial vision. Thank you for your time, leadership, and dedication to protecting our community.

Sincerely,
Shelly Allen

Shelly and Carl Allen
34 Dock Rd, Norwalk CT 06854

Dear Director Kleppin and Members of the Planning and Zoning Commission,

I am writing as a resident of Norwalk to formally submit my public comment regarding Application #2026-41 R/M, submitted by Manresa Osprey LLC. This application requests a zoning regulation and map amendment to create a new "Special District – Manresa Wilds (SD-MW)" zone on Longshore Avenue and Manresa Island.

As a resident of Harborview, within the 100-foot boundary, I am closely familiar with the Manresa property. I have followed and participated in discussions about its future since before the sale to the McCords, back when the town first began studying potential uses for the site.

I want to be clear that I am not opposed to this project as a whole. I applaud the significant investment and design work that has gone into the plan, and I fully support the smaller-scale elements — particularly the North Forest model, with its trails and open green space, which would be a wonderful year-round asset for the community. The name "Manresa Wilds" itself points to a vision I want to see realized: a natural landscape open to all of Norwalk.

My objection is to scale. As proposed, the project includes an outdoor amphitheater, a hotel, a restaurant, a brewery, and an event space with capacity for 1000+ people and more. Combined, these uses amount to a commercial and entertainment complex far out of proportion to a residential waterfront neighborhood — not a natural park. I walk past the construction every day, and even the current, comparatively modest phase of work has brought a constant stream of heavy earth-moving trucks and made Longshore and Woodward Avenues noisy and unsafe to walk. That is a preview of a much smaller footprint than what is ultimately proposed.

At the June 24 meeting, sitting in front of the commission's beautiful landscape painting of the Norwalk Islands, it struck me that this quiet, natural vision is what the site should aspire to — not a large-scale commercial and event venue built around the old powerplant. The powerplant itself was a poor fit for this location from the start: sited on the waterfront in a residential area without the road infrastructure to support it, and built at the cost of filling and damming the marsh, polluting the surrounding area with coal ash for decades. Retaining and repurposing that structure as the centerpiece of a large-scale destination would repeat that original mistake, bringing a new round of environmental and traffic burdens to a neighborhood already never designed for it.

For these reasons, I am urging the Commission to deny or significantly scale back this zoning change, preserving the natural-park elements of the plan while rejecting the high-intensity commercial and entertainment components:

- **Traffic and Noise Impact:** I urge you to carefully study the applicant's Transportation Strategy Memorandum. The applicant's own analysis projects 792,000 new visitors to Manresa Island annually, with 94–95% arriving by car. On a normal summer weekend, more than 5,400 vehicles are projected to travel on Woodward and Longshore Avenues to reach Manresa Island — and since each vehicle both arrives and departs, that means over 10,800 vehicle trips on Woodward Avenue every summer weekend day. Weekly totals are projected at 16,400+ vehicle trips in spring and 22,560+ in summer. Woodward and Longshore Avenues are narrow local roads that cannot safely absorb this volume of traffic from high-intensity commercial uses, and the result would be serious safety hazards and a severely degraded quality of life for surrounding neighborhoods.
- **Environmental and Infrastructure Strain:** The 125-acre Manresa Island site carries a historical legacy of pollution, including a heavy layer of coal ash. I am deeply concerned about the environmental risks that intensive redevelopment could pose to the surrounding marine life, coastal ecosystem, and local wetlands.
- **Permitted Uses and Long-Term Scale:** The proposed SD-MW zoning text allows broad latitude for future uses. Granting this kind of specialized zone risks opening the door to further large-scale commercial or entertainment development down the road, well beyond what's currently proposed, and inconsistent with a peaceful, natural community park.
- **Lack of Public Oversight:** Carving this land into its own custom zoning classification removes standard community zoning protections and hands long-term control to a private developer and any future owner, with limited recourse for the town or neighborhood going forward.

I strongly believe the Commission should prioritize the safety, peace, and environmental health of Norwalk's residential neighborhoods over a custom zoning district built around one developer's large-scale commercial vision. I would welcome a plan that keeps the natural-park elements everyone agrees on, at a scale the neighborhood's roads and infrastructure can actually support.

Thank you for your time, leadership, and dedication to protecting our community.

Sincerely,
Carole Erger-Fass
61 Harborview Avenue, Norwalk CT 06854

Harbor Beach Company

Norwalk, Connecticut
7/6/2026
Norwalk Planning and Zoning Commission
125 East Avenue
Norwalk, CT 06851

**RE: Public Comment on Application for Zone Change (SD-MW) and Related Text Amendment —
Manresa Wilds / Manresa Osprey LLC**

Dear Members of the Commission:

I write on behalf of the Board of the Harbor Beach Company, the neighborhood association representing the 109 homes of Harbor View adjacent to the Manresa Wilds site, regarding the pending application to establish the Special District-Manresa Wilds (SD-MW) zoning designation and the accompanying text amendments to the Norwalk Zoning Regulations.

As a whole, our community is supportive of the Manresa Wilds project. We recognize the significant public benefit of remediating a long-contaminated industrial site and converting it into a publicly accessible waterfront park, and we appreciate the developer's extensive community engagement process to date. We want that support on the record.

That said, our support is for the project as it was presented to the public in the final vision unveiled in February 2026. We have significant concerns that the SD-MW zoning application, as drafted, would permit uses that go materially beyond that presented plan — in some cases without requiring the developer to return to this Commission for a separate, use-specific approval before those elements are built. We ask the Commission to correct that gap before granting final approval.

[1. Uses Not Included in the Presented Final Vision Should Require a Return Trip to the Commission](#)

The final vision presented to Norwalk residents did not include a multi-story parking structure, a commercial recreation use, an amphitheater exceeding 150 seats, or a hotel. Yet the current SD-MW application would permit some of these uses outright, and others as "permitted with limitations," without a dedicated public hearing at the time the developer is actually prepared to build them. We do not believe the public should be asked to approve, sight unseen and years in advance, uses that were never part of the plan we were shown.

Specifically, we request that the following uses — and any other use not depicted in the presented final vision — be reclassified as special-permit uses, requiring their own public hearing and Commission approval at the time the developer is prepared to move forward, rather than being pre-authorized today under the general SD-MW umbrella:

- Multi-story parking structure
- Commercial recreation use
- Amphitheater exceeding 150 seats
- Hotel / overnight lodging

To be clear, this is not an endorsement of these uses. The Board has not taken a position in favor of a multi-story parking structure, a commercial recreation use, an amphitheater exceeding 150 seats, or a

hotel, and nothing here should be read as support for any of them. Our request is procedural: if the developer ever brings forward a concrete design for any of these elements, it must come back to this Commission for its own dedicated public hearing and approval — with its own traffic, environmental, and neighborhood-impact analysis — rather than being pre-authorized today under the general SD-MW umbrella. Whether any such use should be approved at all is a question for that future hearing, not this one.

[2. Longshore Avenue Queuing Must Be Resolved Before Approval](#)

We echo and want to double down on the comments previously submitted by the City's own Transportation, Mobility and Parking (TMP) Department regarding vehicle queuing at the site entrance. Longshore Avenue is a residential street, and it cannot be allowed to function as overflow queuing space for vehicles waiting to enter the site. We ask the Commission to require that the site entrance and access road be designed with sufficient interior queuing capacity — set back far enough from Longshore Avenue — that vehicles waiting to enter the property remain entirely off of Longshore Avenue at all times, including during peak arrival periods, special events, and construction phases.

This concern is compounded by the condition of Woodward Avenue, the corridor that feeds directly into Longshore Avenue and will serve as the primary route for the great majority of visitors arriving from outside the immediate neighborhood. Woodward Avenue is a single travel lane in each direction with on-street parking along its sides, making it an already tight and constrained entryway even under current, pre-project traffic volumes. It is also a corridor that residents and City reviewers alike have flagged as narrow and flood-prone. A queuing failure at the Manresa Wilds entrance would not stay contained to Longshore Avenue — it would back up onto Woodward Avenue as well, with cascading impacts on residents, emergency vehicle access, and pedestrian and cyclist safety far beyond the immediate site frontage. We ask that any traffic and access analysis reviewed by TMP and the Commission explicitly model queuing impacts along the full Woodward Avenue-to-Longshore Avenue corridor, not just at the site driveway itself, and that entrance and internal queuing design be sized accordingly.

