REGULAR MEETING – PLANNING AND ZONING COMMISSION
AGENDA

AUGUST 19, 2026, 6:00 PM
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. REVIEW AND ACTION ON APPLICATIONS

A. #2026-61 8-24 Referral - Department of Public Works - 21 Hunters Lane - Installation of a detention basin on the property of Ponus Middle School - Report & recommended action

B. #2026-63 SPR - William Cook - 35 Van Zant Street - Peer review authorization for facade changes - Authorize peer review

C. #2026-62 Capital Budget Transfer - Planning & Zoning Department - Transfer of existing capital budget funds for the purpose of implementing comprehensive design review guidelines - Report & recommended action

D. #2026-48 R - Wall Street Opportunity Fund LLC c/o Jason Milligan - Zoning

regulation text amendment to Article 4 to allow for properties within the CD-4 zone that have received a site plan or special permit approval for Dwelling Units which include dormitory, extended stay hotel rooms, and/or multifamily dwellings to convert to any other type of Dwelling Units (dormitory, extended stay hotel rooms, and/or multifamily dwellings) - Report & recommended action

E. #2026-52 CSPR - Wall Street Opportunity Fund LLC c/o Jason Milligan - 21 & 23 Isaacs Street - Coastal site plan review application to construct a six-story, 207-unit multifamily dwelling on site that was previously approved for the construction of a six-story 105-unit multifamily dwelling and 119-room extended stay hotel - Report & recommended action

IV. 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

V. ACCEPTANCE OF MINUTES

A. Regular Meeting: August 5, 2026

VI. DISCUSSION

A. Discussion of future zoning regulation amendments including where building height is measured to on mansard roofs, warehousing as an accessory use to personal service establishments, permitting retail sales in the SD-MC, and revising the permitting procedure and parking requirements for ADUs in mixed-use/commercial zones

VII. COMMENTS OF DIRECTOR

VIII. COMMENTS OF COMMISSIONERS

IX. ADJOURNMENT

UPCOMING MEETINGS

September 2, 2026; September 16, 2026

DEPARTMENT OF ENGINEERING

CITY OF NORWALK
Mateo Arias
Assistant Civil Engineer/Department of Engineering
125 East Avenue
Norwalk, CT 06856
Office: 203 -854 7739
marias@norwalkct.gov

MEMORANDUM

TO: Vanessa Valadares, P.E. – Chief of Operations and Public Works

CC: James Meehan, P.E. – Principal Engineer
Bryan Baker – Principal Planner

FROM: Mateo Arias – Assistant Civil Engineer

RE: Connecticut General Statues §8-24 Referral

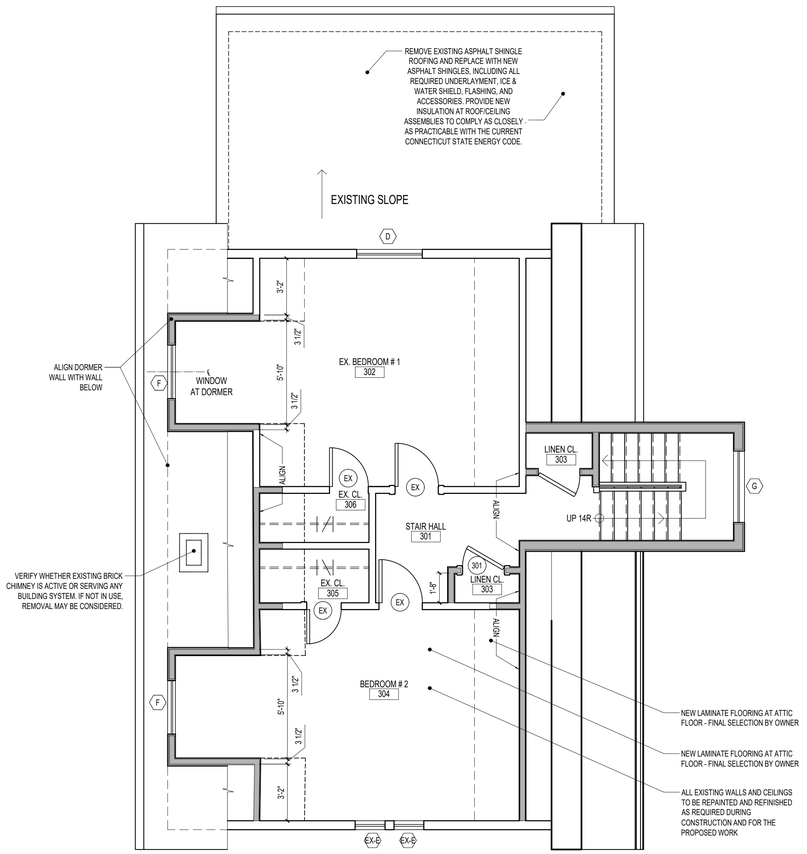
DATE: July 30, 2026

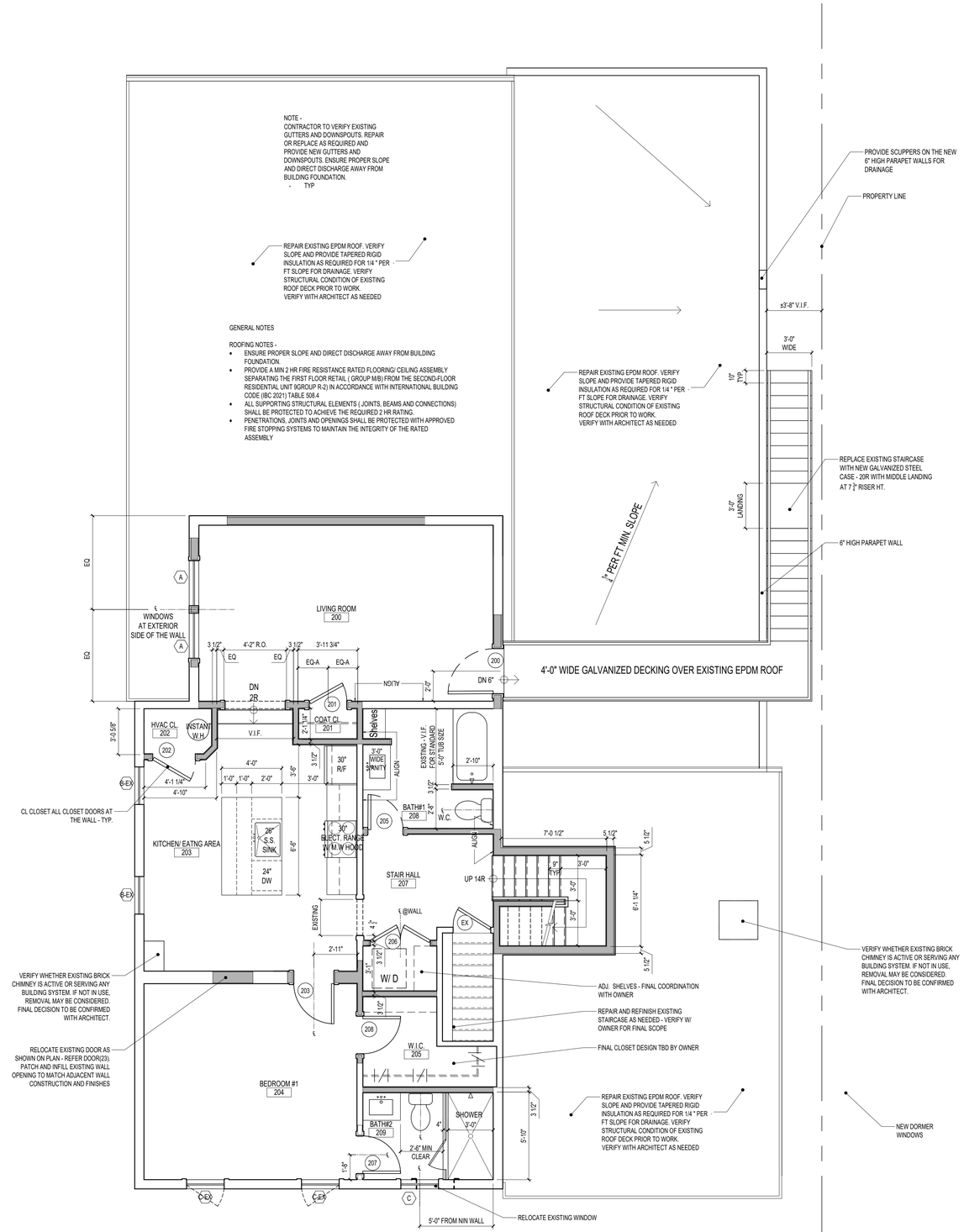
As part of Project DRG2023-3 On-Call Drainage, the City of Norwalk is proposing drainage improvements that include the installation of a detention basin on the property of Ponus Middle School, located at 21 Hunters Lane, Norwalk, CT. The proposed detention basin will be constructed along the side of the property adjacent to Ponus Avenue.

The installation of the proposed detention basin is a critical component of the drainage improvements in this area. The basin is designed to attenuate stormwater runoff from the parcel, increase the time of concentration prior to discharge into the downstream storm drainage system, and provide water quality improvements through the temporary storage and controlled release of stormwater. These improvements will reduce peak flows entering the existing storm system and improve the overall performance of the drainage infrastructure serving the surrounding area.

I would like to request that the following item be included on the agenda for the August 4th, 2026 Public Works Committee Meeting:

a. Connecticut General Statues §8-24 Referral to the planning and zoning commission for review and report: The installation of a detention basin on Ponus Middle School for the purpose of drainage improvements.





GENERAL NOTES

1. DO NOT SCALE DRAWINGS
2. ALL DIMENSIONS TO ROUGH FRAMING U.N.O.
3. INTERIOR WALL CONSTRUCTION TO BE WOOD FRAMING W/ 5/8" GWB ON BOTH SIDES, U.N.O. - REFER TO FLOOR PLANS FOR SIZE OF FRAMING
4. EXTERIOR WALL CONSTRUCTION TO BE WOOD FRAMING W/ 1/2" EXTERIOR GRADE SHEATHING AND 5/8" GWB ON INTERIOR, U.N.O. - REFER TO FLOOR PLANS FOR SIZE OF FRAMING
5. ALL MANUFACTURED ARTICLES, EQUIPMENT, AND MATERIALS SHALL BE CONDITIONED, USED, APPLIED, INSTALLED, CONNECTED, ERECTED AND CLEANED WITH THE MANUFACTURERS WRITTEN SPECIFICATIONS OR INSTRUCTIONS

WALL LEGEND

- NEW CONC. WALL
- NEW INTERIOR WALL W/ 5/8" GYP BOARD ON BOTH SIDES
- NEW EXTERIOR WALL W/ 5/8" INSIDE, 3/4" EXTERIOR GRADE PLYWOOD UNDER SIDING
- EXISTING WALL
- CEILING LINE OR CASED OPENING
- 1 1/4" THK. STONE VENEER, 1" AIR GAP OVER 8" CONC. WALL
- CMU BLOCK
- STONE VENEER
- EXISTING WALL TO BE DEMOLISHED

APARTMENT UNIT

35 VAN ZANT
NORWALK, CONNECTICUT

MITTAL Architects, LLC
489 HOYT STREET, DARIEN
CONNECTICUT 06820
TEL 203.512.8838

ISSUE DATES

07.02.26	PROGRESS PERMIT SET

TITLE

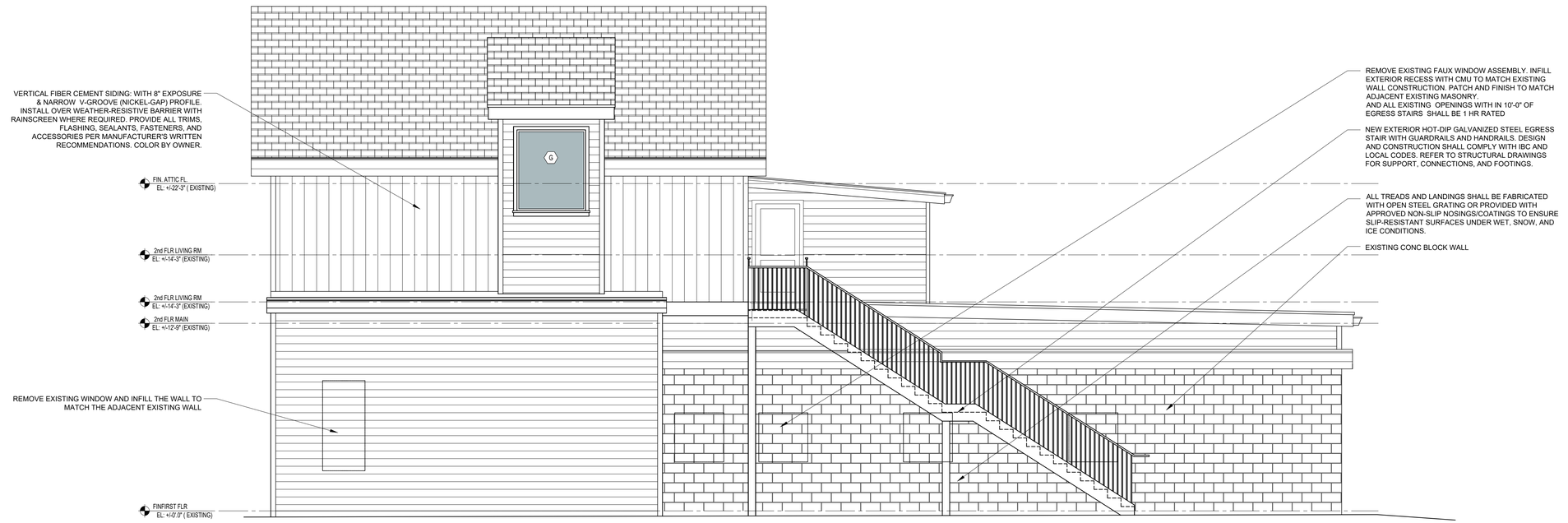
FIRST FLOOR PLAN

JOB NO.	FILE	DRAWN BY	APPROVED BY
125	125A101	NZ	MM

DATE 00.00.00
SCALE 1/4" = 1'-0"

SHEET NO.
A101

1 APARTMENT PLANS - 2ND AND 3D FLOOR



1 STAIR SIDE ELEVATION

1 REAR ELEVATION

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ISSUE DATES

	07.02.26	PROGRESS PERMIT SET

TITLE

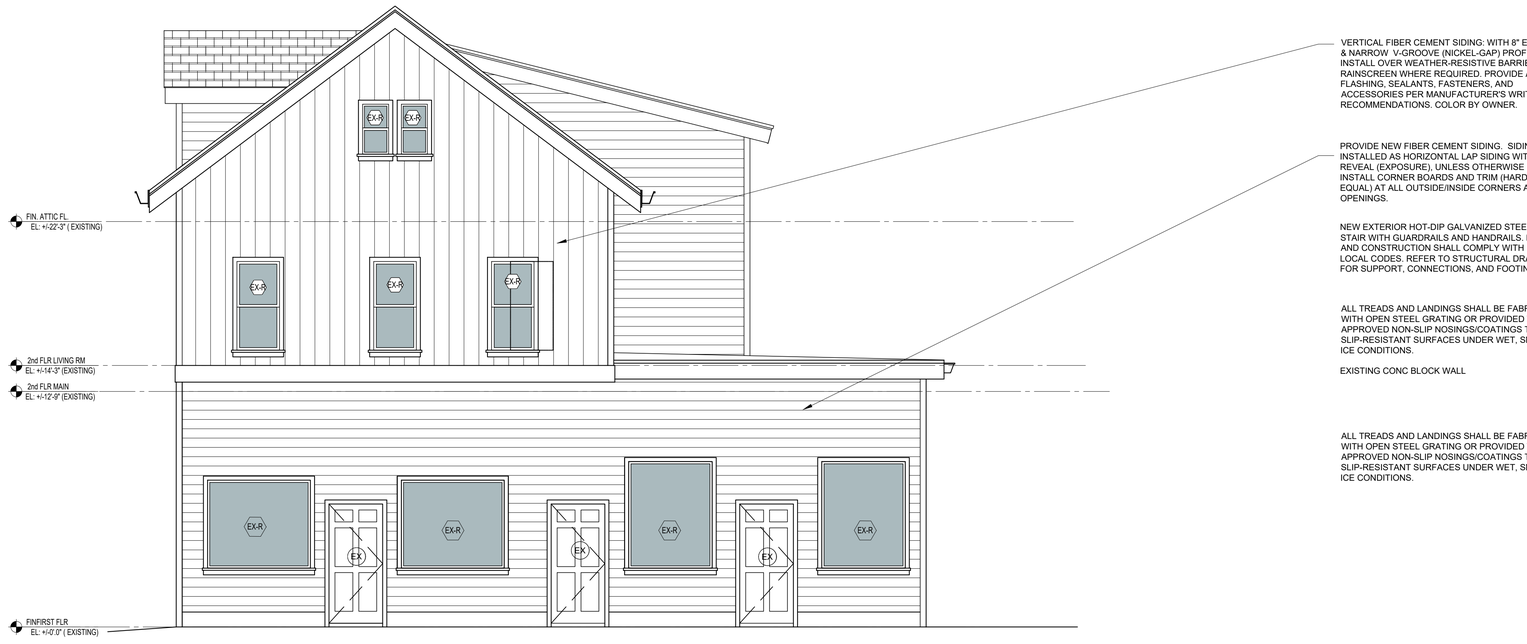
ELEVATIONS

JOB NO.	FILE	DRAWN BY	APPROVED BY
125	125A101	NZ	MM

DATE 00.00.00
SCALE 1/4" = 1'-0"

SHEET NO.
A201

2 STREET SIDE ELEVATIONS



1 FRONT ELEVATIONS

GENERAL NOTES

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ISSUE DATES

07.02.26	PROGRESS PERMIT SET

TITLE

FIRST FLOOR PLAN

JOB NO.	FILE	DRAWN BY	APPROVED BY
125	125A101	NZ	MM

DATE 00.00.00
SCALE 1/4" = 1'-0"

SHEET NO.
A101

I ♥ NORWALK
PLANNING & ZONING

Memorandum

July 22, 2026

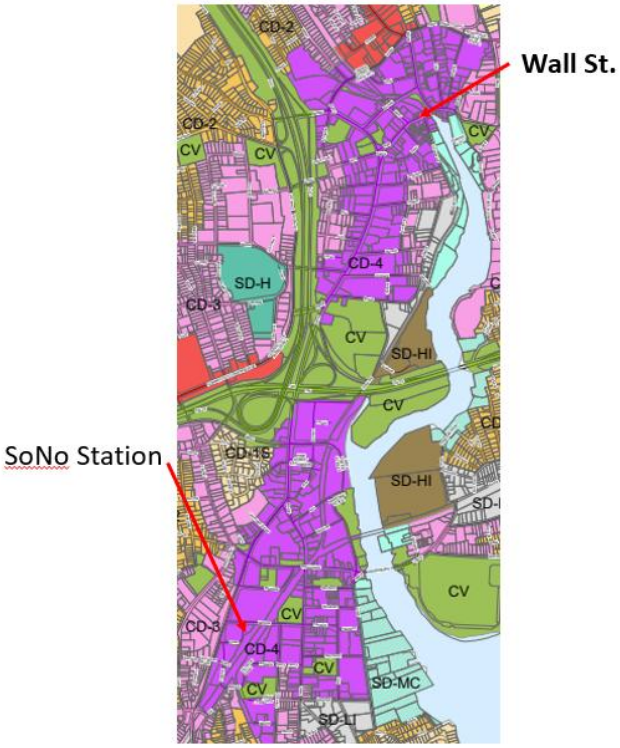
To: Barbara Smyth, Mayor
Josh Goldstein, City Council President
Lamond Daniels, Chief of Staff
Jared Schmitt, Chief Financial Officer
Tom Ellis, Director of Management & Budgets
Chapin Bryce, Chairman, Planning & Zoning Commission
Jay Habansky, Chief of Community and Economic Development
Brian Bidolli, Executive Director, Norwalk Redevelopment Agency

From: Steve Kleppin, Planning & Zoning Director

Re: Transfer Requests – Capital Budget Items for Comprehensive Design Review

Purpose of Funds Transfer

We have several areas of the City's urban core (CD-4 Zone) where there are architectural design guidelines governing building design for new developments above and beyond what is in the zoning regulations. Several of these areas with existing design guidelines were established via redevelopment plans that have expired or will be expiring shortly. In addition, there are areas within the CD-4 Zone that don't have guidelines that perhaps should. We are proposing to repurpose existing capital funds, combing those funds with existing grant funds from the Norwalk Redevelopment Agency (Agency) to evaluate the CD-4 Zone and determine the location of village districts and develop appropriate design guidelines for each district.



Project Scope & Justification

The zoning regulations adopted in 2024 set a higher bar for developments throughout the City, but there are areas with unique features and sensitivities that are or will be aided by additional architectural enhancements. The zoning regulations are a hybrid code, consisting of form-based standards within the commercial and mixed-use zones and traditional zoning in the residential areas. The form-based code provides many architectural standards not previously included in the regulations, placing an emphasis on massing and design, setting baseline requirements that establish an expectation of what new developments must look like.

Planning and Zoning (P&Z) intends to partner with the Agency to review the urban core with the goal of establishing village districts when warranted and evaluating and possibly developing new design guidelines. These guidelines will be reviewed and utilized by both P&Z and the Agency when evaluating projects. In addition, the village districts will require third party architectural review by one of our third-party consulting architects, a practice already successfully used by the City. This process coupled with the design standards built into the form-based portions of the zoning code will lead to continual improvement of design aesthetic over time. It should be noted that there are other village districts within the City that are outside the urban core and beyond the scope of this proposal.

Currently within the City, there are areas that are subject to additional design review, either designated as village districts or redevelopment areas. Many of these areas are within sensitive architectural neighborhoods, such as Washington Street and Wall Street. As stated, many of these areas have existing redevelopment plans that have expired or will expire soon and considering we have adopted new zoning, now is a good time to review the districts and update the design standards. This study will not only evaluate the appropriate areas for village districts, but also provide consistency between the standards for each district.

Consistency with Citywide Plan

The Citywide Plan, places an emphasis on design as the City redevelops:

Actions	When	Who	Resources
i. **Strengthen existing Village District design standards.** Clearly identify the unique elements or design features of each Village District that establish the context for renovations and new construction. Revise zoning to include basic urban design standards to ensure distinct, walkable villages such as: • Minimum sidewalk width of 6' (8'-10' preferred) in commercial areas. • Maximum front set-back between 0 and 5' (or matching existing buildings). • Main entry oriented to the street and sidewalk • Ground floor standards for commercial space: minimum façade transparency, awning/signage façade zone, minimum interior ceiling height. • Provision of convenient bicycle parking. • Vehicular parking located to the rear of buildings where possible, with clear path to front door. • Vehicular parking maximums, and/or the ability to request a waiver of some or all required parking on small lots.	2019-2021	Planning and Zoning; Zoning Commission	Staff time; consultant

Project Cost & Funding Sources

P&Z has two existing capital accounts totaling $78,000 that are no longer needed which we would like to repurpose for this project. These funds will be coupled with $72,000 of existing USDOT grant funds from the Agency, dedicated for planning purposes near the Webster Street Lot, for a total of $150,000 to hire a consultant(s) to assist us with effort. The City will transfer the $78,000 to the Agency since the grant funds cannot be transferred to the City. Once the funds are transferred, P&Z staff and Agency staff will work jointly to secure a consultant to complete the project. Consultant procurement will be done through the City's Purchasing Department, following all City guidelines. Planning and Zoning staff will be the operational liaison to the Redevelopment Agency for this project and will provide final sign off on the reimbursement of funds from the City to the Redevelopment Agency, once P&Z staff is satisfied that the project has been completed.

Item 1: Norden Study (acct – 09243730-5777-C0675) $50,000

Several years ago, there was an application to utilize the Norden site as a distribution facility, which was ultimately withdrawn based on significant public pressure as well as indications from the City that the application was not being received favorably. In response to that, the Planning & Zoning Commission at that time determined that additional analysis of the Norden site would be helpful in identifying uses that would be consistent with the intent of the industrial zones, while being cognizant of the existing site constraints.

As we began to explore the parameters for the study, we first reached out to CT DOT about the possibility of adding an additional exit ramp or siding to directly access the site from I-95. This idea was quickly eliminated by the state, which took away the viability and potential of the site for uses which could result in significant traffic.

Subsequently, the City received and approved applications from different users such as MTA and a high-end car storage and showroom space to utilize ~ 250,000 square feet of the building. More importantly, the ownership of the property has transferred and we are hopeful the change in ownership will lead to a reinvigoration of the site. While there is uncertainty about the future tenants of the site, the extensive work that went into the zoning rewrite and the understanding of the permitted uses allowed, we are confident that any deviation from the existing zoning scheme can easily be addressed in-house.

Based on these positive changes and the fact that there cannot be direct access from the highway, it negates the need or benefit of conducting this study. While there is uncertainty about the future tenants of the site, we feel strongly that there is no need to conduct this study. This is supported by:

- the extensive work that went into the zoning rewrite and the understanding of the permitted uses allowed,
- staff's ability to address any potential deviation from the existing zoning scheme, and
- the fact that there cannot be direct access from the I-95.

In addition, I do not feel that spending $50,000 on a land use study of a parcel where we fully understand the constraints is a wise use of limited public funds, especially considering that we have already gone through an extensive planning and regulatory rewrite.

Item 2: General Code Map Link (acct – 09243730-5777-C0676) $28,000

Prior to updating the zoning regulations, we were evaluating how the regulations could interface with the public and how that could be presented. We determined that Map Link, from General Code would provide a nice mapping-based platform to present the regulations. However, because of some additional initiatives we are working on, such as transitioning to an online permitting platform and modeling development through Arc Urban, we concluded that we could probably provide that public interface through one of these other initiatives and no longer need this service.

Conclusion

Updating the design guidelines is a logical next step, post-adoption of the zoning regulations, placing greater emphasis on design and responding to concerns that individual buildings fit into the existing built environment, provided consistency within each neighborhood, while maintaining architectural interest and uniqueness.

The design guidelines will ultimately be a graphic-rich document that expands on the baseline parameters of the form-based code and illustrates the finite design touches that provide uniqueness and interest to development projects.

END

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

Revised October 12, 2022

REQUIREMENTS FOR SUBMISSION OF ZONING AMENDMENT APPLICATION

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

1. **Fee: $1,060.00 application fee -** Payment of this application fee must be made by **credit or debit card *only***; cash and checks are not accepted. (Fee includes $60 for State of Connecticut land use processing fee).

2. Applicant's name and address

   Wall Street Opportunity Fund LLC
   ***c/o* Jason Milligan**
   48 Wall Street, 2nd Floor
   Norwalk, CT 06850

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.

   Street Address of Property: 23 Isaacs Street, Norwalk, CT 06850
   District: 1
   Block: 29
   Lot: 25

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.

   Please see attached.

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.

Zoning History – See response to No. 6, below.

Plan of Development: Mixed Use Development in a Downtown, Redevelopment Area

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 variance(s) requested and granted.

On September 18, 2024, P&Z approved a coastal site plan review application for this site (#2024-37). Materials for the initial application can be found at the following link: https://www.norwalkct.gov/3580/21-23-Isaacs-Street. Then, on December 11, 2024, P&Z approved a modification to the prior site plan approval (#2024-37). Materials for the modification can be found at the following link: https://www.norwalkct.gov/3628/Modification-to-21-23-Isaacs-Street.

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

See attached aerial photo, map of the four other parcels within a 500' radius of 23 Isaacs Street owned by the Wall Street Opportunity Fund, LLC, and a zoning map of the area. No properties will become non-conforming uses as a result of the requested change.

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

The only property affected by the text amendment will be 23 Isaacs Street, which is a 1.073-acre property.

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 (Room 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 Office.

Enclosed.

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 proposal notification may be sent to the condominium association in lieu of the individual unit owners. Evidence of certified mailings shall be submitted by the applicant on or before the public hearing date. (See attached sample notification form)

11. **Traffic & Drainage Reports:** Applications 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:

A. **Drainage:** (prepared by registered professional engineer)

a. Presence of watercourses, water bodies and wetlands
b. Existing and proposed storm drainage facilities

i. water-runoff from upland properties
ii. effect upon down stream properties

c. Storm drainage computations
d. Flood hazard zone information, if applicable

B. **Traffic** (prepared by professional traffic engineer)

a. i. road classification
ii. road widths
iii. roadway capacity (level of service)

b. Existing Traffic conditions

i. average daily traffic
ii. peak hour traffic volumes

c. Impact of the proposal upon traffic flow and safety

i. projected trip generation
ii. effect upon peak hour traffic and level of service
iii. improvements in road conditions or signalization

When, in the opinion of the Planning & Zoning Commission, a proposed zoning amendment/site plan will have little or no significant impact on drainage or traffic conditions, the requirement for such information may be waived upon written request by the applicant.

Applicant requests exemption from this requirement.

The Applicant, by
Wofsey, Rosen, Kweskin, & Kuriansky, LLP

Adam J. Blank

Adam J. Blank, Esq.
Duly Authorized

WOFSEY ROSEN

Adam J. Blank
ablank@wrkk.com | 203-318-6936

WALL STREET OPPORTUNITY FUND, LLC'S NARRATIVE TO TEXT AMENDMENT TO THE NORWALK ZONING REGULATIONS 23 ISAACS STREET

Wall Street Opportunity Fund, LLC (the "Applicant") seeks a text change to make its approved plans at 23 Isaacs Street (the "Property" or "23 Isaacs") legally conforming, they are now pre-existing nonconforming. This will allow for easier financing and flexibility with changes at the site in the future and it will allow the dwelling units on the site to be redistributed between extended stay, multifamily, and dormitory so that an economically viable project can move forward (with shovels in the ground as early as this fall).

On September 18, 2024, the Norwalk Planning & Zoning Commission (the "Commission") approved the Applicant's application (# 2024-37 CAM/SPR) for a six-story mixed-use structure containing 210 extended stay hotel rooms and 5 live-work units at the Property.

After the filing of the initial application, an affiliate of the Applicant acquired 24 Belden Avenue—a high-visibility corner lot located within two blocks of the Property. Upon acquiring 24 Belden, the Applicant filed a separate application for a mixed-use development at that site including a full-service hotel with approximately 99 traditional hotel rooms. That application was approved by this Commission (2024-64 CAM/SPR).

As a result of that approval, the Applicant determined that it should scale back the scope of the planned hotel at 23 Isaacs. Subsequently, on December 11, 2024, the Commission approved a modification to that approval (also # 2024-37), reconfiguring the interior of the approved structure at the Property to contain 119 extended stay hotel rooms, 100 multifamily dwelling units, and 5 live-work units, while maintaining the same approved exterior façade.

After the Commission approved the original application for 23 Isaacs, the City amended its Zoning Regulations to redefine "Dwelling Unit" in a manner that brought extended stay hotel rooms, dormitory rooms, and multifamily apartments all under that definition. Because of that regulatory change, the Property became pre-existing

nonconforming under the Regulations. Specifically, the approved number of dwelling units on the Property (combining apartments and extended stay hotel rooms) now exceeds what would be permitted under the revised regulation, even though the approval predated the change.

Because the approval predates the regulatory amendment, the Applicant retains the legal right to construct the Property as approved. However, pre-existing nonconforming status creates significant practical challenges including difficulties in obtaining construction and permanent financing, complications for any future modifications or amendments, and increased legal exposure to challenges by third parties.

Additionally, two new hotels within two blocks of each other in the Wall Street neighborhood are not economically viable. In connection with planning for both sites, the Applicant and its affiliates retained a hotel consultant and engaged in an extensive process of interviewing hotel operators and performing market research. That process produced a clear conclusion: 24 Belden Avenue, with its strong street presence, is an ideal location for a hotel; a brand has been selected—Hilton's Homewood Suites—and an operator/partner has been engaged – Prestige Hospitality Group – to run that hotel. 23 Isaacs, by contrast, is tucked away from primary public view and is not well-suited to hotel operations. National hotel chains and operators are not willing to move forward at 23 Isaacs.

Furthermore, bringing two hotels online simultaneously, within two blocks of each other, would make it extremely difficult to stabilize either operation. Two underperforming hotels in the same neighborhood would harm both projects and the broader Wall Street district. By concentrating hotel development at 24 Belden Avenue, where market conditions are strongest, and converting 23 Isaacs to entirely multifamily use, the Applicant's overall program becomes far more financially viable and beneficial to the community. This text change, in turn, makes the approved configuration at 23 Isaacs Street legally conforming and enables revised plans to move forward.

Text Amendment Benefits: Form, Parking, and Workforce Housing

Norwalk now operates under a form-based zoning framework. The building form approved for the Property has already been determined to be appropriate for this site—it's the right building in the right pace. The current Regulations would allow the Applicant to mix and match between dormitories, multifamily and extended stay hotel rooms; however, the prior approval does not allow that flexibility. This constraint, however, forces a particular interior configuration that is not financially viable or operationally a logical arrangement for the site. By allowing the approved building form to be retained while permitting the interior to be configured as multifamily dwelling units with various live/work units at street level, this text amendment enables a new and improved version of the project already approved by the Commission to proceed to construction.

The conversion to an all-residential development will also include a meaningful increase in on-site parking beyond what was required or provided for with the previously approved hotel component, improving the parking situation for future residents and the surrounding neighborhood.

Perhaps most importantly, the originally approved hotel program carried no workforce housing obligation. By converting the Property to multifamily residential use, the project will now be subject to Norwalk's workforce housing requirements. The revised program will generate approximately ten new workforce housing units that would not have existed under the previously approved hotel configuration. This represents a meaningful addition to Norwalk's affordable housing stock that this text amendment directly enables.

Proposed Text Amendment Language

The Applicant proposes that the following provision be added to the Norwalk Zoning Regulations:

> *Any property that has obtained a Site Plan or Special Permit approval for the construction of Dormitory Rooms, Extended Stay Hotel Rooms, and/or Multifamily Dwellings, but which has not yet obtained a Zoning Permit, may convert any of the Dwelling Units to any other type(s) of Dwelling Units so long as the total collective number of Dwelling Units does not increase. In the event of a conflict, this provision shall supersede Table 4.3.1-H.*

This provision is narrowly tailored. It applies only to properties that have already received site plan or special permit approval for a specific combination of dwelling unit types but have not yet obtained a zoning permit. It permits the conversion of approved unit types to other allowed unit types without increasing the total number of units. It does not alter any approved exterior form or affect any property that has already commenced construction under a zoning permit.

Consistency with the Norwalk Plan of Conservation and Development

The proposed text amendment is fully consistent with and supported by the Norwalk Citywide Plan of Conservation and Development (2019–2029, as amended through 2025) (the "POCD"). The POCD establishes a series of goals, policies, and strategies directly relevant to this application.

A. Housing Variety and Choice

The POCD establishes as a primary housing goal that "Norwalk has a neighborhood and housing strategy that maintains a variety of neighborhood types and housing choices through a variety of mechanisms." (POCD, p. 60.) In support of that goal, the POCD sets out as an explicit intention to "[s]upport housing policies that provide housing for Norwalk's households across a range of preferences and household incomes" and to "[s]upport housing policies that promote higher-density housing near existing and future employment centers and availability of public transportation." (*Id.*) The proposed text amendment advances both of these intentions directly: it enables a

greater variety of housing unit types at a transit-accessible location in the heart of the Wall Street district.

B. Workforce Housing

The POCD specifically identifies workforce housing as a key asset and priority for Norwalk, noting that "[t]he new multifamily development clustered in Norwalk's activity centers plays an important role in providing housing for young workers and empty-nesters interested in urban living." (POCD, p. 19.) The POCD further recognizes that Norwalk's 10% affordable unit requirement for qualifying multifamily buildings has generated substantial new workforce units in recent years. (*Id.*) By enabling the conversion of the approved hotel rooms at 23 Isaacs Street to multifamily dwelling units, this text amendment will directly produce 10 new workforce housing units that would not otherwise be created. This is precisely the kind of outcome the POCD's workforce housing policies are designed to encourage.

C. Wall Street / West Avenue Redevelopment and the Urban Core

The POCD identifies the Wall Street / West Avenue corridor as one of Norwalk's most important redevelopment areas and calls for support of "major walkable mixed-use centers in Wall Street/West Avenue, SoNo, and Merritt 7 employment centers," noting that "[t]hese areas are transit-served and could support additional walkable mixed-use development with more residential growth and density." (POCD, p. 235.) The POCD further describes the goal of building "an economic development strategy aimed at revitalizing underutilized parcels of land" in the Wall Street corridor, with a vision of creating a "neighborhood ecosystem that is amenity-rich, operates 24/7, has diversified housing opportunities and is a hyperconnected area via both technology and transportation." (POCD, p. 48.)

This text amendment directly enables the activation of a currently stalled development site within this redevelopment area by removing a regulatory impediment to an already-approved project. Moving the Property's development forward with an all-residential program—rather than leaving it undeveloped due to financing and conformity

challenges—advances the POCD's vision for the Wall Street district as a vibrant, populated urban neighborhood.

D. Form-Based Zoning and Redevelopment of Nonresidential Properties

The POCD endorses Norwalk's transition toward form-based zoning, which "focuses more on building form than on land uses" and reflects an understanding that the quality of a building's relationship to the street and the public realm matters more than a rigid separation of uses. (POCD, p. 232.) The POCD further recognizes the importance of "continuing current redevelopment of older non-residential properties into mixed-use and multifamily areas" to accommodate population growth. (POCD, p. 30.) The building approved for 23 Isaacs Street has already been evaluated and found to be consistent with the City's form-based standards. This text amendment simply ensures that the interior configuration of an already-approved building form can be optimized to reflect current market conditions without regulatory penalty.

The POCD also reflects the State of Connecticut's Growth Management Principles, which expressly call upon municipalities to "Redevelop and Revitalize Regional Centers and Areas with Existing or Currently Planned Physical Infrastructure" and to "Expand Housing Opportunities and Design Choices to Accommodate a Variety of Household Types and Needs." (POCD, p. 257.) This text amendment, which removes a barrier to development of an already-approved project in a redevelopment area and increases the variety of housing unit types available, directly advances both of these state-level principles.

Conclusion

For all of the foregoing reasons, the Applicant respectfully requests that the Planning and Zoning Commission approve the proposed text amendment.

Respectfully submitted,
WALL STREET OPPORTUNITY FUND, LLC,

By: *Adam J. Blank*

Adam J. Blank, Esq.
Emma L. Dignoti, Esq.
Wofsey, Rosen, Kweskin & Kuriansky, LLP
600 Summer Street - Seventh Floor
Stamford, CT 06901-1490
Tel: (203) 327-2300; Fax: (203) 967-9273
Juris No.: 068550

DocuSign Envelope ID: 11853D9C-C514-4C0B-BCA0-64B9FDF8384D

AUTHORIZATION

To Whom It May Concern:

Please be advised that Adam Blank, Esq. and his firm, Wofsey, Rosen, Kweskin & Kuriansky, LLP, have been retained by the undersigned to act on Wall St Opportunity Fund, LLC's behalf in any and all land use applications and approvals concerning property located at 23 Isaacs Street, Norwalk, Connecticut. This authorization includes but is not limited to the preparation, filing and presentation of a Site Plan Application and a Coastal Site Plan Application for the above-referenced property. A fax or copy of this Authorization shall be valid as an original.

Wall St Opportunity Fund, LLC

DocuSigned by:

A51A1E41B2304D0...

By: Jason Milligan

Dated: 5/1/2024, 2024

CITY OF NORWALK

ASSESSOR'S PARCEL VERIFICATION & TAX CLEARANCE FORM

To verify payment of taxes, please bring the form to the tax collector's office.

Ownership and Mailing Address:

WALL ST OPPORTUNITY FUND LLC
48 WALL ST 2ND FL
NORWALK CT 06850

Property Location: 23 ISAACS ST

District: 1

Map/Block/Lot: 1 29 25 0

Map/Block/Lot (subdivided lot/new lot):

Unique ID: 1-29-25-0

Shiela M Miller
Assessor/Representative

5/27/2026
Date Signed

OFFICE OF THE TAX COLLECTOR

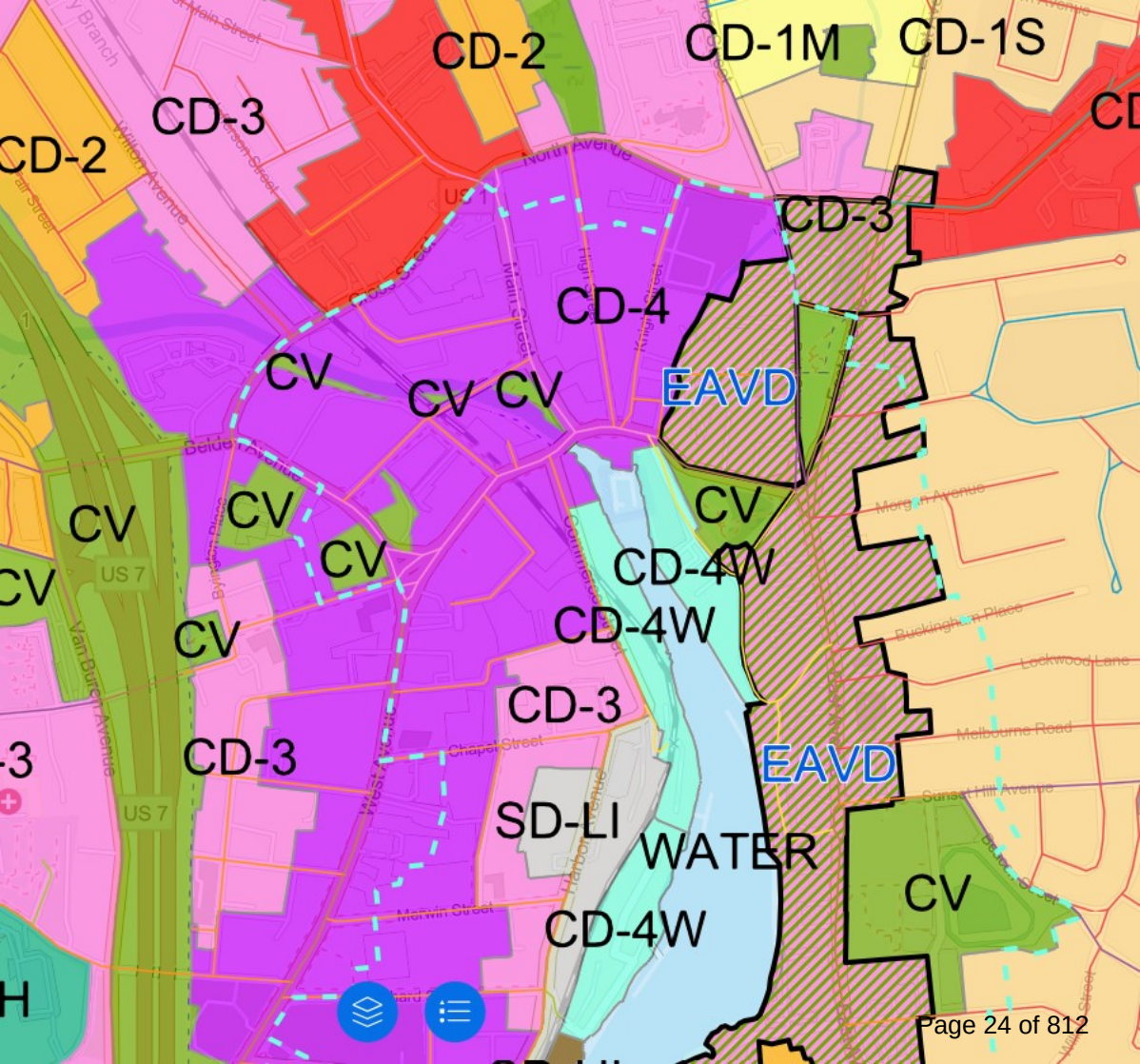
The Real Estate taxes for the property identified on this form have been paid to date and in accordance with Connecticut General Statute 7-148 (c) (2) (B). A building permit may be issued for this property.