We also want to stress that the applicant's traffic study must go beyond an analysis of typical day-to-day visitation. Manresa Wilds is envisioned to host large-scale gatherings, and it is exactly these event-based peaks — not average daily volumes — that will generate the most severe queuing and congestion along Longshore Avenue and Woodward Avenue. A traffic study that only models routine attendance will understate the true impact and leave the Commission approving an access design that fails precisely when it matters most. We ask that the Commission require the applicant's traffic study to include a dedicated event-based analysis, using projected attendance for the largest anticipated gatherings (including amphitheater events, festivals, and any other high-draw programming contemplated under the SD-MW application), so that entrance capacity, internal queuing, and surrounding roadway impacts are evaluated under peak-event conditions and not just typical-day conditions.

[3. The City Must Confirm Infrastructure Capacity and State/City Support Before Approval](#)

Finally, we ask the Commission to hold the City accountable for confirming — before, not after, approval — that whatever is ultimately approved has the necessary support and sign-off of state and city authorities to ensure that Norwalk's surrounding infrastructure, particularly roadways serving the site, can accommodate the increase in traffic this project will generate at full build-out. Approval of the zoning framework should not proceed ahead of a clear, documented understanding of how projected traffic volumes will be managed at the state and local level.

Manresa Neighbor Letters 2

Flood exposure in South Norwalk's residential neighborhoods, transportation corridors, and industrial areas should be assessed and strategies developed to maintain egress and evacuation corridors. Even moderate flooding can isolate our neighborhoods when roads, bridges, and evacuation routes intersect with flood-prone areas. This includes Woodward Avenue, Longshore Avenue and Meadow Street. Plans for establishing "resilient corridors" that would maintain access and egress for residents, emergency vehicles, and critical services during storm events under current and future flood conditions are of utmost importance.

We appreciate the Commission's careful review of this application and the developer's continued engagement with the community. We look forward to remaining a constructive partner in this process, and we ask that the concerns above be formally addressed in any approval the Commission grants.

Respectfully submitted,
Kevin Rath

President, on behalf of the Board of the Harbor Beach Company

Mr Kleppin,

I am a resident of Harbor View and I'm extremely concerned about the proposed requests for P&Z variations/exceptions being requested by the Austins who purchased the Manresa site. They purchased it as a 501C , not-for-profit entity and they are now asking for approvals for numerous for-profit purposes. What they are requesting will ruin this part of Norwalk due to abundant traffic, noise and pollution. The access to this site is already congested, narrow and dangerous without any additional traffic. I urge you to scale back this project to one aimed at education and nature only, which was the Austin's original plan as presented to the Harbor View community. I appreciate your assistance and attention to this matter.

Very Concerned,

Heidi DeWyngaert
16 Harbor View Ave
Norwalk, CT

Dear Steve and Norwalk Planning and Zoning Commission:

I am reaching out to voice my concerns with regard to the proposed future phases for Manresa Wilds.

"Please keep it small. Please keep it safe. Please keep it for Norwalk. "

While I support preserving and improving the property, I strongly believe that South Norwalk does not have the infrastructure or access necessary to support a development of this magnitude. The surrounding area below I95 and South Norwalk in particular already experiences significant traffic congestion. A destination that attracts large crowds, concerts, and evening events would create constant gridlock, and place an unnecessary burden on historic South Norwalk and surrounding neighborhoods.

Just as importantly, the character of the property should remain focused on nature and providing a place for underserved youth to learn about nature and water related activities and for other Norwalk residence to enjoy outdoor spaces. A park should function like a park a place for people to enjoy the outdoors, wildlife, and open space during the day. It should not become an entertainment venue with concerts, hotels and nighttime events. Closing the park at dusk would better protect wildlife while preserving the peaceful environment residents value.

Safety is another serious concern. The surrounding streets are already narrow, making it difficult for residence to enter and exit their driveways safely. Adding more traffic along with bike lanes on roads that have limited space would significantly increase the risk of accidents for motorists, cyclist, and pedestrians alike. I have been a resident of Harbor View for over 20 years and my focus is community service related. I drive Woodward Ave and Meadow Street corridor multiple times a day and I have much concern for the children that have nowhere to play, but on the sidewalks and by the streets.

Manresa Neighbor Letters 2

I have been involved in development and commercial real estate for over 25 years and I've been thinking about access to this site for a very long time and I just don't see how it would be possible to widen roads or add roads to make this an accessible site for a massive amount of vehicles on top of that anything that would have to be done, would only come as a burden to the taxpayers of Norwalk. My one thought that I would hope Manresa Wilds would consider is to set up a system where in order to get your ticket for admission you have to go to a certain place for example, the Sono Collection parking area where you get your ticket when you get on a shuttle, and even this may not work because by nature people will want to drive down to the site only be turned away.

Please listen to the people who live in the neighborhoods. Our concerns about congestion, safety, and quality of life deserve careful and thoughtful consideration.

Again, please keep it small, please keep it simple. Keep it about nature. Keep it about Norwalk. Keep it a daytime destination.

Thank you for your consideration.

Lori Baker

Dear Dir Kleppin, P&Z team and affiliated Norwalk officials,

While the intentions here of conservation and philanthropy are admirable, generous and commendable, as one of Manresa's closest abutters, I am shocked at the requests that have been submitted and allowed to proceed this far without serious considerations of the obvious and MASSIVE impact this project will have on Norwalk and the surrounding towns for centuries, much less make traffic on I95 and feeder exits/roads likely unbearable. Norwalk roads and traffic are already terrible, and are only getting worse with each new traffic signal. The gridlock at peak times is already substantial. This is certain to make Norwalk a parking lot. While ancillary parking at the mall etc are not bad ideas, 10k+ anticipated new visitors daily (adjusted for seasonal expectations) on busses, divided by bus capacity of about 40 per bus, means 250 new bus trips during park operating hours. Assuming Manresa hours 7 days per week of 8a to 10p only (14 hours) this is about 18 new busses per hour feeding in and out of Manresa. How is this even possible? A full bus every 3 minutes? All day every day all summer plus spring and fall? It just doesn't even pass the common sense test for transit logistics much less massive impacts on all of norwalk and the 15 choke point intersections outlined in the traffic "analysis", and related residential communities.

Current day Noise on this site under the walk-bridge phase combined with Manresa work is already literally maddening. The sound of talking busses that stop at Woodward park now (and soon to be Manresa entrance), regular use of Jake brakes up and down Woodward and longshore, and trucks beeping incessantly at Manresa as they back up is loud and constant starting often before 7am and lasting all day is frankly unacceptable and shameful that such things are permitted/endorsed in this area. Outside living has been destroyed for the neighborhood. Taxes continue to go up. Why? How? Land and property values will be destroyed. Lifelong investments of working people and families obliterated. Citizens needing to get in or out of our homes will become prisoners to traffic, noise, litter, and who knows what crime and nuisances of the future with wide berth use "for future owners of Manresa" to enjoy. What about medical emergencies or fire/police response over roads to the entire region, soon to be completely choked out by Manresa Wilds patrons?

Has the city or existing project owners at the site installed dense evergreen barriers along both sides of Longshore to block unsightly trucks and noise? No. Nothing has been done to be neighborly. The best predictors of future behavior is current and past behavior.

15 intersections will be impacted according to the traffic review (which we understand was not the fullest most robust of its kind. Why not? A massive project like this in a residential area? How does such a thing sneak through?)

Sherwood Island, Stamford Cove, Calf pasture, Greenwich public parks and more sites are already insanely congested, and closer to the highway, and have multiple lane roads heading to them. Stamford cove has massive parking issues spilling over into residential streets and neighborhoods.

A hotel? Really?? Distillery? Public pool? Amphitheater? An indoor "event space" for concerts? Complete opposition to all of these concepts. It would truly be "Manresa *Wilds*" but not in the wilderness sense of the word.

Why are Norwalk taxpayers shouldering centuries of increased ongoing unknown costs, so that the rest of the tristate area doesn't have to? Norwalk real estate is already taxed at what? A mil rate of 21+? Property values will plummet. Norwalk will be reduced to a drive thru, vehicle exhaust laden, noisy, dirty wasteland with Manresa on the other side?

Why not build a bridge from Wilson Point to Manresa? Wilson point is at the foot of MLK blvd which is 2 lanes, is a direct artery from I95, is already largely industrial, and can handle the traffic. I think there is a connection between Wilson Point and Manresa already that might be leveraged for direct access through there (wink wink). But that would be unthinkable, I'm sure. Easier to abuse those residents with quieter voices said shallower pockets who can't afford to object. Shame on this whole process and those who don't protect those less fortunate and those who stand to be victimized.

So here's the boilerplate letter that I also endorse and agree with with:

Dear Director Kleppin and Members of the Planning and Zoning Commission,
I am writing as a resident of Norwalk to formally submit my public comment regarding **Application #2026-41 R/M**, submitted by Manresa Osprey LLC. This application requests a zoning regulation and map amendment to create a new "Special District - Manresa Wilds (SD-MW)" zone on Longshore Avenue and Manresa Island. I am urging the Commission to **deny or heavily restrict** this zoning change request due to several critical concerns regarding how this new zone will impact our local community:

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-

Traffic and Noise Impact: I urge you to study carefully the applicant's Transportation Strategy Memorandum and consider the impact of the traffic it predicts on South Norwalk and the surrounding neighborhoods. The applicant's own traffic analysis projects that upon completion: there will be **792,000 new visitors** to Manresa Island each year, with 94- 95% of them driving. By the applicant's own count, on a normal summer weekend, more than 5,400 vehicles will travel on Woodward and Longshore Avenues to Manresa Island. And as their study points out, since each of these 5,400+ vehicles will be both going to and coming from Manresa, the number of vehicle trips on Woodward Avenue on summer weekends will be double that number: **10,800+ vehicle trips on Woodward Avenue to and from Manresa every Saturday and Sunday in the summer**. In spring, the applicant predicts 8,200+ vehicles will be traveling on Woodward **weekly** to visit Manresa- both coming and going, meaning 16,400+ vehicle trips a week. In summer, 11,280+ vehicles traveling down Woodward **weekly** to visit Manresa- both coming and going, meaning 22,560+ vehicle trips a week.

The narrow local roads leading to Manresa Island (particularly Woodward and Longshore Avenues) cannot handle the massive influx of traffic from the high-intensity commercial and other uses proposed. This tremendous volume of traffic would create significant safety hazards and completely ruin the quality of life in the surrounding neighborhoods.

Environmental & Infrastructure Strain: The 125-acre Manresa Island site is historically polluted with a heavy layer of coal ash. I am deeply concerned about the environmental safety risks that intensive redevelopment or massive zoning shifts could bring to the surrounding marine life, coastal ecosystem, and local wetlands.●

-

Permitted Uses and Long-Term Scale: The proposed SD-MW text seeks broad allowances for a variety of future uses. If a specialized zone is granted, it could open the floodgates to unexpected long-term commercial developments, over-development, or massive entertainment spaces that do not align with a peaceful, natural community park.

Lack of Public Oversight: Moving the land into its own completely customized, private zoning classification strips away standard community zoning protections

Manresa Neighbor Letters 2

and gives unprecedented long-term control to a private developer and any future owner.

I strongly believe that the Commission should prioritize the safety, peace, and environment of Norwalk's residential neighborhoods before approving a custom zoning district tailored entirely to a single developer's long-term commercial vision.

Thank you for your time, leadership, and dedication to protecting our community.

Respectfully,

Pete Mumma

184 Woodward Ave, Norwalk CT 06854

Bob; Steve: *(note: copy of flyer in application file)*

I am not sufficiently engaged to know how much of the information on the attached flyer is accurate. However, even if one could ascribe 50% accuracy, this is very concerning to those of us who live in South Norwalk. As you no doubt are aware, this is a quiet and peaceful neighborhood. It is unlikely to remain so if this project proceeds on the scale suggested by this attachment.

As all of us Norwalkers know, the city is on an endless quest for money – thus, the overdevelopment that is happening here. I realize that this is a byproduct of the perverse tax system in the State of Connecticut that, because all of the sales tax goes to Hartford before being parsed out, necessitates that cities and town must rely on real estate and personal property taxes in order to survive. As a non-profit, I cannot imagine that the tax contribution from this project will be sufficient to overcome the burden on City infrastructure that will be occasioned. This, of course, is separate and apart from the quality of life issues, real estate values etc. that are likely to be negatively impacted by this project, as proposed.

This is a little too Robert Moses for my liking. I would urge you to reign this project in such that the proper balance is struck between having a community asset and a community albatross.

Many thanks.

Joel

Joel K. Bedol

37 Naromake Avenue

Norwalk, Connecticut 06854

Director Kleppin,

I have lived on the corner of Woodward Ave & Naromake Ave for over 30 years and have experienced a few of the changes at Manresa Island over that time frame. I remember when CL&P owned it & built osprey nests. They welcomed the neighbors to enjoy the property along the long driveway. I used to take my preschooler son on his big wheels bike to look for the birds. Then came NRG & the complete shut down to the neighborhood, and indeed, the shutdown of the power plant itself. I think the return of opening up Manresa to all is a wonderful thing. I have been to every public meeting, as well as our own HarborShores meeting, that the McChords have provided (voluntarily!) The team they have set up is more than open to listening to everyone's point of view, as demonstrated in the proposed changes they have already made to accommodate mostly a few select people in Village Creek & Harbor View who abut the property. The partnerships Manresa Wilds have forged with Sacred Heart, Quinnipiac, The Maritime Aquarium, Norwalk Public Schools, and no doubt more, is historic and can only benefit the community at large. Am I concerned about traffic and parking? Of course. I already live on a bus route with a bus stop outside my bedroom window. Do I think a little personal inconvenience is important enough to stop this beneficial endeavor for the community at large? Absolutely not. I have every faith that together, the Manresa Wilds team & the City of Norwalk, can find a way to mitigate the worst of the impact of traffic and make Manresa Wilds a place that my grandchildren & beyond can enjoy.

Manresa Neighbor Letters 2

Sincerely,

Chris Olden
2 Naromake Ave
Norwalk 06854

Director Kleppin,

First, thank you for the work that you do for Norwalk.

I have been resident in South Norwalk since 2003 when I purchased my home (10 Baxter Drive). I am disheartened by the opposition to the Manresa Island project by some in my community. The project leaders have met with community members from Harbor Shores, Village Creek and Harborview multiple times and have demonstrated an understanding of the concerns expressed by those who live adjacent to Woodward and Longshore Avenues (as I do).

The investment that Manresa Wilds will make in restoration and development is unprecedented. It is an opportunity to make that land accessible to our community and to a broader one which can only help the city overall. I believe that traffic issues can be thoughtfully mitigated and do not want to see the project delayed.

Thanks for listening.

Best Regards,
Ann Walsh
10 Baxter Drive, Norwalk

Dear Director Kleppin and Members of the Commission,

We are writing as neighbors and residents at 10 Oliver Street, Norwalk regarding the pending applications to rezone Manresa Island to a new Special District-Manresa Wilds (SD-MW) classification and to amend the City's zoning regulations to accommodate it.

We want to be clear at the outset: we believe Manresa Wilds is a good thing for Norwalk. Remediating a long-polluted brownfield, restoring public waterfront access, and creating a new coastal park are goals this community has supported for decades. Our concern is not with the vision. It is with the scale of entitlement the Commission is being asked to grant, and with whether that scale can be safely accommodated by the streets, sidewalks, and intersections that the surrounding neighborhoods depend on every day.

The applicant's own traffic consultants have already presented the Commission with data showing that Woodward Avenue — the sole vehicular access route to Manresa Island — and nearby intersections at Meadow Street and Washington Street are projected to degrade to failing levels of service under this project, in some cases without triggering any required mitigation under the City's own guidelines. We will not repeat those findings here, but we ask the Commission to weigh them alongside the context below, which we do not believe has been fully accounted for.

[The traffic model does not reflect who actually uses this corridor](#)

In the past two years, three separate developments have converged on this same stretch of Woodward Avenue and Meadow Street, and none appear to be reflected in the cumulative traffic analysis:

- South Norwalk Elementary School, which opened in 2025 at 1 Meadow Street Extension — the first neighborhood school built for South Norwalk children in over 40 years, explicitly designed so that up to 680 PreK-5 students could walk to school.

Manresa Neighbor Letters 2

- Meadow Gardens, a 59-unit affordable family housing redevelopment under construction at 45 Meadow Street, opening Fall 2026, which will house dozens of children walking and crossing these same streets daily.
- Established warehouse and distribution operations on Woodward Avenue itself, along with the newly established Sports Haus and Pickle Ball Courts in and of themselves generate regular car, truck and loading-dock traffic on a narrow residential road that also carries Norwalk Transit bus routes and school bus stops with no crossing guards.

South Norwalk is among the most densely populated parts of the city — roughly 6,500 residents per square mile in the 06854 ZIP code, well above Norwalk's citywide average of about 4,100. This is a walkable, transit-served, family-oriented neighborhood that the City itself has invested in as such, through the new school, the new housing, and neighborhood sidewalk and bike improvements. It is not a corridor with room to simply absorb added traffic.