Tax Collector/Representative

PROPERTY TAXES
PAID THRU
JUN 30 2026
TAX COLLECTOR'S OFFICE
CITY OF NORWALK

5/27/26
Date Signed

Date Printed: 05/27/2026


CD-2
CD-1M
CD-1S
CD-3
CD-2
CD-3
CD-4
CV
CV
CV
EAVD
CV
CV
CV
CV
CV
CD-4W
CD-4W
CD-3
CD-3
EAVD
SD-LI
WATER
CV
CD-4W
US 7
US 7
Main Street
Chapel Street
Merritt Street
Van Buren Avenue
Lockwood Lane
Melbourne Road
Sunset Hill Avenue
Buckingham Place
Morgan Avenue
Commerce Street
Harbor Drive
Wilton Avenue
North Avenue

Norwalk, CT

Assessor's Office

Norwalk, Assessor

Date Created: 5/27/2026
Created By: anonymous

Parcels Within 500' Radius of 23 Isaacs Street

Owned by Wall Street Opportunity Fund, LLC

1 inch = 199 feet

This map should be used for reference purposes only and should not be considered a legal document. While every effort has been made to ensure the accuracy of this product, the publisher accepts no responsibility for any errors or omissions nor for any loss or damage alleged to be suffered by anyone as a result of the publication of this map and the notations on it, or as a result of the use or misuse of the information provided herein.

1) WALL ST OPPORTUNITY FUND LLC

Address: 97 WALL ST - 97 WALL ST 06856
Legal: 14NE
Parcel: 1-29-7-0 RPID: 1576 Acres: 0.234

2) WALL ST OPPORTUNITY FUND LLC

Address: 83 WALL ST
Legal: 14NE
Parcel: 1-29-8-0 RPID: 1577 Acres: 0.147

3) WALL ST OPPORTUNITY FUND LLC

Address: 31 ISAACS ST
Legal: 14NE
Parcel: 1-29-23-0 RPID: 1536 Acres: 0.085

4) WALL STREET OPPORTUNITY FUND LLC

Address: 21 ISAACS ST - 21 ISAACS ST 06856
Legal: 14NE
Parcel: 1-29-28-0 RPID: 1539 Acres: 0.154

5) WALL ST OPPORTUNITY FUND LLC

Address: 23 ISAACS ST
Legal: 14NE
Parcel: 1-29-25-0 RPID: 1538 Acres: 1.073

N
W E
S

SCALE: 1" = 100'

0 50 100 200
Feet

23 ISAACS STREET
1-29-25-0

Aerial photographs taken April, 2019

Document Name: Aerial Template

Outlook

23 Isaac st. Zoning change

From Factory Underground <factoryundergroundstudio@gmail.com>
Date Thu 7/30/2026 5:09 PM
To Kleppin, Steven <skleppin@norwalkct.gov>
Cc Ken Cash <kennycash@gmail.com>; Ethan Isaac Tarnow <ethanisaacmusic@gmail.com>; cbryce@norwalkct.org <cbryce@norwalkct.org>; Barbara Smyth <BCSmyth@norwalkct.gov>; Habansky, Jay <JHabansky@norwalkct.gov>; Baker, Bryan <bbaker@norwalkct.gov>

You don't often get email from factoryundergroundstudio@gmail.com. Learn why this is important

CAUTION: EXTERNAL Email: Don't open links or attachments from untrusted senders

Dear Planning and Zoning Commissioners,

My name is Kenny Cascioli, and together with Ethan Isaac, I own Factory Underground, located directly next to Jason Milligan's proposed development at 23 Isaacs Street.

We have reviewed Jason's revised plans, which reduce the overall building footprint, decrease the total number of rooms, convert the extended-stay hotel portion of the project to apartments, and increase the amount of on-site parking from what was previously approved.

We are also in favor of the proposed text change, as it would provide the flexibility for housing artists, students, and similar residents on a shorter term. We believe this flexibility could be a meaningful benefit to the Wall Street Arts and Cultural District and help support its continued growth.

We have worked beside Jason for many years and have always appreciated the support he has shown Factory Underground. Jason has conveyed to us that he views Factory Underground as an important part of the future of the Wall Street neighborhood, and over the years his actions have consistently backed that up. As neighbors and through his other projects, he has always been willing to work with us and has gone out of his way to help ensure Factory Underground continues to be a part of the neighborhood.

We are excited about the future of the Wall Street neighborhood and appreciate Jason's continued willingness to work with us to ensure Factory Underground remains an integral part of its growth.

Thank you for your time and consideration.

Sincerely,

Kenny Cascioli & Ethan Isaac
Factory Underground

--

Factory Underground
16 Isaac Street
Norwalk, CT 06850
(203) 275 - 8672
Factory Underground Studio

Outlook

Re: Isaac Street Redev / Wall Street Opportunity Fund

From Keith Mahler <keith@mahlercompany.com>
Date Tue 8/4/2026 10:58 AM
To Kleppin, Steven <skleppin@norwalkct.gov>
Cc Barbara Smyth <BCSmyth@norwalkct.gov>; Habansky, Jay <JHabansky@norwalkct.gov>; Baker, Bryan <bbaker@norwalkct.gov>

CAUTION: EXTERNAL Email: Don't open links or attachments from untrusted senders

Thank you Steve

MUSIC IS BETTER LIVE.

All the best,

Keith S. Mahler
PREMIER FACILITIES LLC
11 Scovill Street
P. O. Box 2763
Waterbury, CT 06723-2763

manicpresents.com
premierconcerts.com
westvillemusicbowl.com
collegestreetmusichall.com
districtmusichall.com
spaceballroom.com

Office: 203.573.1600
Fax: 203.753.6249
Cell: 203.410.5847

EMail: keith@premierconcerts.com

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Go Green: Don't print this email if it isn't necessary.

On Aug 4, 2026, at 10:22 AM, Kleppin, Steven <skleppin@norwalkct.gov> wrote:

Hi Keith,

We will get this to the Commission and it will become part of the record.

Steve

From: Keith Mahler <keith@mahlercompany.com>
Sent: Monday, August 3, 2026 4:56 PM
To: Kleppin, Steven <skleppin@norwalkct.gov>
Cc: Barbara Smyth <BCSmyth@norwalkct.gov>; Habansky, Jay <JHabansky@norwalkct.gov>
Subject: Isaac Street Redev / Wall Street Opportunity Fund

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Hi Steven

I have read the Nancy On Norwalk article and reviewed the text amendment applications

This really does not make sense for the site based upon the application - at the applicant appears to have
prosecuted a complete application for a hotel project and received approval -
which from the beginning really made no sense for this location but now is merely deciding to “pull the wool over the commissions eyes” by merely requesting the
same apartment count that has received approval for hotel rooms -
clearly hotel rooms are much smaller than an appropriate apartment unit -
Logic would dictate that the apartment density would be substantially lower than
the hotel room count already approved for this building

At minimum the applicant should provide an appropriate mix of one / two bedroom units and perhaps some studio
units - the major concern would be parking requirements for the site, which would need to be self contained
on site with appropriate underground and / or adjacent parking garage structure

NHCPA Norwalk as an almost abutting neighbor is extremely concerned with the massing of development along Issac Street.

The commission’s decision to consider applicants request must include on site parking for

any density requirement
for the change of use from hotel to apartments and how this parking is permanently being provided for this proposed
apartment development

<image001.png>

Milligan pivots Isaacs Street project to 207-unit apartment building | Nancy on Norwalk
us.list-manage.com

<image002.png>

All the best,

Keith S. Mahler
PREMIER FACILITIES LLC
11 Scovill Street
P. O. Box 2763
Waterbury, CT 06723-2763

manicpresents.com
premierconcerts.com
westvillemusicbowl.com
collegestreetmusichall.com
districtmusichall.com
spaceballroom.com

Office: 203.573.1600
Fax: 203.753.6249
Cell: 203.410.5847
EMail: keith@premierconcerts.com

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August 14, 2026

Memorandum

To: Planning & Zoning Commission – Chapin Bryce, Chairman

From: Bryan Baker, AICP, Principal Planner

Re: #2026-48 R – Wall Street Opportunity Fund LLC c/o Jason Milligan – Zoning regulation text amendment to Article 4 to allow for properties within the CD-4 zone that have received a site plan or special permit approval for Dwelling Units which include dormitory, extended stay hotel rooms, and/or multifamily dwellings to convert to any other type of Dwelling Units (dormitory, extended stay hotel rooms, and/or multifamily dwellings)

Commissioners,

Please find the draft resolution to approve the application below:

THEREFORE BE IT RESOLVED by the Norwalk Planning & Zoning Commission that application #2026-48 R – Wall Street Opportunity Fund LLC c/o Jason Milligan – Zoning regulation text amendment to Article 4 to allow for properties within the CD-4 zone that have received a site plan or special permit approval for Dwelling Units which include dormitory, extended stay hotel rooms, and/or multifamily dwellings to convert to any other type of Dwelling Units (dormitory, extended stay hotel rooms, and/or multifamily dwellings) be **APPROVED** to implement the following goals, policies, strategies and/or actions of the Norwalk Plan of Conservation and Development:

1. That, "Norwalk has a neighborhood and housing strategy that maintains a variety of neighborhood types and housing choices through a variety of mechanisms," and;
2. To, "Support housing policies that provide housing for Norwalk's households across a range of preferences and household incomes," and;
3. To, "Support housing policies that promote higher-density housing near existing and future employment centers and availability of public transportation," and;
4. To, "Continue to strengthen Norwalk's urban core with a mix of uses to attract residents, visitors and businesses," and;
5. To, "Promote diverse housing types, such as townhouses, condos, live-work units and rental apartments in Norwalk's urban core…" and;

BE IT FURTHER RESOLVED that the language being added shall be the following:

> *Any property that has obtained a Site Plan or Special Permit approval for the construction of Dormitory Rooms, Extended Stay Hotel Rooms, and/or Multifamily Dwellings, but which has not yet obtained a Zoning Permit, may convert any of the Dwelling Units to any other type(s) of Dwelling Units so long as the total collective number of Dwelling Units does not increase. In the event of a conflict, this provision shall supersede Table 4.3.1-H.*

BE IT FURTHER RESOLVED that the effective date of this action shall be August 28, 2026.

Planning & Zoning Commission

APPLICATION FOR COASTAL SITE PLAN REVIEW

Application must be accompanied by two (2) printed and one (1) digital set of all documents, and appropriate filing fee. Filing Fee: $310.00 for single or two family use; $810.00 for all other uses.

Date Stamp

Application Completion Date: Official Receipt Date: Fee Paid:

1. **Property Address:** 21 & 23 Isaacs Street **2.** D/B/L/U: 1/29/25/0 1/29/28/0

3. Proposed Work: Renovation and addition **4.** Zone: CD-4

5. Applicant Identification:

Applicant Name: Wall Street Opportunity Fund LLC c/o Jason Milligan

Address: 48 Wall Street, 2nd Floor, Norwalk, CT 06850

Phone Number: (203) 981-2300 Email: jason@milliganrealty.com

Interest in Property: ☒ fee simple ☐ option ☐ lessee ☐ easement ☐ other (specify): _____

List primary contact for correspondence *if other than applicant* (Agent or Attorney):

Name: Adam J. Blank, Esq.

Address: Wofsey Rosen, 600 Summer Street, 7th Floor, Stamford, CT 06902

Business Phone: (203) 318-6936 Email: ablank@wrkk.com

6. Property Owner, if different than applicant:

Owner Name: _____

Address: _____

Phone Number: _____ Email: _____

7. Project Information:

Please check the appropriate box to identify the plan or application that has resulted in this Coastal Site Plan Review:

- ◉ Coastal Site Plan for Zoning Compliance/Zoning Permit
- ○ Subdivision or Resubdivision Application
- ○ Special Permit or Special Exception Application
- ○ Site Plan Review Application
- ○ Variance Application
- ○ Municipal Project (CGS Section 8-24)

8. Project Site Plans:

Please provide project site plans that clearly and accurately depict the following information, and check the appropriate boxes to indicate that the plans are included in this application:

- ☒ Project location
- ☒ Existing and proposed conditions, including buildings and topography
- ☐ **All** coastal resources on and contiguous to the site
- ☐ High tide line [as defined in CGS Section 22a-359(c)] and mean high water mark elevation contours (for parcels abutting coastal waters and/or tidal wetlands only)
- ☒ Soil erosion and sediment controls
- ☒ Storm water management & treatment practices
- ☒ Ownership and type of use on adjacent properties
- ☒ Reference datum (i.e., National Geodetic Vertical Datum, Mean Sea Level, etc.)
- ☒ Landscaping and planting plan (existing & proposed)
- ☒ Utility Plan (existing & proposed: water, drainage, sanitary sewers, electric & gas lines)
- ☐ Easements (utility, sight preservation, conservation, pedestrian)

9. Site Information:

a) Street Address or Geographical Description:

21 & 23 Isaacs Street, Norwalk, CT

b) Is project or activity proposed at a waterfront site (includes tidal wetlands frontage)? ○YES ☒NO

c) Name of on-site, adjacent, or downstream coastal, tidal, or navigable waters, if applicable:

Norwalk River (approximately 480ft east of site)

d) Identify and describe the existing land use in and adjacent to the site. Include description of any existing structures and significant features on the project site:

Existing zone - CD-4. The existing site consists of a surface parking lot and a 4,000sf retail plaza.

e) Indicate the area of the project site: 1.22 acres **or** _____ square feet

f) Check the appropriate box below to indicate total land area of disturbance of the project or activity (please also see Question #9 regarding proposed stormwater best management practices):

- ○ Project or activity will disturb five (5) or more total acres of land area on the site. *Registration for CT DEEP General Permit for the Discharge of Stormwater and Dewatering Wastewaters Associated with Construction Activities required.*
- ☒ Project or activity will disturb land, but less than five (5) total acres of land area would be disturbed. *A soil erosion and sedimentation control plan must be submitted.*
- ○ Project or activity will not disturb any land area.

g) Does the project include a shoreline flood and erosion control structure as defined in CGS section 22a-109(d)? ○Yes ☒No

10. Description of Proposed Project or Activity:

Describe the proposed project or activity including its purpose and related activities such as site clearing, grading, demolition, and other site preparations; percentage of increase or decrease in impervious cover over existing conditions resulting from the project; phasing, timing and method of proposed construction; and new uses and changes from existing uses (*attach additional pages if necessary*):

The proposed project includes razing the existing site features (surface parking lot and 4,000 square foot retail plaza) and constructing a 6-story, 207-room multi-family building inclusive of 12 townhome style units at street level. New construction will include 220 garaged parking spaces and four at-grade spaces within a drop-off loop, as well as walkways, loading, and stormwater improvements. In total, there is a 0.18 acre decreased in impervious coverage. The proposal includes water quality treatment practices for approximately 80% of the site area.

11. Description of Proposed Stormwater Best Management Practices:

Describe the stormwater best management practices that will be utilized to ensure that the volume of runoff generated by the first inch of rainfall is retained on-site, especially if the site or stormwater discharge is adjacent to tidal wetlands. If runoff cannot be retained on-site, describe the site limitations that prevent such retention and identify how stormwater will be treated before it is discharged from the site. Also demonstrate that the loadings of total suspended solids from the site will be reduced by 80 percent on an average annual basis, and that post-development stormwater runoff rates and volumes will not exceed pre-development runoff rates and volumes (*attach additional pages if necessary*):

Refer to the Site Engineering Report prepared by Redniss & Mead, Inc. for information related to the stormwater best management practices utilized on-site.

12. Identification of Applicable Coastal Resources and Coastal Resource Policies:

Identify the coastal resources and associated policies that apply to the project by placing a check mark in the appropriate box(es) in the following table.

Coastal Resources	On-site	Adjacent	Off-site but within the influence of project	Not Applicable
General Coastal Resources* - Definition: CGS Section 22a-93(7); Policy: CGS Section 22a-92(a)(2)	☐	☐	☐	☒
Beaches & Dunes - Definition: CGS Section 22a-93(7)(C); Policies: CGS Sections 22a-92-(b)(2)(C) and 22a-92(c)(1)(K)	☐	☐	☐	☒
Bluffs & Escarpments - Definition: CGS Section 22a-93(7)(A); Policy: CGS Section 22a-92(b)(2)(A)	☐	☐	☐	☒
Coastal Hazard Area - Definition: CGS Section 22a-93(7)(H); Policies: CGS Sections 22a-92(a)(2), 22a-92(a)(5), 22a-92(b)(2)(F), 22a-92(b)(2)(J), and 22a-92(c)(2)(B)	☐	☐	☐	☒
Coastal Waters, Estuarine Embayments, Nearshore Waters, Offshore Waters - Definition: CGS Sections 22a-93(5), 22a-93(7)(G), and 22a-93(7)(K), and 22a-93(7)(L) respectively; Policies: CGS Sections 22a-92(a)(2) and 22a-92(c)(2)(A)	☐	☐	☐	☒
Developed Shorefront - Definition: CGS Section 22a-93(7)(I); Policy: 22a-92(b)(2)(G)	☐	☐	☐	☒
Freshwater Wetlands and Watercourses - Definition: CGS Section 22a-93(7)(F); Policy: CGS Section 22a-92(a)(2)	☐	☐	☐	☒
Intertidal Flats - Definition: CGS Section 22a-93(7)(D); Policies: 22a-92(b)(2)(D) and 22a-92(c)(1)(K)	☐	☐	☐	☒
Islands - Definition: CGS Section 22a-93(7)(J); Policy: CGS Section 22a-92(b)(2)(H)	☐	☐	☐	☒
Rocky Shorefront - Definition: CGS Section 22a-93(7)(B); Policy: CGS Section 22a-92(b)(2)(B)	☐	☐	☐	☒
Shellfish Concentration Areas - Definition: CGS Section 22a-93(7)(N); Policy: CGS Section 22a-92(c)(1)(I)	☐	☐	☐	☒
Shorelands - Definition: CGS Section 22a-93(7)(M); Policy: CGS Section 22a-92(b)(2)(I)	☐	☐	☐	☒
Tidal Wetlands - Definition: CGS Section 22a-93(7)(E); Policies: CGS Sections 22a-92(a)(2), 22a-92(b)(2)(E), and 22a-92(c)(1)(B)	☐	☐	☐	☒

* General Coastal Resource policy is applicable to all proposed activities

13. Consistency with Applicable Coastal Resource Policies and Standards:

Describe the location and condition of the coastal resources identified in Question #10 and explain how the proposed project or activity is consistent with all of the applicable coastal resource policies and standards; also see adverse impacts assessment in Question #14 below (*attach additional pages if necessary*):

Based on the Connecticut Department of Energy and Environmental Protection (DEEP) Coastal Resources Map (dated 1979), coastal resources were not identified within the boundary of the site, nor is the site located within the coastal flood hazard area. Based on the City of Norwalk Inland Wetlands and Watercourses Map (dated 2009), there are no mapped inland wetlands within 50 feet and no mapped watercourses within 100 feet of the proposed activity. As such, no adverse effects are expected regarding the resources identified above.

14. Identification of Applicable Coastal Use and Activity Policies and Standards:

Identify all coastal policies and standards in or referenced by CGS Section 22a-92 applicable to the proposed project or activity:

- [x] General Development* - CGS Sections 22a-92(a)(1), 22a-92(a)(2), and 22a-92(a)(9)
- [ ] Water-Dependent Uses** - CGS Sections 22a-92(a)(3) and 22a-92(b)(1)(A); Definition CGS Section 22a-93(16)
- [ ] Ports and Harbors - CGS Section 22a-92(b)(1)(C)
- [ ] Coastal Structures and Filling - CGS Section 22a-92(b)(1)(D)
- [ ] Dredging and Navigation - CGS Sections 22a-92(c)(1)(C) and 22a-92(c)(1)(D)
- [ ] Boating - CGS Section 22a-92(b)(1)(G)
- [ ] Fisheries - CGS Section 22a-92(c)(1)(I)
- [ ] Coastal Recreation and Access - CGS Sections 22a-92(a)(6), 22a-92(C)(1)(j) and 22a-92(c)(1)(K)
- [x] Sewer and Water Lines - CGS Section 22a-92(b)(1)(B)
- [ ] Fuel, Chemicals and Hazardous Materials - CGS Sections 22a-92(b)(1)(C), 22a-92(b)(1)(E) and 22a-92(c)(1)(A)
- [ ] Transportation - CGS Sections 22a-92(b)(1)(F), 22a-92(c)(1)(F), 22a-92(c)(1)(G), and 22a-92(c)(1)(H)
- [ ] Solid Waste - CGS Section 22a-92(a)(2)
- [ ] Dams, Dikes and Reservoirs - CGS Section 22a-92(a)(2)
- [ ] Cultural Resources - CGS Section 22a-92(b)(1)(J)
- [ ] Open Space and Agricultural Lands - CGS Section 22a-92(a)(2)

* General Development policies are applicable to all proposed activities

** Water-dependent Use policies are applicable to all activities proposed at waterfront sites, including those with tidal wetlands frontage.

15. Consistency With Applicable Coastal Use Policies and Standards:

Explain how the proposed activity or use is consistent with all of the applicable coastal use and activity policies and standards identified in Question #12. **For projects proposed at waterfront sites (including those with tidal wetlands frontage)**, particular emphasis should be placed on the evaluation of the project's consistency with the water-dependent use policies and standards contained in CGS Sections 22a-92(a)(3) and 22a-92(b)(1)(A) -- also see adverse impacts assessment in Question #15 below (attach additional pages if necessary):

The proposed project is consistent with the general development uses within the CD-4 zone. Municipal water and sewer lines exist, and the project will not include extension of either into coastal areas. Certain upgrades to stormwater management will be incorporated into the project as proposed on the accompanying plan sets.

16. Identification of Potential Adverse Impacts on Coastal Resources: (*Must be completed for ALL projects.*)

Identify the adverse impact categories below that apply to the proposed project or activity.

The **'applicable'** column **must** be checked if the proposed activity has the **potential** to generate any adverse impacts as defined in CGS Section 22a-93(15). If an adverse impact **may result** from the proposed project or activity, please use Question #16 to describe what project design features may be used to eliminate, minimize, or mitigate the potential for adverse impacts.

Potential Adverse Impacts on Coastal Resources	Applicable	Not Applicable
Degrading tidal wetlands, beaches and dunes, rocky shorefronts, and bluffs and escarpments through significant alteration of their natural characteristics or functions - CGS Section 22a-93(15)(H)	☐	☒
Increasing the hazard of coastal flooding through significant alteration of shoreline configurations or bathymetry, particularly within high velocity flood zones - CGS Section 22a-93(15)(E)	☐	☒
Degrading existing circulation patterns of coastal water through the significant alteration of patterns of tidal exchange or flushing rates, freshwater input, or existing basin characteristics and channel contours - CGS Section 22a-93(15)(B)	☐	☒
Degrading natural or existing drainage patterns through the significant alteration of groundwater flow and recharge and volume of runoff - CGS Section 22a-93(15)(D)	☐	☒
Degrading natural erosion patterns through the significant alteration of littoral transport of sediments in terms of deposition or source reduction - CGS Section 22a-93(15)(C)	☐	☒
Degrading visual quality through significant alteration of the natural features of vistas and view points - CGS Section 22a-93(15)(F)	☐	☒
Degrading water quality through the significant introduction into either coastal waters or groundwater supplies of suspended solids, nutrients, toxics, heavy metals or pathogens, or through the significant alteration of temperature, pH, dissolved oxygen or salinity - CGS Section 22a-93(15)(A)	☐	☒
Degrading or destroying essential wildlife, finfish, or shellfish habitat through significant alteration of the composition, migration patterns, distribution, breeding or other population characteristics of the natural species or significant alterations of the natural components of the habitat - CGS Section 22a-93(15)(G)	☐	☒

17. Identification of Potential Adverse Impacts on Water-dependent Uses: ***(Complete only if the project/activity is proposed at a waterfront site.)***

a) Identify the adverse impact categories below that apply to the proposed project or activity. The applicable column **must** be checked if the proposed activity has the **potential** to generate any adverse impacts as defined in CGS Section 22a-93(17). If an adverse impact **may result** from the proposed project or activity, use Question #16 to describe what project design features may be used to eliminate, minimize, or mitigate the potential for adverse impacts.

Potential Adverse Impacts on Future Water-dependent Development Opportunities and Activities	Applicable	Not Applicable
Locating a non-water-dependent use at a site physically suited for or planned for location of a water-dependent use - CGS Section 22a-93(17)	☐	☒
Replacing an existing water-dependent use with a non-water-dependent use - CGS Section 22a-93(17)	☐	☒
Siting a non-water-dependent use which would substantially reduce or inhibit existing public access to marine or tidal waters - CGS Section 22a-93(17)	☐	☒

b) Identification of existing and/or proposed Water-dependent Uses:

Describe the features or characteristics of the proposed activity or project that qualify as water-dependent uses as defined in CGS Section 22a-93(16). If general public access to coastal waters is provided, please identify the legal mechanisms used to ensure public access in perpetuity, and describe any provisions for parking or other access to the site and proposed amenities associated with the access (e.g., boardwalk, benches, trash receptacles, interpretative signage, etc.) *:

The site does not abut and is approximately 480ft from the Norwalk River. Therefore, the site does not offer an opportunity to encourage public access to the shorefront or for the development of a water-dependent use. Further, the project will not interfere with existing waterfront uses.

*If there are no water-dependent use components, describe how the project site is not appropriate for the development of a water-dependent use.

18. Mitigation of Potential Adverse Impacts:

Explain how all potential adverse impacts on coastal resources and/or future water-dependent development opportunities and activities identified in Questions #14 & #15 have been avoided, eliminated, or minimized (*attach additional pages if necessary*):

Based on a review of the proposed development plans, as well as information concerning coastal resources in the site vicinity, no adverse impacts are anticipated with the project so no specific mitigation plans are necessary. Activities will be conducted in accordance with all local, state, and federal requirements, including those for sediment and erosion controls and management of storm-water. For these reasons and others stated above, the proposed use is consistent with state goals and policies for coastal management and should be acceptable to the City of Norwalk.

19. Remaining Adverse Impacts:

Explain why any remaining adverse impacts resulting from the proposed activity or use have not been mitigated and why the project as proposed is consistent with the Connecticut Coastal Management Act (*attach additional pages if necessary*):

By signing this application, the applicant or his/her agent certifies that they are familiar with the information provided in this application and are aware of the penalties for obtaining a permit through deception or by submission of inaccurate or misleading information.

By signing this application, permission is hereby given to necessary and proper inspection of the subject property by the Commissioners and designated staff of the Commission or consultants to the Commission, at reasonable times, during the pendency of the application.

Applicant's Signature: **See attached authorization **DATE:** _____

Agent's Signature: Adam J. Blank **DATE:** 6/22/2026

Instructions for Coastal Site Plan Review Application

Notification of Neighbors

Coastal Site Plan Reviews require the applicant make three actions to notice to neighbors during the review of the application: 1) initial notification of the application submittal, 2) notice of public hearing (if applicable), and 3) legal notice of the public hearing in the newspaper (if applicable).

1) **Notice of Application Submittal:** ALL applications shall notify *by a certificate of mailing* the owners of land within 100 feet of the subject parcel *within ten (10) days of submitting an application* to the Planning & Zoning Commission. The name of the owners shall be taken from the latest Tax Assessor records. *Proof of mailings shall be evidenced by providing a certificate of mailing* that must be submitted to the Planning & Zoning staff immediately following mailing. See Sample Letter below.

2) **Public Hearing Notice:** Any application for which a public hearing is required, the applicant shall notify *by certified mail, return receipt requested at least ten (10) days prior to the public hearing*, the owners of land that abut or are directly across the street from the subject parcel. The name of the owners shall be taken from the latest Tax Assessor records. See Sample Letter below.
   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. Evidence of certified mailings shall be submitted by the applicant on or before the public hearing date.

3) **Legal Notice Payment:** When a public hearing is required, applicants shall be responsible for payment of three legal notices in The Hour newspaper. Two notices will advertise the application's public hearing date and one will advertise the Commission's action on the application.
   The Planning & Zoning staff will provide the required legal notices to The Hour. Applicants must contact The Hour at the number given below to arrange for payment in advance of the publication date.
   Classified Advertising Manager
   The HOUR
   Phone: (203) 354-1100 or 846-3281
   Fax: (203) 846 – 9897

Application Decision Publication

Decisions on ALL Coastal Site Review Applications must be published in The Hour. All application decisions must be published as a Legal Notice in The Hour. The applicant is responsible for payment of the Legal Notice of Decision. The Planning & Zoning staff will provide the required legal notices to The Hour. Applicants must contact The Hour at the number given below to arrange for payment.
Classified Advertising Manager
The HOUR
Phone: (203) 354-1100 or 846-3281
Fax: (203) 846 – 9897

Sample Letter: APPLICATION SUBMITTAL NOTIFICATION

Dear _____,

Be advised that _____ has applied for a Coastal Site Plan
(Applicant)

application for property located at the following address: _____

_____
(Street name and number and District, Block and Lot numbers)

The proposal is for _____
(Description of Proposal)

_____

You are being notified because your property abuts the property or is located directly across the street from the subject parcel. The application is on file in the Planning & Zoning Office located at City Hall, 125 East Avenue, Room 129, Norwalk, Connecticut 06856. The application materials can be reviewed on the City webpage at https://www.norwalkct.gov/1746/Pending-Application-Materials. If you have any questions regarding this application, you can email the staff person noted on the pending application webpage or you can call the Planning & Zoning Office at (203) 854-7780.

_____
Signature of applicant

Applicant must sign above and provide contact information below.
(THIS FORM IS TO BE COMPLETED BY APPLICANT)

Sample Letter: PUBLIC HEARING NOTIFICATION

Dear _____,

Be advised that **[Applicant Name]** has applied for a Coastal Site Plan Review application for property located at the following address: **[Project Address – street name and number]** and **[District/Block/Lot number]**.

The proposal is for **[Description of Proposal]**.

The Norwalk Planning & Zoning Commission will conduct a public hearing on this proposal on **[Day, Date, Time, and Location of Public Hearing].**

You are being notified because your property abuts the property or is located directly across the street from the subject parcel. The application is on file in the Planning & Zoning Office located at City Hall, 125 East Avenue, Room 129, Norwalk, Connecticut 06856. The application materials can be reviewed on the City webpage at https://www.norwalkct.gov/1746/Pending-Application-Materials. If you have any questions regarding this application, you can email the staff person noted on the pending application webpage or you can call the Planning & Zoning Office at (203) 854-7780.

_____
Signature of applicant

Applicant must sign above and provide contact information below.
(THIS FORM IS TO BE COMPLETED BY APPLICANT)

Application Form Instructions:

8. Project Site Plans
It is important to include clear and concise project plans that delineate coastal resources on and/or adjacent to site, especially the waterbody receiving stormwater discharges, if applicable. *Complete plans will expedite the review process.*

9. Site Information
Describe in detail the current land use on the site, current zoning classification, and any significant features of the project site. Indicate overall area of disturbance of the project. "*Disturbance*" includes not only the footprint of any construction, but also the extent of the project's work area. If the disturbance is 5 or more total acres of land area, then a CT DEEP stormwater permit may be required.

10. Description of Proposed Project or Activity Provide a detailed description of the proposed project or activity, including the construction phasing, timing, and methodology. Include all activities related to construction such as site clearing, grading, and demolition. Also include the percentage of increase or decrease in impervious cover over existing conditions resulting from the project, and any changes or new uses of the property.

11. Description of Proposed Stormwater Best Management Practices
Describe in detail the stormwater best management practices (BMP), which will be utilized in this project. Explain how these stormwater BMPs will retain on-site the volume of runoff generated by the first inch of rainfall, especially if the site or ultimate discharge is adjacent to tidal wetlands. If retention is not a feasible option, explain why not and describe how the stormwater will be treated before it is discharged. It is also necessary to demonstrate that the loadings of total suspended solids from the site will be reduced by 80%on an average annual basis, and that post-development runoff rates and volumes will not exceed pre-development rates and volumes.

12. Identification of Applicable Coastal Resources and Coastal Resource Policies
Check ALL appropriate coastal resources and their associated Coastal Management Policies. This information should be based on a field-verified determination of on-site and adjacent coastal resources. Note that there is a box provided for the identification of resources, which are off-site but "within the influence of project." This is particularly applicable to "downstream" resources, such as those, which could be affected by project drainage, erosion sedimentation or other impacts unless the project is designed with proper mitigation.

Coastal Resource Maps may not be substituted for field surveys by qualified personnel where warranted by the presence of sensitive resources.

Please note that general "*Coastal Resources*" is "pre-checked" as its policies apply to all activities in the coastal boundary.

Additionally, check "*Shorelands*" for any site which is not entirely within the coastal flood hazard area, since shorelands are statutorily defined as, "...those land areas within the coastal boundary exclusive of coastal hazard areas...."

13. Consistency with Applicable Coastal Resource Policies and Standards
Explain how the proposed activity is consistent with the associated policies for each of the identified coastal resources in Question #10. Describe the location and condition of the coastal resources identified and explain how the proposed project is consistent with ALL applicable coastal resource policies. Where appropriate, describe mitigation measures proposed to offset any impacts from the project. For example, if "*Tidal Wetlands*" are identified on-site, explain the proposed wetland protection measures that will be incorporated into the project including setbacks, buffer areas, conservation easements and other protective measures, since the CCMA policies require strict protection of tidal wetland resources. Or, if off-site Tidal Wetlands could be affected by construction, provide a detailed description of the measures that will mitigate potential impacts.

14. Identification of Applicable Coastal Use and Activity Policies and Standards
This section provides a list of all statutory policies and standards for land and water uses in Connecticut's Coastal Boundary which are either set forth in, or referenced by, Section 22a-92 of the CCMA.
Using the appropriate fact sheet(s) identify all policies and standards applicable to the proposed activity.
Please note that "*General Development* " is "pre-checked" as its policies apply to all activities in the coastal boundary.

15. Consistency with Applicable Coastal Use Policies and Standards
Explain how the proposed activity, including any mitigation proposed to offset adverse impacts, is consistent with the coastal use policies and standards. Because all activities invoke the "*General Development*" policies, consistency must be addressed in every case.

16. Identification of Potential Adverse Impacts on Coastal Resources
This section requires the identification of applicable adverse impacts to coastal resources. "Adverse Impacts" are specifically defined by statute and are discussed in the Fact Sheet for Adverse Impacts. Based upon the proposed activity and its location, identify the potential adverse impacts to the resources on and adjacent to the site.

17. Identification of Potential Adverse Impacts on Future Water-dependent Uses:
Complete this Question if the project abuts marine or tidal waters, or tidal wetlands. Identify applicable adverse impacts to future water-dependent development opportunities and activities. As a reference, each statutorily defined adverse impact is listed with its statutory citation. Based upon the proposed activity and its location, carefully identify the potential adverse impacts on future water-dependent uses.

Identify the components of the project that constitute water-dependent uses and therefore render the project consistent with the CCMA. If there are no water-dependent use components, describe how the project is not appropriate for development of a water dependent use.

18. Mitigation of Potential Adverse Impacts
Explain how all potential adverse impacts to coastal resources and future water-dependent development opportunities have been avoided, minimized, or mitigated. For example, potential water-quality impacts might be minimized through preservation of pervious surfaces, which reduce runoff and mitigated by stormwater pre-treatment prior to discharge off-site. Impacts to water-dependent uses could be avoided by locating a water-dependent use at an appropriate site where no such water-dependent use currently exists.

19. Remaining Adverse Impacts
Identify any remaining impacts to coastal resources and/or future water-dependent development opportunities that have not been mitigated and explain why no other mitigation is proposed. Clearly explain why there are no feasible or prudent alternatives to the proposed activity that would result in fewer or lesser impacts to coastal resources and water-dependent uses.

N.B.

The Commission reserves the right to require any further plans or documentation which in its judgement may be necessary for the proper exercise of its responsibilities under the terms of Article 6, Section 10 of the Norwalk Zoning Regulations.

NO APPLICATION WILL BE ACCEPTED BY THE COMMISSION UNTIL IT IS COMPLETE AND DOCUMENTED AS SPECIFIED ABOVE. The applicant is encouraged to review their application with the Planning and Zoning Staff prior to the date of submission to facilitate expeditious administration of the application and to ensure that all necessary information and documentation is included.

Upon written request, the Commission may waive any of the requirements of a Coastal Site Plan Review application where such requirements are inappropriate or do not apply.

Isaacs Square

A minor modification to convert the approved building at 23 Isaacs Street into an all-residential community — retaining the approved design while adding homes, parking, and new workforce housing to Norwalk's Wall Street neighborhood.

The building as seen from Isaacs Street with its entry court.

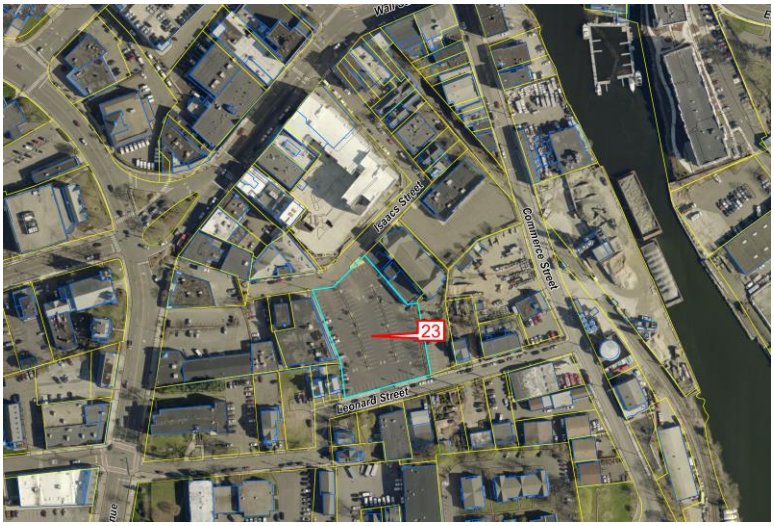
Wall Street Opportunity Fund, LLC ("Applicant") applies for a minor modification of Approval #2024-37 CAM/SPR to change a portion of the interior of the approved structure from dwelling units—extended-stay hotel—to dwelling units—multifamily. This application is intended to run parallel with the Applicant's recent application for text amendment which would explicitly permit conversion between dwelling unit types (extended-stay to multifamily). See Text Amendment #2026-48 R. This application is contingent upon passage of that text amendment.

HOW WE GOT HERE

On September 18, 2024, the Norwalk Planning & Zoning Commission (the "Commission") approved 2024-37 CAM/SPR for a six-story mixed-use structure containing 210 extended-stay hotel rooms and 5 live-work units at the Property.

After the filing of the initial application, an affiliate of the Applicant acquired 24 Belden Avenue—a high-visibility corner lot located within two blocks of the Property. Upon acquiring 24 Belden, the Applicant filed a separate application for a mixed-use development at that site including a full-service hotel with approximately 99 traditional hotel rooms. That application was approved by this Commission (2024-64 CAM/SPR).

As a result of that approval, the Applicant determined that it should scale back the scope of the planned hotel at 23 Isaacs. Subsequently, on December 11, 2024, the Commission approved a modification to that approval (also #2024-37), reconfiguring the interior of the approved structure at the Property to contain 119 extended-stay hotel rooms, 100 multifamily dwelling units, and 5 live-work units, while maintaining the same approved exterior façade.



23 Isaacs Street (outlined) sits behind Wall Street and between Isaacs Street and Leonard Street, with the Norwalk River to the east.

A CHANGED RULEBOOK

After the Commission approved the original application for 23 Isaacs, the City amended its Zoning Regulations to redefine "Dwelling Unit" in a manner that brought extended-stay hotel rooms, dormitory rooms, and multifamily apartments all under that definition. Because of that regulatory change, the Property became pre-existing nonconforming under the Regulations. Specifically, the approved number of dwelling units on the Property (combining apartments and extended-stay hotel rooms) now exceeds what would be permitted under the revised regulation, even though the approval predated the change.

Because the approval predates the regulatory amendment, the Applicant retains the legal right to construct the Property as approved. However, pre-existing nonconforming status creates significant practical challenges including difficulties in obtaining construction and permanent financing, complications for any future modifications or amendments, and increased legal exposure to challenges by third parties.

ONE HOTEL, DONE RIGHT

Additionally, two new hotels within two blocks of each other in the Wall Street neighborhood are not economically viable. In connection with planning for both sites, the Applicant and its affiliates retained a hotel consultant and engaged in an extensive process of interviewing hotel operators and performing market research. That process produced a clear conclusion: 24 Belden Avenue, with its strong street presence, is an ideal location for a hotel; a brand has been selected—Hilton's Hampton Inn—and an operator/partner has been engaged—Prestige Hospitality Group—to run that hotel. 23 Isaacs, by contrast, is tucked away from primary public view and is not well-suited to hotel operations. National hotel chains and operators are not willing to move forward at 23 Isaacs.

The Applicant's overall program becomes far more financially viable and beneficial to the community with the granting of this minor change.

Furthermore, bringing two hotels online simultaneously, within two blocks of each other, would make it extremely difficult to stabilize either operation. Two underperforming hotels in the same neighborhood would harm both projects and the broader Wall Street district. By concentrating on hotel development at 24 Belden Avenue, where market conditions are strongest, and converting 23 Isaacs to entirely multifamily use, 207 units are proposed, the Applicant's overall program becomes far more financially viable and beneficial to the community. The pending text amendment #2026-48 R will make the approved configuration at 23 Isaacs Street legally conforming and enable the accompanying revised plans to be approved.

A BETTER BUILDING, INSIDE AND OUT

By allowing the approved building form to be retained while permitting the interior to be configured as multifamily dwelling units with various live-work units at street level, this will allow an improved version of the project already approved by the Commission to proceed to construction.

Townhouse entries open onto a landscaped public realm area within the project.

The modified plans call for 13 townhouse units to line Leonard Street and the public realm area, activating the streetscape and creating a more engaging project. The conversion to an all-residential development will also result in a decrease in the total number of dwelling units. Presently the site is approved for 119 extended-stay hotel rooms, 100 multifamily units and 5 live-work units for a total of 224 dwelling units.

Leonard Street perspective — ground-floor live-work space and an active, walkable streetscape.

WHAT THE NEIGHBORHOOD GAINS

The change will also result in a meaningful increase in on-site parking beyond what was required or provided for with the previously approved hotel component, improving the parking situation for future residents and the surrounding neighborhood. Specifically, 162 parking spaces were previously approved and the pending application seeks to increase the parking provided on-site to 209 spaces.

Perhaps most importantly, the originally approved hotel program carried no workforce housing obligation. By converting the Property to multifamily residential use, the project will now be subject to Norwalk's workforce housing requirements. The revised program will generate approximately ten new workforce housing units that would not have existed under the previously approved hotel configuration. This represents a meaningful addition to Norwalk's affordable housing stock that this text amendment directly enables.

PROJECT AT A GLANCE	
LOCATION	23 Isaacs Street, Norwalk — the Wall Street neighborhood ("Isaacs Square")
PROPOSED USE	Convert the approved interior to entirely multifamily, all-residential use
BUILDING FORM	Approved six-story mixed-use form retained; townhouse units at street level
TOWNHOUSES	13 units lining Leonard Street and activating the public realm
ON-SITE PARKING	209 spaces, up from the 162 previously approved
WORKFORCE HOUSING	Approximately 10 more units than required under the current hotel plan
COMPANION ACTION	Text Amendment #2026-48 R (this application is contingent on its passage)

LOOKING AHEAD

This proposed change is permitted as of right, pending approval of Text Amendment #2026-48 R. For all of the foregoing reasons, the Applicant respectfully requests that the Planning and Zoning Commission approve the proposed minor change.