A new pressure has just been added on top of this. As of July 1, 2026, Connecticut's Public Act 25-1 ("An Act Concerning Housing Growth") prohibits the City from requiring off-street parking for residential developments of 16 units or fewer, and Mr. Kleppin has confirmed publicly that this removes a tool the City has long used to manage density and traffic. The City may exempt only a limited area, capped at 8% of its total land, from this rule. South Norwalk, and the 06854 ZIP code in particular, is exactly the kind of dense, transit-adjacent neighborhood where smaller, parking-free residential development is now likely to accelerate. That means more households and more vehicles converging on Woodward Avenue and Meadow Street with no guarantee of off-street parking to absorb them — compounding, rather than easing, the burden this rezoning would place on the same streets.

[The Commission should not grant a blank check](#)

The applicant is asking the Commission to approve a broad zoning envelope now — covering uses from a theater and restaurant to dormitories, an amphitheater, and eventually a hotel — based on a conceptual master plan, with a full Traffic Impact Study and firmer design promised for later. Several of the mitigation measures offered so far, including new sidewalks, a residential parking permit system, and a transit extension, are described only as things the applicant "would support," not as binding commitments the Commission could enforce.

We do not believe the Commission can responsibly grant that entitlement without first securing enforceable guarantees that the safety of the families who live, walk, and send their children to school along this corridor will be protected as the project builds out. We respectfully ask the Commission to condition any approval beyond the North Forest on a completed, independent Traffic Impact Study that accounts for the school, Meadow Gardens, existing truck traffic, and the added residential density now enabled by the new state parking law; on binding, enforceable mitigation commitments rather than aspirational language; and on phasing the zoning entitlement itself so that later, larger uses are approved only once real-world data confirms the corridor can absorb them.

Manresa Wilds, done at a scale this neighborhood's streets can actually support, is a project we want to see succeed. But the safety of the children walking to school and the families living in this neighborhood should not be the variable that gets solved for later. We ask the Commission to insist on that safety being demonstrated before granting the full scope of entitlement the applicant is requesting. The City of Norwalk must step up and be a partner in this project making Manresa Wilds and asset to the community not a liability. We ask Planning and Zoning Commission to take the lead in insuring public safety now before it is too late.

Thank you for your time and consideration.

Respectfully,

Scott and Laura Budd

10 Oliver Street

Norwalk, CT 06854

July 10, 2026

Norwalk Planning and Zoning Commission 125 East Avenue Norwalk, CT 06851

RE: Public Comment on Application for Zone Change (SD-MW) and Related Text Amendment —
Manresa Wilds / Manresa Osprey LLC

Dear Members of the Commission:

My name is Eliza Young, and my family owns a home at 59 Neptune Ave in the Harbor View neighborhood. My grandfather's family came to Harbor View around 1913 and my grandmother lived at their family home there at 55 Neptune until she passed in 2007. My parents have owned the cottage next door to my grandmother and grandfather's house at 59 Neptune since the 1960s. I believe my family has lived in this / been connected to this community longer than any current resident.

I am writing to share my views on the pending Manresa Wilds zoning application.

My concern is that the zoning application, as drafted, would permit uses that go beyond the final vision presented to the public in February 2026.

1. Uses not included in the presented plan should require their own approval process.

The final vision presented to Norwalk residents did not include a multi-story parking structure, a commercial recreation use, an amphitheater exceeding 150 seats, or a hotel. If the developer ever brings forward a concrete design for any of them, it should come back to this Commission for its own dedicated public hearing and approval, with its own traffic, environmental, and neighborhood-impact analysis, rather than being pre-authorized now under the general SD-MW umbrella. This approach seems disingenuous and a way for the developer to circumvent the community's ability to comment or question these plans which would significantly affect traffic, noise and general overcrowding of the area.

2. Traffic and queuing on Longshore and Woodward Avenues.

I share the concerns raised by the City's own Transportation, Mobility and Parking (TMP) Department regarding vehicle queuing at the site entrance. Longshore Avenue is a residential street and should not become overflow queuing space for vehicles waiting to enter the site. Woodward Avenue, which feeds directly into Longshore, is already a single travel lane in each direction with on-street parking. It is already a busy road with busses and trucks stopping within extremely limited space. The left turn onto Longshore is particularly problematic - very narrow turn between houses and marshland.

I ask that any traffic study for this project explicitly account for queuing along the full Woodward-to-Longshore corridor, and that it specifically model event-based peaks — concerts, festivals, and other large gatherings — rather than only typical day-to-day traffic. Those peak-event days are when queuing is most likely to fail, and the design should be tested against them.

3. Infrastructure accountability.

I ask the Commission to hold the City accountable for confirming, before approval, that state and city infrastructure can actually support the increase in traffic this project will generate at full build-out.

My family would love to see this space finally be rehabilitated and opened to the public, making more of this beautiful shoreline available for more people in the community. However, the new plans to go well beyond what was agreed to by the community originally, with significant impacts to the surrounding neighborhoods, particularly related to traffic, noise and general congestion. There are procedures in place

Manresa Neighbor Letters 2

for building these type of structures and introducing the kinds of recreational uses now being proposed, and the developer should have to follow them — not seek to skirt them through a blanket change to the zoning of the land.

Thank you for your time and consideration.

Respectfully,

Eliza Young - 59 Neptune Avenue

Dear Director Kleppin and Members of the Planning and Zoning Commission,
I am writing as a resident of Norwalk to formally submit my public comment regarding **Application #2026-41 R/M**, submitted by Manresa Osprey LLC. This application requests a zoning regulation and map amendment to create a new "Special District - Manresa Wilds (SD-MW)" zone on Longshore Avenue and Manresa Island.

I am urging the Commission to **deny or heavily restrict** this zoning change request due to several critical concerns regarding how this new zone will impact our local community:

- **Traffic and Noise Impact:** I urge you to study carefully the applicant's Transportation Strategy Memorandum and consider the impact of the traffic it predicts on South Norwalk and the surrounding neighborhoods. The applicant's own traffic analysis projects that upon completion: there will be **792,000 new visitors** to Manresa Island each year, with 94- 95% of them driving. By the applicant's own count, on a normal summer weekend, more than 5,400 vehicles will travel on Woodward and Longshore Avenues to Manresa Island. And as their study points out, since each of these 5,400+ vehicles will be both going to and coming from Manresa, the number of vehicle trips on Woodward Avenue on summer weekends will be double that number: **10,800+ vehicle trips on Woodward Avenue to and from Manresa every Saturday and Sunday in the summer**. In spring, the applicant predicts 8,200+ vehicles will be traveling on Woodward **weekly** to visit Manresa- both coming and going, meaning 16,400+ vehicle trips a week. In summer, 11,280+ vehicles traveling down Woodward **weekly** to visit Manresa- both coming and going, meaning 22,560+ vehicle trips a week.

The narrow local roads leading to Manresa Island (particularly Woodward and Longshore Avenues) cannot handle the massive influx of traffic from the high-intensity commercial and other uses proposed. This tremendous volume of traffic would create significant safety hazards and completely ruin the quality of life in the surrounding neighborhoods.

- **Environmental & Infrastructure Strain:** The 125-acre Manresa Island site is historically polluted with a heavy layer of coal ash. I am deeply concerned about the environmental safety risks that intensive redevelopment or massive zoning shifts could bring to the surrounding marine life, coastal ecosystem, and local wetlands.

Alternative Suggestion



- **Permitted Uses and Long-Term Scale:** The proposed SD-MW text seeks broad allowances for a variety of future uses. If a specialized zone is granted, it could open the floodgates to unexpected long-term commercial developments, over-development, or massive entertainment spaces that do not align with a peaceful, natural community park.

- **Lack of Public Oversight:** Moving the land into its own completely customized, private zoning classification strips away standard community zoning protections and gives unprecedented long-term control to a private developer and any future owner.

I strongly believe that the Commission should prioritize the safety, peace, and environment of Norwalk's residential neighborhoods before approving a custom zoning district tailored entirely to a single developer's long-term commercial vision.

Thank you for your time, leadership, and dedication to protecting our community.

Sincerely,

[Your First and Last Name] [Your Physical Norwalk Address] [Your Email Address / Phone Number]



BACKGROUND

Education

*MS, University of
California, Berkeley,
Transportation Engineering*

*BS, Rensselaer Polytechnic
Institute, Civil Engineering*

Licenses/Certifications

*Professional Engineer: CT,
NY, DE, and CA*

*Professional Transportation
Operations Engineer
(PTOE), Institute of
Transportation Engineers*

Years of Experience

22 years

Years with AKRF

15 years

MICHAEL BEATTIE, PE, PTOE

Senior Vice President

Michael has more than 20 years of experience in the field of traffic engineering and transportation planning and is a certified Professional Engineer in the State of Connecticut and a Professional Traffic Operations Engineer. He has served in a lead role on a wide range of public and private sector transportation studies, and managed teams on complex projects.

Relevant Experience

VALLEY SERVICE ROAD SAFETY STUDY, NORTH HAVEN, CT

Michael was Principal-in-Charge for the evaluation of existing transportation conditions and the development of concepts to improve road safety along Valley Service Road in North Haven, CT.

WALLINGFORD INTERSECTION SAFETY STUDY, WALLINGFORD, CT

Michael was Principal-in-Charge of the evaluation of existing conditions and the development of concepts to improve road safety at the intersection of Parker Farms Road, Hope Hill Road, and Highland Avenue in Wallingford, CT.

SCRCOG STATE STREET PEDESTRIAN NEEDS STUDY, HAMDEN, CT

Michael was Principal-in-Charge for the evaluation of the existing transportation environment and the development of concepts to improve the pedestrian experience for a Pedestrian Needs Study along State Street in Hamden, CT.

BROAD STREET SAFETY IMPROVEMENTS, STAMFORD, CT

Michael was Principal-in-Charge for the evaluation of innovative pedestrian safety improvements for Broad Street Corridor. He is leading the team to develop designs incorporate green infrastructure, flexible open space, and smart traffic signal infrastructure to reduce the number and severity of crashes based on historic priority locations.

TRAFFIC PEER REVIEW ON-CALL SERVICES, NORWALK, CT

Michael is Principal-in-Charge, overseeing traffic and transportation consulting on behalf of the City of Norwalk, including peer review services, to address real estate development plans and the city's Complete Streets initiative. Projects have also included working with the Connecticut Department of Transportation to facilitate the construction of an Adaptive Traffic Control System along U.S. Route 1 and reviewing proposed streetscape improvements in South Norwalk.

AUSTIN STREET AND LAURA STREET CORRIDOR SIDEWALK DESIGN, NORWALK, CT

Michael is Principal-in-Charge, overseeing the complete street design and circulation changes to provide additional sidewalk facilities to improve pedestrian connectivity.

GENA WIRTH, RLA Design Principal

Gena Wirth, RLA, is Design Principal at SCAPE. She works with cities, community advocates and landowners to reveal the immense ecological and cultural potential of public landscapes.

As Design Principal, Gena translates research into practice, leading the design and implementation of complex, multi-stakeholder landscapes—including public and private waterfronts, regional trail systems, parks, plazas and climate adaptation plans. Within SCAPE, Gena leads firm-wide design standards, ensuring excellence from concept through construction, and serves as Principal-in-Charge for a wide range of projects across the U.S. spanning typologies and scales.

Gena is also a tenacious advocate for ecological systems design across the design fields—both as a member of the Dredge Research Collaborative, a non-profit group, and through past teaching positions at Harvard, Columbia, Syracuse and Rutgers. She also helps with SCAPE's Diversity, Equity and Inclusion initiatives advancing the firm's commitments to social and racial justice within our work and throughout the field. She holds a Master's in Landscape Architecture and Master of Urban Planning with Distinction from the Graduate School of Design (GSD) at Harvard University and a Bachelor's in Horticulture from the University of Delaware.

Registration

Landscape Architect: NY

PRACTICE

SCAPE Landscape Architecture D.P.C., New York, NY / 2009 – Present
Harvard Enterprise Research Campus (ERC) Greenway & Master Plan, Allston, MA
Hudson Highlands Fjord Trail, Hudson Valley, NY
Gowanus CSO Tank & Salt Lot, Brooklyn, NY
Arkansas Museum of Fine Arts, Little Rock, AK
Public Sediment: Resilient By Design Challenge, Bay Area, CA
Chattahoochee RiverLands Greenway Study, Metro Atlanta Region, GA
Carpenter Creek and Bayou Texar Watershed Management Plan, Pensacola, FL
Pensacola Waterfront Framework Plan, Pensacola, FL
McCoy's Creek Restoration and Recreation Plan, Jacksonville, FL
Hayward Shoreline Masterplan, Hayward, CA
Eden Beach Pilot, Alameda County, CA
Midtown Center Plaza, Washington, DC
Greenpoint Public Library and Environmental Education Center, Brooklyn, NY
Gowanus Lowlands Framework Plan and Waterfront Masterplan, Brooklyn, NY
Gowanus Green, Brooklyn, NY
Dwight-Englewood Middle School, Englewood, NJ
Spelman College, Atlanta, GA
Borinqueneer Park, Perth Amboy, NJ
Stapleton Waterfront Park, Staten Island, NY
Town Branch Commons, Lexington, KY
Legacy Trail Water Education Station, Lexington, KY
Ohio Creek Watershed Resilience Project, Norfolk, VA
Long Island City Development, Queens, NY
Grosvenor Union Market, Washington, DC
Marble Collegiate Church Office, New York, NY
300 Huntington Street, Brooklyn, NY
1 Huron Street, Brooklyn, NY
Vital Brooklyn, Brooklyn, NY
Red Hoek Point, Brooklyn, NY
Be'er Sheva Quarry Park, Be'er Sheva, Israel
Arkansas Art Center, Little Rock, AR
Vagelos Education Center, New York, NY
Bushwick Inlet Park, New York, NY
Blake Hobbs Play-Za, New York, NY
Journal Square, Jersey City, NJ
Living Breakwaters Rebuild By Design Competition, NJ/NY Metropolitan Region (Winner)

PREX, Project for Reclamation Excellence, Cambridge, MA / 2006-2009

Hargreaves Associates, New York, NY / 2008
A. C. Durham Landscape Architecture, Wilmington, DE / 2004-2005

Longwood Gardens, Kennett Square, PA / 2003

EDUCATION

Harvard University Graduate School of Design, Cambridge, MA
Master in Landscape Architecture with Distinction
Master in Urban Planning with Distinction
University of Delaware, Newark, DE
Bachelor of Science, Landscape Horticulture

AWARDS

ASLA-NJ: Merit Award in Landscape Architectural Communications, "Designing Landscapes for Insects and People," Gena Wirth, Steven Handel, 2022
AIA Tri-State: Silver Medal – Regional & Urban Design, "Greenpoint Library & Environmental Education Center," 2021
SARA National: Design Award of Merit – Urban Design, "Alafia," 2021
SARA-NY: Merit Award – Urban Design, "Alafia," 2021
Fast Company: Innovation by Design Award Finalist – Spaces & Places, "Greenpoint Library & Environmental Education Center," 2021
AIA-NYS: Merit Award – Institutional, "Greenpoint Library & Environmental Education Center," 2021
ASLA-NY: Honor Award – Analysis, Planning, Research & Communications, "The Chattahoochee RiverLands," 2021
ASLA-NY: Merit Award – General Design, "Greenpoint Library & Environmental Education Center," 2021
ASLA-KY: Merit Award – Analysis & Planning, "The Chattahoochee RiverLands," 2021
APA-GA: Outstanding Planning Document, "The Chattahoochee RiverLands," 2020
Georgia Water Coalition: Clean 13 Award, "The Chattahoochee RiverLands," 2020
AIA-NY: Merit Award – Urban Design, "Alafia," 2020
ASLA Professional Awards – Honor Award in Analysis & Planning, "Public Sediment for Alameda Creek," 2019
ASLA-NY – Honor Award in Analysis, Planning, Research & Communications, "Public Sediment for Alameda Creek," 2019
National Design Award, Cooper Hewitt, Smithsonian Design Museum, 2019
Architect's Newspaper Best of Design Awards, Honorable Mention-Urban Design, Pensacola Waterfront Framework Plan, 2019
Architect's Newspaper Best of Design Awards, Representation-Analog, Public Sediment, 2018
AIA California Council Urban Design Merit Award, Unlock Alameda Creek, 2018
ASLA-NY – Merit Award, "New York-Presbyterian & Columbia University Medical Campus Joint Master Plan", 2018
ASLA-NY – Honor Award, "Gowanus Lowlands", 2018
ASLA Professional Awards – Honor Award in Communications, "Toward an Urban Ecology," 2017
AIA New York Design Award – Best in Competition, Vagelos Education Center, 2017
AIA New York Design Award – Honor in Architecture, Vagelos Education Center, 2017
Best of Design Award – Honorable Mention, Temporary Installation, Town Branch Water Walk, 2016
Buckminster Fuller Award – Living Breakwaters, 2014
ASLA Professional Awards – Honor Award in Communications, "Petrochemical America," 2012
Charles Eliot Traveling Fellowship in Landscape Architecture, Harvard GSD, 2009
Penny White Traveling Grant, Harvard GSD, 2006, 2008