Prepared on behalf of Wall Street Opportunity Fund, LLC

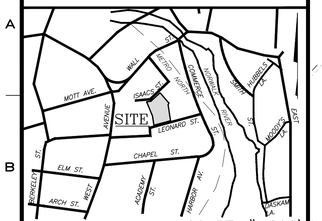
Adam J. Blank, Esq.,

Wofsey, Rosen, Kweskin & Kuriansky, LLP

600 Summer Street, Seventh Floor, Stamford, CT 06901-1490

(203) 327-2300

TAX MAP: 14NE
LOTS: 25 & 28
BLOCK: 29
ZONE: CD-4



NORWALK, CT SCALE: 1"=800'

ORIENTATION

TRANSITION FROM DEPRESSED CURB TO FULL HEIGHT CURB (TYP.)
30' SIGHT LINE TRIANGLE (TYP.)
REINFORCED CONCRETE DRIVEWAY ENTRANCE (TYPE A)
6" HIGH GRANITE CURB (TYP.)
CONCRETE SIDEWALK (TYP.)
LIMIT OF UPPER STORIES (FLOORS 2 - 4) (TYP.)
PROPOSED COLUMN WITH BUILDING ABOVE (TYP.)
EXISTING FIRE HYDRANT
PROPOSED FLUSH CURB AT ISLANDS EDGE
PROPOSED FLUSH PERMEABLE PAVER ISLAND
LIMIT OF CONCRETE SIDEWALK AND CONCRETE CURB TO BE REMOVED. CONCRETE SIDEWALK ON 18 ISAACS STREET TO REMAIN.
PROPOSED FLUSH CURB AT PARKING LANE EDGE
PROPOSED 6" CURB
LIMIT OF CONCRETE SIDEWALK TO THE NORTH AND PERMEABLE PAVERS TO THE SOUTH
FOUR (4) PARALLEL PARKING SPACES
PROPOSED PERMEABLE PAVER DRIVE LANE
PROPOSED PERMEABLE PAVER PARKING LANE
PROPOSED PERMEABLE PAVER WALKWAY
CONCRETE SIDEWALK TO BE REMOVED TO THE PROPERTY LINE (TYP.)
PROPERTY BOUNDARY (TYP.)
REFER TO PLANS BY BLADES & GOVEN LANDSCAPE ARCHITECTS FOR PUBLIC REALM DETAILS.
LIMIT OF CONCRETE SIDEWALK AND CONCRETE CURB TO BE REMOVED. CONCRETE SIDEWALK ON 18 ISAACS STREET TO REMAIN.
CONCRETE CURB AND ASPHALT SIDEWALK TO BE REMOVED TO THE EAST OF THE EXISTING RETAINING WALL
BOLLARD (TYP.)
12' (W) x 50' (L) PERMEABLE PAVER LOADING SPACE
LIMIT OF NEW CONCRETE SIDEWALK AND GRANITE CURB TO EAST
EXISTING FIRE HYDRANT
LIMIT OF NEW CONCRETE SIDEWALK AND GRANITE CURB TO WEST
UPPER STORY FACADE SETBACK (TYP.)
LIMIT OF GROUNDFLOOR ENCLOSED SPACE (TYP.)
LIMIT OF GARAGE STRUCTURE
LIMIT OF 2nd - 6th STORIES
PROPOSED STRUCTURE
6 STORIES
(REFER TO PLANS PREPARED BY PROJECT ARCHITECT)
PROPOSED TRANSFORMERS
PROPOSED HEDGE SCREEN
REINFORCED CONCRETE DRIVEWAY ENTRANCE (TYPE A)
TRANSITION FROM DEPRESSED CURB TO FULL HEIGHT CURB (TYP.)
REINFORCED CONCRETE DRIVEWAY ENTRANCE (TYPE B)
30' SIGHT LINE TRIANGLE (TYP.)
UPPER STORY FACADE SETBACK (TYP.)
STREET LIGHT (TYP.)
6" HIGH GRANITE CURB (TYP.)
CONCRETE SIDEWALK WITH PAVER BANDING (TYP.). REFER TO PLANS BY BLADES & GOVEN LANDSCAPE ARCHITECTS FOR STREETSCAPE DETAILS.

N / F
RMS HOLDINGS LLC ET AL
BK. 5547, PG. 87 N.L.R.
#19 ISAACS STREET

N / F
JOHN DIAS
BK. 3715, PG. 11 N.L.R.
#20 ISAACS STREET

N / F
ELSR OWNERS LLC
LOT 6, MAP 330 N.L.R.
BK. 8211, PG. 74 N.L.R.
#31 ISAACS STREET

N / F
BURTON REAL ESTATE GROUP, LLC
MAP 6632 N.L.R.
BK. 5042, PG. 49 N.L.R.
#18 ISAACS STREET

4' WIDE R.O.W.
BK. 4310, PG. 140 N.L.R.
MAP 2907 N.L.R.

FORMER DWELLING

BUILDING
GARAGE
CONCRETE RET. WALL CHAIN LINK FENCE ATOP
JUMBO BLK. RET. WALL
STONE RETAINING WALL CHAIN LINK FENCE ATOP
CONC. STEPS & RET. WALLS
CONC. STEPS & LANDING
WOOD PATIO
WOOD STEPS & LANDING
METAL STEPS
METAL FIRE ESCAPE
ROOFED PORCH
A/C UNITS
CELLAR ACCESS
ROOF A/C UNITS
WOOD DECK & LANDING
CHIMNEY
OIL FILL
GAS METER
TRANSFORMER
CHAIN LINK FENCE
WIRE FENCE
WATERLINE EASEMENT
BLUESTONE CURB
GRANITE CURB
CONCRETE CURB
CONCRETE WALK
ASPHALT
ASPHALT CURB
CONC. APRON
CONC. PAD
LANDING
CONCRETE
LEONARD STREET
GATE
EDGE OF ASPHALT

GENERAL NOTES:

1. These drawings are intended only to depict the design of site grading, drainage, sanitary, utilities, and sediment & erosion controls. These drawings are for approval purposes only. No construction may begin prior to obtaining all necessary permits and approvals.
2. All survey data, boundary lines, topography, building locations and area calculations are from a survey prepared by Redniss & Mead, Inc. titled Property & Topographic Survey dated May 10, 2024. Elevations depicted or labeled are based on NAVD-88 datum.
3. Refer to plans prepared by The Sullivan Architectural Group for information and design of the proposed building. These drawings depict site plans corresponding to the latest architectural plans received on February 21, 2024.
4. Property lies in the CD-4 zone.
5. All construction shall comply with the City of Norwalk requirements, the State of Connecticut Basic Building Code Americans with Disabilities Act (ADA), the Connecticut Guidelines for Soil and Erosion and Sediment Control, OSHA, and CT DOT Form 818 (latest edition).
6. All development activities to be undertaken within the street right-of-way and other public lands shall comply fully with City standards unless approved deviation is specifically set forth as part of this application. All work within the State right-of-way will comply with the CT DOT Form 818 with the latest special Provisions and Typical State Standard Details.
7. Contractor shall supply complete shop drawings including manufacturer's product data sheets to the Site Engineer, for all construction material used in conjunction with these drawings. Contractor shall allow a 5 day review period, prior to fabrication and installation.
8. Information on existing utilities has been compiled from various sources including utility company records, municipal record maps and field survey and is not guaranteed to be correct or complete. The contractor is solely responsible for determining actual locations and elevations of all utilities including underground services.
9. The property shall be served by public water and sewers.
10. Prior to any excavation the Contractor and/or Applicant, in accordance with Public Act 77-350, shall be required to contact "Call Before You Dig" at 1-800-922-4455 for mark-out of underground utilities. Dig test pit(s) at utility crossing(s) to check actual clearances with new utilities prior to construction. If conflicts are found the contractor shall notify the engineer, at which time the sewer in question shall be redesigned. If such redesign is not possible, the existing pipes or utilities shall be relocated to avoid the conflict. Such relocation shall be done with knowledge of and in accordance with the owner of the utility.
11. It shall be the responsibility of the contractor to provide any excavation safeguards, necessary barricades, flagmen, etc., for traffic control and site safety. All work shall be done in accordance with OSHA requirements. The contractor shall be responsible for compliance with OSHA requirements.
12. When preparing the existing site for the proposed development, all materials removed shall be disposed of in conformance with all governing agencies.
13. Remove stumps and brush from site, or chip and use during landscaping. Do not bury stumps on site.
14. Building elevations are subject to change and shall be finalized prior to building permit.
15. Special attention of the contractor is called to the required type and compaction of pipe bedding and backfill specified on these drawings. These requirements will be strictly enforced.
16. Prior to issuance of a Certificate of Occupancy, the Planning and Zoning and the Department of Public Works may require a certification letter stating that the development was constructed in accordance to the approved plans, and an "as-built" drawing shall be submitted
17. The Contractor is responsible for coordinating with a licensed surveyor to prepare an "as-built" plan. The Contractor is responsible to coordinate with a site engineer 48 hours prior to any inspections.
18. The Engineering Division of the Department of Public Works and the inspecting engineer shall be notified by the contractor three (3) days prior to the commencement of each phase of construction.
19. The work shall be done in conformance with the contract documents/plans unless changes have been approved in writing by the design engineer prior to the work being done.
20. A preconstruction meeting shall be held with the Owner, Architect and Engineer to review the scope of construction. The Contractor shall be responsible to coordinate the preconstruction meeting.
21. A Public Right of Passage Easement shall be granted in favor of the City of Norwalk for street facing sidewalks located on private property.
22. A detailed Construction Phasing and Logistics Plan shall be prepared by the contractor for all off-site work. The plan shall be submitted to the City Department of Public Works for review and approval before a street opening permit for such work is issued.
23. A Department of Public Works (DPW) Encroachment, Driveway, and Sewer Permit, in conformance with DPW's Permit Provisions, shall be required for work in the City's Right-of-Way (ROW) prior to the commencement of the work. Road restoration requirements shall be determined at the time of permitting.

NOTES

1. REFER TO SHEET SE-1 FOR SITE GRADING INFORMATION
2. REFER TO SHEET SE-2 FOR SITE UTILITY INFORMATION

No.	Date	Revision
4	06/15/2026	REVISED PER ARCHITECTURAL REVISIONS / CHANGE IN USE
3	11/06/2024	REVISED PER ARCHITECTURAL REVISIONS / CHANGE IN USE
2	08/05/2024	REVISED PER ARCHITECTURAL REVIEW COMMENTS
1	05/10/2024	ORIGINAL ISSUE DATE

ZONING SITE PLAN A
DEPICTING
21 & 23 ISAACS STREET
NORWALK, CT
PREPARED FOR
WALL ST OPPORTUNITY FUND LLC

REDNISS & MEAD
LAND SURVEYING
CIVIL ENGINEERING
PLANNING & ZONING CONSULTING
PERMITTING
22 First Street | Stamford, CT 06905
Tel: 203.327.0500 | Fax: 203.357.1118
www.rednissmead.com

SCALE: 1"=20' 0 20 40
DRAWN BY: VJH CHECKED BY: CJF

STATE OF CONNECTICUT
VINCENT J. HYNES
No. 0032100
REGISTERED PROFESSIONAL ENGINEER
VINCENT J. HYNES CT P.E. 32100
DATE June 15, 2026

This document and copies thereof are valid only if they bear the signature and embossed seal of the designated licensed professional. Unauthorized alterations render any declaration hereon null & void.

SHEET No: ZSP-1A
Comm. No.: 10861

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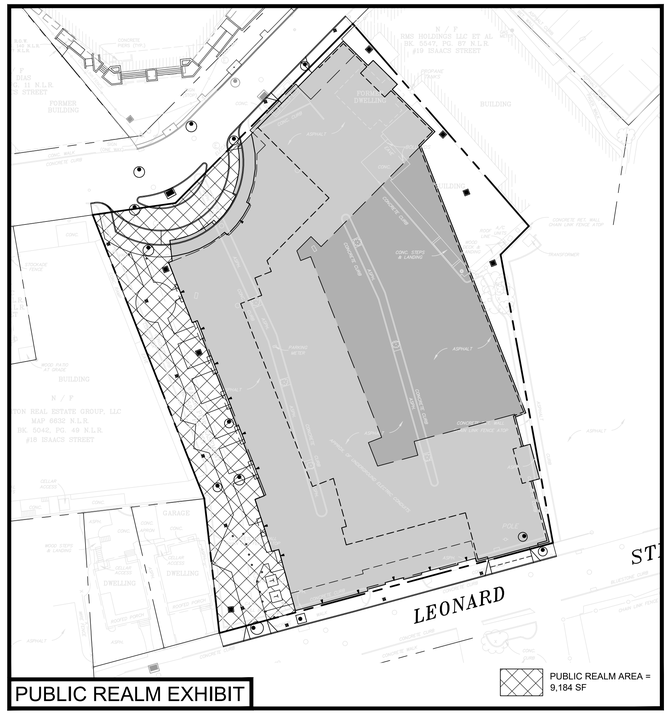
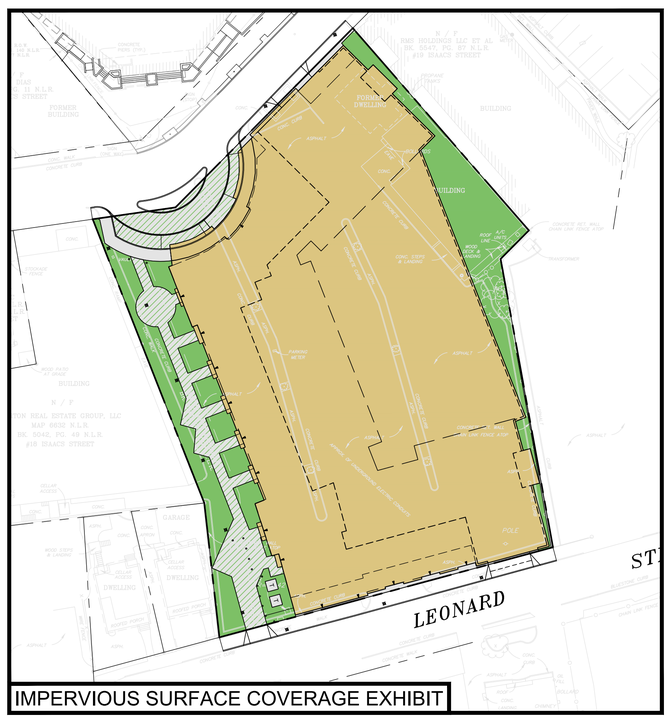


PUBLIC REALM EXHIBIT



IMPERVIOUS SURFACE COVERAGE EXHIBIT

	SITE AREA (SITE AREA=53,436 SF)	
SYMBOL	DESCRIPTION	AREA (sq.ft.)
	STRUCTURES	40,053
	PAVEMENT & SIDEWALKS	972
	IMPERVIOUS TOTAL =	41,025 (76.8%)
	PERMEABLE PAVERS	4,436
	LANDSCAPE	7,975
	PERVIOUS TOTAL =	12,441 (23.2%)

ZONING INFORMATION TABLE

21 & 23 Isaacs Street

6/15/2026		CD-4 Zone	Proposed Development
MINIMUM SIZE OF PLOT	AREA	Not regulated	53,436± SF (1.23± acres)
HEIGHT	MAXIMUM	6.5 stories	6 Stories
	MINIMUM	2 stories	2 Story Minimum
	ADDITIONAL	Height further limited via ceiling height requirements.*	Compliant; refer to Architectural Plans for additional information.
BUILDING COMPOSITION		For buildings that exceed 4 stories, the floor of the uppermost story must be set back a minimum of ten feet from the second floor building façade.	10' minimum setback at 6th floor
MINIMUM YARDS	FRONT	None / 12' max. to the property line or from the edge of any public improvement required as part of the development	0'
	SIDE	None	N/A
	REAR	3 feet	N/A
BUILDING TYPE			Mid-Rise
USE DESIGNATION		Density: Not Regulated	Multi-family Residential Units: 207 units
IMPERVIOUS SURFACE COVERAGE		80% MAX. except that impervious surface may be increased to 90% for Developments 30 or more dwelling units, provided that 10% of the Lot or Building Site Area is devoted to Public Realm and 10% of the Lot or Building Site Area is Landscaping.	76.8%± (41,025 sf)
PUBLIC REALM		10% of Lot/Building Site Area	17.2%± (9,184sf)
PARKING		Not regulated	209 spaces ***Includes 21 EV parking spaces (10% min.) & 12 handicap spaces
STORMWATER MANAGEMENT		Section 8.4.5.N.2.g.(1)(a): 75% or more of the Development's stormwater is retained on-site	80% of Site Area treated via infiltration practice

*Ceiling height may not exceed 13 ft from finished floor to finished floor, except for first floor Business/Commercial, Office, Retail/Personal Service which must be a minimum of 15 ft with max of 25 ft
**Pursuant to an Agreement with the City of Norwalk and the Redevelopment Agency, at the Applicant's option, it can provide 88 public parking spaces or pay a fee in lieu of providing these spaces. It is currently anticipated that the Applicant will provide the public spaces.

No.	Date	Revision
4	06/15/2026	REVISED PER ARCHITECTURAL REVISIONS / CHANGE IN USE
3	11/06/2024	REVISED PER ARCHITECTURAL REVISIONS / CHANGE IN USE
2	08/05/2024	REVISED PER ARCHITECTURAL REVIEW COMMENTS
1	05/10/2024	ORIGINAL ISSUE DATE

ZONING SITE PLAN B

DEPICTING

21 & 23 ISAACS STREET

NORWALK, CT

PREPARED FOR

WALL ST OPPORTUNITY FUND LLC

REDNISS & MEAD

LAND SURVEYING
CIVIL ENGINEERING
PLANNING & ZONING CONSULTING
PERMITTING

22 First Street | Stamford, CT 06905
Tel: 203.327.0500 | Fax 203.357.1118
www.rednissmead.com

SCALE: 0 40 80
1"=40'

DRAWN BY: VJH CHECKED BY: CJF

STATE OF CONNECTICUT VINCENT J. HYNES 32100 REGISTERED LANDSCAPE ARCHITECT

No. 0032100
VINCENT J. HYNES CT. P.E. 32100
June 15, 2026
DATE

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SHEET No:

ZSP-1B

Comm. No.: 10861

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ISAACS SQUARE

23 ISAACS ST.
NORWALK, CT

Site Plan Submission: Issued 6/22/26

ARCHITECTURAL DRAWINGS

PG	SHEET #	DRAWING TITLE	REV. DATE				
1	T-001	TITLE SHEET		•			
2	A-001	BUILDING PERSPECTIVES		•			
3	A-002	BUILDING PERSPECTIVES		•			
4	A-003	BUILDING PERSPECTIVES		•			
5	A-100	LOWER LEVEL GARAGE PLAN		•			
6	A-101	AT GRADE GARAGE PLAN		•			
7	A-102	UPPER LEVEL GARAGE PLAN		•			
8	A-103	2ND THRU 5TH FLOOR PLAN		•			
9	A-104	6TH FLOOR PLAN		•			
10	A-105	ROOF PLAN		•			
11	A-200	BUILDING ELEVATIONS		•			
12	A-201	BUILDING ELEVATIONS		•			
13	A-202	BUILDING ELEVATIONS		•			
14	A-210	ENLARGED PARTIAL ELEVATION		•			
15	A-400	BUILDING SECTION		•			
16	A-401	BUILDING SECTION		•			

Revisions:

Drawing Title: TITLE SHEET

Project: ISAACS SQUARE
23 Isaacs Street
Norwalk, Connecticut

Consultant:

Architect: The SULLIVAN Architectural Group
155 N. Broad Street, Milford, Connecticut 06460
ph: (203) 254-8680

Seal:

STATE OF CONNECTICUT · SALVATORE P. TALARICO JR. · No. 12017 · LICENSED ARCHITECT

Date: 06/22/26

Project No. 2309

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Scale: NTS

T-001

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1 ISSACS STREET PERSPECTIVE

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Revisions:

Drawing Title:
BUILDING RENDERINGS

Project:
ISAACS SQUARE
23 Isaacs Street
Norwalk, Connecticut

Consultant:

Architect:
The SULLIVAN Architectural Group
155 N. Broad Street, Milford, Connecticut 06460
ph: (203) 254-8680

Seal:
SALVATORE P. TALARICO JR. No. 12017 LICENSED ARCHITECT STATE OF CONNECTICUT

Date: 06/22/26

Project No. 2309

Drawn by:

Scale: NTS

A-001

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1 LEONARD STREET PERSPECTIVE

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Project:
ISAACS SQUARE
23 Isaacs Street
Norwalk, Connecticut

Drawing Title:
BUILDING RENDERINGS

Revisions:

Consultant:

Architect:
The SULLIVAN Architectural Group
155 N. Broad Street, Milford, Connecticut 06460
ph: (203) 254-8680

Seal:
STATE OF CONNECTICUT
SALVATORE P. TALARICO JR.
No. 12017
LICENSED ARCHITECT

Date: 06/22/26

Project No. 2309

Drawn by:

Scale: NTS

A-002

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1 TOWNHOUSE PERSPECTIVE

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Project:
ISAACS SQUARE
23 Isaacs Street
Norwalk, Connecticut

Drawing Title:
BUILDING RENDERINGS

Revisions:

Consultant:

Architect:
The SULLIVAN Architectural Group
155 N. Broad Street, Milford, Connecticut 06460
ph: (203) 254-8680

Seal:
STATE OF CONNECTICUT
SALVATORE P. TALAMO JR.
No. 12017
LICENSED ARCHITECT

Date: 06/22/26
Project No. 2309
Drawn by:
Scale: NTS

A-003

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PARKING ANALYSIS		
FLOOR:	SPACES	ELEVATIONS
LOWER LEVEL	45	14'-19'
STREET LEVEL	70	19'-29'
UPPER LEVEL	73	29'-39'
2ND FLR.	21	39'-43.5'
TOTAL:	209	
NOTE: STRUCTURAL COLUMNS NOT YET CONSIDERED		

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Revisions:

Drawing Title: LOWER LEVEL GARAGE PLAN

Project: ISAACS SQUARE
23 Isaacs Street
Norwalk, Connecticut

Consultant:

Architect: The SULLIVAN Architectural Group
155 N. Broad Street, Milford, Connecticut 06460
ph: (203) 254-8680

Seal: STATE OF CONNECTICUT · SALVATORE P. TALAMO JR. · No. 12017 · LICENSED ARCHITECT

Date: 06/22/26

Project No. 2309

Drawn by:

Scale: 3/32"=1'-0"

A-100

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PARKING ANALYSIS

FLOOR:	SPACES	ELEVATIONS
LOWER LEVEL	45	14'-19'
STREET LEVEL	70	19'-29'
UPPER LEVEL	73	29'-39'
2ND FLR.	21	39'-43.5'
TOTAL:	209	
NOTE: STRUCTURAL COLUMNS NOT YET CONSIDERED		

UNIT ANALYSIS

	STUDIOS	1 BDRM.	2 BDRM.	TOWNHOUSE	TOTAL
1ST FLR.	0	0	0	13	13
2ND FLR.	9	15	15	0	39
3RD FLR.	9	15	15	0	39
4TH FLR.	9	15	15	0	39
5TH FLR.	9	15	15	0	39
6TH FLR.	12	15	11	0	38
TOTAL:	48	75	71	13	194
				TOTAL # UNITS	207

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Revisions:

Drawing Title:
AT GRADE
GARAGE PLAN

Project:
ISAACS SQUARE
23 Isaacs Street
Norwalk, Connecticut

Consultant:

Architect:
The SULLIVAN Architectural Group
155 N. Broad Street, Milford, Connecticut 06460
ph: (203) 254-8680

Seal:
SALVATORE F. TALARICO JR
No. 12017
LICENSED ARCHITECT
STATE OF CONNECTICUT

Date: 06/22/26
Project No. 2309
Drawn by:
Scale: 3/32"=1'-0"

A-101

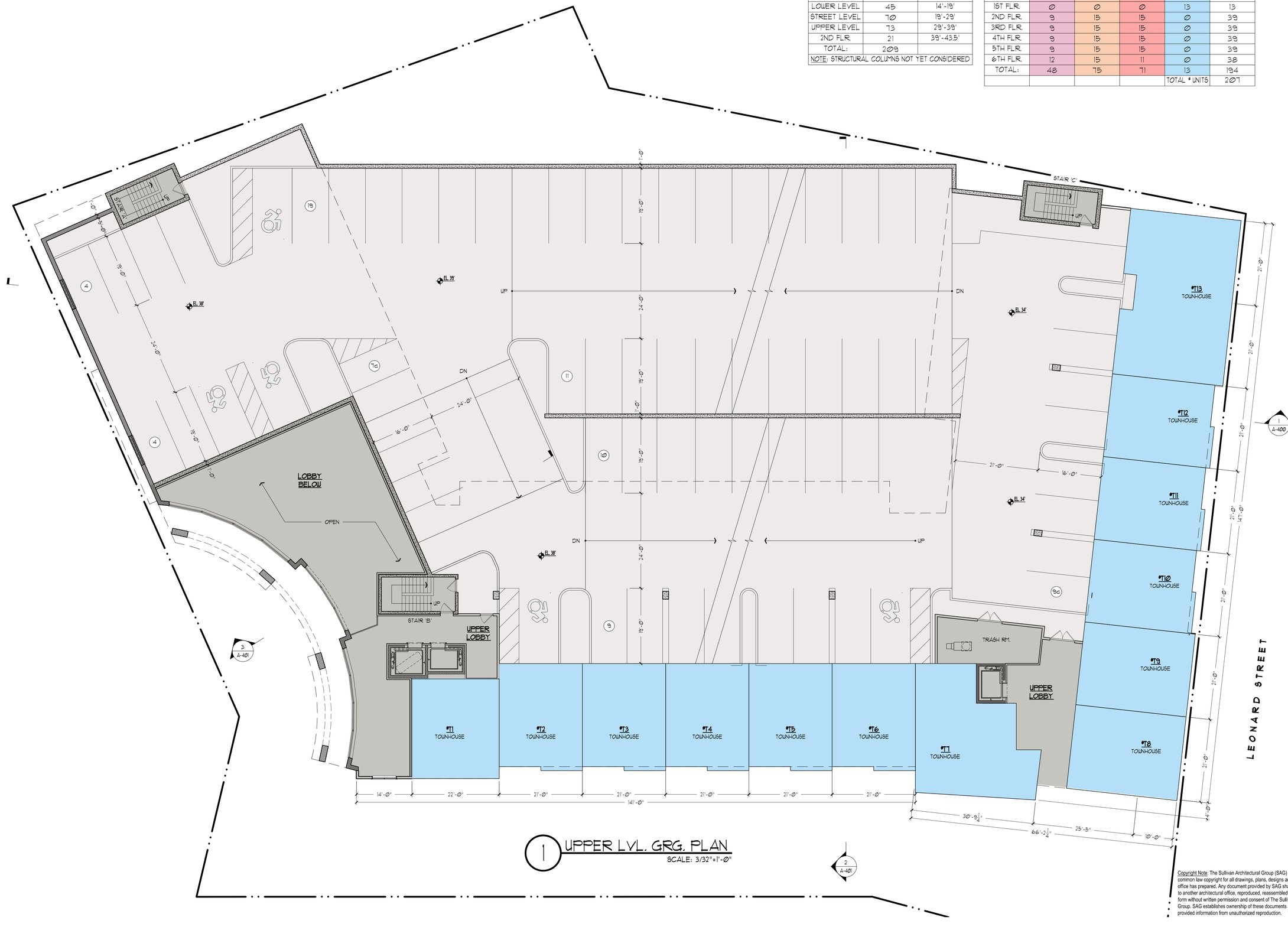
© Drawings\2023\2309 Isaacs Square\Architectural\2309_A-100 Building Planning 6.22.2026 10:56:44 AM .tmp

PARKING ANALYSIS

FLOOR:	SPACES	ELEVATIONS
LOWER LEVEL	45	14'-19'
STREET LEVEL	70	19'-29'
UPPER LEVEL	73	29'-39'
2ND FLR.	21	39'-43.5'
TOTAL:	209	
NOTE: STRUCTURAL COLUMNS NOT YET CONSIDERED		

UNIT ANALYSIS

	STUDIOS	1 BDRM.	2 BDRM.	TOWNHOUSE	TOTAL
1ST FLR.	0	0	0	13	13
2ND FLR.	9	15	15	0	39
3RD FLR.	9	15	15	0	39
4TH FLR.	9	15	15	0	39
5TH FLR.	9	15	15	0	39
6TH FLR.	12	15	11	0	38
TOTAL:	48	75	71	13	194
				TOTAL # UNITS	207



1 UPPER LVL. GRG. PLAN
SCALE: 3/32"=1'-0"

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Revisions:

Drawing Title: UPPER LEVEL GARAGE PLAN

Project: ISAACS SQUARE
23 Isaacs Street
Norwalk, Connecticut

Consultant:

Architect: The SULLIVAN Architectural Group
155 N. Broad Street, Milford, Connecticut 06460
ph: (203) 254-8680

Seal: STATE OF CONNECTICUT · SALVATORE P. TALARICO JR. · No. 12017 · LICENSED ARCHITECT

Date: 06/22/26
Project No. 2309
Drawn by:
Scale: 3/32"=1'-0"

A-102

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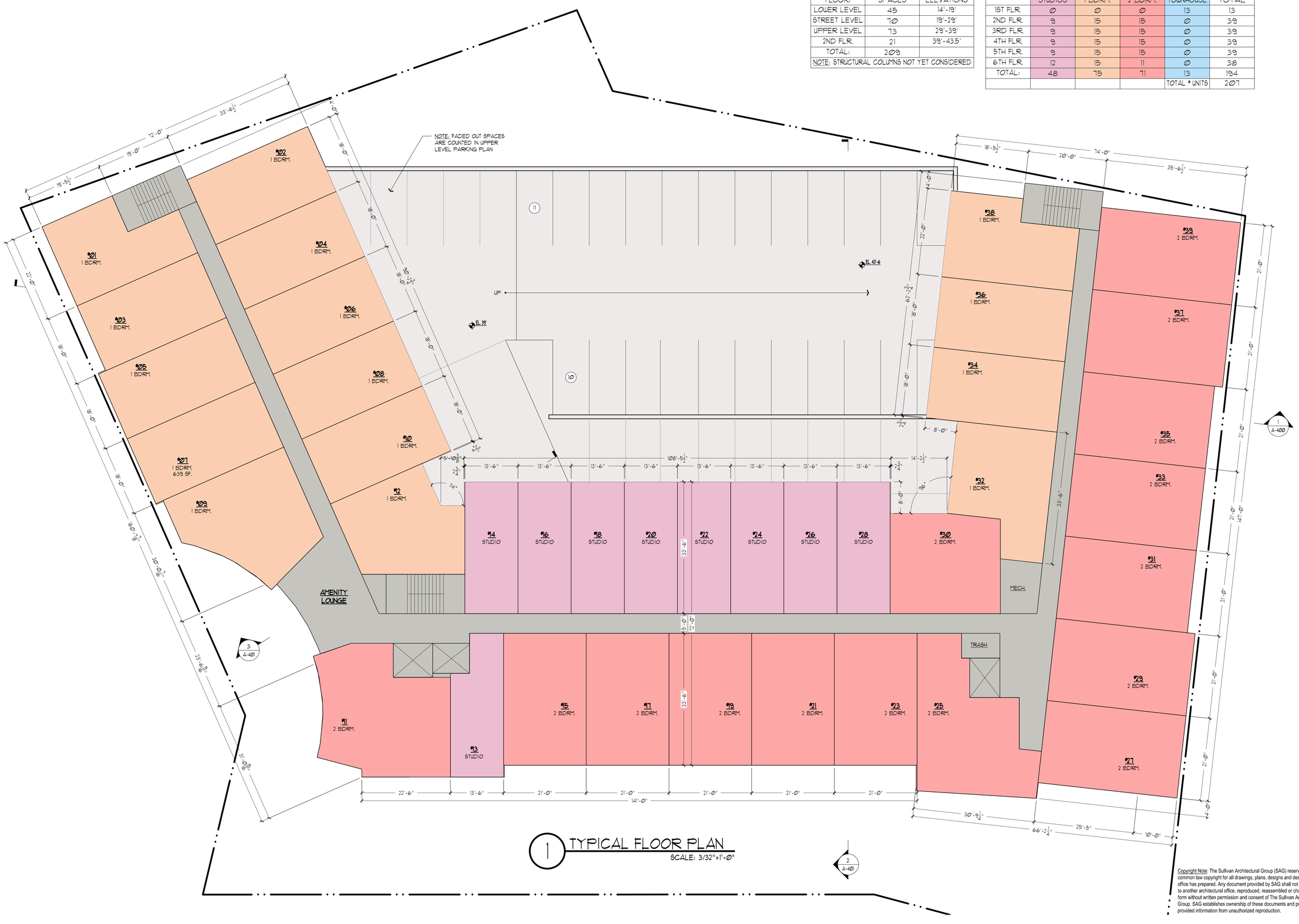
PARKING ANALYSIS

FLOOR:	SPACES	ELEVATIONS
LOWER LEVEL	45	14'-19'
STREET LEVEL	70	19'-29'
UPPER LEVEL	73	29'-39'
2ND FLR.	21	39'-43.5'
TOTAL:	209	

NOTE: STRUCTURAL COLUMNS NOT YET CONSIDERED

UNIT ANALYSIS

	STUDIOS	1 BDRM.	2 BDRM.	TOWNHOUSE	TOTAL
1ST FLR.	0	0	0	13	13
2ND FLR.	9	15	15	0	39
3RD FLR.	9	15	15	0	39
4TH FLR.	9	15	15	0	39
5TH FLR.	9	15	15	0	39
6TH FLR.	12	15	11	0	38
TOTAL:	48	75	71	13	194
				TOTAL # UNITS	207



1 TYPICAL FLOOR PLAN
SCALE: 3/32"=1'-0"

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Revisions:

Drawing Title: 2ND THRU 5TH FLOOR PLANS

Project: ISAACS SQUARE
23 Isaacs Street
Norwalk, Connecticut

Consultant:

Architect: The SULLIVAN Architectural Group
155 N. Broad Street, Milford, Connecticut 06460
ph: (203) 254-8680

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Date:	06/22/26
Project No.	2309
Drawn by:	
Scale:	3/32"=1'-0"

A-103

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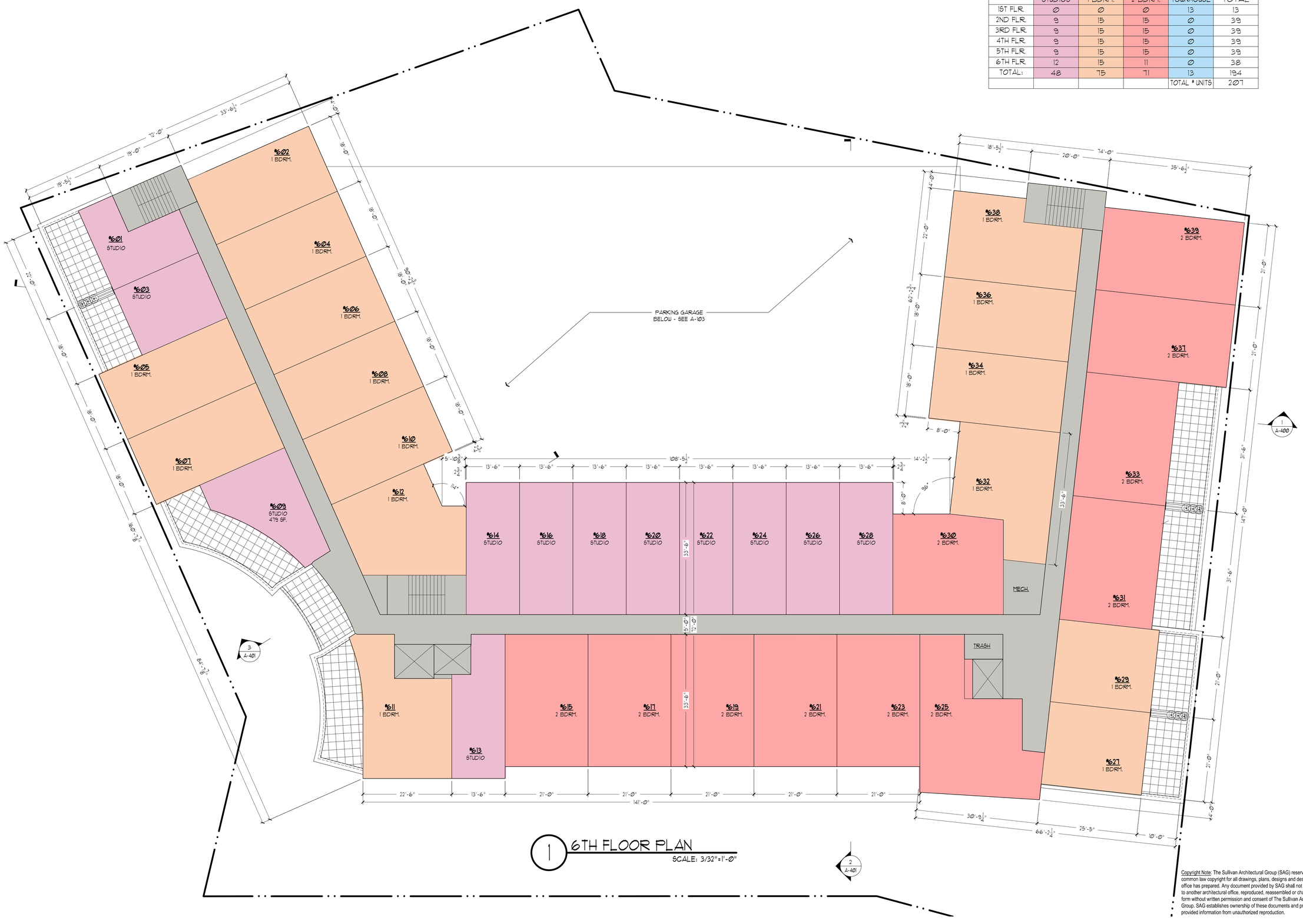
UNIT ANALYSIS

	STUDIOS	1 BDRM.	2 BDRM.	TOWNHOUSE	TOTAL
1ST FLR.	0	0	0	13	13
2ND FLR.	9	15	15	0	39
3RD FLR.	9	15	15	0	39
4TH FLR.	9	15	15	0	39
5TH FLR.	9	15	15	0	39
6TH FLR.	12	15	11	0	38
TOTAL:	48	75	71	13	194
				TOTAL # UNITS	207



1 6TH FLOOR PLAN
SCALE: 3/32"=1'-0"

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Revisions:

Drawing Title: 6TH FLOOR PLAN

Project: ISAACS SQUARE
23 Isaacs Street
Norwalk, Connecticut

Consultant:

Architect: The SULLIVAN Architectural Group
155 N. Broad Street, Milford, Connecticut 06460
ph: (203) 254-8680

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Date:	06/22/26
Project No.	2309
Drawn by:	
Scale:	3/32"=1'-0"

A-104

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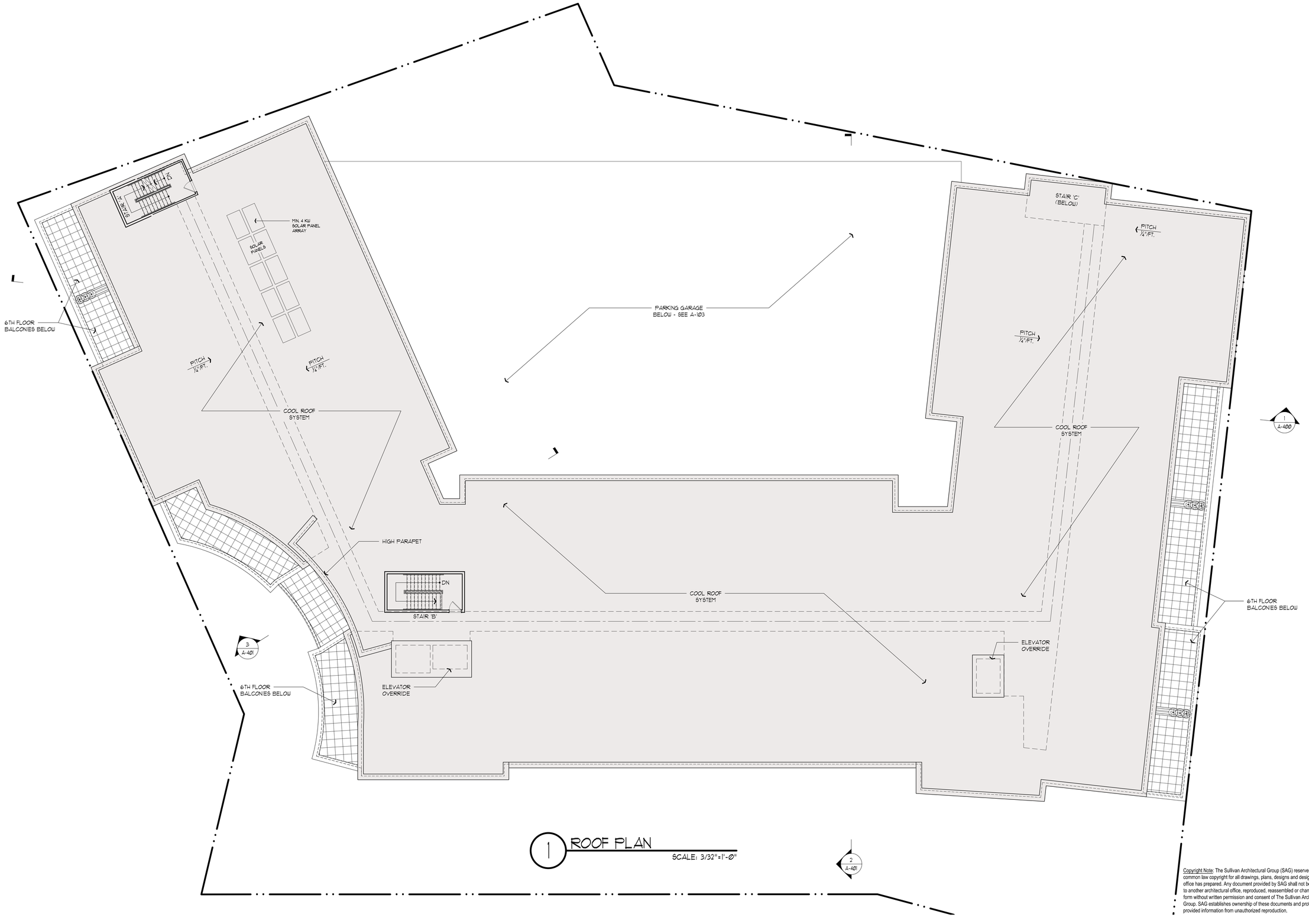

1 ROOF PLAN

SCALE: 3/32"=1'-0"

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Revisions:

Drawing Title: ROOF PLAN

Project: ISAACS SQUARE
23 Isaacs Street
Norwalk, Connecticut

Consultant:

Architect: The SULLIVAN Architectural Group
155 N. Broad Street, Milford, Connecticut 06460
ph: (203) 254-8680

Seal: STATE OF CONNECTICUT · SALVATORE P. TALAMO JR. · No. 12017 · LICENSED ARCHITECT

Date:	06/22/26
Project No.	2309
Drawn by:	
Scale:	3/32"=1'-0"

A-105

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1 WEST ELEVATION

SCALE: 3/32"=1'-Ø"

KEY PLAN

2 NORTHWEST ELEVATION

SCALE: 3/32"=1'-Ø"

KEY PLAN

EXTERIOR MATERIAL NOTES

1. **PANEL SIDING:**
   MANF.: JAMES HARDIE
   a. COLOR 1: 'PEARL GRAY'
   b. COLOR 2: 'NIGHT GRAY'
   c. COLOR 3: 'MIDNIGHT BLACK'
2. **FIBER CEMENT SIDING:**
   MANF.: NICHIHA
   COLOR: 'VINTAGE WOOD' - 'REDWOOD'
3. **CHANNEL SIDING:**
   MANF.: JAMES HARDIE
   a. COLOR 1: 'PEARL GRAY'
   b. COLOR 2: 'NIGHT GRAY'
4. **PORCELAIN TILING:**
   MANF.: CERRAD
   a. COLOR 1: 'DIGNITY GRAPHITE'
   b. COLOR 2: 'GRAY'
5. **EASY TRIM EXTRUDED ALUM:**
   COLOR 'ANODIZED BLACK'
6. **TRIM:**
   TYPE: PVC
   COLOR PAINT TO MATCH SIDING
   a. TRIM BANDING
   b. DECORATIVE BRACKETS
7. **METALS:**
   a. ALUM. COPING CAP - BLACK
   b. EXTRUDED ALUM. TRIM SYSTEM
   c. ALUM. RAILING SYSTEM - BLACK
   d. ALUM. JULIET BALCONY - BLACK
   e. METAL SUN SHADES - BLACK
   f. WIRE MESH SCREENING - BLACK
   g. STANDING SEAM MTL. RF. - GRAY
8. **WINDOWS & DOORS:**
   a. NB&L REIN. UPVC WINDOWS
   b. NB&L STOREFRONT GLASS
   c. TOWNHOUSE ENTRY DOORS W/ TRANSOM & SIDELIGHTS

NOTE: SEE A-210 FOR ENLARGED PART. ELEVATIONS WITH MATERIAL IMAGES

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Revisions:

Drawing Title: BUILDING ELEVATIONS

Project: ISAACS SQUARE
23 Isaacs Street
Norwalk, Connecticut

Consultant:

Architect: The SULLIVAN Architectural Group
155 N. Broad Street, Milford, Connecticut 06460
ph: (203) 254-8680

Seal: SALVATORE P. TALAMO JR. No. 12017 LICENSED ARCHITECT STATE OF CONNECTICUT

Date: 06/22/26
Project No. 2309
Drawn by:
Scale: 3/32"=1'-0"

A-200

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1 SOUTH ELEVATION

SCALE: 3/32"=1'-Ø"