ACADEMIC

Option Studio: ENTO/ Fostering Insect Human Relationships through Design
Harvard Graduate School of Design, Department of Landscape Architecture Fall 2021
Urban Ecology + Design Seminar
Columbia University Urban Design Department, 2016, 2018
Visiting Critic, "Shale, Salt, and Sylva: Constructing a Landscape Identity at Syracuse University"
Syracuse University School of Architecture, 2015
Lecturer in Landscape Architecture
Rutgers University School of Environmental and Biological Sciences, 2012
Adjunct Assistant Professor with Kate Orff, in Architecture and Advanced Architecture Design
Columbia University GSAPP, 2010-2013
Studio Instructor in Landscape Architecture, Career Discovery Program
Harvard Graduate School of Design, 2009

LECTURES

Dalhousie University, NDAL Conference, Invited lectures at the ASLA Conference on Landscape Architecture, University of Michigan, University of Virginia, Stockholm Oyster Conference, Indian Society of Landscape Architects (ISOLA) Conference, International Federation of Landscape Architects World Conference, University of Toronto, University of Oregon, Van Alen Institute, University of Sydney, Harvard Graduate School of Design, Rhode Island School of Design, University of Pennsylvania, University of Arkansas, University of Nebraska, Ball State University, Tennessee Chapter ASLA, Kentucky Chapter ASLA, New Jersey Chapter ASLA, Syracuse University

RESEARCH / PUBLICATIONS

Silt Sand Slurry: Dredging, Sediment, and the Worlds We Are Making, Oro Press | 2023
ENTO, Ecological Restoration Journal, Vol. 40, No. 2 | 2022
Member, Dredge Research Collaborative, 2013-present
Toward an Urban Ecology by Kate Orff, SCAPE | Design Principal, 2016
Petrochemical America by Kate Orff, Robert Mistrach | Project Manager and Designer, 2012
Invention/Transformation: Strategies for Qattara/Jimi Oases in Al Ain | Featured Project, 2010
Studioworks, Harvard Graduate School of Design | Featured Projects, 2005-2008
GSD Platform 08, Harvard Graduate School of Design | Featured Project, 2009
GSD Platform 2, Harvard Graduate School of Design | Featured Project, 2010

Kaleen Juarez, RLA, ASLA, WEDG Director

Kaleen Juarez, RLA, ASLA, WEDG, is a Director at SCAPE. Her approach to design is driven by a desire to merge ecology, equity, and research-based solutions to create positive change in how cities are experienced every day. Working at multiple scales, she designs and manages a range of projects focusing on the delivery of complex built urban spaces.

Kaleen holds a Master's in Landscape Architecture from the University of California Berkeley College of Environmental Design, where she served as a teaching assistant for core research methods courses in the Environmental Science, Policy and Management Department. She has also developed research methodology for landscape performance in fuel modification zones and biodiversity targets in wildland urban interfaces.

REGISTRATIONS

Registered Landscape Architect: New York, New Jersey
American Society of Landscape Architects
Association for Women in Architecture + Design
National Association of Minority Landscape Architects
Urban Design Forum, Forum Fellow
Waterfront Edge Design Guideline (WEDG) Associate, The Waterfront Alliance

PRACTICE

SCAPE Landscape Architecture D.P.C., New York, NY / 2020 – Present

Manresa Island, Norwalk, CT
Rio Salado 2050 Community Vision Plan, Phoenix, AZ
Maritime Park, Hoboken, NJ
China Basin Park, San Francisco, CA
Amazon HQ2, Alexandria, VA
MOSH Genesis, Jacksonville, FL
Pratt East Hall, Brooklyn, NY
The Huron, Brooklyn, NY

Studio MLA, Los Angeles, CA / 2016 – 2020

Berggruen Institute, Los Angeles, CA
Camp Kramer Hess, Malibu, CA
Cargo Way Beautification, San Francisco, CA
CSULB Alumni Center, Long Beach, CA
Cumulus Mixed Use Project, Los Angeles, CA
Hauser & Wirth, Los Angeles, CA
Hollywood Forever Cemetery, Los Angeles, CA
Hollywood Recreation Center, Los Angeles, CA
Lake Havasu City Environmental Learning Center, Lake Havasu City, AZ
La Peer Hotel, West Hollywood, CA
LA River Stormwater Management and Habitat Enhancement, Los Angeles, CA
MacArthur Park Stormwater Project, Los Angeles, CA
Malibu Bluffs Camp, Malibu, CA
Mission College Student Services Building, Sylmar, CA
Nat'l Wildlife Federation Connectivity Analysis, Los Angeles, CA
Nat'l Wildlife Federation Schoolyard Habitats, Los Angeles, CA
Puerco Canyon Preserve Master Plan, Malibu, CA
Rethink Housing, Permanent Supportive Housing, Los Angeles, CA
Taylor Yards G2 Biodiversity Index, Los Angeles, CA
The Holocaust Museum Los Angeles, Los Angeles, CA
Valley Village Park, North Hollywood, CA
Vineland Avenue Pollinator Project, Los Angeles, CA
Whitsett Fields, North Hollywood, CA

Melendrez, Los Angeles, CA / 2015 – 2016

Century Villages at Cabrillo, Long Beach, CA

CSU Channel Islands Park Vision Plan, Camarillo, CA
Sacramento Commons Mixed-Use Project, Sacramento, CA

Port of San Francisco, Planning and Development, San Francisco, CA / 2013 – 2015
Waterfront Land Use Plan (2015), San Francisco, CA
Pier 27, San Francisco, CA
San Francisco Bay Trail Signage, San Francisco, CA

EDUCATION

University of California, Berkeley, CA
Master of Landscape Architecture, 2015
University of San Francisco, San Francisco, CA
Bachelor of Arts in Environmental Sciences, 2011

ACADEMIC

Lecturer, 2018 – 2020, California State Polytechnic University, Pomona, CA

LECTURES

UCLA Sustainable LA Grand Challenge, Big Opportunities for Ecosystem and Community Health in the LA Region / 2020
American Society of Landscape Architects, Walking Mission Bay: China Basin Park / 2022
Urban Land Institute, Waterfront Resilience: Protecting Cities from Rising Seas / 2024
American Society of Landscape Architects, When the Shoreline Can't Hold / 2025

PUBLICATIONS

Ground Up Issue #4: Out West, Managing Editor / 2015
Living Shorelines: An Evaluation of Active Erosion Management in North America, University of California Berkeley / 2015
Naturescape: A Vision for Open Space at the University of California, Irvine, The Field, ASLA Professional Practice Network

AWARDS

ASLA Professional Awards: Honor Award – Urban Design, China Basin Park / 2025
ASLA-NCC Professional Awards: Honor Award – General Design, China Basin Park / 2025
ASLA-NY: Merit Award – General Design, Pratt East Hall Plaza / 2025
Beverly Willis Architecture Foundations Emerging Leader / 2024
CoStar Impact – Best New Multifamily Development in Los Angeles / 2022
Hauser & Wirth, Los Angeles Business Council Award of Excellence, Landscape Architecture/ 2019
AIA Phoenix Metro Rio Reimagined Competition, Finalist / 2018
Hauser & Wirth, Los Angeles Conservancy Chair's Award, Los Angeles / 2018
First Year Graduate Fellow, UC Berkeley / 2013

SHIRA GROSMAN, RLA, WEDG Associate

Shira Grosman is an Associate at SCAPE. Drawing on a background in landscape and architecture, she is interested in research-driven design and the relationship between politics, landscape and infrastructure. She brings experience working on housing in New York and on climate adaptation projects.

Shira holds a dual Master's in Landscape Architecture and Master's in Design Studies from Harvard University, where she received an ASLA Certificate of Merit, a Penny White Travelling Fellowship and was a co-chair of Womxn in Design. She also holds a Bachelor's of Science in Architecture from Washington University in St. Louis.

PRACTICE

SCAPE Landscape Architecture D.P.C., New York, NY / 2021-Present
Financial District and Seaport Climate Resilience Master Plan
Sackett Street
MOSH Genesis, Jacksonville, FL

Harvard GSD, Dept. of Landscape Architecture, Cambridge, MA | Research Associate / 2020-2021

STOSS Landscape Urbanism, Los Angeles, CA | Landscape Architecture Intern / 2019

COOKFOX Architects, New York, NY | Architectural Designer / 2015-2018

Women in Architecture: Addressing the Canon, Cambridge, MA | Research Assistant / 2016

COOKFOX Architects, New York, NY | Architecture Intern / 2014

EDUCATION

Harvard University, Graduate School of Design, Cambridge, MA
Master in Landscape Architecture I AP, 2021
Master in Design Studies: Urbanism, Landscape, Ecology, 2021
Washington University in St. Louis, MO
Bachelor of Science in Architecture, Minor in Philosophy, 2015

AWARDS AND

AIANY, Design Award of Merit, One South First, 2023

AFFILIATIONS

ASLA Certificate of Merit Award, Harvard GSD, 2021
Womxn in Design, Cambridge, MA, 2020-2021 Academic Year
Penny White Project Fund, Cambridge, MA, 2020
Womxn in Design Archive @ Frances Loeb Library, Harvard, Cambridge, MA, 2019-2020
ASLA Women in Landscape Wikipedia Project, 2019 – 2022
SARA NY, Design Award for Affordable and Residential Housing, 535 Carlton, 2019
Architects Newspaper, Best of Design Digital Fabrication, One South First and Ten Grand, 2018

PUBLICATIONS

Harvard Design Magazine 49, Winter 2022
Fallowsapes. Territorial Reconfiguration Strategies for Arles, October 2022/ Editor & Contributor
Arles Atlas, October 2021 (Editor)
WiD Bib: An Annotated Bibliography of Identity Theories, 2019-2020 Academic Year (Editor & Contributor)
How About Now? Platform 12, November 2019 (Contributor)
Open Letters Issue #40, October 2016 (Author)

EXHIBITIONS

Womxn in Design Convergence, Cambridge, MA, 2018
Women in Architecture 1974 | 2014, St. Louis, MO, Fall 2014

**CITY OF NORWALK
PLANNING & ZONING COMMISSION MINUTES
July 1, 2026**

PRESENT: Chapin Bryce, Chair; Louis Schulman; John Hubers; Harvey Jones; Tammy Langalis; Diana Lenkowsky; Galen Wells; Ana Tabachneck; Jaquell Wilson; Doug Hempstead

ABSENT: Nick Kantor; Jacquen Jordan-Byron

STAFF: Steve Kleppin; Bryan Baker

OTHERS: Atty Darin Callahan; Michael Wilson; Tim Rath; Lyle Fishell; Mario Lombardi; Atty Daniel Glissman; Atty Liz Suchy; Chris Cocotas

I. CALL TO ORDER

Mr. Bryce called the meeting to order at 6:02 p.m. It should be noted that this meeting was held on Zoom.com with participants calling in, separately.

II. ROLL CALL & SEATING OF ALTERNATES

Mr. Baker called the roll and noted that there was a quorum. Mr. Bryce seated alternates, Ms. Tabachneck and Ms. Wilson, for the first application. Ms. Wilson and Mr. Hempstead for the second application and Mr. Hempstead and Ms. Tabachneck for third. The rotation would continue in that order.

III. REVIEW AND ACTION ON APPLICATIONS

A. #2026-51 8-24 Referral - City of Norwalk - Acquisition of a pedestrian right of way easement in the real property identified as "Proposed 9.5' Wide Pedestrian Right of Way Easement (Cross-Hatched Area)" on a Survey Map Entitled "City of Norwalk Showing Proposed Pedestrian Right of Way Easement over Portion of Undeveloped Gilbert Hill Road Located between Woodbine Road & Hunt Street Norwalk, Connecticut," Dated September 22, 2025, and

**prepared by Advanced Surveying for Purposes of Pedestrian Passage
by the General Public - Report & recommended action**

DISCUSSION

Presentation: Atty Darin Callahan

**** MS. LANGALIS MOVED: TO APPROVE application #2026-51**
8-24 Referral - City of Norwalk - Acquisition of a pedestrian right of way easement in the real property identified as "Proposed 9.5' Wide Pedestrian Right of Way Easement (Cross-Hatched Area)" on a Survey Map Entitled "City of Norwalk Showing Proposed Pedestrian Right of Way Easement over Portion of Undeveloped Gilbert Hill Road Located between Woodbine Road & Hunt Street Norwalk, Connecticut," Dated September 22, 2025, and prepared by Advanced Surveying for Purposes of Pedestrian Passage by the General Public.

Mr. Jones seconded.

Chapin Bryce; Louis Schulman; John Hubers; Harvey Jones; Tammy Langalis; Diana Lenkowsky; Galen Wells; Ana Tabachneck; Jaquell Wilson approved.

No one opposed.

No one abstained.

B. #2026-42 SPR - Michael Wilson - 197 Newtown Avenue (District 5, Block 20, Lot 2) - Site plan review application for the construction of a detached accessory dwelling unit - Report & recommended action

DISCUSSION

Presentation: Michael Wilson

**** MS. WELLS MOVED: THEREFORE BE IT RESOLVED** by the Norwalk Planning & Zoning Commission that application #2026-42 SPR – Michael Wilson – 197 Newtown Avenue (District 5, Block 20, Lot 2) – Site plan review for the construction of a detached accessory dwelling unit be **APPROVED** subject to the following conditions:

1. That the site shall be developed in accordance with the following plans:

a. Per architectural entitled "New Accessory Dwelling Unit (ADU) for: Michael & Judith Wilson," by LF Garcia Architects LLC, dated May 9, 2026; and

b. Per the site survey entitled "Zoning Location Survey prepared for Michael K. & Judith Wilson, #197 Newtown Avenue, Norwalk, Connecticut," prepared by Advanced Surveying Land Surveyors, dated January 15, 2026; and

2. That any changes to the approved plans shall be submitted to the Commission's Staff (Staff) for review and approval prior to implementation. If any proposed changes are determined to be substantive, Staff shall refer the changes to the Commission for their review and approval prior to implementation; and

3. That all erosion and sediment controls be installed and maintained prior to the start of any construction or site work and that additional controls be installed at the direction Staff; and

4. That prior to the issuance of a Certificate of Zoning Compliance, the Applicant shall submit a certificate in the form of an affidavit which verifies that the owner resides on the premises and that the minimum rental duration of the accessory dwelling unit is a minimum of six (6) continuous months; and

5. That any and all conditions required by Norwalk Health Department are applicable to this approval; and

6. That any and all conditions required by Norwalk WPCA are applicable to this approval; and

7. That any and all conditions required by Norwalk DPW are applicable to this approval; and

8. That a Connecticut licensed engineer shall certify that all the required improvements, including any required off-site improvements, were installed to City standards prior to the issuance of a Certificate of Zoning Compliance (COZC); and

BE IT FURTHER RESOLVED that this application complies with all applicable sections of the Norwalk Zoning Regulations; and

BE IT FURTHER RESOLVED that the effective date of this action shall be July 10, 2026.

Ms. Wilson seconded.

Chapin Bryce; Louis Schulman; John Hubers; Harvey Jones; Tammy Langalis; Diana Lenkowsky; Galen Wells; Jaquell Wilson; Doug Hempstead approved.

No one opposed.

No one abstained.

C. #2026-50 CSPR - Tim Rath - 20 Harbor View Avenue (District 5, Block 85C, Lot 23) - Coastal site plan review application to raise an existing single-family residence to be FEMA flood compliant - Report & recommended action

DISCUSSION

Presentation: Tim Rath, Amelia Williams

**** MR. JONES MOVED: THEREFORE BE IT RESOLVED** that application #2026-50 CSPR – Tim Rath – 20 Harbor View Avenue – Raise an existing single-family residence to be FEMA flood compliant adjacent to the Norwalk Harbor be **APPROVED** subject to the following conditions:

1. That the building and site be developed in accordance with the following plans:

a. Per sedimentation and erosion control plan (site plan) dated 6/16/2026 prepared by Fairfield County Engineering LLC, Norwalk, CT

b. Per architectural plans dated 10/31/2024 and revised 6/15/2026 prepared by AWA Design Group P.C., Stamford, CT, with clarifying revisions requested by Staff

c. Per zoning location survey dated 6/29/2017 and revised 6/18/2026 prepared by Arcamone Land Surveyors, LLC, Norwalk, CT

d. Per structural plans dated 5/13/2026 prepared by Sound Engineering Associates LLC, Fairfield, CT

2. That all department sign-offs are obtained prior to issuance of any Zoning Permit; and

3. That all required soil sedimentation and erosion controls are in place prior to the start of any construction; and

4. That any additional needed soil sedimentation and erosion controls be installed at the direction of Staff; and

5. That any changes to the plans be reviewed by Staff prior to implementation; and

6. That any utilities comply with setbacks and flood regulations; and

7. That flood certifications be submitted prior to issuance of a zoning permit and prior to obtaining a Certificate of Zoning Compliance (COZC), prepared by a CT licensed engineer or architect; and

8. That flood compliance be achieved and demonstrated with a FEMA elevation certificate prior to COZC; and

9. That a landscape plan be submitted to and approved by Staff prior to the issuance of a zoning permit; and

10. That all plantings be implemented prior to COZC; and

11. That all plantings be maintained, and any dead plantings must be replaced in accordance with the approved planting plan; and

12. That no changes to the seawall are permitted without City review and DEEP approval; and

13. Nothing in this permit shall obviate the requirements for the applicant to obtain any other assents, permits or licenses required by law or regulation by the City of Norwalk, State of Connecticut, or the Government of the United States, including any approval required by the Connecticut Department of Environmental Protection and U.S. Army Corps of Engineers- obtaining such assents, permits or licenses is the sole responsibility of the applicant; and

BE IT FURTHER RESOLVED that this proposal complies with all applicable coastal resource and use policies and with all applicable sections of the Zoning Regulations for the City of Norwalk; and

BE IT FURTHER RESOLVED that these preceding conditions and modifications of this application are integral to the Commission's approval because, if not for those conditions and modifications, the Commission would have denied this application; and

BE IT FURTHER RESOLVED that the effective date of this approval shall be July 10th, 2026.