KEY PLAN

2 EAST ELEVATION

SCALE: 3/32"=1'-Ø"

KEY PLAN

EXTERIOR MATERIAL NOTES

1. **PANEL SIDING:**
   MANF.: JAMES HARDIE
   a. COLOR 1: 'PEARL GRAY'
   b. COLOR 2: 'NIGHT GRAY'
   c. COLOR 3: 'MIDNIGHT BLACK'
2. **FIBER CEMENT SIDING:**
   MANF.: NICHIHA
   COLOR: 'VINTAGE WOOD' - 'REDWOOD'
3. **CHANNEL SIDING:**
   MANF.: JAMES HARDIE
   a. COLOR 1: 'PEARL GRAY'
   b. COLOR 2: 'NIGHT GRAY'
4. **PORCELAIN TILING:**
   MANF.: CERRAD
   a. COLOR 1: 'DIGNITY GRAPHITE'
   b. COLOR 2: 'GRAY'
5. **EASY TRIM EXTRUDED ALUM:**
   COLOR 'ANODIZED BLACK'
6. **TRIM:**
   TYPE: PVC
   COLOR PAINT TO MATCH SIDING
   a. TRIM BANDING
   b. DECORATIVE BRACKETS
7. **METALS:**
   a. ALUM. COPING CAP - BLACK
   b. EXTRUDED ALUM. TRIM SYSTEM
   c. ALUM. RAILING SYSTEM - BLACK
   d. ALUM. JULIET BALCONY - BLACK
   e. METAL SUN SHADES - BLACK
   f. WIRE MESH SCREENING - BLACK
   g. STANDING SEAM MTL. RF. - GRAY
8. **WINDOWS & DOORS:**
   a. NB&L. REIN. UPVC WINDOWS
   b. NB&L. STOREFRONT GLASS
   c. TOWNHOUSE ENTRY DOORS W/ TRANSOM & SIDELIGHTS

NOTE: SEE A-210 FOR ENLARGED PART. ELEVATIONS WITH MATERIAL IMAGES

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Revisions:

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23 Isaacs Street
Norwalk, Connecticut

Consultant:

Architect: The SULLIVAN Architectural Group
155 N. Broad Street, Milford, Connecticut 06460
ph: (203) 254-8680

Seal: SALVATORE P. TALAMO JR. No. 12017 LICENSED ARCHITECT STATE OF CONNECTICUT

Date:	06/22/26
Project No.	2309
Drawn by:	
Scale:	3/32"=1'-0"

A-201

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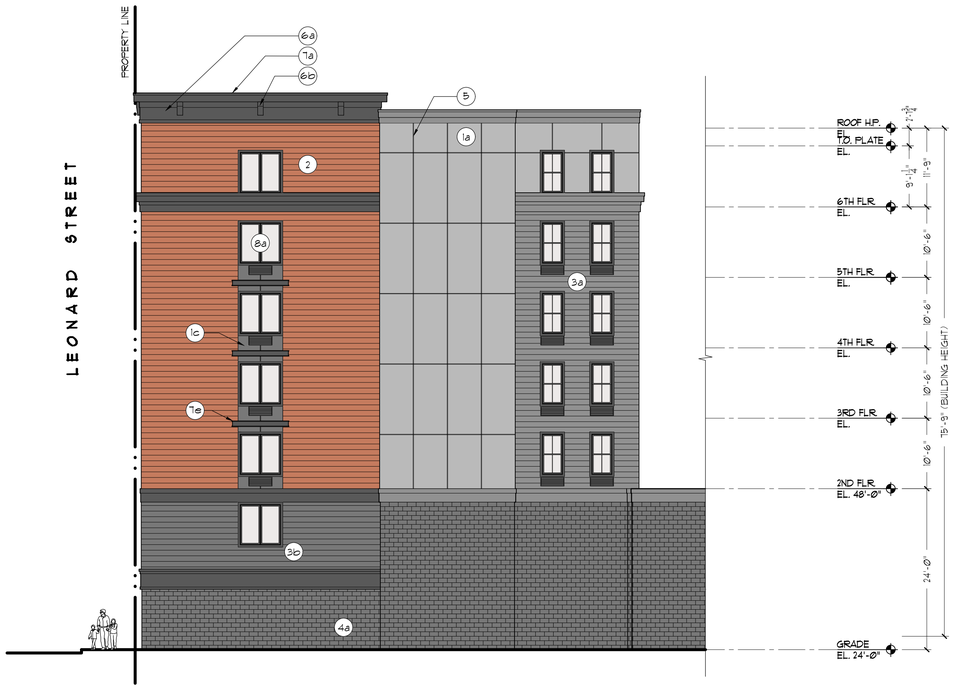
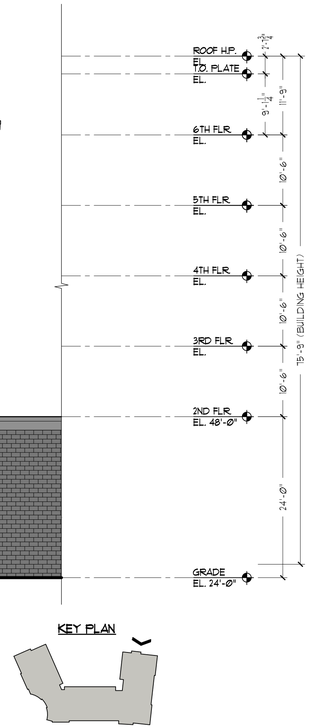
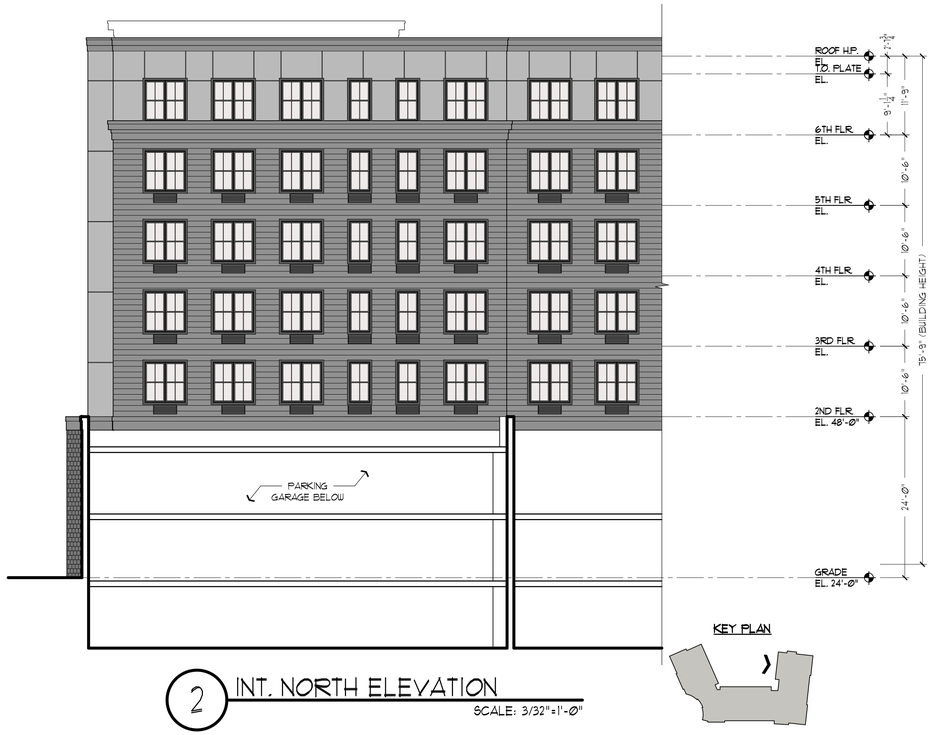


KEY PLAN



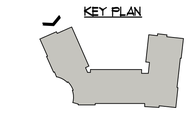
1 EAST PART. ELEVATION
SCALE: 3/32"=1'-0"



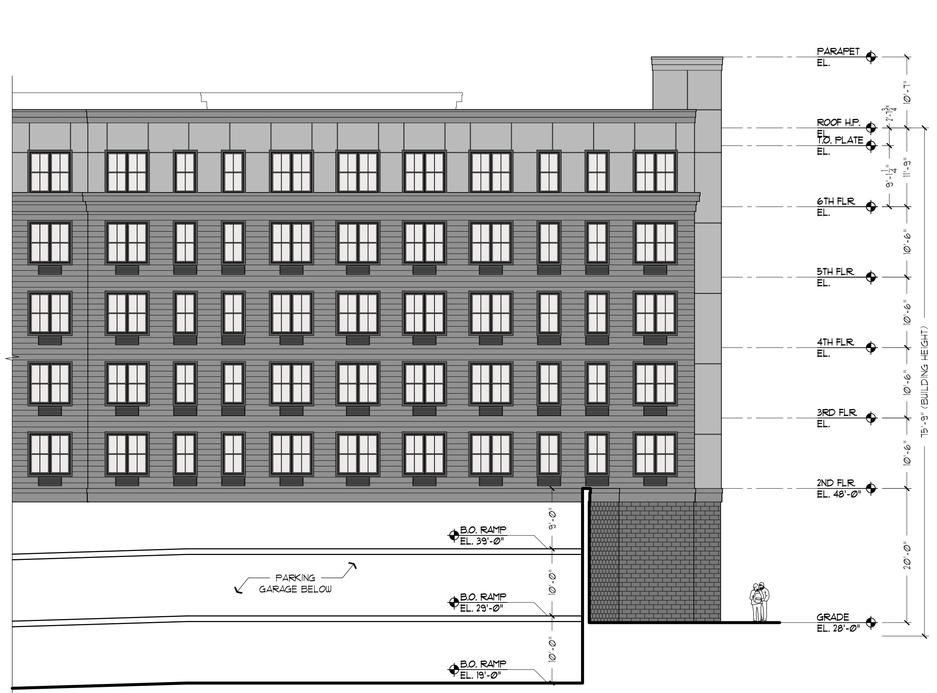
KEY PLAN

2 INT. NORTH ELEVATION
SCALE: 3/32"=1'-0"

KEY PLAN



3 NORTH-EAST ELEVATION
SCALE: 3/32"=1'-0"



KEY PLAN

4 INT. SOUTH-EAST ELEVATION
SCALE: 3/32"=1'-0"

EXTERIOR MATERIAL NOTES

1. **PANEL SIDING:**
   MANF.: JAMES HARDIE
   a. COLOR 1: "PEARL GRAY"
   b. COLOR 2: "NIGHT GRAY"
   c. COLOR 3: "MIDNIGHT BLACK"
2. **FIBER CEMENT SIDING:**
   MANF.: NICHIHA
   COLOR: "VINTAGE WOOD" - "REDWOOD"
3. **CHANNEL SIDING:**
   MANF.: JAMES HARDIE
   a. COLOR 1: "PEARL GRAY"
   b. COLOR 2: "NIGHT GRAY"
4. **PORCELAIN TILING:**
   MANF.: CERRAD
   a. COLOR 1: "DIGNITY GRAPHITE"
   b. COLOR 2: "GRAY"
5. **EASY TRIM EXTRUDED ALUM.:**
   COLOR "ANODIZED BLACK"
6. **TRIM:**
   TYPE: PVC
   COLOR PAINT TO MATCH SIDING
   a. TRIM BANDING
   b. DECORATIVE BRACKETS
7. **METALS:**
   a. ALUM. COPING CAP - BLACK
   b. EXTRUDED ALUM. TRIM SYSTEM
   c. ALUM. RAILING SYSTEM - BLACK
   d. ALUM. JULIET BALCONY - BLACK
   e. METAL SUN SHADES - BLACK
   f. WIRE MESH SCREENING - BLACK
   g. STANDING SEAM MTL. RF. - GRAY
8. **WINDOWS & DOORS:**
   a. INSUL. REIN. UPVC WINDOWS
   b. INSUL. STOREFRONT GLASS
   c. TOWNHOUSE ENTRY DOORS W/ TRANSOM & SIDELIGHTS

NOTE: SEE A-210 FOR ENLARGED PART. ELEVATIONS WITH MATERIAL IMAGES

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Revisions:

Drawing Title: BUILDING ELEVATIONS

Project: ISAACS SQUARE
23 Isaacs Street
Norwalk, Connecticut

Consultant:

Architect: The SULLIVAN Architectural Group
155 N. Broad Street, Milford, Connecticut 06460
ph: (203) 254-8680

Seal: STATE OF CONNECTICUT · SALVATORE P. TALLARO JR · No. 12017 · LICENSED ARCHITECT

Date:	06/22/26
Project No.	2309
Drawn by:	
Scale:	3/32"=1'-0"

A-202

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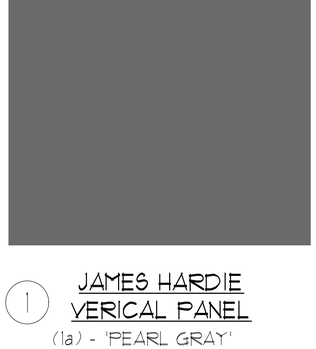

1 JAMES HARDIE VERICAL PANEL
(1a) - 'PEARL GRAY'
(1b) - 'NIGHT GRAY'
(1c) - 'MIDNIGHT BLACK'

2 NICHIHA FIBER CEMENT
'VINTAGE WOOD - REDWOOD'

3 JAMES HARDIE CHANNEL SIDING
(ARTISAN SQAURE CHANNEL)
(3a) - PEARL GRAY'
(3b) - 'NIGHT GRAY'

4 CERRAD PORCELAIN TILE
(4a) - 'DIGNITY GRAPHITE'
(4b) - 'GRAY'

5 EASY TRIM EXTRUDED ALUM.
'ANODIZED BLACK'

6 MCELROY STANDING SEAM METAL ROOF
'CHARCOAL / MAXIMA'

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Revisions:

Drawing Title: ENLARGED PARTIAL ELEVATION

Project: ISAACS SQUARE
23 Isaacs Street
Norwalk, Connecticut

Consultant:

Architect: The SULLIVAN Architectural Group
155 N. Broad Street, Milford, Connecticut 06460
ph: (203) 254-8680

Seal: SALVATORE P. TALARICO JR. No. 12017 LICENSED ARCHITECT STATE OF CONNECTICUT

Date:	06/22/26
Project No.	2309
Drawn by:	
Scale:	3/16"=1'-0"

A-210

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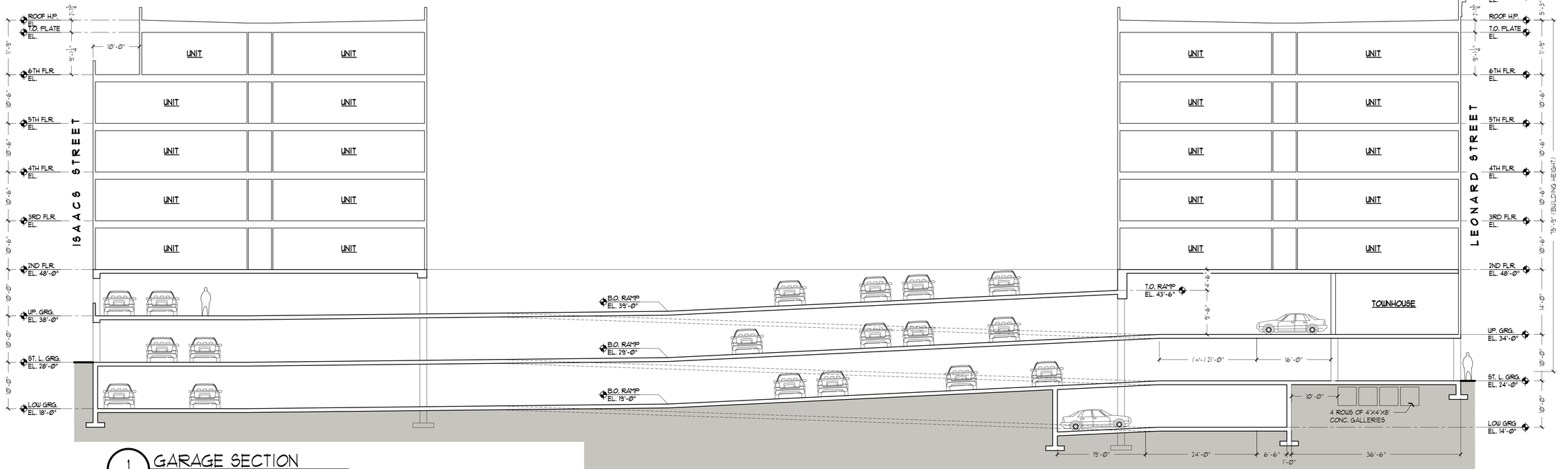

1 GARAGE SECTION
SCALE: 3/32"=1'-Ø"

Project:
ISAACS SQUARE
23 Isaacs Street
Norwalk, Connecticut

Drawing Title:
BUILDING SECTIONS

Revisions:

Consultant:

Architect:
The SULLIVAN Architectural Group
155 N. Broad Street, Milford, Connecticut 06460
ph: (203) 254-8680

Seal:
STATE OF CONNECTICUT
SALVATORE P. TALAMO JR.
No. 12017
LICENSED ARCHITECT

Date:	06/22/26
Project No.	2309
Drawn by:	
Scale:	3/32"=1'-0"

A-400

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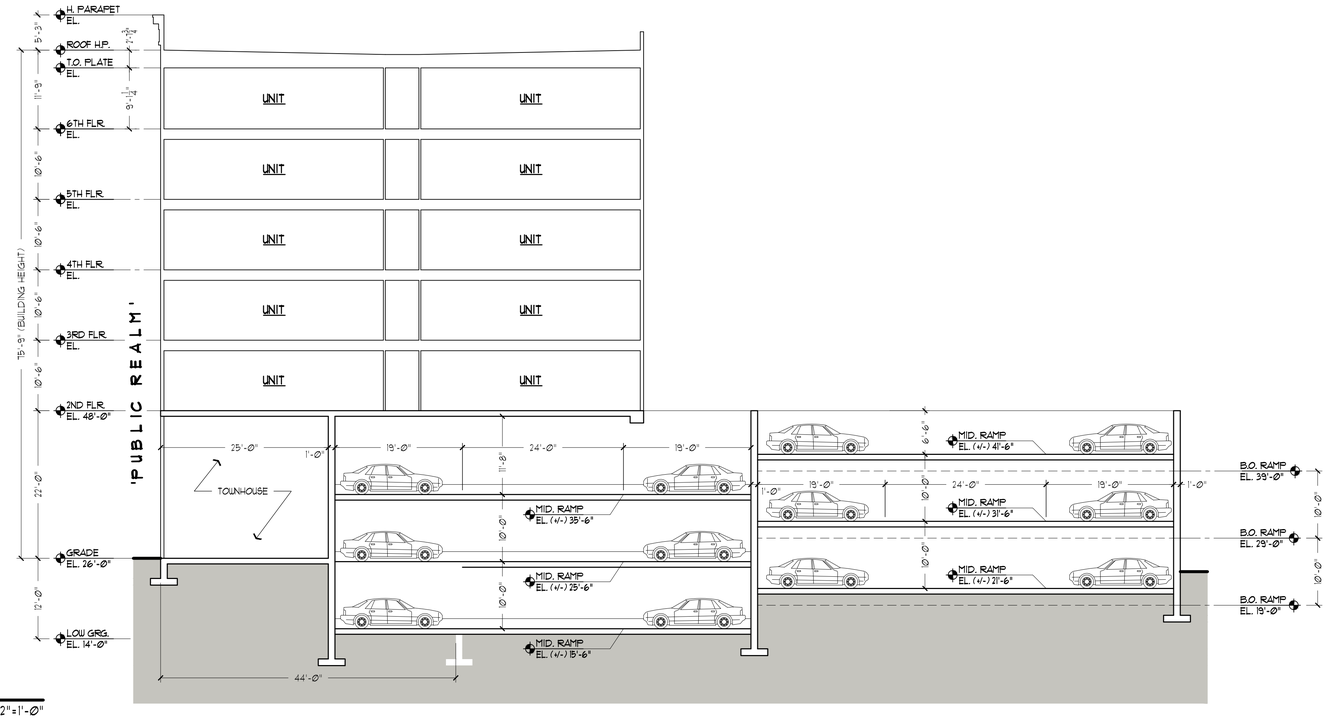
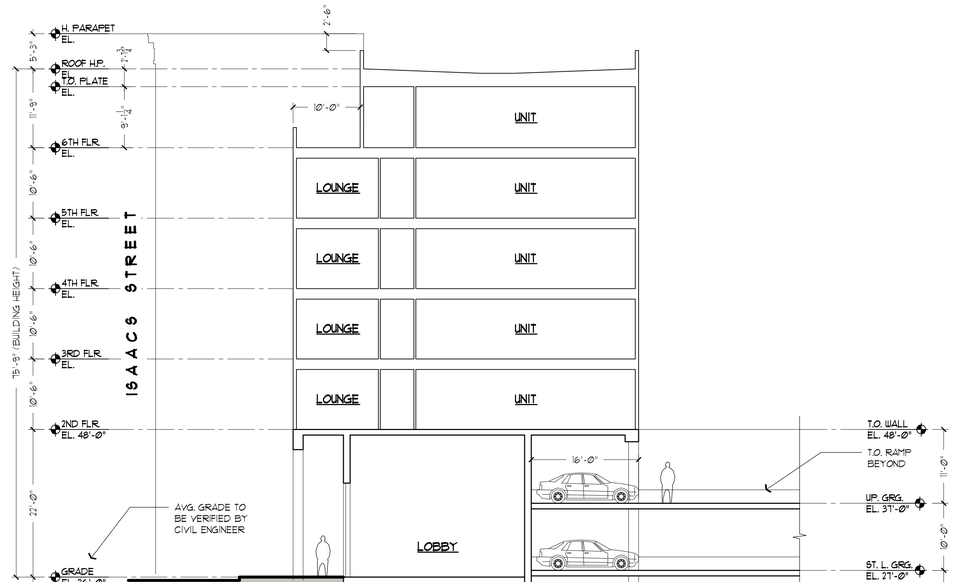


2 GARAGE SECTION

SCALE: 3/32"=1'-Ø"



3 LOBBY SECTION

SCALE: 3/32"=1'-Ø"

Revisions:

Drawing Title: BUILDING SECTIONS

Project: ISAACS SQUARE
23 Isaacs Street
Norwalk, Connecticut

Consultant:

Architect: The SULLIVAN Architectural Group
155 N. Broad Street, Milford, Connecticut 06460
ph: (203) 254-8680

Seal: STATE OF CONNECTICUT · SALVATORE P. TALAMO JR. · No. 12017 · LICENSED ARCHITECT

Date:	06/22/26
Project No.	2309
Drawn by:	
Scale:	3/32"=1'-0"

A-401

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DocuSign Envelope ID: 11853D9C-C514-4C0B-BCA0-64B9FDF8384D

AUTHORIZATION

To Whom It May Concern:

Please be advised that Adam Blank, Esq. and his firm, Wofsey, Rosen, Kweskin & Kuriansky, LLP, have been retained by the undersigned to act on Wall St Opportunity Fund, LLC's behalf in any and all land use applications and approvals concerning property located at 23 Isaacs Street, Norwalk, Connecticut. This authorization includes but is not limited to the preparation, filing and presentation of a Site Plan Application and a Coastal Site Plan Application for the above-referenced property. A fax or copy of this Authorization shall be valid as an original.

Wall St Opportunity Fund, LLC

DocuSigned by:

A51A1E41B2304D0...

By: Jason Milligan

Dated: 5/1/2024, 2024

21 ISAACS STREET

Beginning at a point on the southerly side of Isaacs Street at its intersection with the northeasterly side of land now or formerly of POKO-IWSR Developers, LLC said land commonly known as #23 Isaacs Street;

running thence along said Isaacs Street N 44° 41' 05" E a distance of 45.00 feet to the southwesterly side of land now or formerly of RMS Holdings LLC et Al said land being commonly known as #19 Isaacs Street;

running thence along said RMS Holdings LLC S 41° 01' 30" E a distance of 149.90 feet and S 44° 41' 05" W a distance of 22.46 feet and S 10° 16' 30" E a distance of 6.54 feet to aforesaid POKO-IWSR Developers, LLC;

running thence along said POKO-IWSR Developers, LLC S 83° 00' 00" W a distance of 23.07 feet and N 41° 01' 30" W a distance of 140.92 feet to aforesaid Isaacs Street and the Point of Beginning.

23 ISAACS STREET

Beginning at a point on the southerly side of Isaacs Street at its intersection with the westerly boundary of land now or formerly of POKO-IWSR Developers, LLC said land being commonly known as #21 Isaacs Street;

running thence along said POKO-IWSR Developers, LLC S 41° 01' 30" E a distance of 140.92 feet and N 83° 00' 00" E a distance of 23.07 feet to the westerly side of land now or formerly of RMS Holdings LLC et Al said land being commonly known as #19 Isaacs Street;

running thence along said RMS Holdings LLC et Al S 10° 17' 39" E a distance of 157.24 feet to the northerly side of Leonard Street;

running thence along said Leonard Street S 74° 52' 30" W a distance of 193.13 feet to land now or formerly of Jorge I. Elias said land being commonly known as #13 Leonard Street;

running thence along said Jorge I. Elias N 06° 25' 02" W a distance of 75.60 feet to land now or formerly of Burton Real Estate Group, LLC said land being commonly known as #18 Isaacs Street;

running thence along said Burton Real Estate Group, LLC N 21° 30' 10" W a distance of 95.49 and N 21° 24' 20" W a distance of 75.00 feet to the aforesaid Isaacs Street;

running thence along said Isaacs Street N 81° 53' 10" E a distance of 46.75 feet and N 44° 41' 05" E a distance of 95.96 feet to the Point of Beginning.

SCALE: 1" = 100'

0 50 100 200
Feet

23 ISAACS STREET
1-29-25-0

Aerial photographs taken April, 2019

Document Name: Aerial Template

DTS • PROVIDENT
Intelligent Land Use

DTS Provident Design Engineering, LLP
One North Broadway
White Plains, NY 10601
P: 914.428.0010
F: 914.428.0017
www.dtsprovident.com

Andrew V. Tung, ASLA, Esq., LEED AP
Gerhard M. Schwalbe, P.E.
Charles 'Carlito' Holt, P.E., PTOE
Brian Dempsey, P.E., PTOE, RSP1

TRIP GENERATION COMPARISON – 23 ISAACS STREET

TO: Jason Milligan
Adam Blank

DATE: May 26, 2026

FROM: Brian Dempsey, P.E., PTOE, RSP1
Brian Haggarty, EIT

RE: Trip Generation Comparison
23 Isaacs Street
Norwalk, CT

DTS Provident Design Engineering, LLP (DTS Provident), a licensed Professional Engineering Firm in the State of Connecticut, has prepared this Memorandum to summarize the Trip Generation Comparison for 23 Isaacs Street from the previously proposed/approved use to the currently proposed use. The Site was previously approved to consist of an Extended Stay Hotel of 119 Rooms and 104 Multifamily Units. The proposed use is to consist of 206 multifamily residential units including 93 one-bedroom units, 60 two-bedroom units, and 40 studio units (thus approximately 70% will be studio or one-bedroom units) as well as 13 townhouses.

To perform this comparison, DTS Provident utilized the Institution of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition, which is the most current edition. The original analysis of 23 Isaacs Street had used the 11th Edition. The following Table is the comparison of the previous use and the proposed use:

23 ISAACS - TRIP GEN APPROVED - 12TH Edition

Type of Development	Size	Unit	AM Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total
LUC 311 - All Suites Hotel Dense Multi-Use Urban Pk Hr Adjacent Street Traffic Average Rate	119	Rooms	10	25	35	14	6	20
LUC 221 - Multifamily Housing (Mid Rise) Dense Multi-Use Urban Pk Hr Adjacent Street Traffic Formula	104	Dwelling Units	4	27	31	18	6	24
TOTAL			**14**	**52**	**66**	**32**	**12**	**44**

23 ISAACS - TRIP GEN PROPOSED - 12TH Edition

Type of Development	Size	Unit	AM Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total
LUC 215 - Single Family Attached Housing Dense Multi-Use Urban Pk Hr Adjacent Street Traffic Average Rate	13	Dwelling Units	2	3	5	3	1	4
LUC 221 - Multifamily Housing (Mid Rise) Dense Multi-Use Urban Pk Hr Adjacent Street Traffic Average Rate	193	Dwelling Units	8	46	54	37	13	50
TOTAL			**10**	**49**	**59**	**40**	**14**	**54**

As illustrated in the above Table, the new proposed uses/sizes would generate 4 less entering vehicles and 3 less exiting vehicles during the AM Peak Hour and 8 more entering vehicles and 2 more exiting during the PM Peak Hour. This would not impact the previous Traffic findings.

CONCLUSION

It is the professional opinion of DTS Provident that the new uses/sizes would generate a total of 7 less vehicles during the AM Peak Hour (66 vs 59) and a total of 10 more vehicles during the PM Peak Hour (44 vs. 54). This would not have any impact on the Traffic findings.

https://divneytungschwalbe.sharepoint.com/sites/DTSP/Shared Documents/Projects/Projects 1100/1144 - Norwalk - Norwalk Mall/TRAF/Memo/23 Isaacs Street Trip Generation Compaison.docx

August 14, 2026

Memorandum

To: Planning & Zoning Commission – Chapin Bryce, Chairman

From: Bryan Baker, AICP, Principal Planner

Re: #2026-52 CSPR – Wall Street Opportunity Fund LLC c/o Jason Milligan – Coastal site plan review application to construct a six-story, 207-unit multifamily dwelling on site that was previously approved for the construction of a six-story 105-unit multifamily dwelling and 119-room extended stay hotel

Commissioners,

The applicant has submitted a coastal site plan review application to convert the previously approved but unconstructed six-story, 105-unit multifamily dwelling and 119-room extended stay hotel to a six-story, 207-unit multifamily dwelling.

Most of the proposed changes are largely internal except for some façade changes. The internal changes include changing the extended stay hotel rooms to traditional multifamily dwelling units as well as adding a subterranean parking level to the parking structure. The exterior changes include townhouse units along the pedestrian path that connects Leonard Street to Isaacs Street, which had previously been proposed to be a screened parking garage, updated windows, lowering the cornice that runs along the first story, and relocating the entrance/exit to the parking garage from the Leonard Street façade.

Overall, it is Staff's opinion that the proposed façade changes are an improvement compared to the previous approval.

Previous approval

New Proposal

Previous approval

New Proposal

Previous approval

New Proposal

Based on the Commission's August 5, 2026, meeting and discussion regarding application #2026-48 R, which was submitted by the applicant to allow for the extended stay hotel rooms to be converted to multifamily dwelling units, it is Staff's expectation that that application will be approved, thus enabling the Commission the ability to approve this application, #2026-52 CSPR.

Because this application largely contemplates the same sized structure and the same footprint that had been previously approved, it is not expected that the proposed changes would have any adverse impacts on coastal resources. It is Staff's opinion that the proposed application complies with the Connecticut Coastal Management Act (CCMA).

Draft resolution to approve:

THEREFORE BE IT RESOLVED by the Norwalk Planning & Zoning Commission that application #2026-52 CSPR – Wall Street Opportunity Fund LLC c/o Jason Milligan – Coastal site plan review application to construct a six-story, 207-unit multifamily dwelling on site that was previously approved for the construction of a six-story 105-unit multifamily dwelling and 119-room extended stay hotel be **APPROVED** subject to the following:

1. That the site shall be developed in accordance with the following plans, and as further revised per these conditions of approval:
    a. Per the site plans depicting 21 & 23 Isaacs Street prepared by Redniss & Mead, dated 5/10/2024 and revised to 6/15/2026; and
    b. Per the architectural drawings entitled "Isaacs Square," prepared by the Sullivan Architectural Group, dated 6/22/2026; and
2. That this approval modifies application #2024-37 – CAM/SPR – Wall St Opportunity Fund LLC c/o Jason Milligan – 21 and 23 Isaacs Street (District 1, Block 29, Lots 25 & 28) – Modification to the previously approved coastal site plan review application for the construction of six-story, 105-unit multifamily dwelling and 119-room extended stay hotel; and
3. That the applicant shall provide documentation to the Planning & Zoning Commission's Staff (Staff), that the building construction is certifiable as LEED Silver, Enterprise Green Communities, or National Standard Silver prior to the issuance of a zoning permit; and
4. That all utilities servicing the site shall be installed underground; and
5. That any changes to the approved plans, including change of use, 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

6. That bicycle racks shall be provided, near the Isaacs Street entrance and Leonard Street entrance, in accordance with the applicable section(s) of the Zoning Regulations; and
7. That the public realm space be constructed with resilient and durable materials, in coordination with the Department of Public Works (DPW), the Fire Marshal, and Staff, to support emergency vehicles usage; and
8. That the applicant shall submit a Workforce Housing Affordability Plan, subject to Staff approval, prior to the issuance of a zoning permit; and
9. That should any building façade material become damaged and/or deteriorated, the applicant and any future owner(s) shall repair the damaged and/or deteriorated façade within thirty (30) days upon receiving notice from the City; and
10. That in accordance with the memorandum provide by Norwalk Transportation, Mobility and Parking (TMP), dated September 5, 2024, the following items shall be addressed prior to the issuance of a zoning permit:
    a. That a brick paver strip along Isaacs Street shall be provided; and
    b. That the sidewalk width at the half loop and at the frontages next to the north and south garage access points shall be confirmed by the applicant; and
    c. That should the proposed pick-up/drop-off roadway loop be approved, in addition to the conveyance that Norwalk DPW has requested, please coordinate with the City of Norwalk in providing a sidewalk easement around the perimeter of the loop; and
    d. Site plan modifications to improve truck mobility/access and provide greater maneuverability for trucks of similar sizes to ambulances and freightliner trucks shall be provided in coordination with the Norwalk Fire Department/Emergency Management, TMP, and Staff; and
    e. That for all three site driveways, type “B” driveway aprons shall be provided instead of type “A”; and
    f. That the plans shall be revised to show STOP sign(s) and stop bar(s) for both garage exits; and
    g. That if a door/gate arm is planned to control entry/exit access to the garage, the applicant shall first obtain approval from Staff; and
    h. That the applicant shall provide documentation on how public parking spaces will be delineated and reserved, if the applicant provides public parking; and
    i. That the applicant shall consider adding speed bumps/humps in the garage; and
    j. That minimum aisle widths shall be a minimum of 24 feet; and
    k. That the applicant shall provide a narrative on how and where deliveries and trash pick-up operations will function on the site; and
    l. That a traffic signage plan shall be provided by the applicant; and
11. That this approval shall not in any way alter, modify or nullify the applicant’s obligations as set forth in the Parking Easement Agreement, dated April 2023 and recorded on the Norwalk Land Records; and
12. That a parking management plan shall be provided prior to the issuance of a zoning permit, demonstrating compliance with the Parking Easement Agreement, dated April 2023 and recorded on the Norwalk Land Records; and
13. That the applicant shall not block or otherwise prevent any legal access to any abutting property; and
14. That any and all conditions required by Norwalk Health Department are applicable to this approval; and
15. That any and all conditions required by Norwalk WPCA are applicable to this approval; and
16. That any and all conditions required by Norwalk DPW are applicable to this approval; and
17. That any and all conditions required by the Norwalk Fire Marshal are applicable to this approval; and
18. That a surety shall be submitted, in an amount determined by Staff, to guarantee the installation of the required erosion and sediment controls prior to the issuance of a zoning permit; and

19. That all erosion and sediment controls shall be installed and maintained prior to the start of any construction or site work, shall be maintained throughout all construction and site work, and that additional controls be installed at the direction of Staff; and
20. That a Connecticut licensed engineer shall certify that all required improvements, including any required off-site improvements, were installed to City standards prior to the issuance of a Certificate of Zoning Compliance; and
21. That a surety shall be submitted, in an amount determined by the applicant and verified by Staff, to guarantee the completion and maintenance of the site plan and any and all modifications to the plan and all work as required as a condition of approval prior to the issuance of a Certificate of Zoning Compliance; 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 August 29, 2026.

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

REQUIREMENTS FOR SUBMISSION OF ZONE CHANGE APPLICATION

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

1. **Fee: $1,060.00**
   Submitted herewith.

2. **List of all property owners within the area of the requested change, including the address and block, district and lot number.**
   Manresa Osprey, LLC
   50 Day Street
   Norwalk, CT 06854
   District 5, Block 87, Lots 1 & 2

3. **List of all adjoining property owners and all property owners directly across the street from the requested zone change**
   See attached.

4. **Describe property's boundaries**
   See attached deed.

5. **Provide a written narrative with reasons for the requested change, including the zoning history of the area since 1929, the effect of the change on the surrounding neighborhood and current Plan of Development category of the property.**
   See attached Narrative.

6. **Provide dates of any previous zone changes, zoning amendments, special exceptions and/or variances requested for same property or portion thereof including the file name and number and a copy of the variances requested and granted.**
   Zone change in 2024 from B Residence to CD-1S.

7. **Provide a Class A-2 survey of the property in suitable scale.**
   Refer to copy of Class A-2 survey on file for Application for Special Permit and Coastal Site Plan Review approved in Q1 of 2026.

8. **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 one copy of current aerial photograph of neighborhood, including area within 500' of the requested area of change showing boundaries of the site, title, scale, date photograph was taken, north arrow and all street names in vicinity of site.**
Provided herewith.

9. **Traffic & Drainage Reports: Applicants which will have a significant impact upon drainage or traffic conditions shall include the 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).**
Traffic Analysis 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 a drainage report. Stormwater analyses will be conducted, and reports provided for new or modified structures and uses at a future date.

10. **Deadline for application submittals. The Applicant shall submit all documentary evidence in support of the application to the Commission no fewer than ten (10) days prior to the day of the hearing of any reconvening thereof.**

11. **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.**
Document to be provided prior to submitting an application for zoning approval.

12. **Expert Testimony at Public Hearings. It shall be the Applicant's responsibility to furnish the resumes, ten (10) days in advance of a public hearing, of those person(s) who will provide expert testimony to the Planning & Zoning Commission.**
Resumes of experts to be submitted.

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.
The Applicant will comply with the notice requirements set forth in Sec. 8.4.4.D.

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
203-252-2656
esuchy@carmodylaw.com

MANRESA OSPREY LLC
LONGSHORE AVENUE, NORWALK, CONNECTICUT
APPLICATION FOR ZONE CHANGE/CREATION OF NEW ZONE/ZONE MAP CHANGE
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 (the "Property"). Designated as Tax Lots 1 and 2 in Block 86 of the Fifth Taxing District, the Property is 120+ acres[1], is zoned CD-1S[2] and is located within the coastal area management (CAM) zone (Zones X, VE (El. 14, 15 & 17), AE (El. 13 & 15)). Generally, the Property is bounded by Longshore Avenue to the north, to the south, to the west and east by tidal wetlands and Long Island Sound, and by several single-family residential properties to the east.

The Property is improved with multiple 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 for many years as a retreat by the Jesuits. The plant was owned by Connecticut Light & Power, then United Illuminating, and more recently by NRG. Four (4) oil tanks that served the plant were demolished in 2025. (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.).

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%).[3] 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 (Id 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 suggested that "maintaining and enhancing waterfront access through open space and parks" and "improving access to open space and parks, especially in underserved areas

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[1]As may change from time to time due to the fluctuation of the mean high-water line.
[2]Prior to February 19, 2024, the Property was zoned B Residence.
[3]"Norwalk Power Economic Impact Analysis City of Norwalk & Manresa Association Findings & Recommendations Report" 12/14/18, p. 48.

and urban areas"[4] 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 without question that Manresa Osprey's vision for the Property aligns with and supports the goals and priorities articulated by the public over the past 50 years.

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. In addition, 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.

If all requisite approvals and permits are secured, Manresa Wilds will be the largest 100% privately funded public park in the United States.

Earlier this year, approvals were granted[5] 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 "Gather", is a clearing for parkgoers, with space for relaxation. "Learn" will be a 0.2± acre outdoor classroom with picnic areas, benches and views of Long Island Sound. Construction is underway on the North Forest which is expected to open in 2027.

NEW ZONE FOR MANRESA WILDS – SPECIAL DISTRICT-MANRESA WILDS (SD-MW)

To create Manresa Wilds and allow the uses contemplated, Manresa Osprey proposes the creation of an entirely new zoning classification of the Property – the Special District-Manresa Wilds (SD-MW) zone.[6]

The proposed new zone/zone change/map change is 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

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[4]"City of Norwalk Sustainability and Resilience Plan March 2024" p. 9.

[5]Both the City of Norwalk Conservation Commission and the Planning & Zoning Commission approved applications necessary to create the North Forest.

[6]Concurrently with this application for zone change, Manresa Osprey submits an Application for Text Amendment to modify various sections of the Norwalk Zoning Regulations, where appropriate, to incorporate the proposed SD-MW zone and/or modify sections that conflict or hinder the Manresa Wilds concept.

changing demands." (POCD Ch. 12, p. 223). Therefore, consideration and adoption of the proposed SD-MW zone classification for Manresa Island addresses the POCD's advisory that "[i]f a place always stays the same, it risks stagnation and slowly being left behind." (Id.) Furthermore, the proposed SD-MW zone classification achieves many of the goals articulated in the POCD and embodies many of the sentiments found in "Our Vision For Norwalk" (POCD p. 10) including the following:

1. We're a center of culture and entertainment, attracting local and regional visitors to our urban districts of SoNo and Wall Street/West Ave; our museums, aquarium and historic sites; and our parks and natural open spaces.
2. Norwalk's parks, natural open spaces, and waterfront attractions work as a green and blue network linked by trails and other routes, and offering recreational and nature experiences to all.
3. Norwalk protects and enhances the natural environment and land, water, and air resources for the benefit of future generations.
4. Norwalk embraces lifelong learning through public-private partnerships. Our schools and Norwalk Community College promote educational achievement to create a highly-qualified workforce for 21st-century jobs. Norwalk seeks a strong higher education presence in its urban center to spark art, innovation and activity.

In addition to the foregoing, the proposed SD-MW zone further carries 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). Similarly, the City has considered Manresa Island in the past and identified the potential for development in the Norwalk Power Economic Impact Analysis Findings and Recommendations Report (the "Report"). Specifically, the Report makes 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). Furthermore, the Report provides that redevelopment of the Property affords an opportunity for ecological enhancement by way of removal of invasive species and pollution remediation, among other things. (The Report p. 35). In addition, as a part of the Report a survey was conducted, yielding 675 responses. Among the responses, 65% of respondents identified Manresa Island as "significant to Norwalk's landscape and identity" (The Report p. 47). Furthermore, respondents stated that Manresa Island should be turned into something that can be used by many, suggesting uses 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).

Moreover, the proposed SD-MW zone is consistent with the goals previously set forth in the 2008-2018 Plan of Conservation and Development to "seek private investment within the community," "encourage diversity in commerce and industry)," "protect residential neighborhoods from incompatible development." (POCD p. 8) and continues to support the sentiments set forth in the POCD of "balancing growth and preservation; open space and environmental preservation and enhancement; [and] the importance of Norwalk's waterfront and Norwalk's educational system…" (POCD p. 9).

STANDARD OF REVIEW

Manresa Osprey submits this application for map change/zone change/zone creation pursuant to Sec. 8.4.14 of the Zoning Regulations and submits that the request compies with the requirements of this section and others.

When acting on an application to change the zoning map or rezone property, the Planning & Zoning Commission acts in its legislative capacity. (Konigsberg v. Board of Alderman of the City of New Haven, 253 Conn. 553 (2007). Toward that end, courts in Connecticut empower "zoning authorities the discretion to determine the public need and the means of meeting it because the local authority lives close to the circumstances and conditions [that] create the problem and shape the solution." Burnham v. Planning & Zoning Commission, 189 Conn. 261, 266 (1983). The test of the commission's legislative action is twofold: "(1) the zone change must be in accord with a comprehensive plan . . . and (2) it must be reasonably related to the police power purposes enumerated in [the city's enabling legislation]. . ." Campion v. Board of Alderman, 278 Conn. 500, 527 (2006).

The new SD-MW zone is firmly supported by the goals of the POCD. Moreover, it is reasonable and rational, serving serve to regulate uses on the Property along with 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.