You must obtain a zoning approval and a building permit prior to any work on the site.

Mr. Hempstead seconded.

Chapin Bryce; Louis Schulman; John Hubers; Harvey Jones; Tammy Langalis; Diana Lenkowsky; Galen Wells; Ana Tabachneck; Doug Hempstead approved.

No one opposed.

No one abstained.

D. #14-16SP/#32-16CAM Modification – L. Fishell – 75 East Avenue – Modification to the approval of a converted funeral home to 4 units. - Report & recommended action.

DISCUSSION

Presentation: Lyle Fishell; Mario Lombardi

**** MR. JONES MOVED to continue this application, #14-16SP/#32-16CAM Modification – L. Fishell – 75 East Avenue –**

Modification to the approval of a converted funeral home to 4 units, to a future meeting date.

Mr. Hubers seconded.

Chapin Bryce; Louis Schulman; John Hubers; Harvey Jones; Tammy Langalis; Diana Lenkowsky; Galen Wells; Jaquell Wilson; Doug Hempstead approved.

No one opposed.

No one abstained.

E. #2026-30 SPR - AMG Real Estate LLC - 216 East Avenue - Exterior modifications/facade changes to existing building - Report & recommended action

DISCUSSION

Presentation: Atty Daniel Glissman

**** MS. LANGALIS MOVED: THEREFORE BE IT RESOLVED** that application #2026-30 SPR – AMG Real Estate LLC – Exterior Modifications within the EVTZ be **APPROVED** subject to the following conditions:

1. That the building and site be developed in accordance with the following plans:
 - a. Per architectural plans prepared by Pablo De Miguel Architect, PLLC, revised to 5/19/26
 - b. Per Lighting Plan prepared by Stonefield Engineering & Design dated 5/29/26
 - c. Per Materials & Cut Sheets provided by the applicant
2. That a landscape plan be submitted to and approved by Staff prior to the issuance of a zoning permit; and
3. That all plantings be implemented prior to COZC; and
4. That all plantings be maintained, and any dead plantings must be replaced in accordance with the approved planting plan; and

5. A revised signage plan be submitted prior to obtaining a zoning permit; and
6. That all department sign-offs are obtained prior to issuance of any Zoning Permit; and
7. That any changes to the plans be reviewed by Staff prior to implementation.

BE IT FURTHER RESOLVED that these preceding conditions and modifications of this application are integral to the Commission's approval because, if not for those conditions and modifications, the Commission would have denied this application; and

BE IT FURTHER RESOLVED that the effective date of this approval shall be July 10th, 2026

Mr. Schulman seconded.

Chapin Bryce; Louis Schulman; John Hubers; Harvey Jones; Tammy Langalis; Diana Lenkowsky; Galen Wells; Ana Tabachneck; Doug Hempstead approved.

No one opposed.

No one abstained.

IV. PUBLIC HEARINGS

A. #2026-40 R – Shangri-La CT, LLC – Zoning Regulation Text Amendment to Article 4 regarding the hours of operation for Cannabis Dispensary Facility, Cannabis Hybrid Retailer, and Cannabis Retailer. - Report & recommended action.

DISCUSSION

Presentation: Atty Liz Suchy

PUBLIC COMMENTS

There were no public speakers.

**** MR. HUBERS MOVED: THEREFORE BE IT RESOLVED** that application #2026-40 R – Shangri-La CT, LLC – Zoning Regulation Text

Amendment to Article 4 regarding the hours of operation for Cannabis Dispensary Facility, Cannabis Hybrid Retailer, and Cannabis Retailer be APPROVED to implement the following goals, policies, strategies, and actions of the Norwalk Plan of Conservation and Development:

1. Chapter 3, Goal 1: "Norwalk has the right policies, infrastructure, and leadership for business growth and development"

a. Policy: "Support development of infrastructure and amenities attractive to businesses and workers"

2. Chapter 3, Goal 3: "Continue to strengthen Norwalk's urban core with a mix of uses to attract residents, visitors, and businesses."

a. "Enhance business attraction and expansion tool in the Urban Core area."

BE IT FURTHER RESOLVED that the effective date of this approval shall be July 10th, 2026.

Ms. Wilson seconded.

Chapin Bryce; Louis Schulman; John Hubers; Harvey Jones; Tammy Langalis; Diana Lenkowsky; Galen Wells; Ana Tabachneck; Jaquell Wilson approved.

No one opposed.

No one abstained.

B. #2026-44 R - 595 Westport Ave LLC - Zoning Regulation Text Amendment to Article 9 (Definitions) to modify the definition of "Medical Office" - Public hearing, report & recommended action

DISCUSSION

Presentation: Chris Cocotas

PUBLIC COMMENTS

There were no public speakers.

**** MS. LANGALIS MOVED: THEREFORE BE IT RESOLVED** by the Norwalk Planning & Zoning Commission that application #2026-44 R – 595 Westport, LLC – Zoning Regulation Text Amendment(s) to Article 9, Definitions, modifying the definition of Medical Office, be APPROVED to

implement the following goals, policies, strategies and actions of the Norwalk Plan of Conservation and Development:

1. Chapter 12, Goal 3: "The user-friendly zoning ordinance is consistent with the future land use map and achievement of the vision and goals of the POCD."

a. Policy: "Support revision of the zoning ordinance to promote desired development and design patterns."

b. Policy: "Support permit streamlining for projects with desired characteristics."

i. Strategy A: "Modernize the zoning ordinance and the development approval process to achieve the goals of the POCD."

1. Action i: "Rewrite the zoning ordinance to reflect contemporary best practices in administration and user-friendliness and to be consistent with the POCD."

BE IT FURTHER RESOLVED that the effective date of this action shall be July 10, 2026.

Ms. Wells seconded.

Chapin Bryce; Louis Schulman; John Hubers; Harvey Jones; Tammy Langalis; Diana Lenkowsky; Galen Wells; Jaquell Wilson; Doug Hempstead approved.

No one opposed.

No one abstained.

V. ACCEPTANCE OF MINUTES

A. Special Meeting(s): June 17, 2026, Joint Meeting with ECD Committee; June 17, 2026 - Special Meeting

**** MR. JONES MOVED to approve the June 17, 2026, Joint Meeting with ECD Committee minutes.**

Ms. Wilson seconded.

Chapin Bryce; Louis Schulman; John Hubers; Harvey Jones; Tammy Langalis; Diana Lenkowsky; Galen Wells; Jaquell Wilson; Ana Tabachneck approved.

Doug Hempstead opposed.
No one abstained.

**** MR. SCHULMAN MOVED to approve the June 17, 2026 -
Special Meeting minutes.**

Ms. Langalis seconded.

**Chapin Bryce; Louis Schulman; John Hubers; Harvey Jones;
Tammy Langalis; Diana Lenkowsky; Galen Wells; Jaquell Wilson
approved.**

Doug Hempstead opposed.
Ana Tabachneck abstained.

VII. COMMENTS OF DIRECTOR

DISCUSSION

Presentation: Update from Mr. Kleppin

VIII. COMMENTS OF COMMISSIONERS

DISCUSSION

Comments from Harvey Jones; Chapin Bryce; Doug Hempstead;
Tammy Langalis

IX. ADJOURNMENT

Mr. Hempstead made a Motion to Adjourn.

Ms. Tabachneck seconded.

**Chapin Bryce; Louis Schulman; John Hubers; Harvey Jones;
Tammy Langalis; Diana Lenkowsky; Galen Wells; Ana
Tabachneck; Jaquell Wilson; Doug Hempstead approved.**

No one opposed.

No one abstained.

The meeting was adjourned at 7:28 pm.
Respectfully submitted,

Diana Palmentiero