The proposed new zone and request to amend the zoning map are consistent with the authority granted to the Commission in Sec. 8.4.14.B of the regulations "whenever the public necessity, convenience, and general welfare require such Amendment." Furthermore, Manresa Osprey submits that it has demonstrated that ". . . [r]ezoning is consistent with the Plan of Conservation and Development and any applicable Local Area Plans" (Sec. 8.4.14.G.1.a), that "the legal purposes for which zoning exists are not contravened (Sec. 8.4.14.G.1.b) and there will be no adverse effect upon Adjacent property owners unless such effect can be justified by the overwhelming public good or welfare. (Sec. 8.4.14.G.1.c). For all of the foregoing reasons set forth herein, along with the supporting documentation submitted and testimony to be presented at the mandatory public hearing on this application, Manresa Osprey submits that the regulatory requirements have been satisfied and urges Commission support of the application.

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

COELLN 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

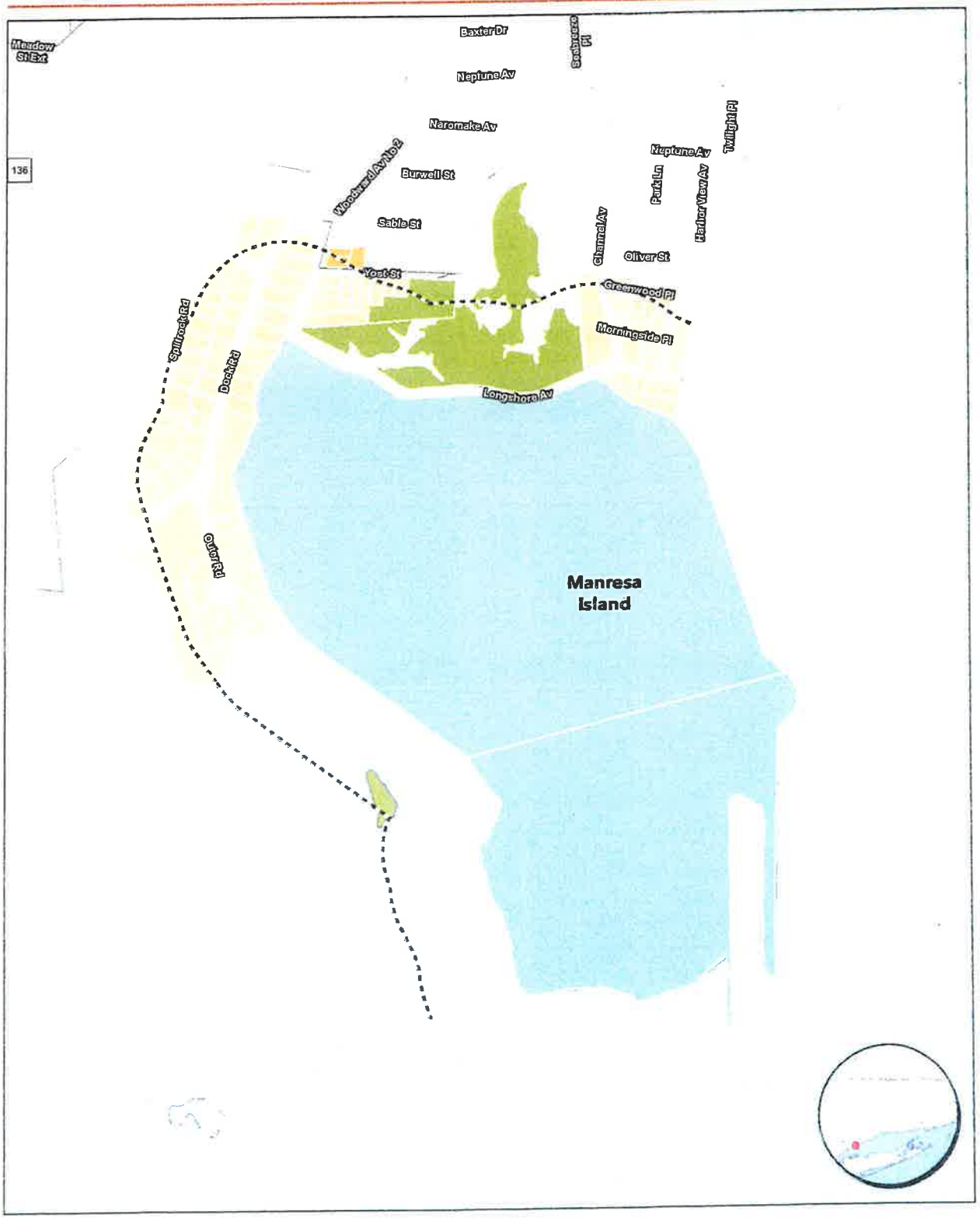
BROWNING WILLIAM S (EST OF)
5 1/2 LONGSHORE AVE
NORWALK, CT 06854

MATUSKA MELISSA ANNE &
1 LONGSHORE AVE
NORWALK, CT 06854

NEWMAN JANE TRUSTEE
3 LONGSHORE AVE
NORWALK, CT 06854

Manresa Island
Norwalk, Connecticut

FIGURE 1
500' VICINITY MAP
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

N

1:6,000

0 250 500

Feet

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

Tighe & Bond

Manresa Island
Norwalk, Connecticut

FIGURE 1
500' VICINITY MAP
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

N

1:6,000

0 250 500

Feet

Based on latest available imagery, Parcel and Zoning information provided by the City of Norwalk. Date last updated 2026

Tighe & Bond

INSTR # 2024005539
VOL 9806 PG 81
RECORDED 11/21/2024 02:00:07 PM
STEPHEN M. MCQUAID
TOWN CLERK NORWALK CT
LOCAL CONVEYANCE TAX $154,762.50
STATE CONVEYANCE TAX $386,906.25

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

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

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

_____
Name: Clayton McNail, Witness

_____
Name: Joshua Weiss, Witness

STATE OF New York)
) ss. New York
COUNTY OF 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.

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
esuchy@carmodylaw.com
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+ acres[1] 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

[1]Subject 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 costal 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**)

Article 1: General

1. Sec. 1.13.2- is hereby amended to include tables 4.3.1 A-~~O~~**P**

Article 3: Zoning Districts

2. Sec. 3.3.1- is hereby amended to include tables 4.3.1 A-~~O~~**P**
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-~~O~~ **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-~~O~~**P**
7. Sec. 4.3.4.A-C are hereby amended to include tables 4.3.1 A-~~O~~**P**
8. Sec. 4.3.5.A-D are hereby amended to include tables 4.3.1 A-~~O~~**P**
9. Sec. 4.3.6 - is hereby amended to include tables 4.3.1 A-~~O~~**P**
10. Sec. 4.3.7.A - is hereby amended to include tables 4.3.1 A-~~O~~**P**
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 heigh 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-~~O~~**P**
33. Sec. 4.3.12 (a-b)- are hereby amended to include "tables 4.3.1 A-~~O~~**P**
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-~~O~~**P**
36. Sec. 4.3.12.F.1 – is hereby amended to include tables 4.3.1.A-~~O~~**P**
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-~~O~~**P**
39. Sec. 4.3.14.C.3- is hereby amended to include tables 4.3.1 A-~~O~~**P**
40. Sec. 4.3.15.B-D- are hereby amended to include tables 4.3.1 A-~~O~~**P**
41. Sec. 4.3.16- is hereby amended to include tables 4.3.1 A-~~O~~**P**
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.**

INSTR # 202400959
VOL 9806 PG 81
RECORDED 11/21/2024 02:00:07 PM
RICHARD A. MCQUAID
TOWN CLERK NORWALK CT
TOWN CONVEYANCE TAX $154,762.50
STATE CONVEYANCE TAX $386,906.25

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

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 McNail, Witness

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

Name: Joshua Weiss, Witness

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

{S7592074;2}

Signature Page to Limited Warranty Deed

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.

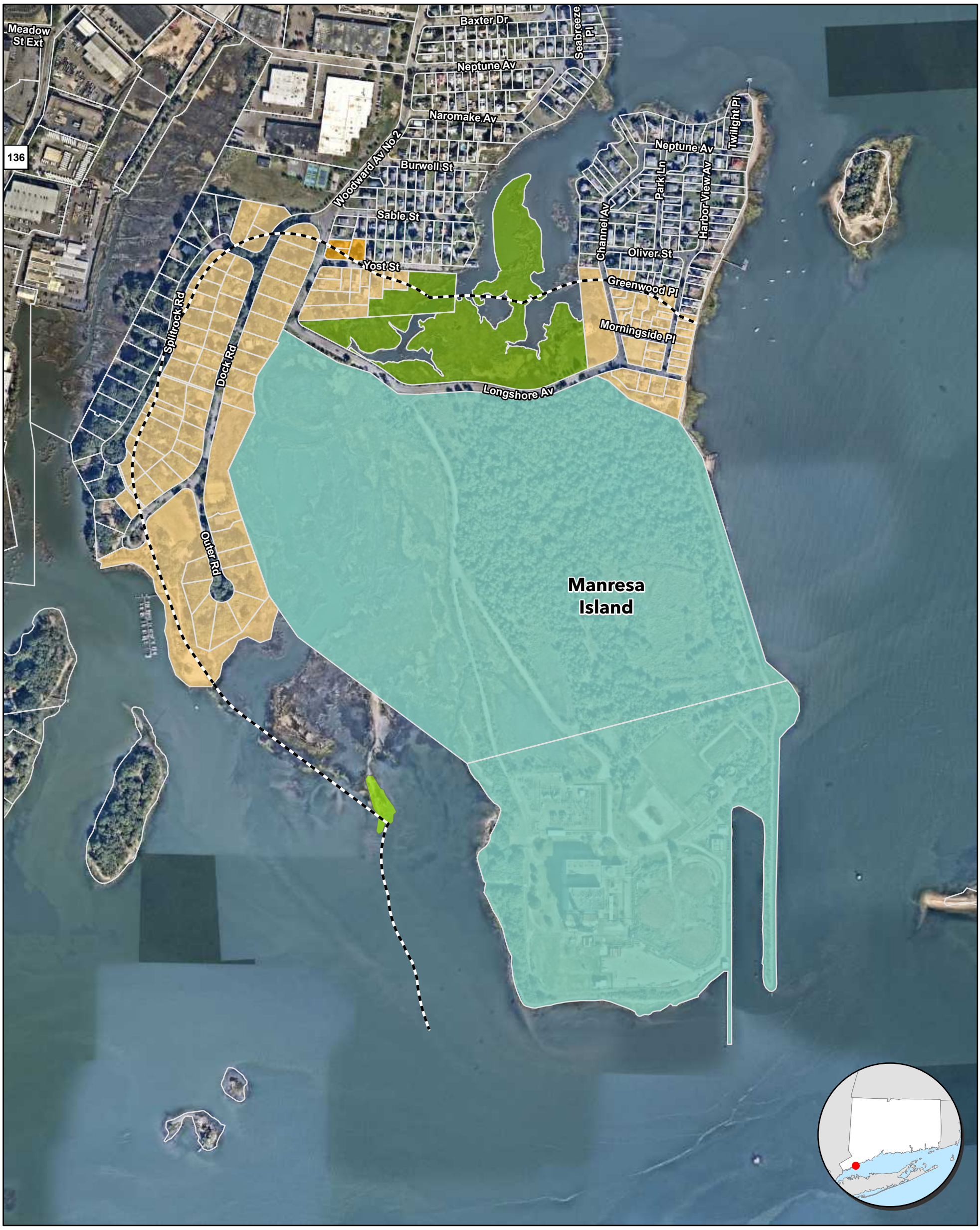
14. Notice of Certificate of Issuance by the Department of Energy and Environmental Protection, recorded July 25, 2017 in Volume 8561 at Page 219 of the Norwalk Land Records.

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.

Manresa Island
Norwalk, Connecticut

FIGURE 1
500' VICINITY MAP
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

N

1:6,000
0 250 500
Feet

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

Tighe & Bond

G:\GIS\CT\NorwalkCT\APRX\ManresaIsland\ManresaIsland_ExistingConditions\ManresaIsland_ExistingConditions.aprx\Fig_Aerial_11x17_Portrait_CT [Exported By: LFrassinelli, 4/29/2026, 8:51 AM]

Manresa Island
Norwalk, Connecticut

FIGURE 1
500' VICINITY MAP
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

N

1:6,000
0 250 500
Feet

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

Tighe & Bond

G:\GIS\CT\NorwalkCT\APRX\ManresaIsland\ManresaIsland_ExistingConditions\ManresaIsland_ExistingConditions.aprx\Fig_Aerial_11x17_Portrait_CT [Exported By: LFrassinelli, 4/29/2026, 8:51 AM]

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

COELLN 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

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-1S[1] 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

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

Manresa Island conceptual Master Plan "envisions 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 an 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

REVISED

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

REQUIREMENTS FOR SUBMISSION OF ZONE CHANGE APPLICATION

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

1. **Fee: $1,060.00**
   Submitted herewith.

2. **List of all property owners within the area of the requested change, including the address and block, district and lot number.**
   Manresa Osprey, LLC (Mailing Address: 50 Day Street, Norwalk, CT 06854)
   Longshore Avenue
   Norwalk, CT 06854
   District 5, Block 86, Lots 1 & 2*

3. **List of all adjoining property owners and all property owners directly across the street from the requested zone change**
   See attached.

4. **Describe property's boundaries**
   See attached deed.

5. **Provide a written narrative with reasons for the requested change, including the zoning history of the area since 1929, the effect of the change on the surrounding neighborhood and current Plan of Development category of the property.**
   See attached Narrative.

6. **Provide dates of any previous zone changes, zoning amendments, special exceptions and/or variances requested for same property or portion thereof including the file name and number and a copy of the variances requested and granted.**
   Zone change in 2024 from B Residence to CD-1S.

7. **Provide a Class A-2 survey of the property in suitable scale.**
   Refer to copy of Class A-2 survey on file for Application for Special Permit and Coastal Site Plan Review approved in Q1 of 2026.

8. **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**

*Revised to correct block number

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

REQUIREMENTS FOR SUBMISSION OF ZONE CHANGE APPLICATION

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

1. **Fee: $1,060.00**
   Submitted herewith.

2. **List of all property owners within the area of the requested change, including the address and block, district and lot number.**
   Manresa Osprey, LLC
   50 Day Street
   Norwalk, CT 06854
   District 5, Block 87, Lots 1 & 2

3. **List of all adjoining property owners and all property owners directly across the street from the requested zone change**
   See attached.

4. **Describe property's boundaries**
   See attached deed.

5. **Provide a written narrative with reasons for the requested change, including the zoning history of the area since 1929, the effect of the change on the surrounding neighborhood and current Plan of Development category of the property.**
   See attached Narrative.

6. **Provide dates of any previous zone changes, zoning amendments, special exceptions and/or variances requested for same property or portion thereof including the file name and number and a copy of the variances requested and granted.**
   Zone change in 2024 from B Residence to CD-1S.

7. **Provide a Class A-2 survey of the property in suitable scale.**
   Refer to copy of Class A-2 survey on file for Application for Special Permit and Coastal Site Plan Review approved in Q1 of 2026.

8. **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 one copy of current aerial photograph of neighborhood, including area within 500' of the requested area of change showing boundaries of the site, title, scale, date photograph was taken, north arrow and all street names in vicinity of site.**
Provided herewith.

9. **Traffic & Drainage Reports: Applicants which will have a significant impact upon drainage or traffic conditions shall include the 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).**
Traffic Analysis 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 a drainage report. Stormwater analyses will be conducted, and reports provided for new or modified structures and uses at a future date.

10. **Deadline for application submittals. The Applicant shall submit all documentary evidence in support of the application to the Commission no fewer than ten (10) days prior to the day of the hearing of any reconvening thereof.**

11. **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.**
Document to be provided prior to submitting an application for zoning approval.

12. **Expert Testimony at Public Hearings. It shall be the Applicant's responsibility to furnish the resumes, ten (10) days in advance of a public hearing, of those person(s) who will provide expert testimony to the Planning & Zoning Commission.**
Resumes of experts to be submitted.

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.
The Applicant will comply with the notice requirements set forth in Sec. 8.4.4.D.

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
203-252-2656
esuchy@carmodylaw.com

MANRESA OSPREY LLC
LONGSHORE AVENUE, NORWALK, CONNECTICUT
APPLICATION FOR ZONE CHANGE/CREATION OF NEW ZONE/ZONE MAP CHANGE
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 (the "Property"). Designated as Tax Lots 1 and 2 in Block 86 of the Fifth Taxing District, the Property is 120+ acres[1], is zoned CD-1S[2] and is located within the coastal area management (CAM) zone (Zones X, VE (El. 14, 15 & 17), AE (El. 13 & 15)). Generally, the Property is bounded by Longshore Avenue to the north, to the south, to the west and east by tidal wetlands and Long Island Sound, and by several single-family residential properties to the east.

The Property is improved with multiple 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 for many years as a retreat by the Jesuits. The plant was owned by Connecticut Light & Power, then United Illuminating, and more recently by NRG. Four (4) oil tanks that served the plant were demolished in 2025. (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.).

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%).[3] 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 (Id 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 suggested that "maintaining and enhancing waterfront access through open space and parks" and "improving access to open space and parks, especially in underserved areas

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[1]As may change from time to time due to the fluctuation of the mean high-water line.
[2]Prior to February 19, 2024, the Property was zoned B Residence.
[3]"Norwalk Power Economic Impact Analysis City of Norwalk & Manresa Association Findings & Recommendations Report" 12/14/18, p. 48.

and urban areas"[4] 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 without question that Manresa Osprey's vision for the Property aligns with and supports the goals and priorities articulated by the public over the past 50 years.

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. In addition, 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.

If all requisite approvals and permits are secured, Manresa Wilds will be the largest 100% privately funded public park in the United States.

Earlier this year, approvals were granted[5] 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 "Gather", is a clearing for parkgoers, with space for relaxation. "Learn" will be a 0.2± acre outdoor classroom with picnic areas, benches and views of Long Island Sound. Construction is underway on the North Forest which is expected to open in 2027.

NEW ZONE FOR MANRESA WILDS – SPECIAL DISTRICT-MANRESA WILDS (SD-MW)

To create Manresa Wilds and allow the uses contemplated, Manresa Osprey proposes the creation of an entirely new zoning classification of the Property – the Special District-Manresa Wilds (SD-MW) zone.[6]

The proposed new zone/zone change/map change is 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

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[4]"City of Norwalk Sustainability and Resilience Plan March 2024" p. 9.

[5]Both the City of Norwalk Conservation Commission and the Planning & Zoning Commission approved applications necessary to create the North Forest.

[6]Concurrently with this application for zone change, Manresa Osprey submits an Application for Text Amendment to modify various sections of the Norwalk Zoning Regulations, where appropriate, to incorporate the proposed SD-MW zone and/or modify sections that conflict or hinder the Manresa Wilds concept.

changing demands." (POCD Ch. 12, p. 223). Therefore, consideration and adoption of the proposed SD-MW zone classification for Manresa Island addresses the POCD's advisory that "[i]f a place always stays the same, it risks stagnation and slowly being left behind." (Id.) Furthermore, the proposed SD-MW zone classification achieves many of the goals articulated in the POCD and embodies many of the sentiments found in "Our Vision For Norwalk" (POCD p. 10) including the following:

1. We're a center of culture and entertainment, attracting local and regional visitors to our urban districts of SoNo and Wall Street/West Ave; our museums, aquarium and historic sites; and our parks and natural open spaces.
2. Norwalk's parks, natural open spaces, and waterfront attractions work as a green and blue network linked by trails and other routes, and offering recreational and nature experiences to all.
3. Norwalk protects and enhances the natural environment and land, water, and air resources for the benefit of future generations.
4. Norwalk embraces lifelong learning through public-private partnerships. Our schools and Norwalk Community College promote educational achievement to create a highly-qualified workforce for 21st-century jobs. Norwalk seeks a strong higher education presence in its urban center to spark art, innovation and activity.

In addition to the foregoing, the proposed SD-MW zone further carries 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). Similarly, the City has considered Manresa Island in the past and identified the potential for development in the Norwalk Power Economic Impact Analysis Findings and Recommendations Report (the "Report"). Specifically, the Report makes 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). Furthermore, the Report provides that redevelopment of the Property affords an opportunity for ecological enhancement by way of removal of invasive species and pollution remediation, among other things. (The Report p. 35). In addition, as a part of the Report a survey was conducted, yielding 675 responses. Among the responses, 65% of respondents identified Manresa Island as "significant to Norwalk's landscape and identity" (The Report p. 47). Furthermore, respondents stated that Manresa Island should be turned into something that can be used by many, suggesting uses 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).

Moreover, the proposed SD-MW zone is consistent with the goals previously set forth in the 2008-2018 Plan of Conservation and Development to "seek private investment within the community," "encourage diversity in commerce and industry)," "protect residential neighborhoods from incompatible development." (POCD p. 8) and continues to support the sentiments set forth in the POCD of "balancing growth and preservation; open space and environmental preservation and enhancement; [and] the importance of Norwalk's waterfront and Norwalk's educational system…" (POCD p. 9).

STANDARD OF REVIEW

Manresa Osprey submits this application for map change/zone change/zone creation pursuant to Sec. 8.4.14 of the Zoning Regulations and submits that the request compies with the requirements of this section and others.

When acting on an application to change the zoning map or rezone property, the Planning & Zoning Commission acts in its legislative capacity. (Konigsberg v. Board of Alderman of the City of New Haven, 253 Conn. 553 (2007). Toward that end, courts in Connecticut empower "zoning authorities the discretion to determine the public need and the means of meeting it because the local authority lives close to the circumstances and conditions [that] create the problem and shape the solution." Burnham v. Planning & Zoning Commission, 189 Conn. 261, 266 (1983). The test of the commission's legislative action is twofold: "(1) the zone change must be in accord with a comprehensive plan . . . and (2) it must be reasonably related to the police power purposes enumerated in [the city's enabling legislation]. . ." Campion v. Board of Alderman, 278 Conn. 500, 527 (2006).

The new SD-MW zone is firmly supported by the goals of the POCD. Moreover, it is reasonable and rational, serving serve to regulate uses on the Property along with 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.

The proposed new zone and request to amend the zoning map are consistent with the authority granted to the Commission in Sec. 8.4.14.B of the regulations "whenever the public necessity, convenience, and general welfare require such Amendment." Furthermore, Manresa Osprey submits that it has demonstrated that ". . . [r]ezoning is consistent with the Plan of Conservation and Development and any applicable Local Area Plans" (Sec. 8.4.14.G.1.a), that "the legal purposes for which zoning exists are not contravened (Sec. 8.4.14.G.1.b) and there will be no adverse effect upon Adjacent property owners unless such effect can be justified by the overwhelming public good or welfare. (Sec. 8.4.14.G.1.c). For all of the foregoing reasons set forth herein, along with the supporting documentation submitted and testimony to be presented at the mandatory public hearing on this application, Manresa Osprey submits that the regulatory requirements have been satisfied and urges Commission support of the application.

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

COELLN 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

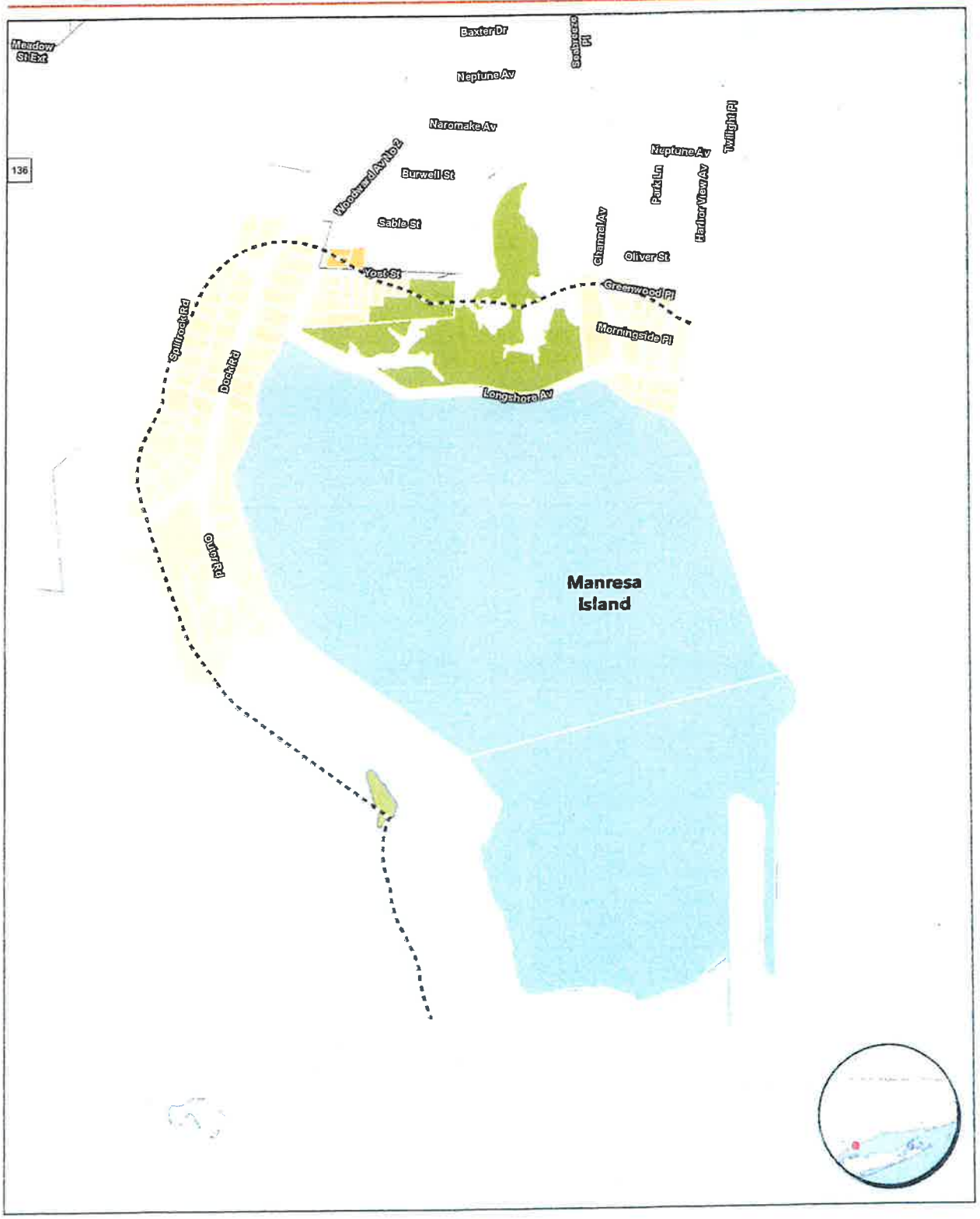
BROWNING WILLIAM S (EST OF)
5 1/2 LONGSHORE AVE
NORWALK, CT 06854

MATUSKA MELISSA ANNE &
1 LONGSHORE AVE
NORWALK, CT 06854

NEWMAN JANE TRUSTEE
3 LONGSHORE AVE
NORWALK, CT 06854

Manresa Island
Norwalk, Connecticut

FIGURE 1
500' VICINITY MAP
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

N

1:6,000

0 250 500

Feet

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

Tighe & Bond

G:\GIS\CT Norwalk\CT\APR_3\Manresa Island\Manresa Island_Existing Conditions.aprx\Fig_Aerial_11x17_Portrait_CT (Exported By: LFrassinelli; 4/29/2026; 8:51 AM)

FIGURE 1
500' VICINITY MAP
April 2026

Manresa Island
Norwalk, Connecticut

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

N

1:6,000

0 250 500

Feet

Based on latest available imagery, Parcel and Zoning information provided by the City of Norwalk. Date: [illegible] 2026

Tighe & Bond

INSTR # 2024005539
VOL 9806 PG 81
RECORDED 11/21/2024 02:00:07 PM
STEPHEN M. MCQUAID
TOWN CLERK NORWALK CT
LOCAL CONVEYANCE TAX $154,762.50
STATE CONVEYANCE TAX $386,906.25

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

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 McNail, Witness

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

Name: Joshua Weiss, Witness

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.

REVISED

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 86, 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.

*Revised to correct block number

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)

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   Norwalk, CT 06854

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   Longshore Avenue
   Norwalk, Connecticut 06854
   Assessor's Map – 17NE
   District 5, Block 87, Lots 1 & 2

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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
esuchy@carmodylaw.com
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+ acres[1] 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

[1]Subject 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 costal 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**)

Article 1: General

1. Sec. 1.13.2- is hereby amended to include tables 4.3.1 A-~~O~~**P**

Article 3: Zoning Districts

2. Sec. 3.3.1- is hereby amended to include tables 4.3.1 A-~~O~~**P**
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-~~O~~ **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-~~O~~**P**
7. Sec. 4.3.4.A-C are hereby amended to include tables 4.3.1 A-~~O~~**P**
8. Sec. 4.3.5.A-D are hereby amended to include tables 4.3.1 A-~~O~~**P**
9. Sec. 4.3.6 - is hereby amended to include tables 4.3.1 A-~~O~~**P**
10. Sec. 4.3.7.A - is hereby amended to include tables 4.3.1 A-~~O~~**P**
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 heigh 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-~~O~~**P**
33. Sec. 4.3.12 (a-b)- are hereby amended to include "tables 4.3.1 A-~~O~~**P**
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-~~O~~**P**
36. Sec. 4.3.12.F.1 – is hereby amended to include tables 4.3.1.A-~~O~~**P**
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-~~O~~**P**
39. Sec. 4.3.14.C.3- is hereby amended to include tables 4.3.1 A-~~O~~**P**
40. Sec. 4.3.15.B-D- are hereby amended to include tables 4.3.1 A-~~O~~**P**
41. Sec. 4.3.16- is hereby amended to include tables 4.3.1 A-~~O~~**P**
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.**

INSTR # 2024009359
VOL 9806 PG 81
RECORDED 11/21/2024 02:00:07 PM
RICHARD A. MCQUAID
TOWN CLERK NORWALK CT
TOWN CONVEYANCE TAX $154,762.50
STATE CONVEYANCE TAX $386,906.25

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

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 McNail, Witness

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

Name: Joshua Weiss, Witness

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

{S7592074;2}

Signature Page to Limited Warranty Deed

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.

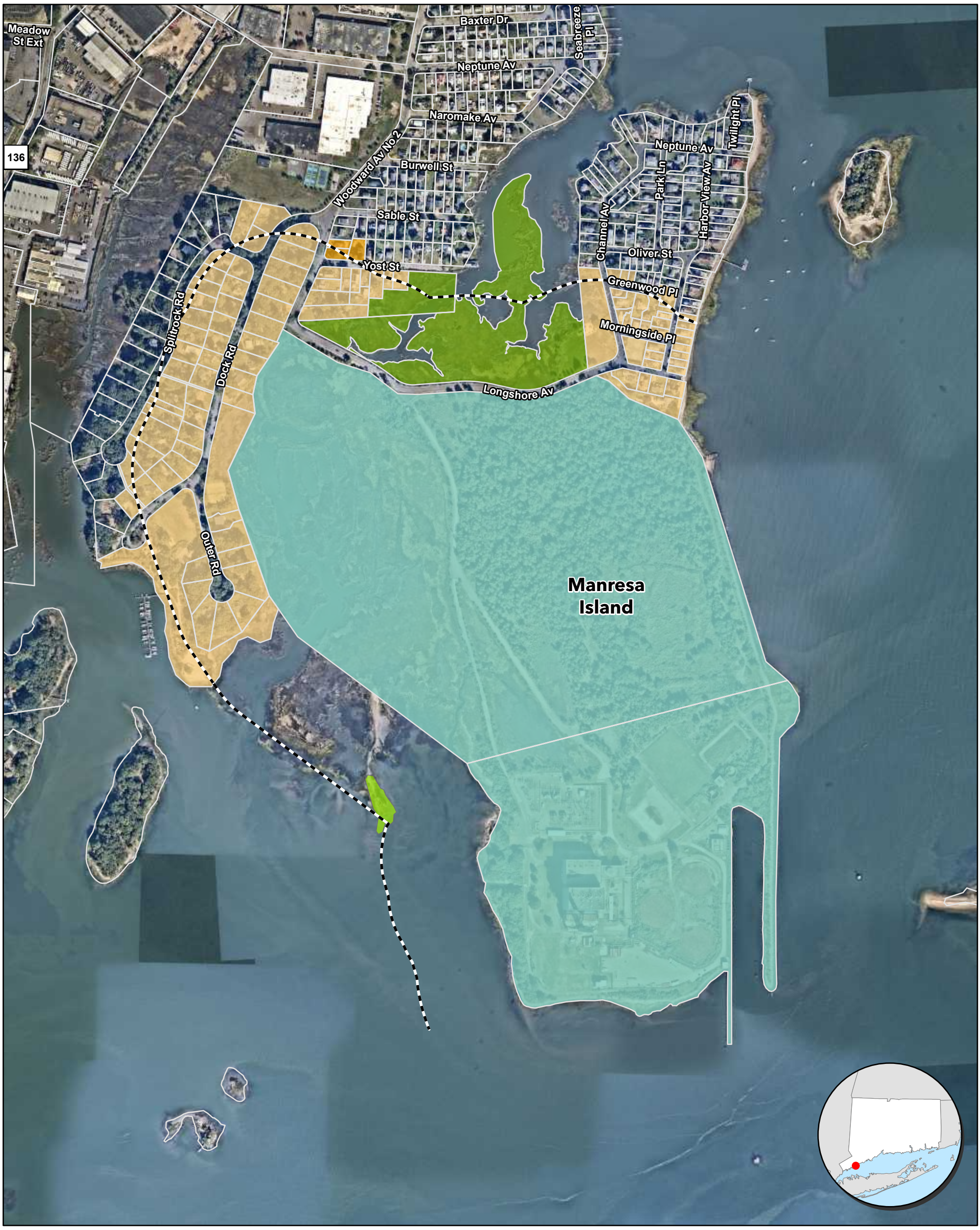
14. Notice of Certificate of Issuance by the Department of Energy and Environmental Protection, recorded July 25, 2017 in Volume 8561 at Page 219 of the Norwalk Land Records.

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.

Manresa Island
Norwalk, Connecticut

FIGURE 1
500' VICINITY MAP
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

N

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Feet

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

Tighe & Bond

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Manresa Island
Norwalk, Connecticut

FIGURE 1
500' VICINITY MAP
April 2026

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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

COELLN 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

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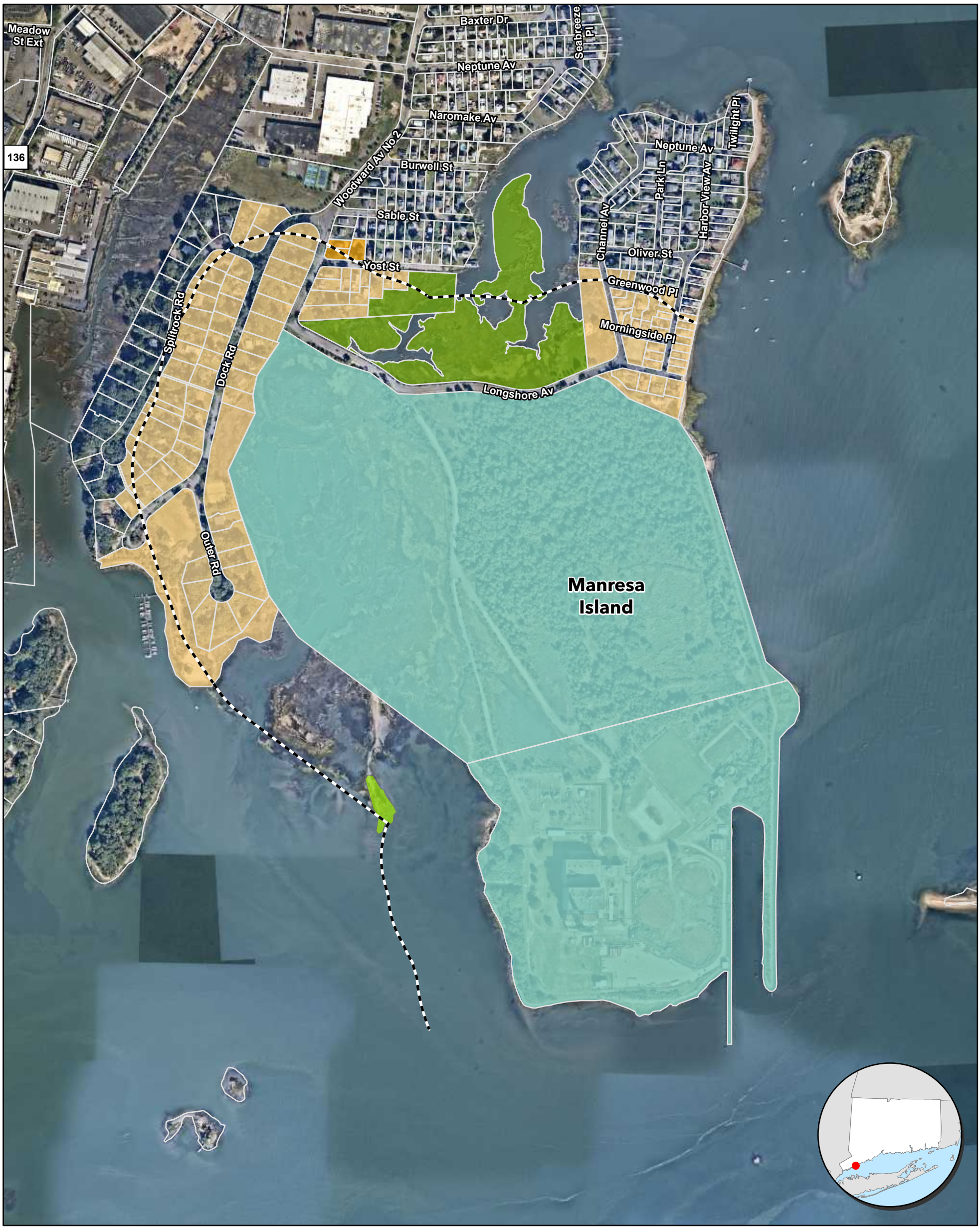
Manresa Island
Norwalk, Connecticut

FIGURE 1
500' VICINITY MAP
April 2026



ZONING

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- 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

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Feet

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

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Manresa Island
Norwalk, Connecticut

FIGURE 1
500' VICINITY MAP
April 2026

ZONING

- Community District - Suburban Single-Family (CD-1S)
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0 250 500
Feet

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

Tighe & Bond

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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)**.

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ILLUSTRATION 5.1.4.B–1 STANDARD PEDESTRIAN SHED

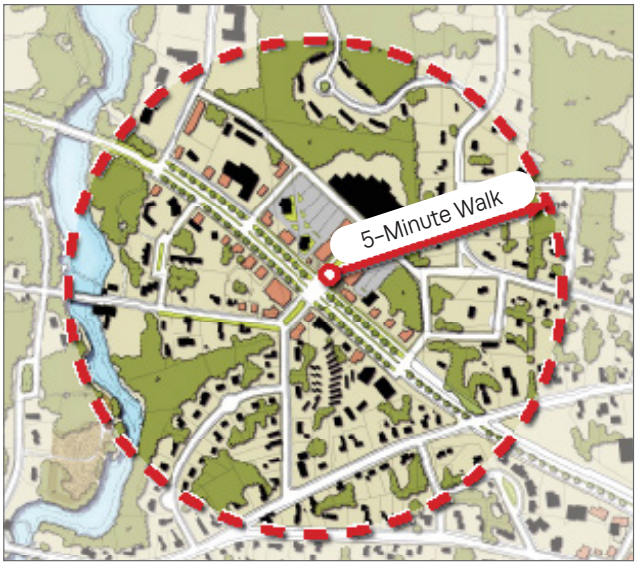
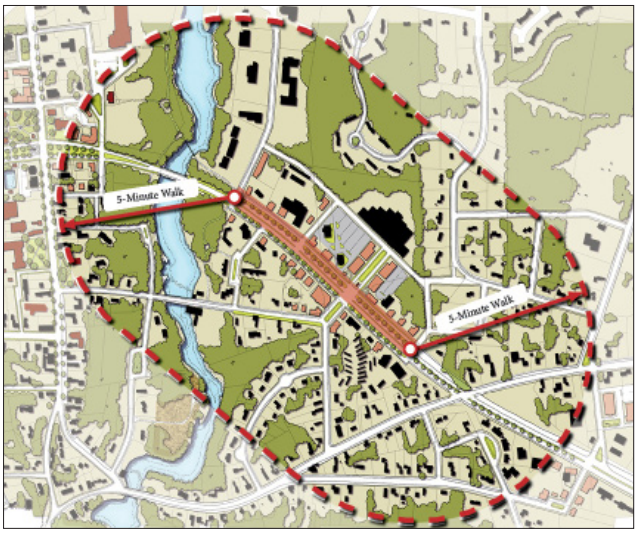


ILLUSTRATION 5.1.4.B–2 LINEAR PEDESTRIAN SHED



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)**.

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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 ≤ 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 ≤ 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 ≤ 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 ≤ 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 ≤ 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

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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 5.2.1.A 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 5.2.1.A 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.

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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.

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TABLE 5.2.3–A CIVIC SPACE TYPES – SUMMARY

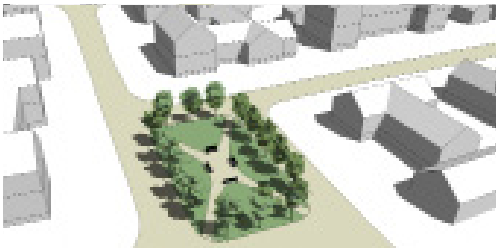
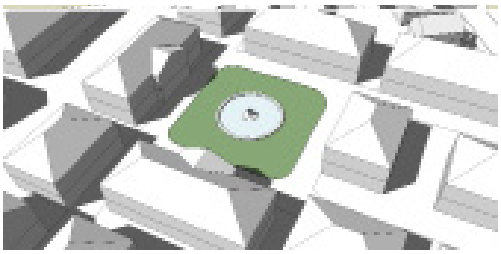
Civic Space Type	Illustration	Permitted In / Adjacent to Districts
Park A natural area available for unstructured recreation. A Park may be independent of surrounding Building Frontages. Its landscape shall consist of Paths and trails, meadows, waterbodies, woodland and open shelters, all naturalistically 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

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TABLE 5.2.3-A CIVIC SPACE TYPES – SUMMARY

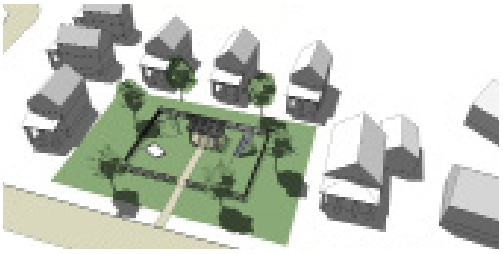
Civic Space Type	Illustration	Permitted In / Adjacent to Districts
Playground An open area designed and equipped for the recreation of children. A Playground may include an open shelter. Playgrounds shall be interspersed within Residential areas and may be placed within a Block. Playgrounds may be included 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

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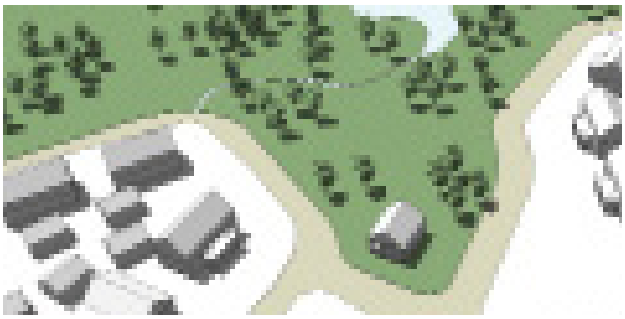
TABLE 5.2.3-B CIVIC SPACE – SPECIFIC STANDARDS

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

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TABLE 5.2.3-B CIVIC SPACE – SPECIFIC STANDARDS

Square

Permitted In / Adjacent to:

CD-3 | CD-3w | CD-3C | CD-4 | CD-4w | SD-LI | CV

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.

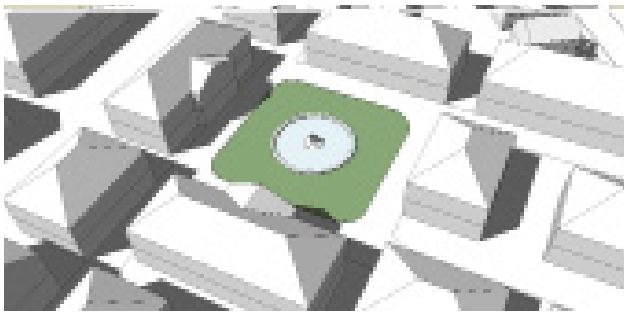
Specifications

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-3 | CD-3w | CD-3C | CD-4 | CD-4w | SD-LI | CV

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

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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

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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

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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.

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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.

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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.

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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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ARTICLE 6:
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.

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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 stabalization 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.

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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

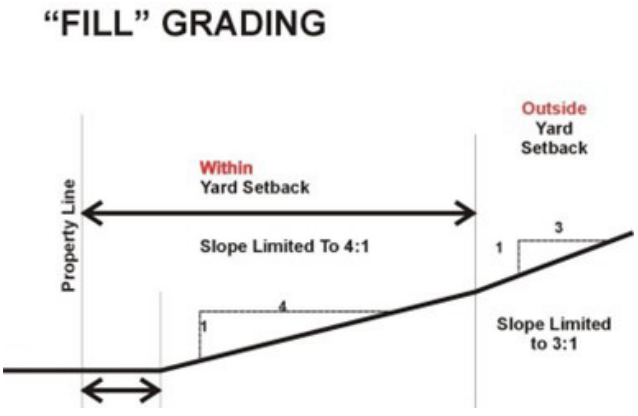

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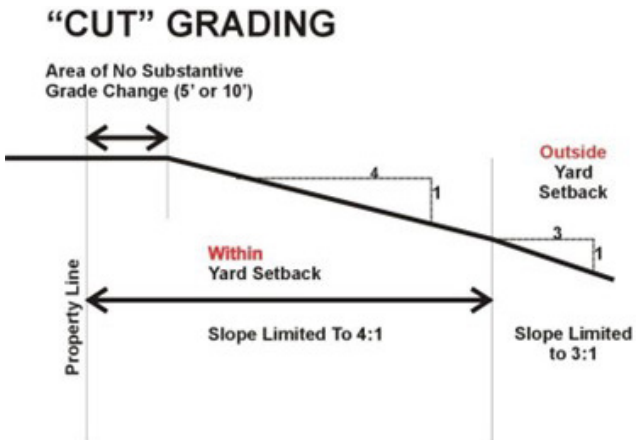
ILLUSTRATION 6.2.2.F-2 SCHEMATIC CUT LIMITATIONS



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:

a. 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

b. 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.

1. 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.

2. 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.

a. The Rational Method shall be used for all drainage system designs with a watershed up to 200 acres in size and without storage. Propriety 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 Hydaflow 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.

1. Importation and exportation of earth material for

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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

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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

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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

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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

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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

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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

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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

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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

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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

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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 underlaying 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

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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

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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

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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.

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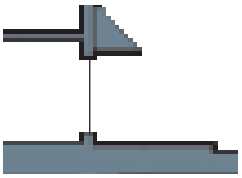
2. Shading should not interfere with walkability in mixed use areas by blocking views into Shopfronts nor should they compromise safety by removing "eyes on the street."

B. Methods.

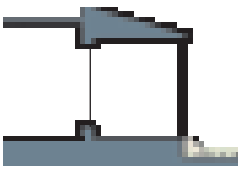
Shading of Glazing shall be provided through one of the following methods:

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.

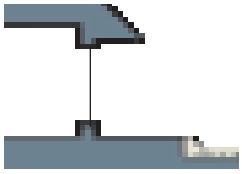
2. Awnings. Awnings provide levels of shading similar to trees, in that they have more impact on energy use of shorter Buildings. Awnings are particularly helpful for Shopfronts, reducing reflections in the windows and providing shelter for window-shoppers. Some types of Awnings can be retracted in winter months to provide daylighting.



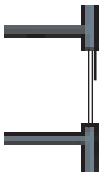
3. Porches. Porches, Galleries, and Arcades provide significant shading of windows on the ground floor. Balconies and double Galleries can provide shading for upper Story Facade Glazing. See **Table 4.3.7.A (Private Frontage Types).**



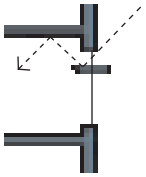
4. Roof overhang. Providing an appropriate roof overhang is a common method for providing shading of Facade Glazing. In most climates, the overhang should be designed to shade the angle of the sun during summer months, while allowing the sun to penetrate the glass during the winter months.



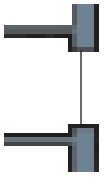
5. Exterior shades. Exterior shades can be utilized in extreme circumstances on the upper floors of the Building. Use of exterior shades on lower floors can result in a hostile pedestrian environment. See options above for more appropriate lower floor shading devices. Louvered exterior shades can also 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.



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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 reapir 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

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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 nintey 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

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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 Developent 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 emergeny 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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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 permitting public access and enjoyment, adaptive reuse, recognition of industrial heritage, along with limited development to accommodate those uses.

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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)

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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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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

Building Composition

*Applicable only to Development Parcels.

Vertical Composition

NR NOT REGULATED

Ground Floor Elevation subject to minimum requirements outlined in section 6.9 Flood Hazard zone overlay.

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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

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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.	P Permitted	NP Not Permitted	NA Not Applicable	R Required	NR Not Regulated

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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.

P Permitted | NP Not Permitted | NA Not Applicable | R Required | NR Not Regulated

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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	

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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	

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	

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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

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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
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.

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

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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.

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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; SPU 12+ units	NP	SPU	SPU	SPU	NP	NP	NP	NP	SPU	NP	NP
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.
[L] 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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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.
[L] 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

P Permitted by Right	PL Permitted by Right with Limitations	SPU Special Permit Use	NP Not Permitted	NR Not Regulated

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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.
[L]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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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	NP
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
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
CIVIL SUPPORT																
Cemetery	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	P	NP

LEGEND The following notations are utilized in this table.
[L] 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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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

LEGEND The following notations are utilized in this table.
[L] 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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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	PL	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.
[L] Limitations also required
*Permitted by Right with Limitations in Silvermine Tavern Village District Overlay
**Not Permitted in Silvermine Tavern Village District Overlay

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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.
[L]Limitations also required
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**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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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.
L 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

ARTICLE 4

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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 SPU >20,000 SF	NP	NP	NP
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.
[L]Limitations also required
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**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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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.
└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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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.

1. 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)**.

2. 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.

3. 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.

4. Those Uses shown in **Table 4.3.9.D (Building, Lot & Building Site Accessory Uses)** as "PL" (Permitted by Right with Limitations) are permitted

5. 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.
[L]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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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

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[L]Limitations also required
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**Not Permitted in Silvermine Tavern Village District Overlay

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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.
[L]Limitations also required
*Permitted by Right with Limitations in Silvermine Tavern Village District Overlay
**Not Permitted in Silvermine Tavern Village District Overlay

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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

1. 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.

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

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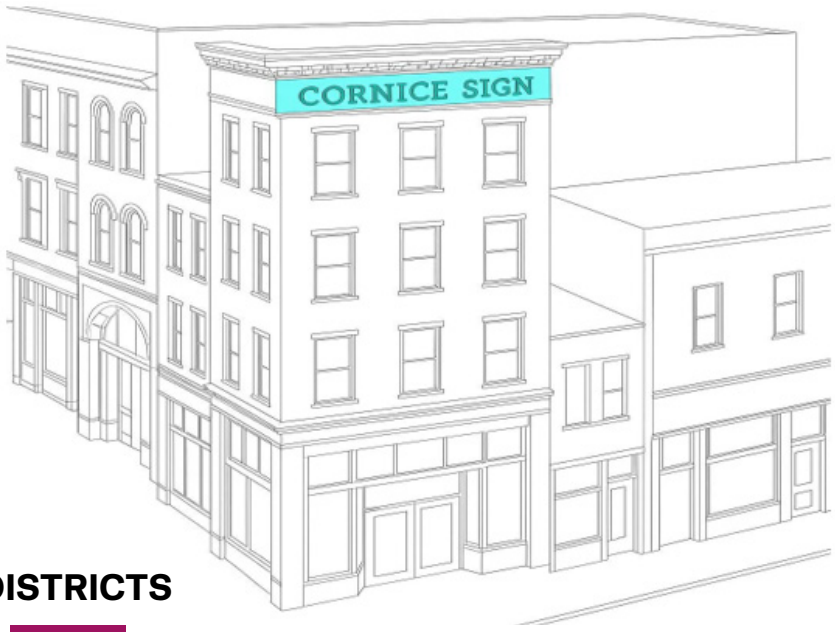
SD-MW **TABLE 7.1.2.B-2 SIGN TYPES: SPECIFIC STANDARDS**



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.

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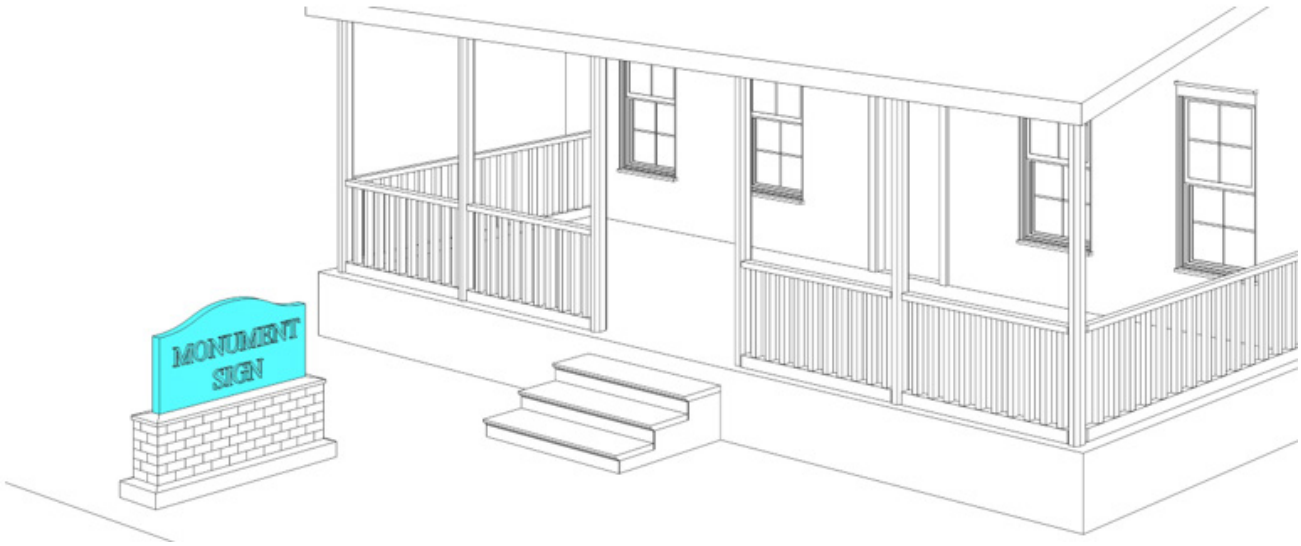
SD-MW **TABLE 7.1.2.B-2 SIGN TYPES: SPECIFIC STANDARDS**



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.

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500 Summer Street, Suite 400
Stamford, CT 06901
tel: 203.666.2030
www.akrf.com

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 Woodware 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 programing. 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 Estimates[1]

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

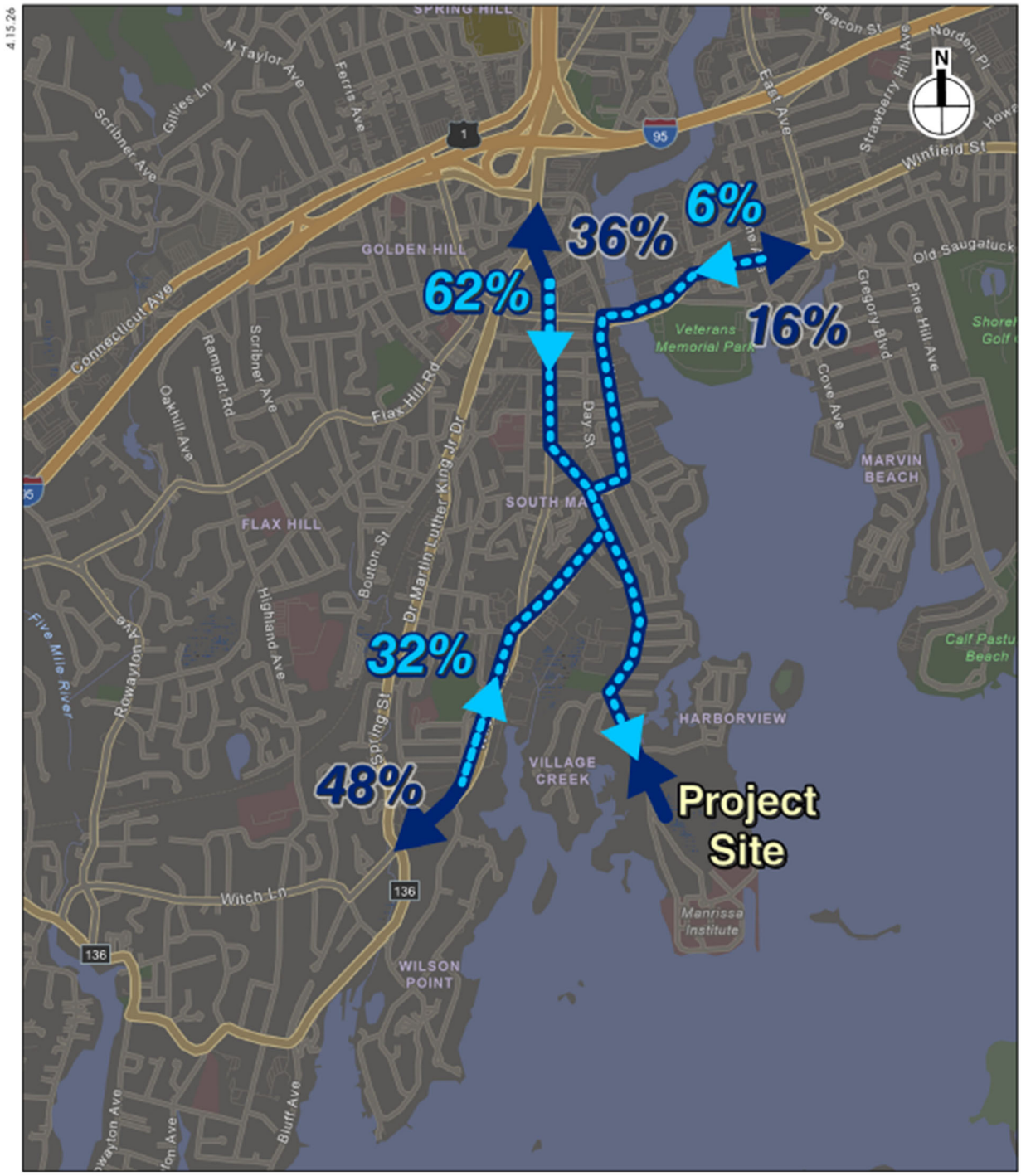
TRIP DISTRIBUTION

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.



Trip Distribution Percentages

MANRESA ISLAND TRAFFIC STUDY

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. *Highway Capacity Manual, 7th Edition*.

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. *Highway Capacity Manual 7th Edition*

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
2. West Avenue / Martin Luther King Junior (MLK Jr) Drive at North Main Street
3. MLK Jr Drive at Washington Street
4. MLK Jr Drive at Monroe Street
5. North Main Street / South Main Street at Washington Street
6. South Main Street at Monroe Street / Hanford Place
7. South Main Street at Concord Street / Woodward Avenue
8. North Water Street / Water Street at Washington Street
9. Water Street at Hanford Place
10. Water Street / Quintard Avenue at Burritt Avenue
11. Woodward Avenue at Burritt Avenue
12. Woodward Avenue at Meadow Street
13. Meadow Street at South Main Street
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
	Westbound	LT	0.58	20.2	C
		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	C
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
	Westbound	LT	0.61	20.7	C	0.82	31.9	C
		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 v/c Ratio	Build Condition Delay (sec)	Build Condition LOS	Lane Group	Build Condition With Mitigation v/c Ratio	Build Condition With Mitigation Delay (sec)	Build Condition With Mitigation 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		**Intersection**	31.4	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 v/c Ratio	Build Condition Delay (sec)	Build Condition LOS	Lane Group	Build Condition With Mitigation v/c Ratio	Build Condition With Mitigation Delay (sec)	Build Condition With Mitigation 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 Norh 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 Existing[1]	Meadow Street Manresa Trips	Meadow Street % Increase	Water Street Existing[1]	Water Street Manresa Trips	Water Street % Increase	South Main Street Existing[1]	South Main Street Manresa Trips	South Main Street % Increase	West Avenue Existing[1]	West Avenue Manresa Trips	West Avenue % 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:
1. Existing Roadway volumes based on June 2023 data from CTDOT Traffic Monitoring Station Viewer
2, 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								
	Rear End	Sideswipe	Angle	Head On	Fixed Object	Pedestrian	Bicycle	Other	Intersection Total
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

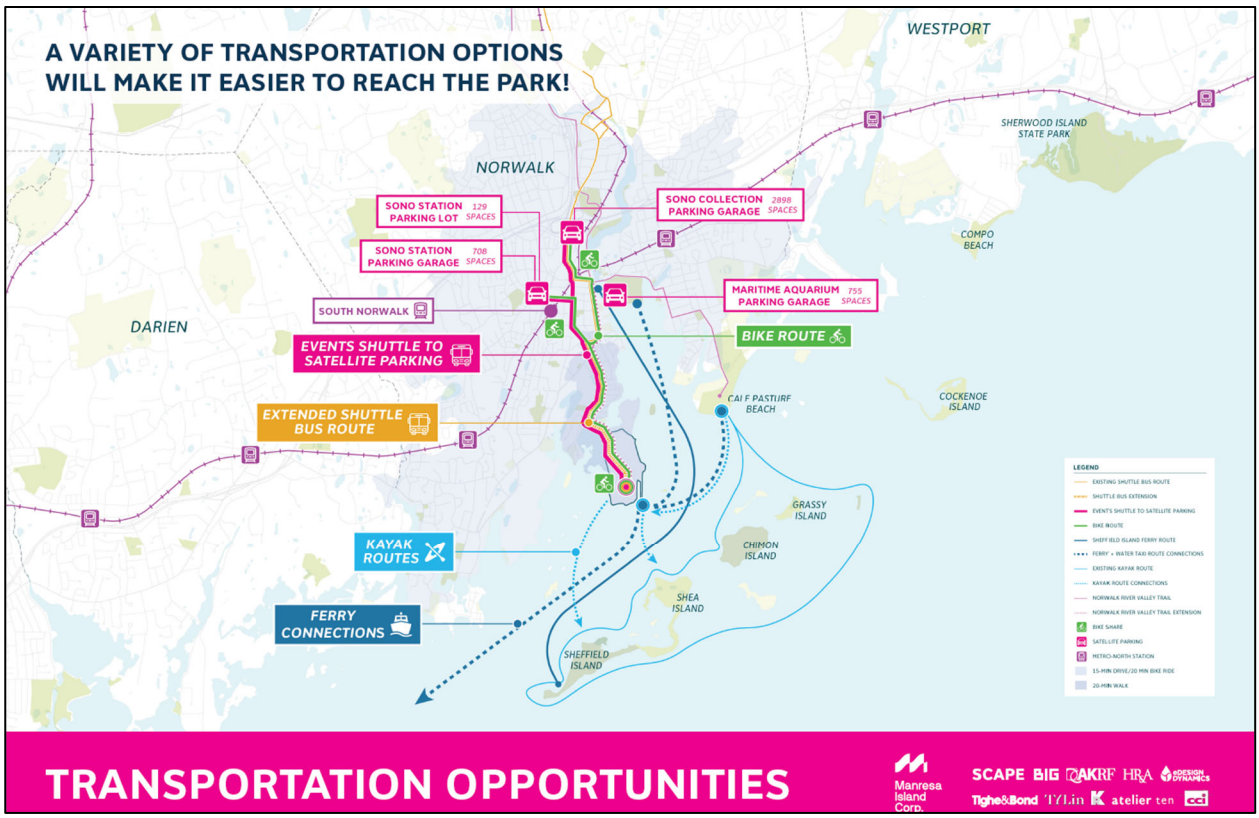
The above analysis reflects minimal bicycle and transit use with the majority of visitors arriving by car. However, there are demand management strategies that could be deployed that can reduce the number of vehicles driving to the site or shift visitors to alternative modes of transportation. Potential 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 Woodware 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 Estimates[1]

	Phases 1, 2, 3, and 4		
Day of the Week	**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 Summart – Peak Hours

	Weekday Peak Hour Vehicle Trips									Weekend Peak Hour Vehicle Trips								
	AM[1]			Midday[2]			PM[3]			AM[1]			Midday[2]			PM[3]		
Season	**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	4th 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.S[1]. 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	Estimated 2025 Attendance
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

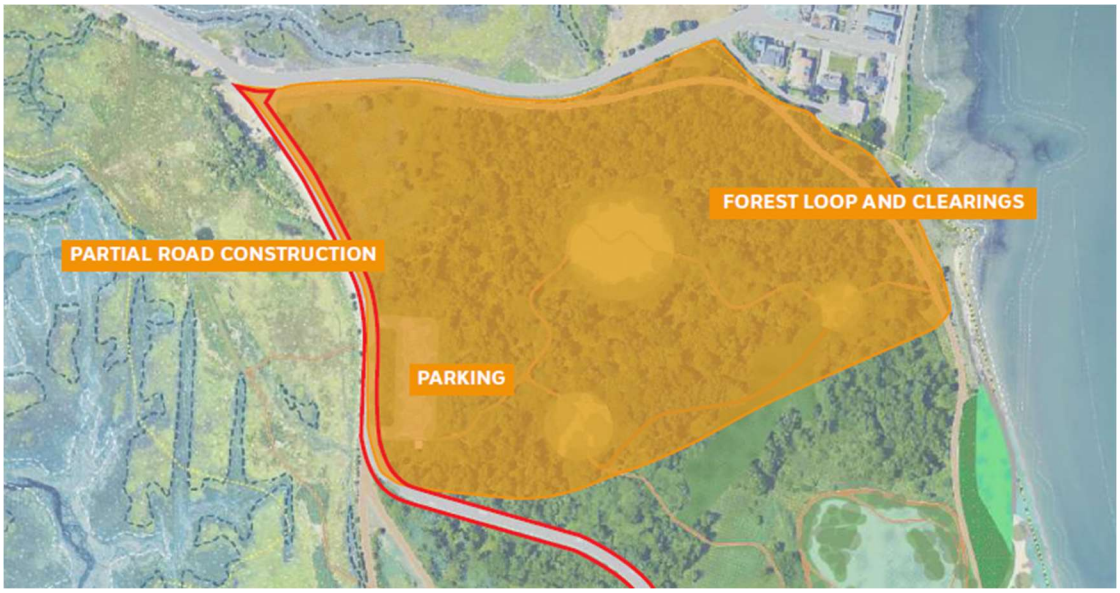
For each park included in the above list, the incremental regional population was determined for all zip codes within four distance radius zones – 1, 3, 5, and 10 miles. Based on a penetration-distance equation developed and used for comparable park planning projects, analyses were conducted to estimate 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 time[2].

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 person[3].

[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.

	PAOT Capacity		
	Preference Standard	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
Discovery trails	69	155	207
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.

Planning Standard	Hourly arrival capacity	PAOT capacity	Equivalent daily visitation capacity
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 days[4], 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 distance[5] 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)	1 Mile	3 Miles	5 Miles	10 Miles	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 visitation[6]. 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

	Low-end	Mid range	High-end
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
Opening Year (2027)			
Annual visitation	146,000	174,000	201,000
# days parking is filled	140	170	220
Post-surge Year (2030)			
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 visitation[7].

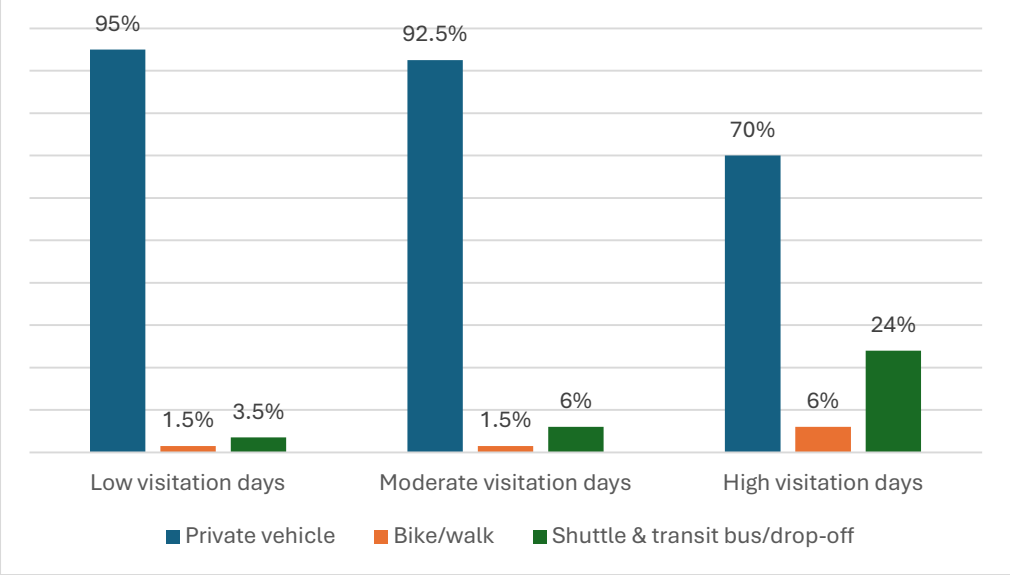
As indicated in the above table, annual visitation for opening year can be expected to be between 146,000 and 201,000. For the 2030 post-surge year, visitation is projected at 144,000 to 170,000.

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.

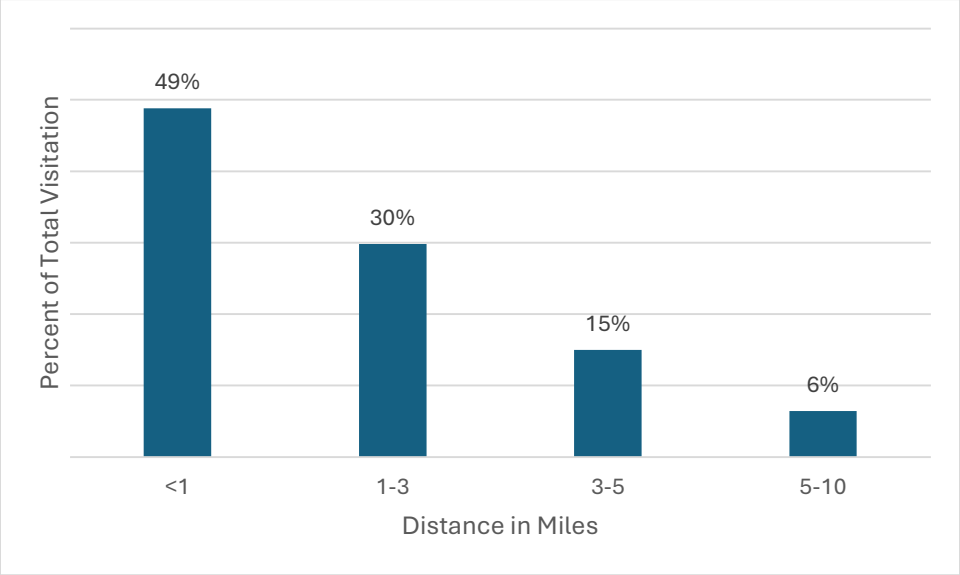
Restroom stall capacity needs

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



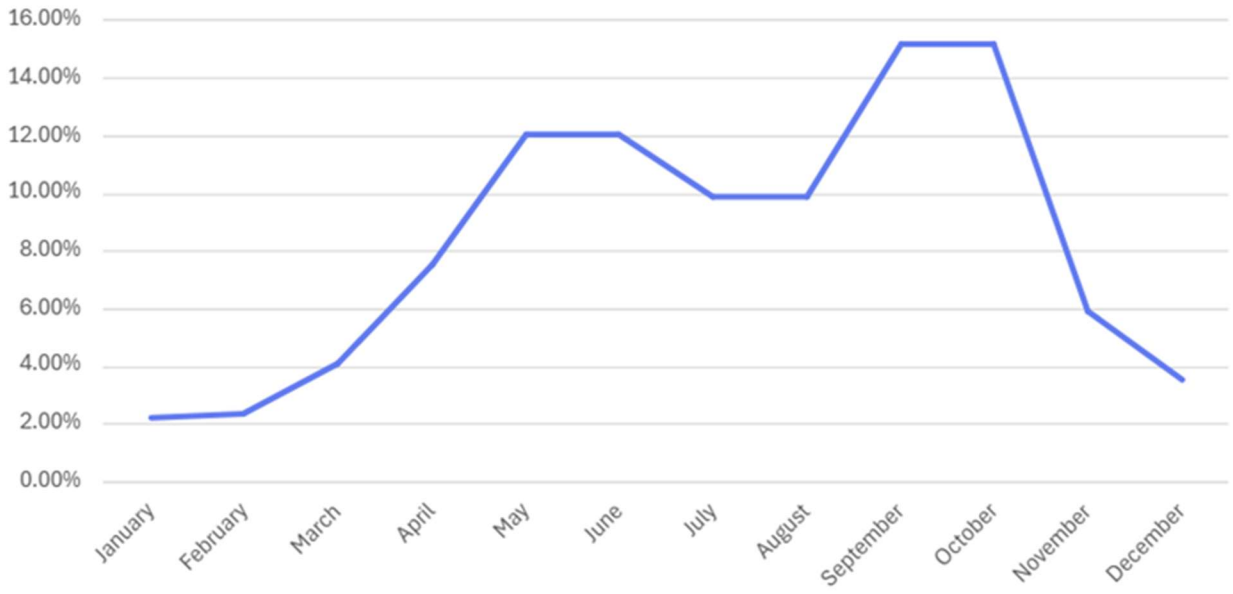
As the above chart indicates, about half of the visitation can be expected to originate from within a 1 mile radius of the park, and 100% of visitation will come from within a 10-mile radius, based on the expectation that the North Woods will primarily serve the local community.

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

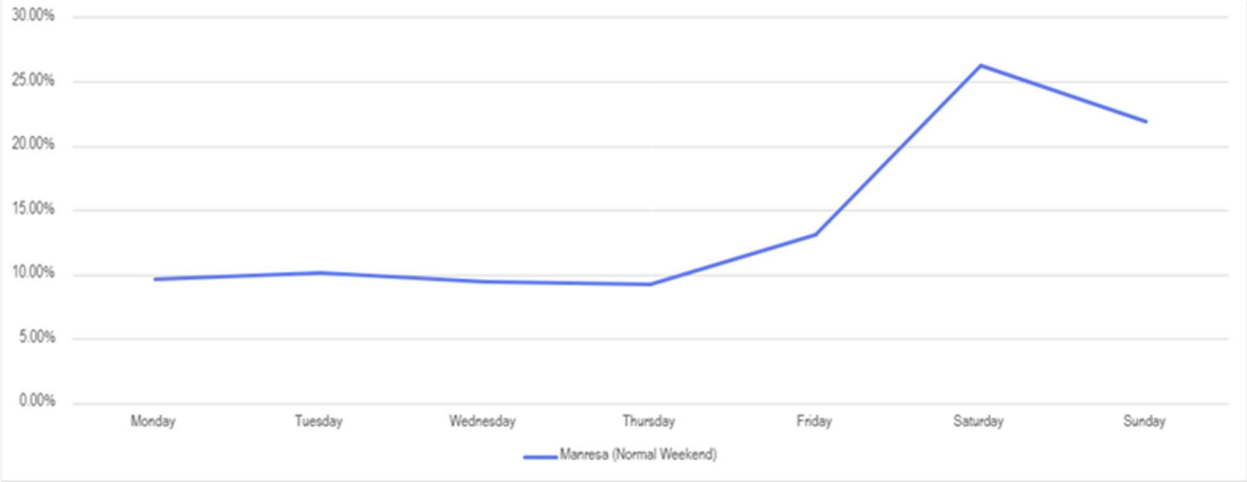


Under this operating condition, demand is anticipated to peak during the shoulder seasons, with May and June accounting for a larger share of annual visitation as temperatures moderate and outdoor activities increas. Similarly, September and October are expected to represent the highest concentration 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



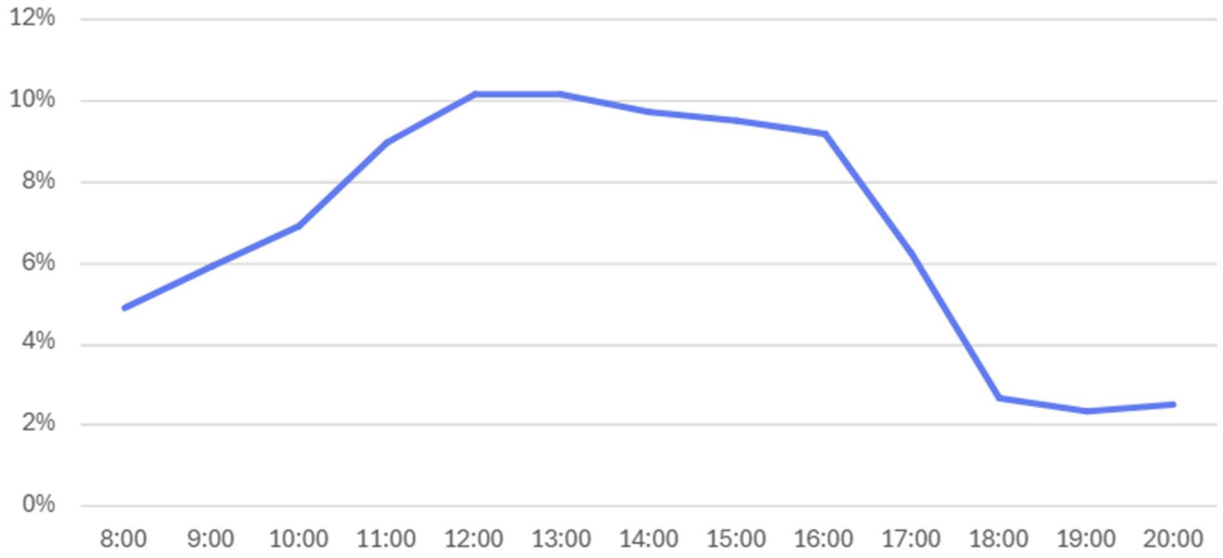
A comparative analysis was conducted using observed visitation patterns from trail-dominant parks, including the Hudson Highlands Fjord Trail, selected National Park Service units, and Northeast beach-adjacent open space systems, to inform expected day-of-week demand distribution during Phase 1.

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

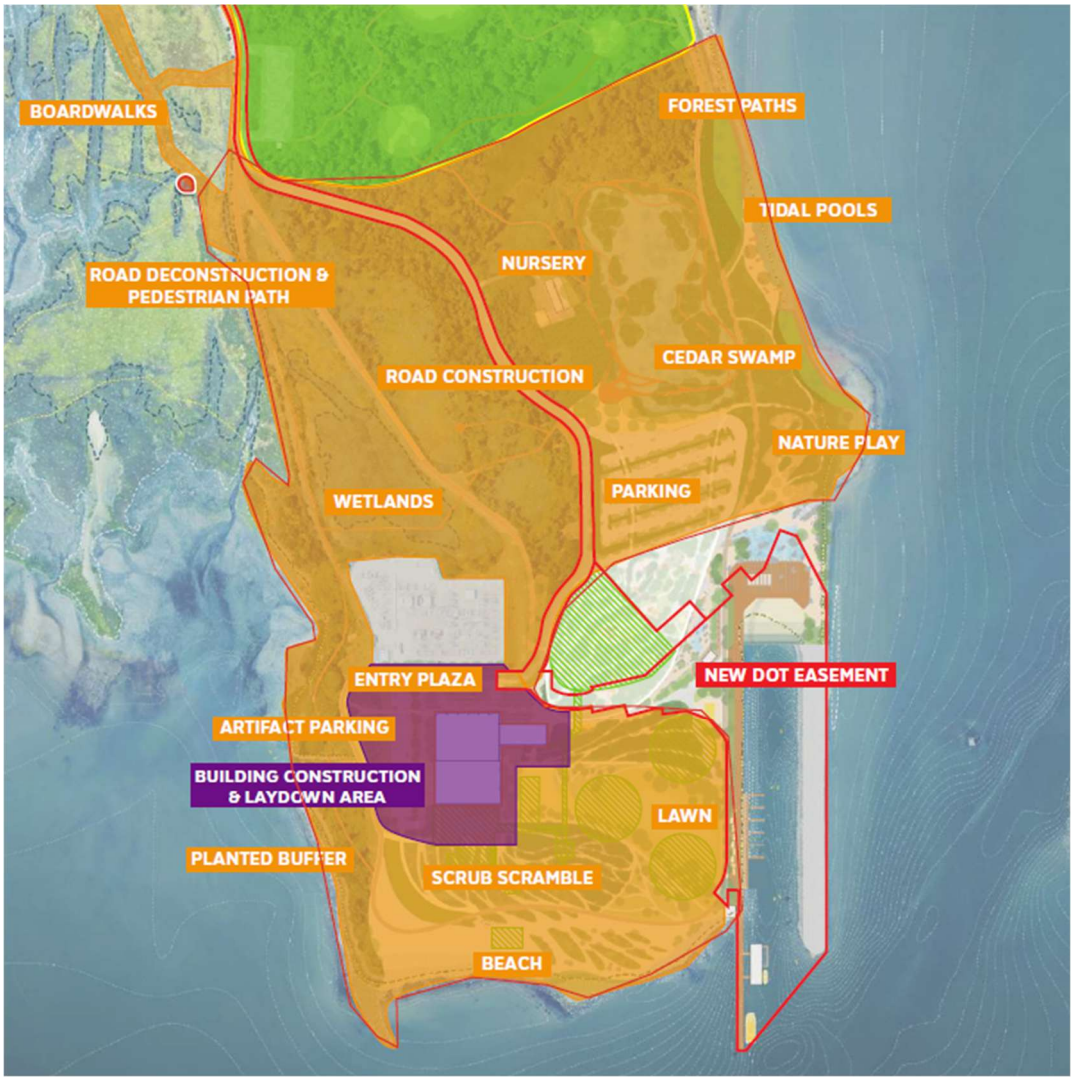


Based on observed patterns at comparable trail-dominant parks, guests in park at Manresa during Phase 1 are expected to build steadily through the late morning, reaching peak levels between approximately 12:00 PM and 4:00 PM. During this period, the share of daily visitation present in the park at any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

Area	Length	Width	Area (sq.ft.)	Comfort Density	Maximum Density	Penetration	Dwell time (minutes)
Middle Forest						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
Wetlands			818000			10%	
Marsh Boardwalks	2200	6	13200	30	24	8%	15
Paths	3300	6	19800	30	24	8%	20
Southern Program						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.

	PAOT Capacity		
Area	**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
Beach	950	1108	1267
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.

Planning Standard	Hourly arrival capacity	PAOT capacity	Equivalent daily visitation capacity
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
Opening Year (2032)			
Annual visitation	682,000	829,000	969,000
# days parking is filled	40	61	73
Post-surge Year (2035)			
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
Opening Year (2032)			
Annual visitation	693,000	846,000	991,000
# days parking is filled	30	47	63
Post-surge Year (2035)			
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).

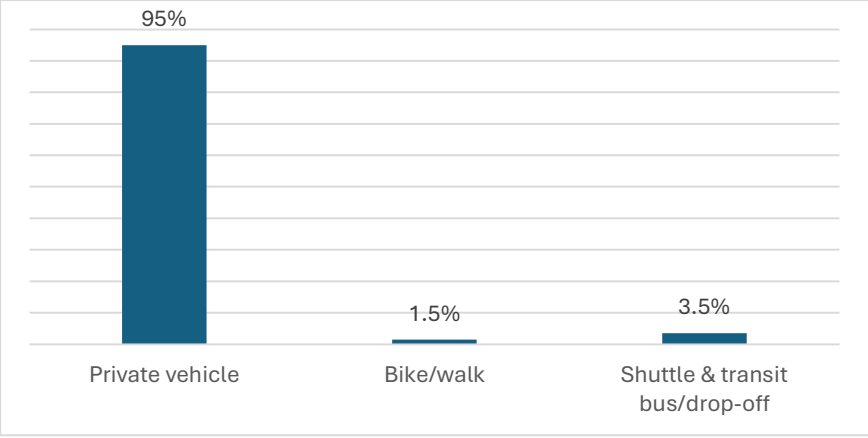
When needed, ORCA can determine the number of days during which visitation by private vehicle cannot be accommodated and the corresponding amount of lost visitation for all parking scenarios.

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.

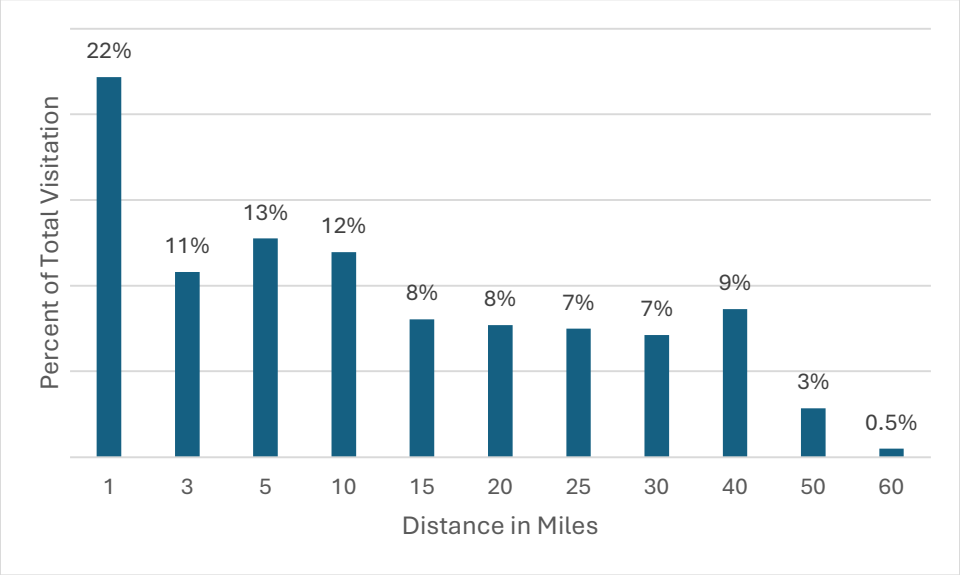


95% of the visitors can be expected to travel by private vehicle, compared to 1.5% biking and walking and 3.5% on buses and drop-offs.

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: 8	Weekly: 4	Bimonthly: 2	Monthly: 1

	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Total
Community Activities Events													
Large Park Events	1	1	1	2	2	2	2	2	2	2	1	1	19
Small Park Events	1	1	2	4	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.

Area	Area (sq.ft.)	Comfort Density	Maximum Density	Penetration	Dwell time (minutes)
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.

	PAOT Capacity	
Area	Comfort Density	Maximum Density
Kayak Beach and Structure	488	976
Promenade	993	1490
Pier and Field Station	175	350
Play Area	820	1093
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.

Planning Standard	Hourly arrival capacity	PAOT capacity	Equivalent daily visitation capacity
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 program[8]:

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 fille	37	55	70
Post-surge Year (2037)			
Annual visitation	615,000	749,000	877,000
# days parking is fille	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.

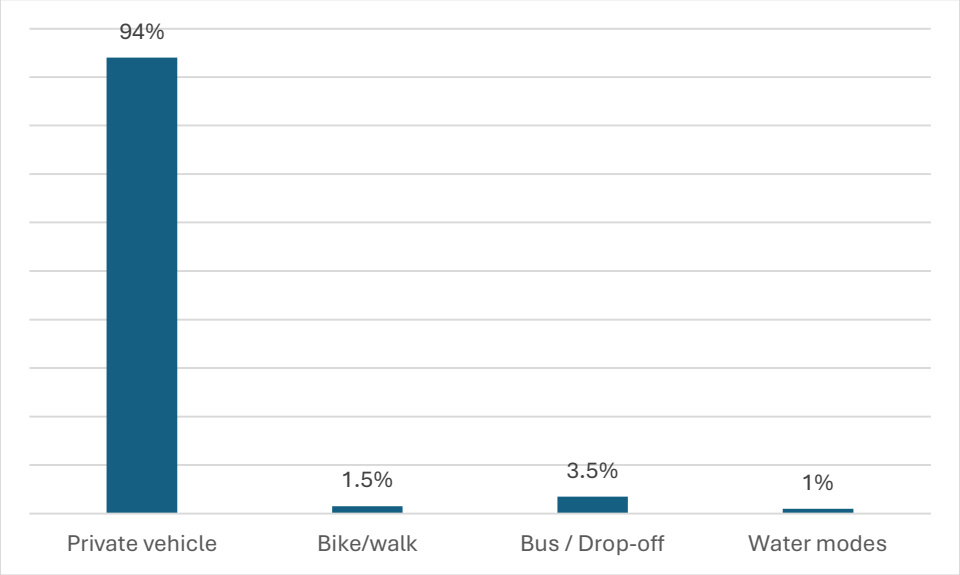
	Low-end	Mid range	High-end
Opening Year (2034)			
Annual visitation	667,000	815,000	956,000
# days parking is fill	27	41	57
Post-surge Year (2037)			
Annual visitation	623,000	762,000	896,000
# days parking is fill	23	37	48

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.

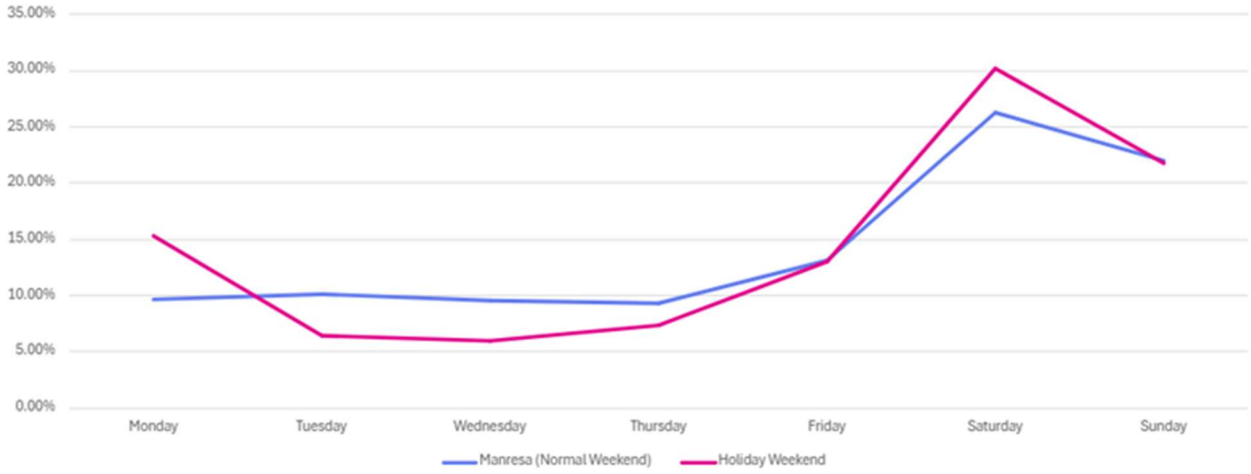
Under this operating condition, Manresa is projected to experience peak visitation during the summer months, with July and August accounting for the highest share of annual visitation. This seasonal profile aligns more closely with other coastal parks in the Northeast, including systems such as Gateway 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



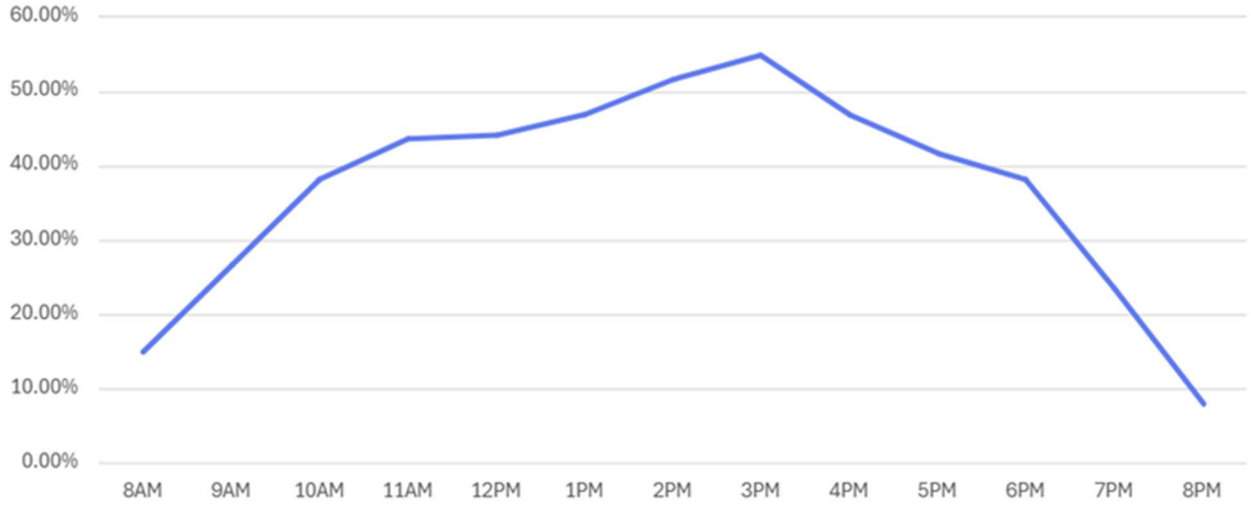
In Phases 2 and 3, weekend visitation is expected to continue accounting for more than 50 percent of total weekly demand, with Saturdays and Sundays representing the busiest days. With the introduction of water-based amenities, indoor programming, and destination-oriented activities, Fridays—particularly 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	7
				# of men's sinks	3
				# of women's toilets	8
				# of women's sinks	4
	Main Building	**Level 2 Restroom**		**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

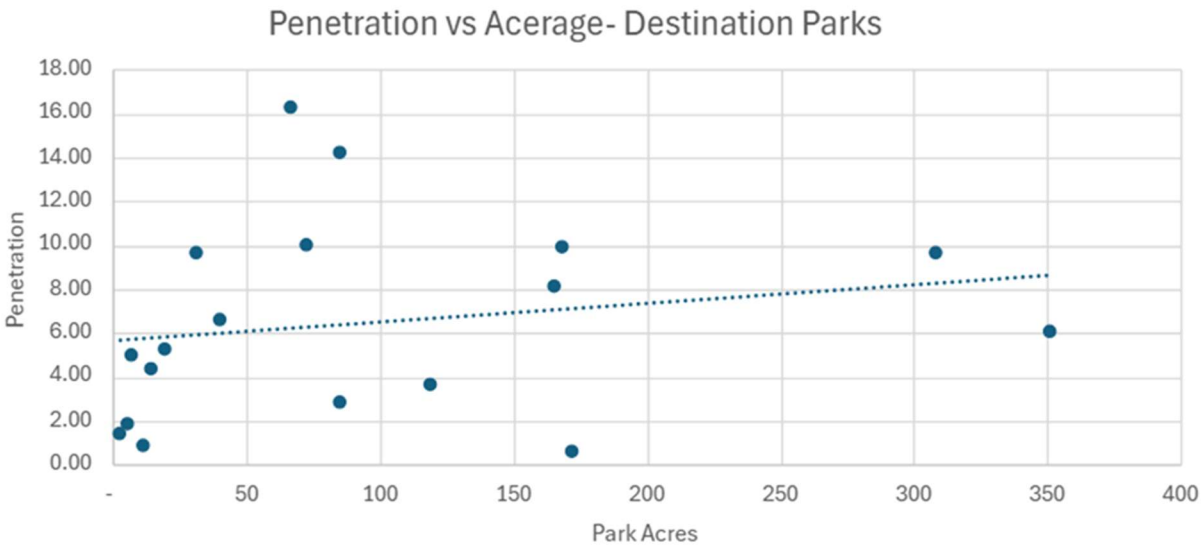
To determine if these highly programmed parks would suggest differences in original estimates, ORCA repeated the visitation analysis used from its preliminary report.

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

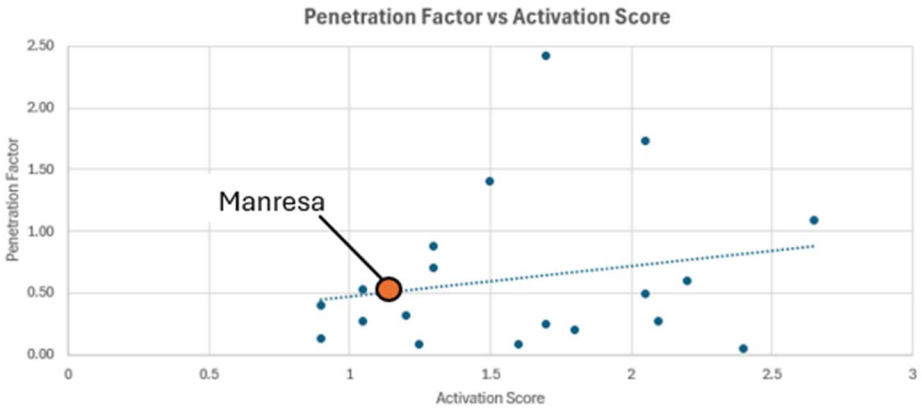
By assigning this score, ORCA then conducted a weighted average on the overall programming of each park. This was called the **Activation score.**

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 Visitaiton	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

	May/June		July/August		September/October	
Time of day	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

	May/June		July/August		September/October	
Time of day	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

	May/June		July/August		September/October	
Time of day	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

	May/June		July/August		September/October	
Time of day	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 TOTAL VEHICLES IN AND OUT

	May/June		July/August		September/October	
Time of day	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, 3, AND 4 - VEHICLES ENTERING BY SEASON AND TIME OF DAY

	May/June		July/August		September/October	
Time of day	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 AND 3 - VEHICLE TRIP GENERATION BREAKDOWN

PHASE 1, 2, AND 3 - VEHICLES ENTERING BY SEASON AND TIME OF DAY

	May/June		July/August		September/October	
Time of day	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**

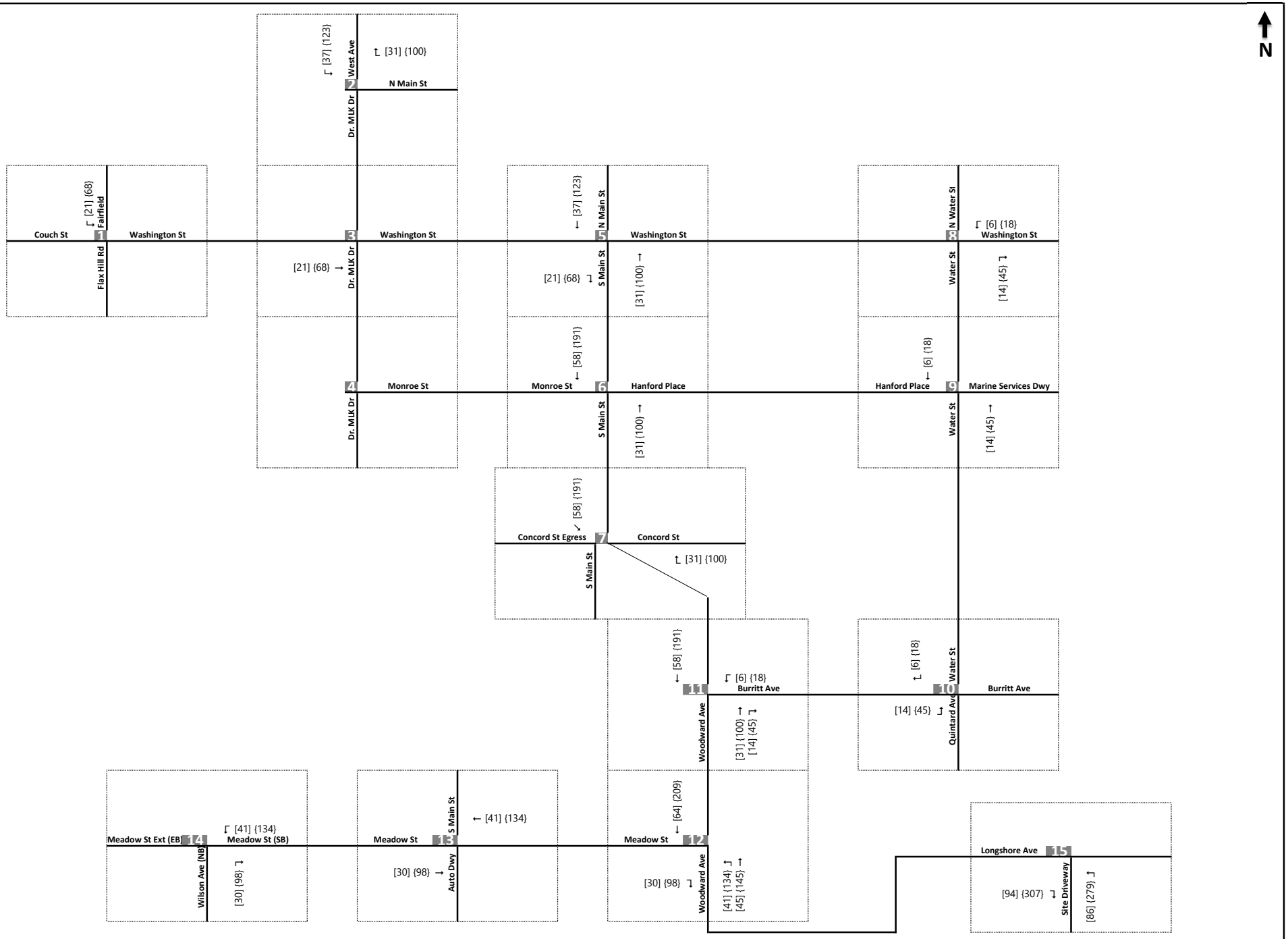
PHASE 1, 2, AND 3 - VEHICLES ENTERING BY SEASON AND TIME OF DAY

	May/June		July/August		September/October	
Time of day	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

	May/June		July/August		September/October	
Time of day	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	428
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.


N
Couch St
1
Washington St
Flax Hill Rd
[21] {68}
Fairfield
2
N Main St
West Ave
[37] {123}
[31] {100}
Dr. MLK Dr
3
Washington St
[21] {68}
4
Monroe St
5
Washington St
N Main St
[37] {123}
[21] {68}
S Main St
[31] {100}
6
Hanford Place
Monroe St
[58] {191}
7
Concord St
Concord St Egress
[58] {191}
[31] {100}
8
Washington St
N Water St
[6] {18}
Water St
[14] {45}
9
Marine Services Dwy
Hanford Place
[6] {18}
[14] {45}
10
Burritt Ave
Water St
[6] {18}
Quintard Ave
[14] {45}
11
Burritt Ave
[6] {18}
Woodward Ave
[58] {191}
[31] {100}
[14] {45}
12
Meadow St
[64] {209}
Woodward Ave
[30] {98}
[41] {134}
[45] {145}
13
Meadow St
S Main St
[41] {134}
Auto Dwy
[30] {98}
14
Meadow St Ext (EB)
Meadow St (SB)
[41] {134}
Wilson Ave (NB)
[30] {98}
15
Longshore Ave
Site Driveway
[94] {307}
[86] {279}
Site-Generated Traffic Volumes
[Weekday PM Peak Hour] {Weekend PM Peak Hour}
Manresa Island - Phases 1, 2, & 3

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

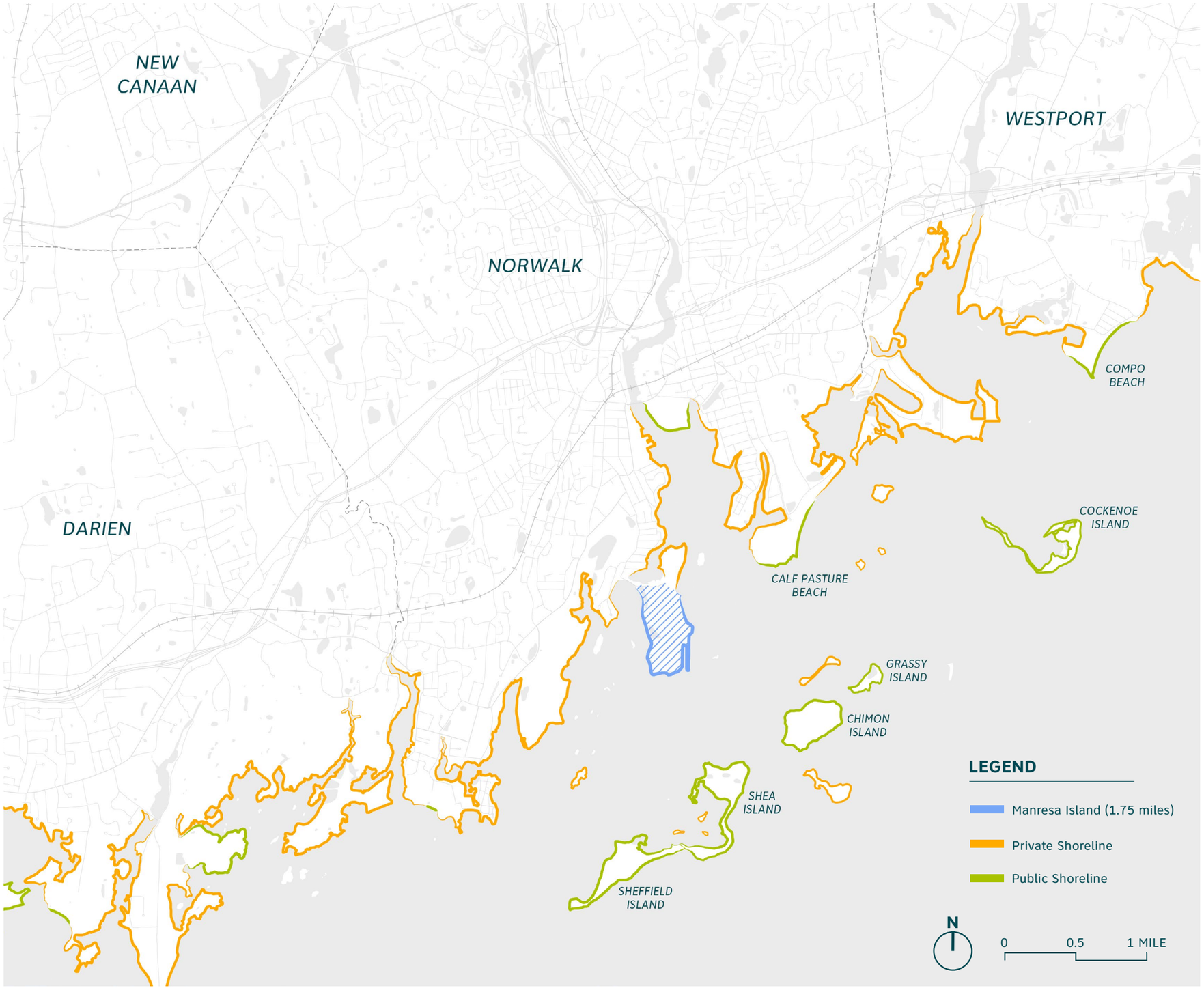
Manresa Island Park seeks to expand access to Norwalk's public shoreline, providing a rich diversity of waterfront activities to people of all ages and backgrounds. A public beach on the site's southern shore connects to a naturalized waterfront promenade. A pavilion and boat launch at the end of the 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 Park 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

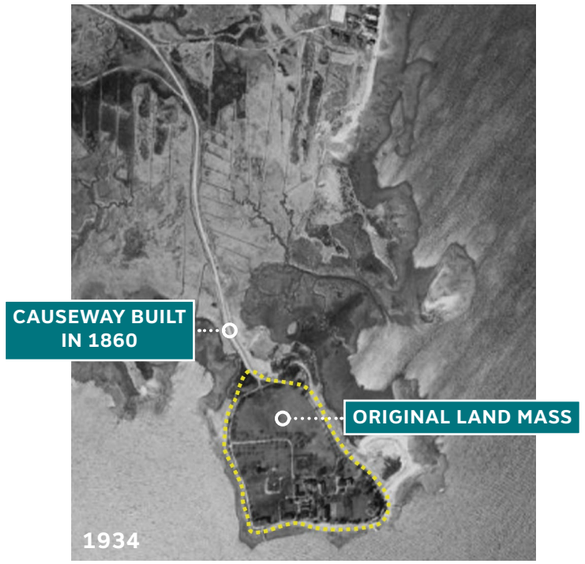
SALT MARSH AT MANRESA ISLAND PARK

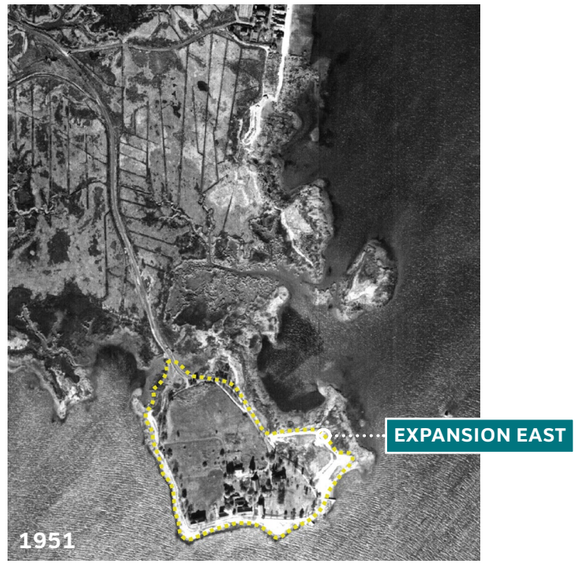
EXISTING CONDITIONS

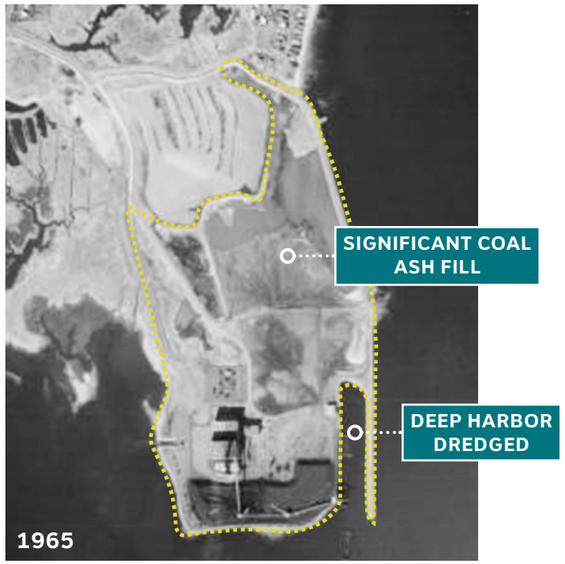
FROM ISLAND TO INDUSTRY

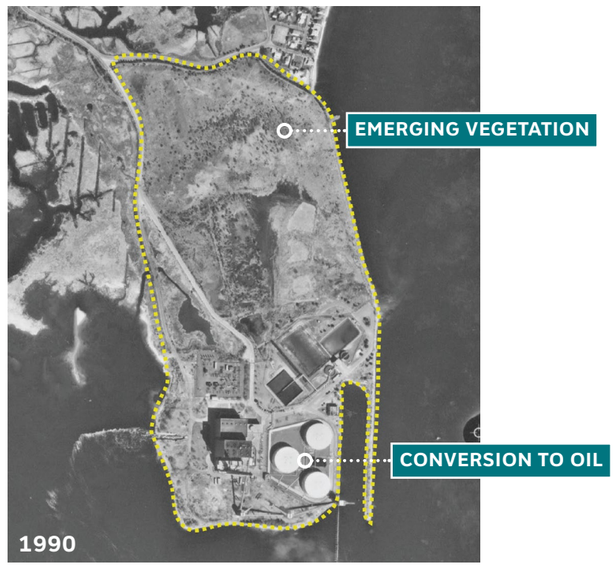
The story of Manresa Island is one of successive transformations, carried out at the threshold between land and sea. Its shape and character have changed over time, molded by the powerful forces of glaciers and industry. Once a small outcrop in a vast field of marshland, the Island transformed from a 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

MASTERPLAN

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.

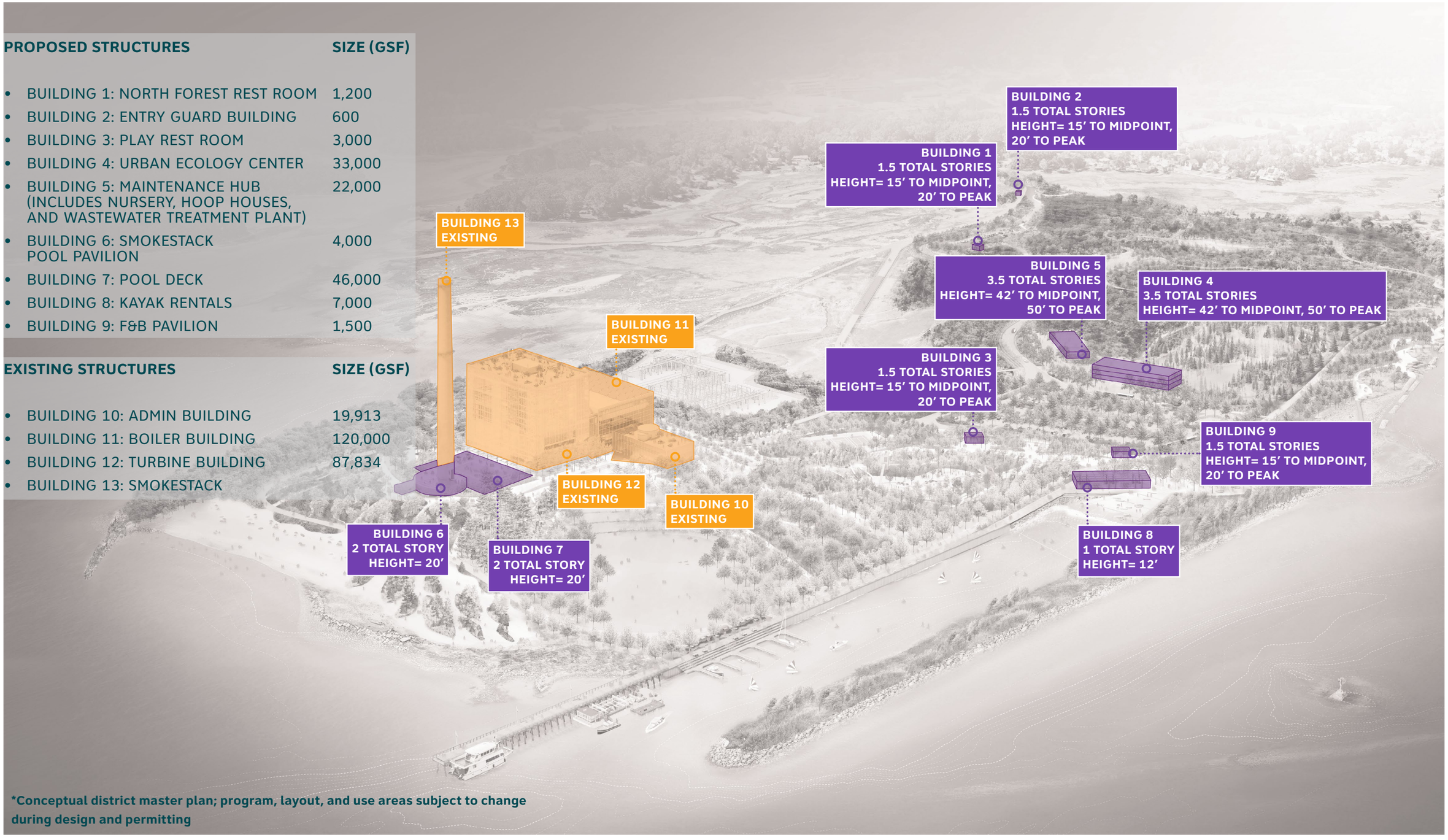
AREA	SIZE
1. Lawn	3.5 ACRES
2. Arrival Plaza	0.75 ACRES
3. Scrub Scramble	2.75 ACRES
4. Meadow	0.5 ACRES
5. Beach	2.5 ACRES
6. Pier	
7. Field Station	5,500 SQUARE FEET (SF)
8. Marina	0.3 ACRES
9. Harbor	3.66 ACRES
10. Kayak Terrace + Get Down	0.5 ACRES
11. Active Play	5 ACRES
12. Nature Play	1 ACRE
13. 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

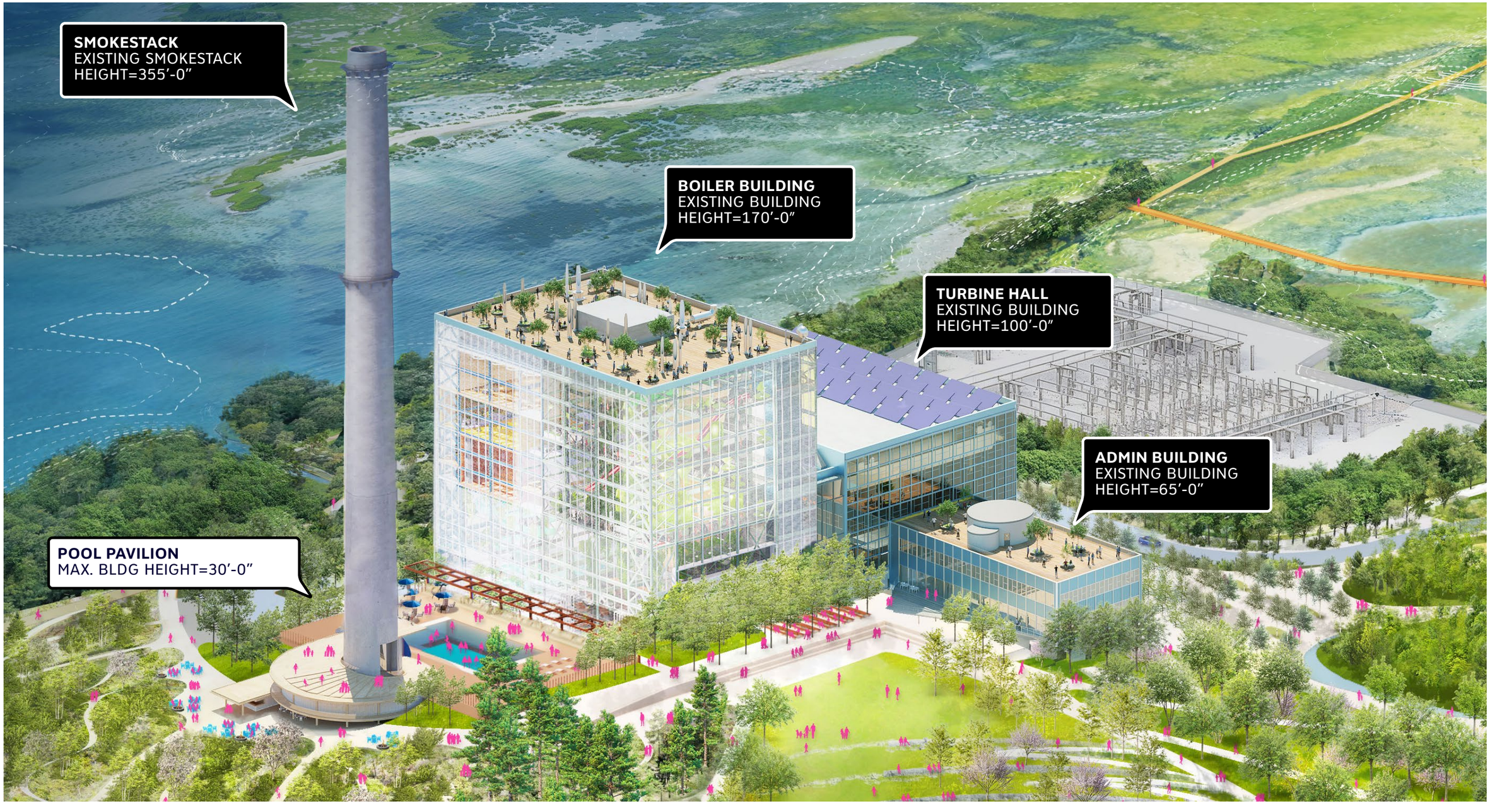
PROPOSED STRUCTURES	SIZE (GSF)
• BUILDING 1: NORTH FOREST REST ROOM	1,200
• BUILDING 2: ENTRY GUARD BUILDING	600
• BUILDING 3: PLAY REST ROOM	3,000
• BUILDING 4: URBAN ECOLOGY CENTER	33,000
• BUILDING 5: MAINTENANCE HUB (INCLUDES NURSERY, HOOP HOUSES, AND WASTEWATER TREATMENT PLANT)	22,000
• BUILDING 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

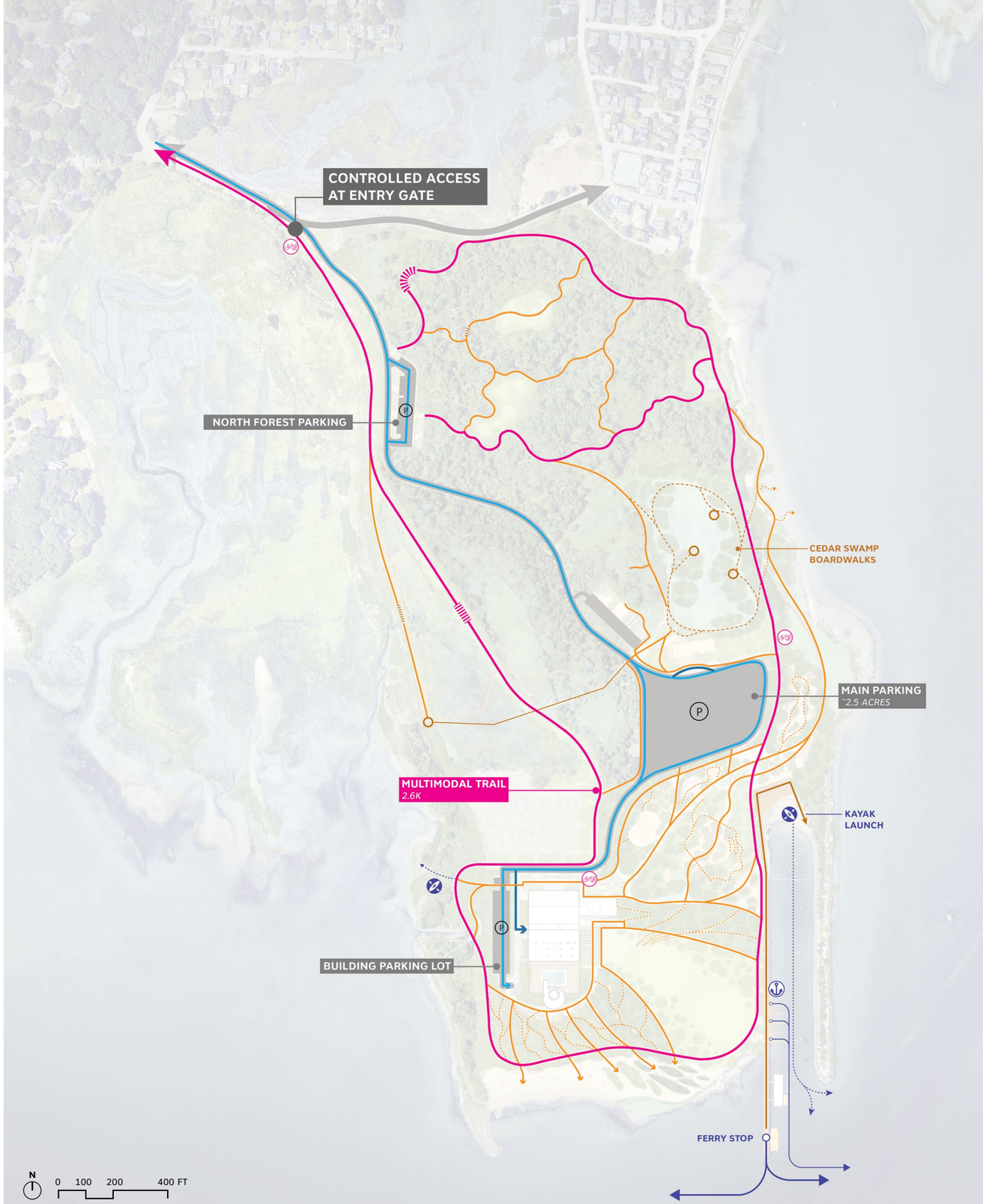
PHASE 3

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.

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.

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

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

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.

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.

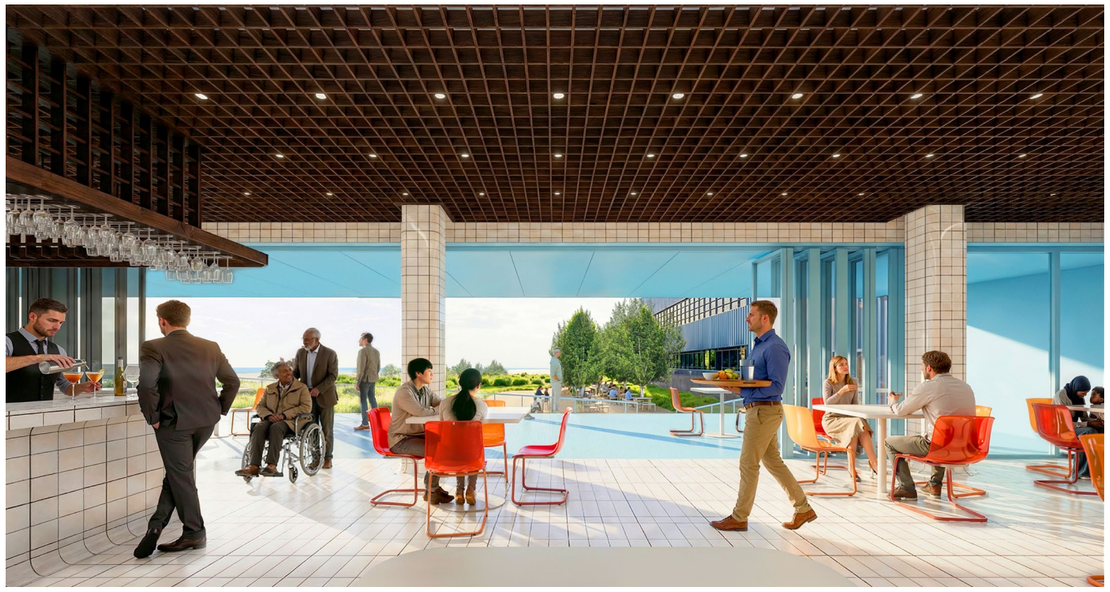
A WELCOMING ARRIVAL TO THE BUILDING The plant's two historic transformers frame the main entryway and guest drop-off at the Turbine Hall.

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

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.

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.

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.



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

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.

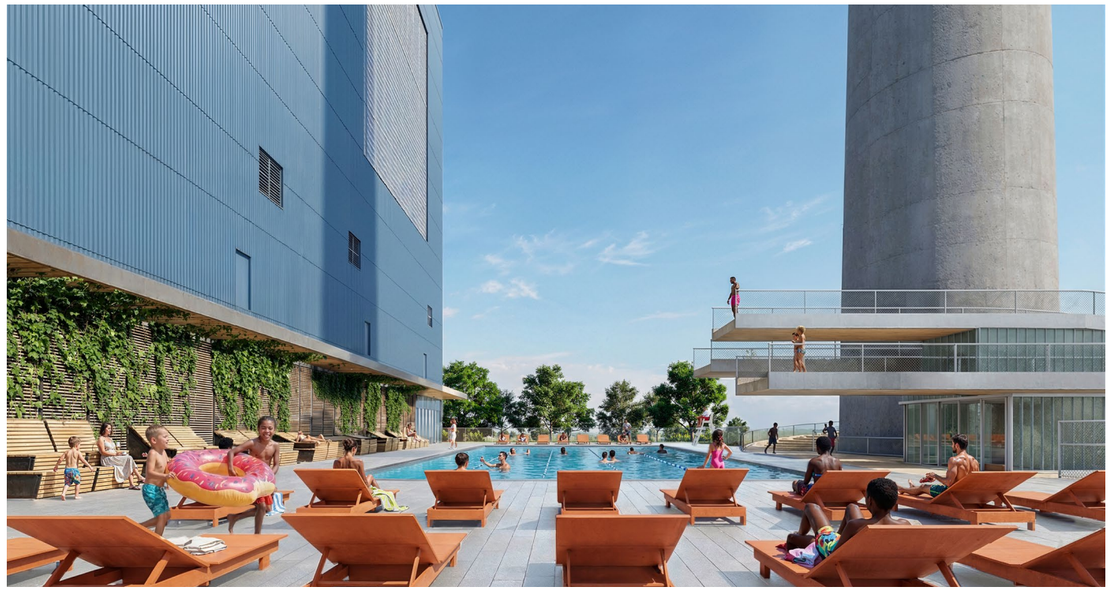
ARCHITECTURAL HERITAGE Interiors are designed to preserve and celebrate the mid-century heritage of the plant, featuring orginal glazed ceramic tile, terrazo, and wooden mill-work.

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.

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

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.



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.

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.

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 accesss for vehicles.

MASTERPLAN SUMMARY

SPACE	USES (gsf)
Total Structures	**356,800**
Turbine Hall	
Event Space	90,000
Retail	2,000
Restaurant	1,000
Office	2,000
Total	**95,000**
Admin Building	
Event Space	14,000
Restaurant	7,500
Total	**21,500**
Boiler Building	
Total Auditorium & Conferencing	35,000
Ocean Workshop	20,000
Research Labs	40,000
Restaurant	15,000
Indoor Vertical Park	40,000
Total	**150,000**
Smokestack Pool Pavilion Complex	
Restaurant	1,500
Commercial Recreation	16,000
Total	**17,500**

PRIMARY USE										ACCESSORY USE		
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
104,000	2,000	27,000	35,000	20,000	40,000	40,000	18,000	40,000	400	2,000	28,800	20
90,000												
	2,000											
		1,000										
										2,000		
90,000	2,000	1,000	0	0	0	0	0	0	0	2,000	0	0
14,000												
		7,500										
14,000	0	0	0	0	0	0	0	0	0	0	0	0
			35,000									
				20,000								
						40,000						
		15,000										
								40,000				
0	0	15,000	35,000	20,000	0	40,000	0	40,000	0	0	0	0
		1,500										
							16,000					
0	0	1,500	0	0	0	0	16,000	0	0			

CONCEPTUAL

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

MASTERPLAN SUMMARY

SPACE	USES (gsf)	PRIMARY USE										ACCESSORY USE		
		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

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

MANRESA WILDS

DISTRICT APPLICATION DOCUMENT

JUNE 2026

MANRESA WILDS · SCAPE · akrf · Tighe&Bond · eDESIGN DYNAMICS · BIG · TYLin · K · atelier ten · cci · HR&A

PRESENTATION OVERVIEW

- CORE VALUES
- EXISTING CONDITIONS
- MASTERPLAN & TABLE OF USES
- SITE STRUCTURES
- POWER PLANT CLUSTER
- LANDSCAPE
- PHASING
- TRAFFIC, MOBILITY & PARKING
- APPENDIX

CORE VALUES

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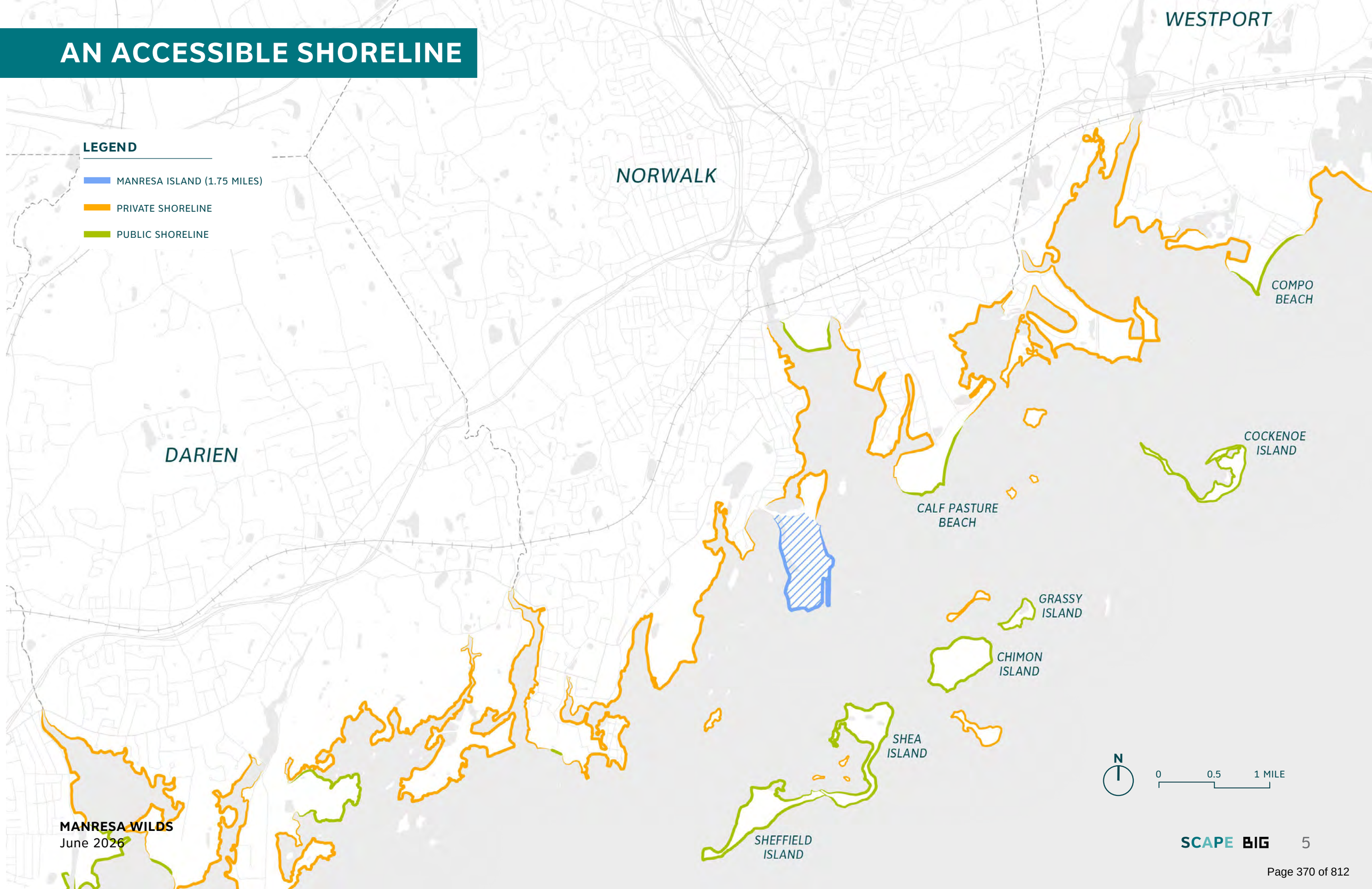
AN ACCESSIBLE SHORELINE



MANRESA WILDS
June 2026

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A MODEL FOR FUTURE FORWARD THINKING

Manresa Island Park represents a new model for sustainability and resilience in the region, weaving together building and landscape functions to create a circulation system of water and energy that operates in direct contrast to the site's coal-fired past.

Wastewater will be treated onsite and recycled back into use, while rainwater, and stormwater runoff are captured and used to feed the site's constructed wetlands. Solar panels make use of rooftops to provide a renewable source of energy for the park and building. The site's constuction and remediation efforts are aligned to lift the site and tranform coastal edges to provide resilience from storm surge and rising sea levels. Finally, the site's various ecological assets are protected to provide habitat, water filtration, and carbon capture.

NEW YORK

MASSACHUSETTS

CONNECTICUT

RHODE ISLAND

MANRESA

PENNSYLVANIA

NEW JERSEY

MANRESA ISLAND POWER PLANT

LEGEND

- RETIRED POWER PLANTS
- FUTURE RETIREMENT

MANRESA WILDS
June 2026

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

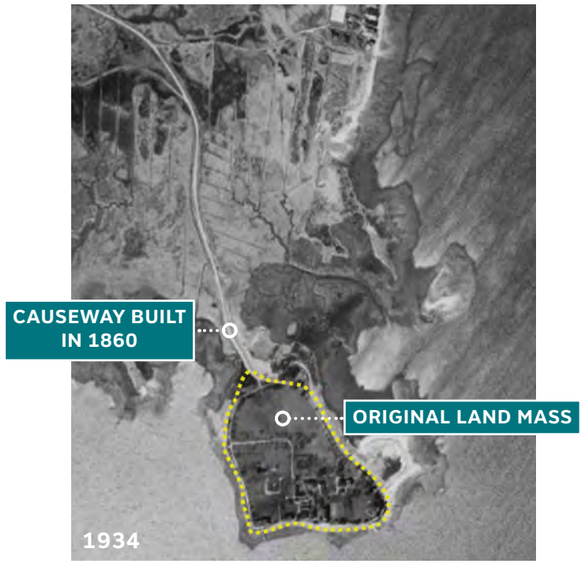
SALT MARSH AT MANRESA ISLAND PARK

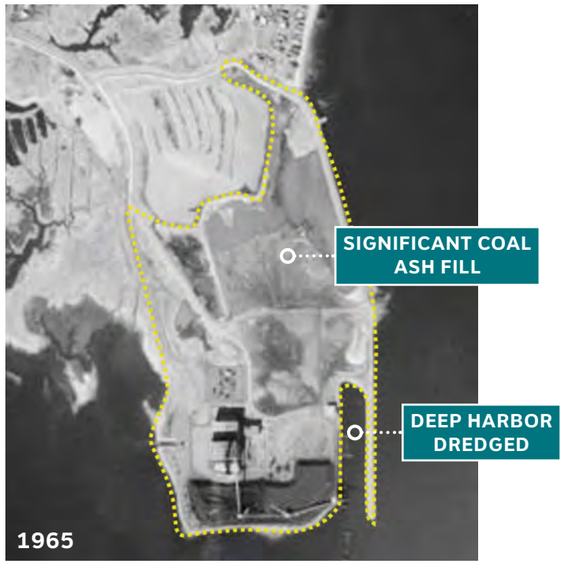
EXISTING CONDITIONS

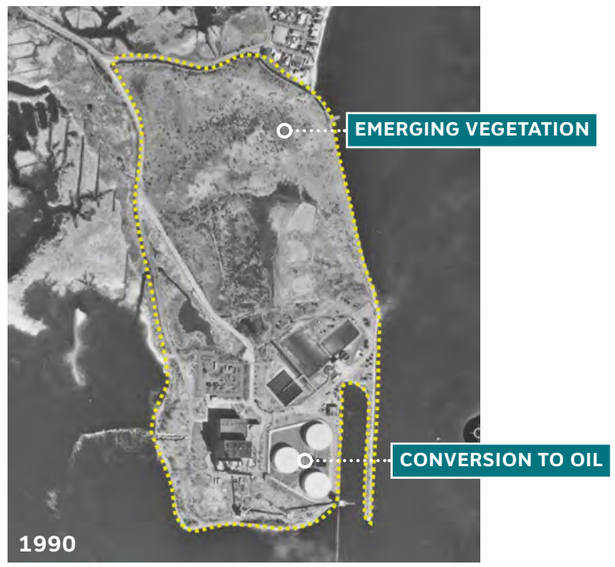
FROM ISLAND TO INDUSTRY

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

MASTERPLAN

TABLE OF USES SUMMARY- KEY PERMITTED USES

KEY PERMITTED USES
- ALL RECREATIONAL USES EXCEPT FOR SPORT FIELD
- ALL CULTURAL & ENTERTAINMENT USES
- RESEARCH & DEVELOPMENT FACILITY
- MARINE RESEARCH LABORATORY
- EVENT SPACE
- THEATER
- RESTAURANT
- BREW PUB/DISTILLERY

PERMITTED WITH LIMITATIONS
- MARINE USES
- AMPHITHEATER
- COMMERCIAL RECREATION ESTABLISHMENT
- DORMITORY
- PARKING STRUCTURE

SPECIAL PERMIT USE
- TRANSPORTATION TERMINALS
- COLLEGE OR UNIVERSITY
- LODGING (EXCEPT EXTENDED STAY AND MOTEL)
- DEVELOPMENT PARK
- PUBLIC UTILITY SUPPLY & STORAGE
- WIRELESS TELECOMMUNICATIONS FACILITY

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.

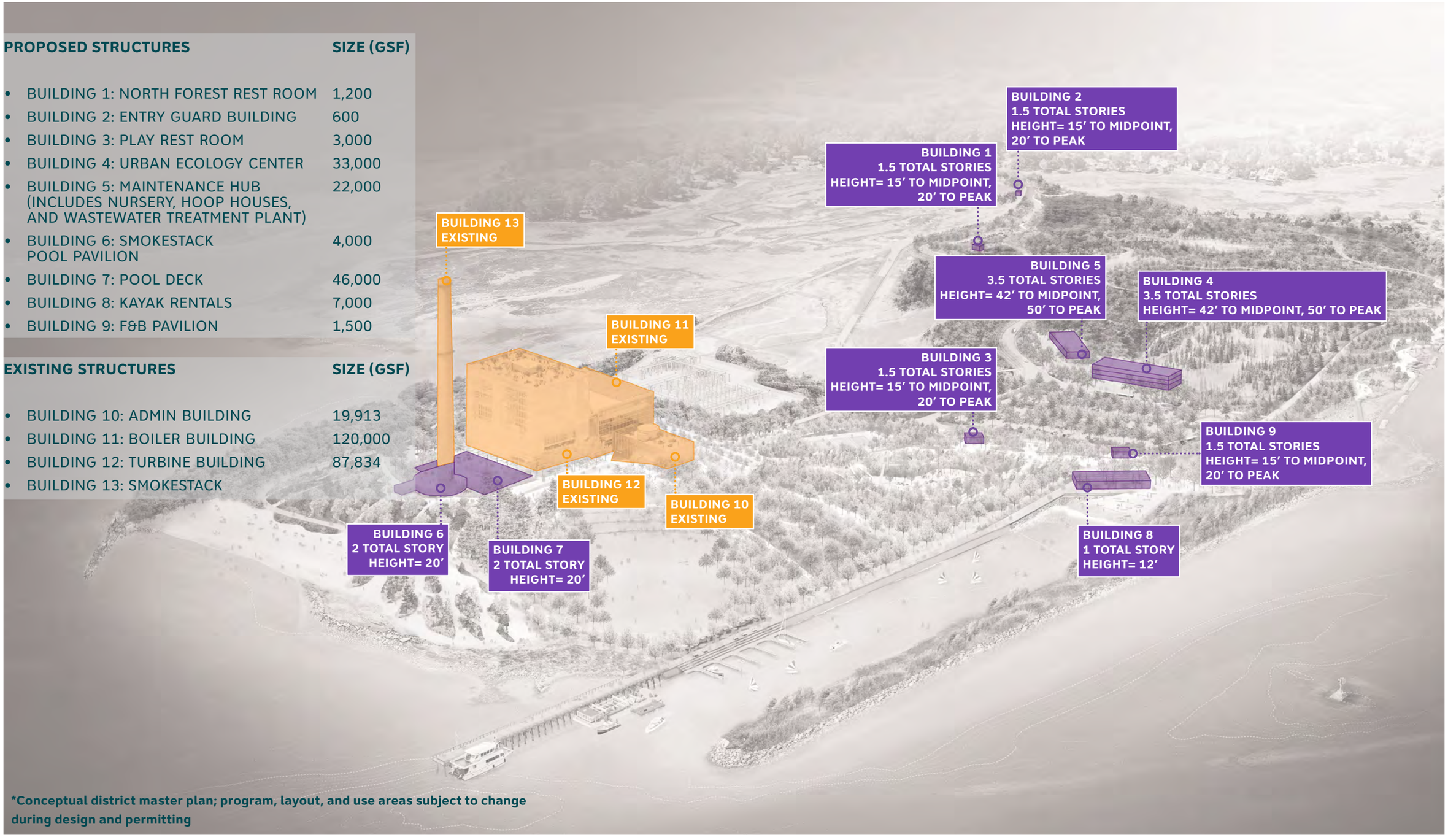
AREA	SIZE
1. North Forest Parking	0.63 ACRES
2. Forest Pockets	1.8 ACRES
3. Nursery + Maintenance	0.5 ACRES + 0.15 ACRES
4. Cedar Swamp	4.40 ACRES
5. Tide Pools	0.65 ACRES
6. Urban Ecology Center	
7. Living Shoreline	1.16 ACRES
8. Nature Play	1 ACRE
9. Central Parking	3.5 ACRES
10. Kayak Terrace + Get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



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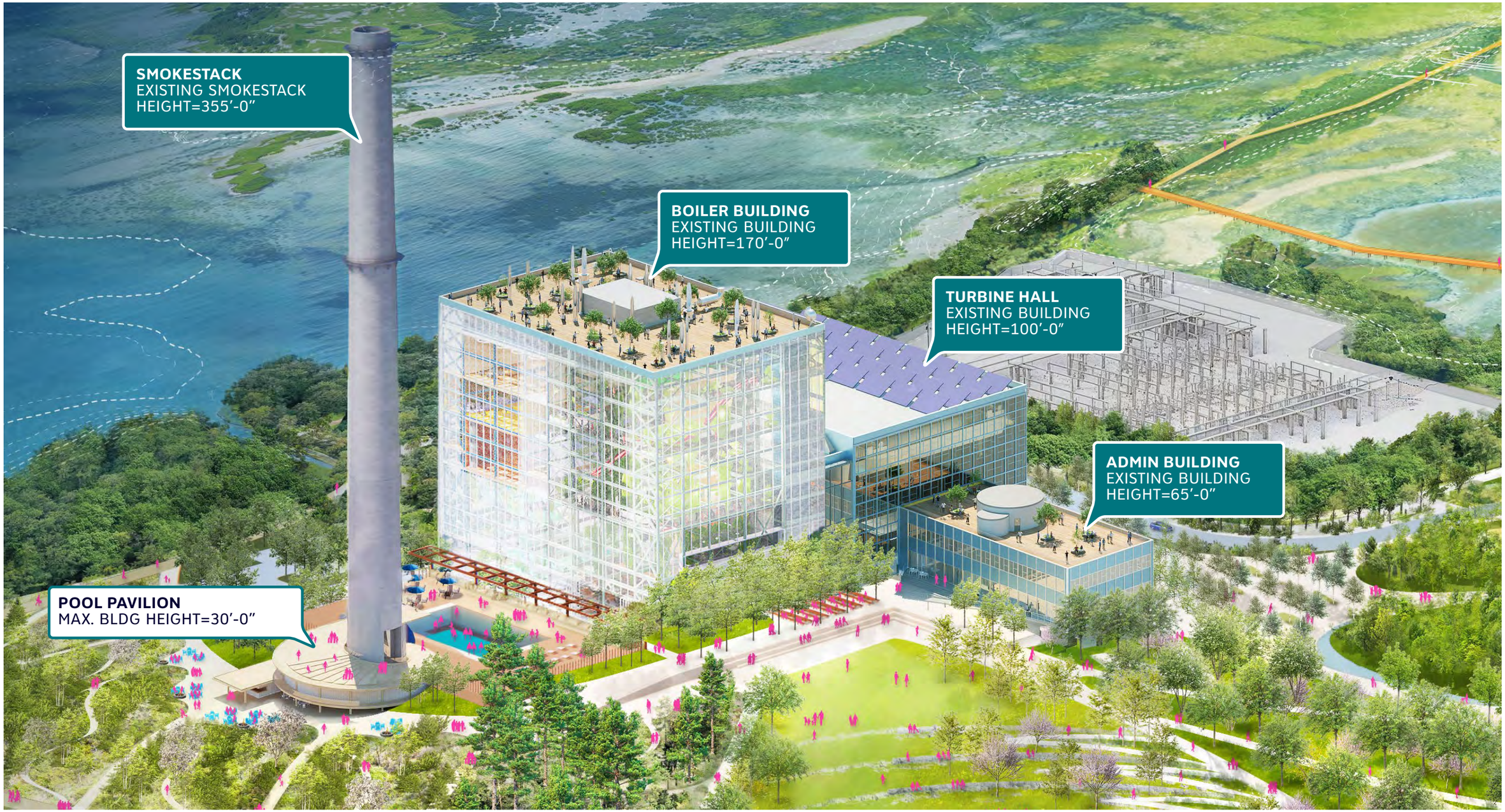
POWER PLANT CLUSTER



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.

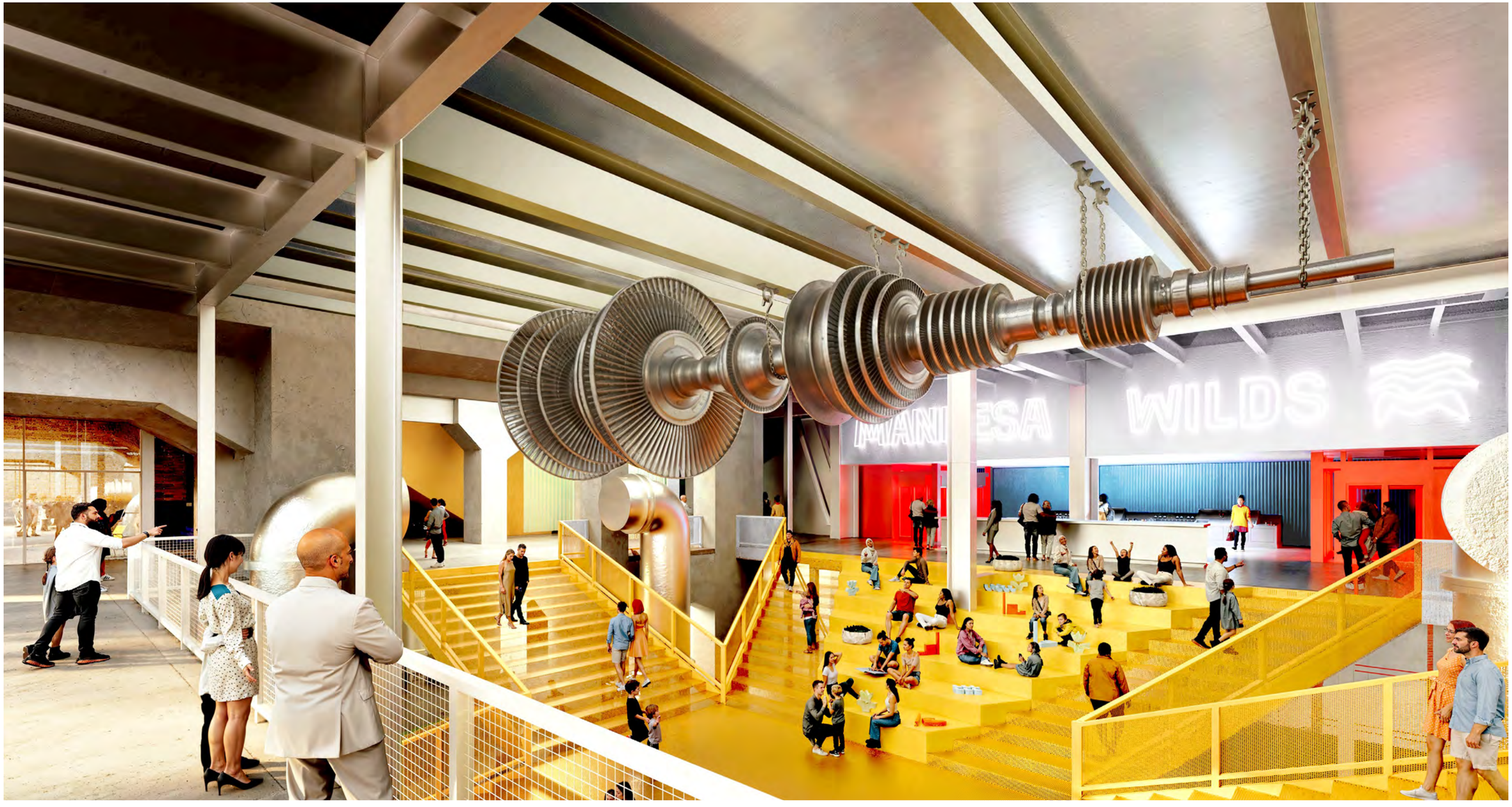
MANRESA WILDS
June 2026

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.

TURBINE HALL

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



MANRESA WILDS
June 2026

TURBINE HALL

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.

MANRESA WILDS
June 2026

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.

ADMINISTRATIVE BUILDING

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.

ADMINISTRATIVE BUILDING

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

ADMINISTRATIVE BUILDING

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.

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.

POOL PAVILLION

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.

POOL PAVILLION

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

POOL PAVILLION

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.

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.

MANRESA WILDS
June 2026

BOILER BUILDING

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

BOILER BUILDING

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.

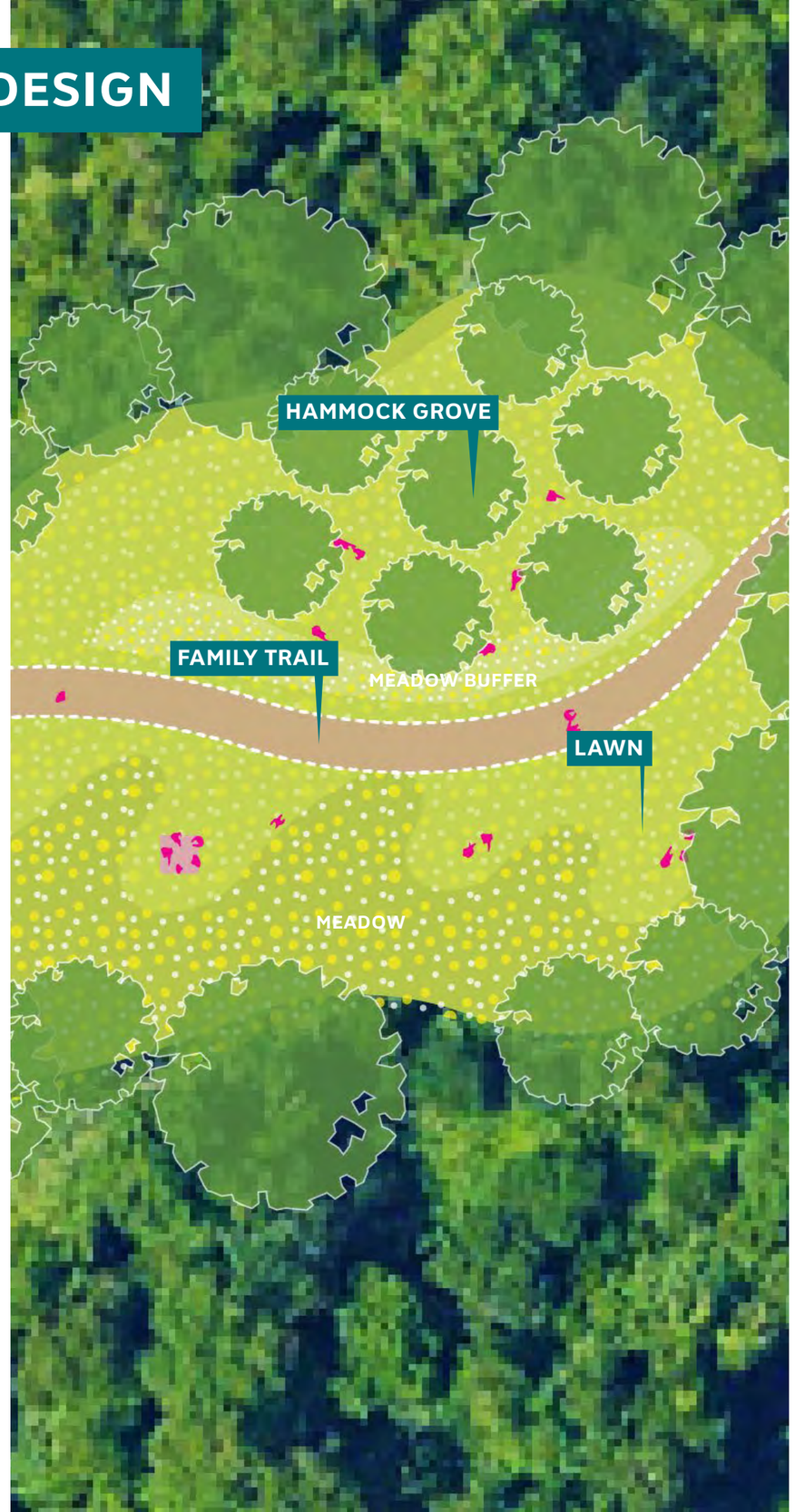
BOILER BUILDING

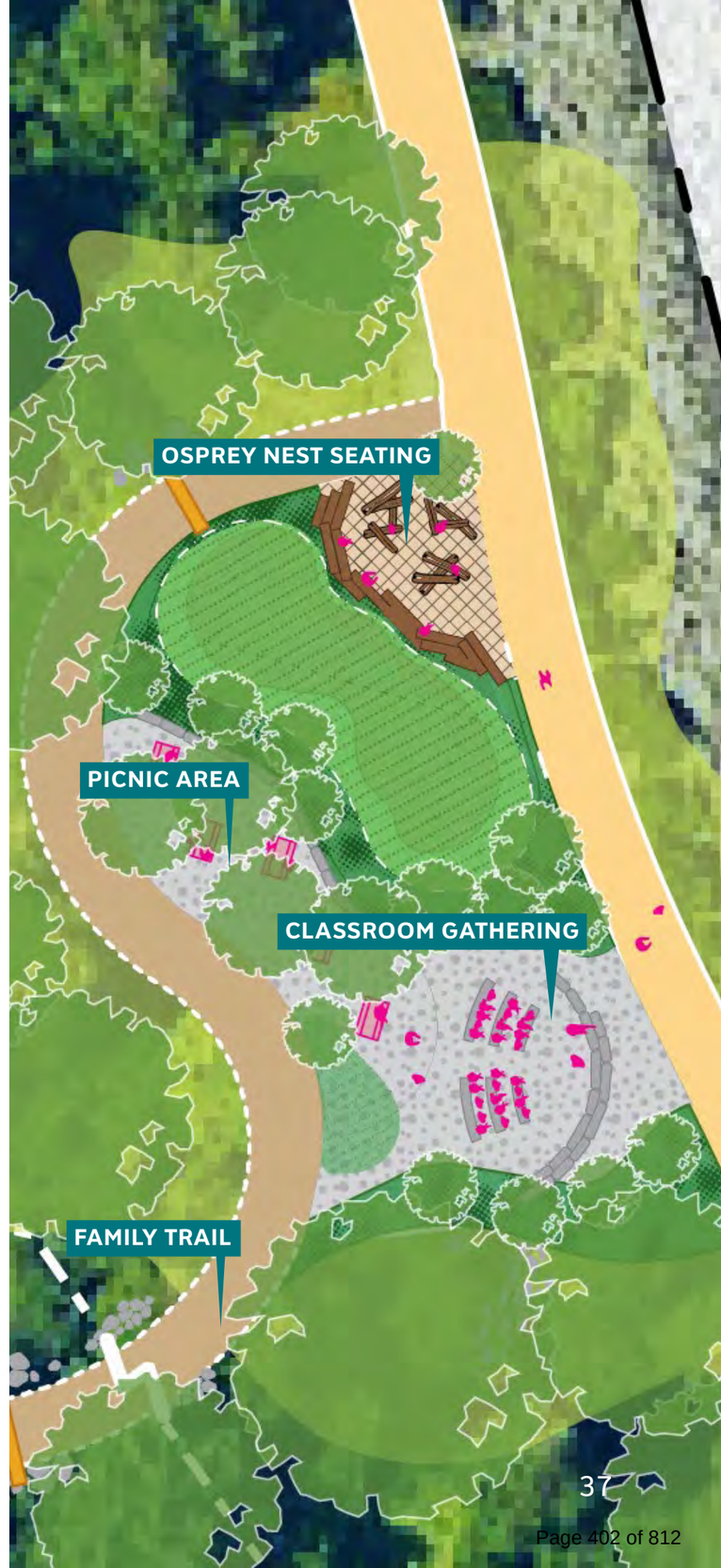
OCEAN LAB At the Institutional Partner's ground floor space, heavy machinery, ocean vessels, and equipment can be worked on with easy accesss for vehicles.

MASTERPLAN

PHASE 1: NORTHERN FOREST DESIGN

PHASE 1: NORTHERN FOREST DESIGN



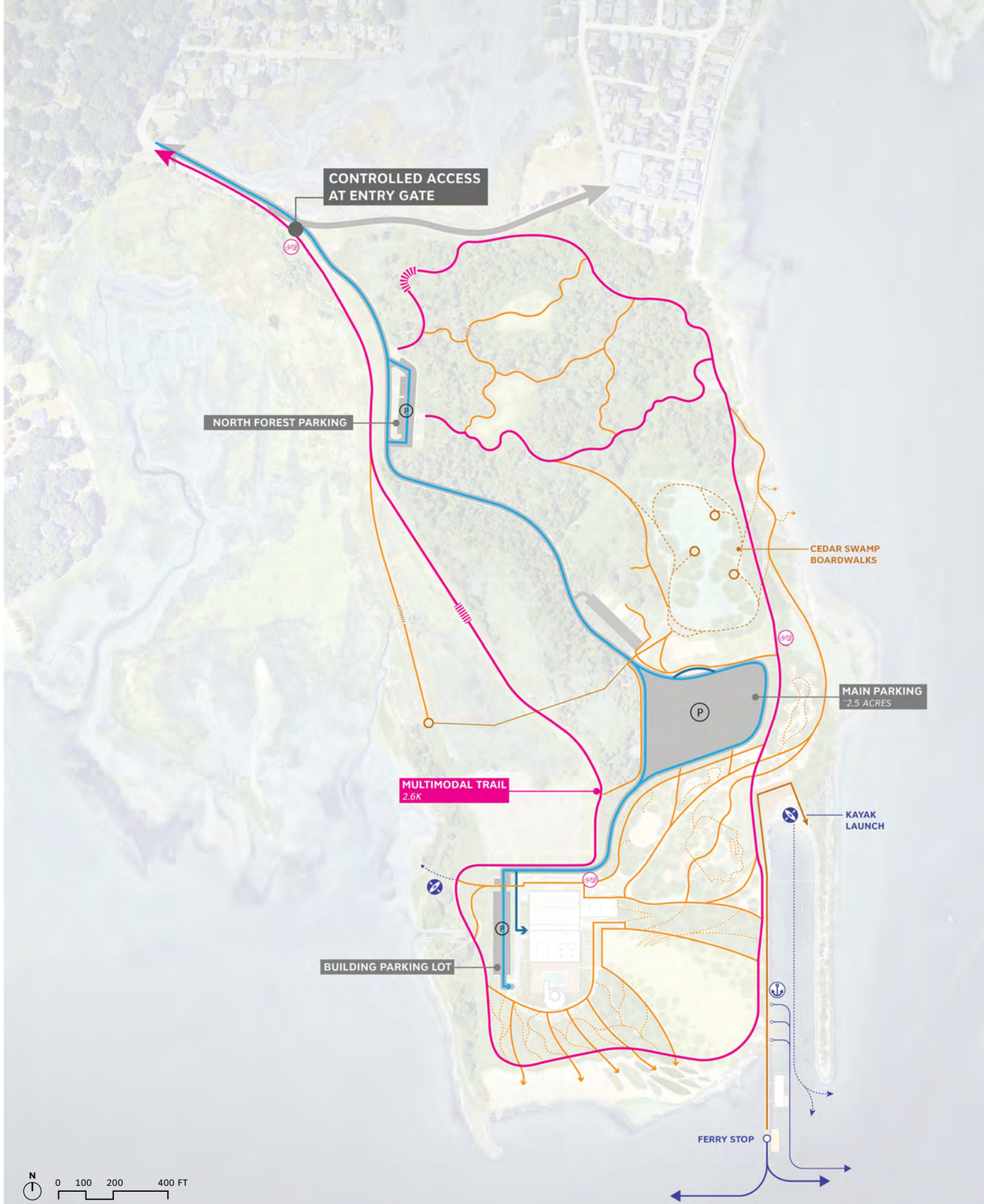


SITE CONCEPT CIRCULATION

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

MANRESA WILDS
June 2026



SCAPE

SOUTHERN SITE

ARRIVAL PLAZA

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

MANRESA WILDS
June 2026

BEACH

A PLACE FOR COMMUNITY SWIM A beach provides a place for the community to access the Long Island Sound, for swimming, relaxation and education.

SCRUB SCRAMBLE

A COASTAL ECOSYSTEM A series of paths meander through a coastal scrub and dune landscape, culminating in the beach on the southern edge of the site.

LAWN

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

EASTERN SITE

NATURE PLAY

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.

MANRESA WILDS
June 2026

ACTIVE PLAY

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.

MANRESA WILDS
June 2026

NORTHERN SITE

CEDAR SWAMP

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
June 2026

LIVING SHORELINE

A COASTAL PATH The living shoreline creates new marsh, extending a marsh ecosystem and inviting visitors to view this unique habitat.

MANRESA WILDS
June 2026

MULTIMODAL PATH

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.

MANRESA WILDS
June 2026

PHASING

PHASE 1: NORTH FOREST

PHASE 2 A & B

PHASE 3

PHASE 4

TRAFFIC

TRANSPORTATION OVERVIEW

Approach

- AKRF has completed a preliminary traffic analysis based on the District Masterplan concept program, phasing, and visitation projections.
- Over the next year, in coordination with Norwalk's Transportation, Mobility and Planning department and the City of Norwalk, we will develop a complete Traffic Study, and submit it with a future Coastal Site Plan Application

Current Analysis and Overview

- Visitation Estimations
    - Annual Visitation (number of people)
    - Peak Hourly Visitation (number of people)
- Visitors Arriving by Car
- Developing Peak Hour Vehicle Trips Generated
- Distributing Vehicle Trips onto Roadway Network
- Preliminary Intersection Analysis and Findings

VISITATION ESTIMATION METHODOLOGY

UNDERSTANDING TRAFFIC STARTS WITH UNDERSTANDING VISITATION

Annual Visitation

- Unique land use program activating waterfront with multiple elements beyond a typical park
- Typical trip generation sources not applicable
- Visitation based on multiple variables
    - Comparable sites
    - Attractiveness of proposed programing
    - Event programming
    - Parking capacities
    - Population base

PHASE	STABILIZED YEAR	ANNUAL VISITATION[1]
PHASE 1	2030	145,000
PHASE 1 AND 2	2035	731,000
PHASE 1, 2, AND 3	2037	792,000

NOTE:
1 INCLUDES POTENTIAL EVENT PROGRAMMING
SOURCES: MANRESA ISLAND VISITATION UTILIZATION PROJECTIONS (ORCA CONSULTING LLC, MARCH 26, 2026)

VISITATION ESTIMATION METHODOLOGY

Annual Visitation

↓

Covert to Monthly Visitation

- Peak month occurs during July/August
- September peak non-Summer month

MONTH	PERCENT DISTRIBUTION
JANUARY	2%
FEBRUARY	2%
MARCH	4%
APRIL	9%
MAY	11%
JUNE	11%
JULY	15%
AUGUST	15%
SEPTEMBER	12%
OCTOBER	10%
NOVEMBER	6%
DECEMBER	4%

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

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

VISITATION ESTIMATION METHODOLOGY

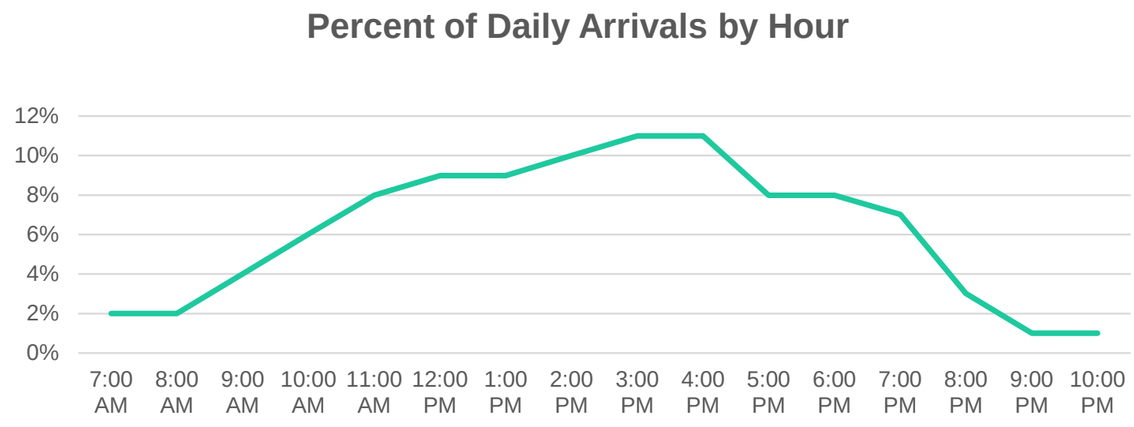
Annual Visitation

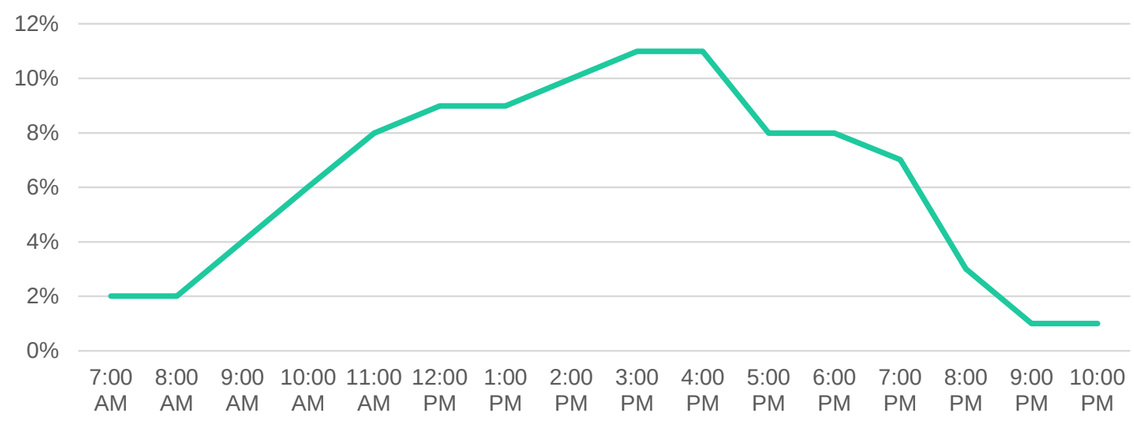
Convert to Monthly Visitation

Covert to Day of Week Visitation

Convert to Peak Hour Vehicles

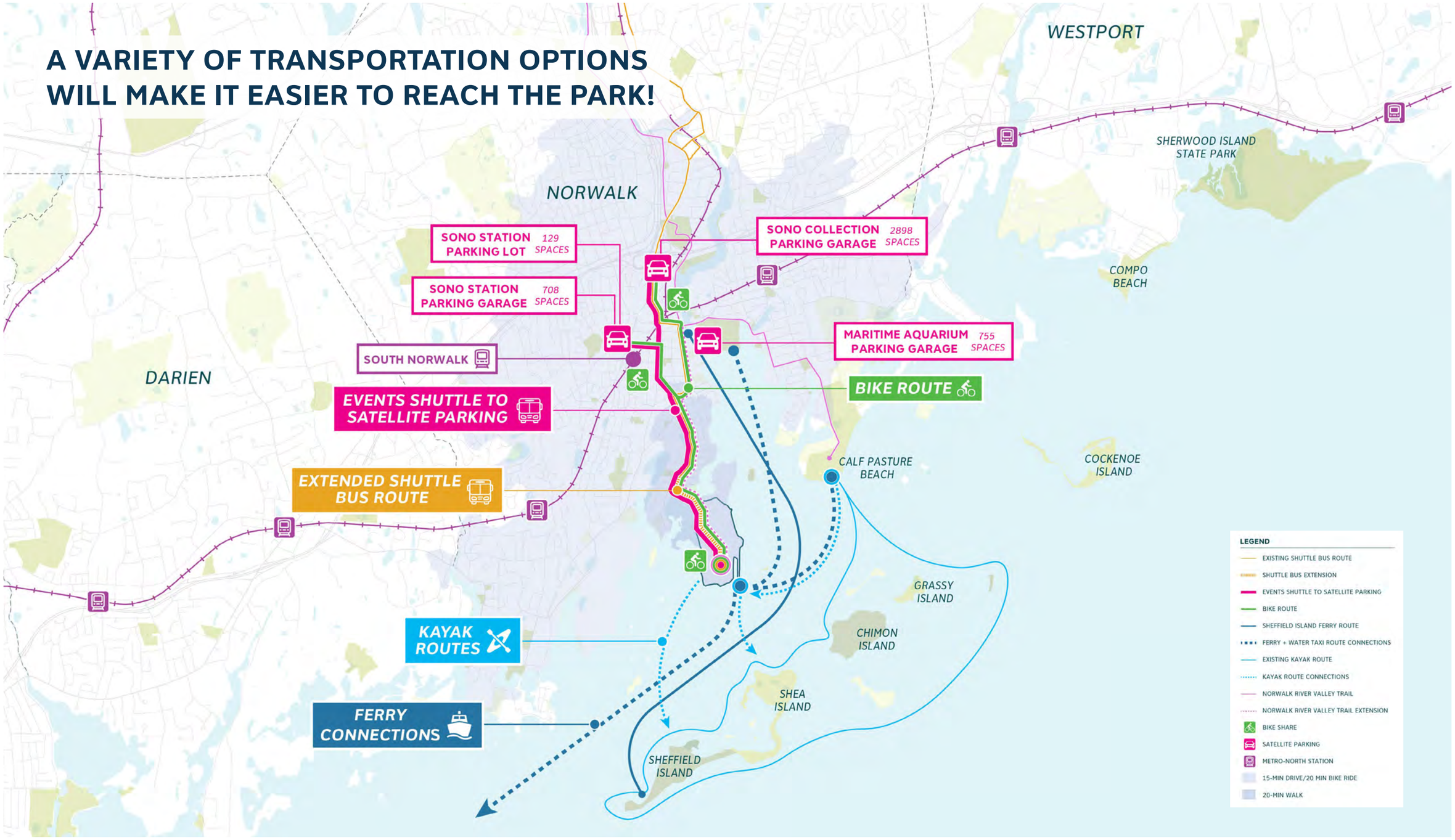
- Establish arrival and departure curves for the day
- Apply modal split
- Apply vehicle occupancy 2.5 people/car





SUPPORTING MULTIMODAL ACCESS TO MANRESA WILDS

A VARIETY OF TRANSPORTATION OPTIONS WILL MAKE IT EASIER TO REACH THE PARK!



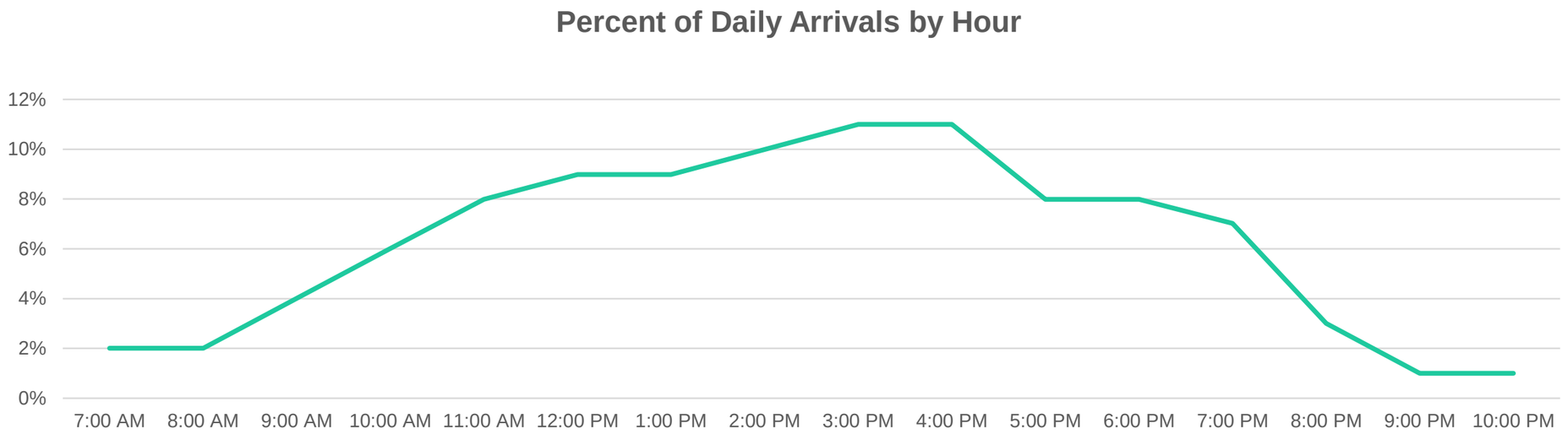
SUPPORTING MULTIMODAL ACCESS TO MANRESA WILDS

- Multiple alternative modes of transportation
- Incentivize public transit through parking restrictions, reservations, and/or dynamic pricing
- In discussions to extend Norwalk Transit Route 2 bus line between MetroNorth Railroad's South Norwalk Train Station and Manresa Wilds
- Identifying opportunities to enhance bicycle
- Phase 3 will offer water based access through Ferry, boats, & Kayak
- Continuing conversations around a circulator bus, water taxi, and shuttle service to/from North Point and Manhattan.
- Traffic assessment conservatively assumed ~95% of visitors arrive by vehicle

PHASE 1-3 PEAK HOUR TRIP GENERATION

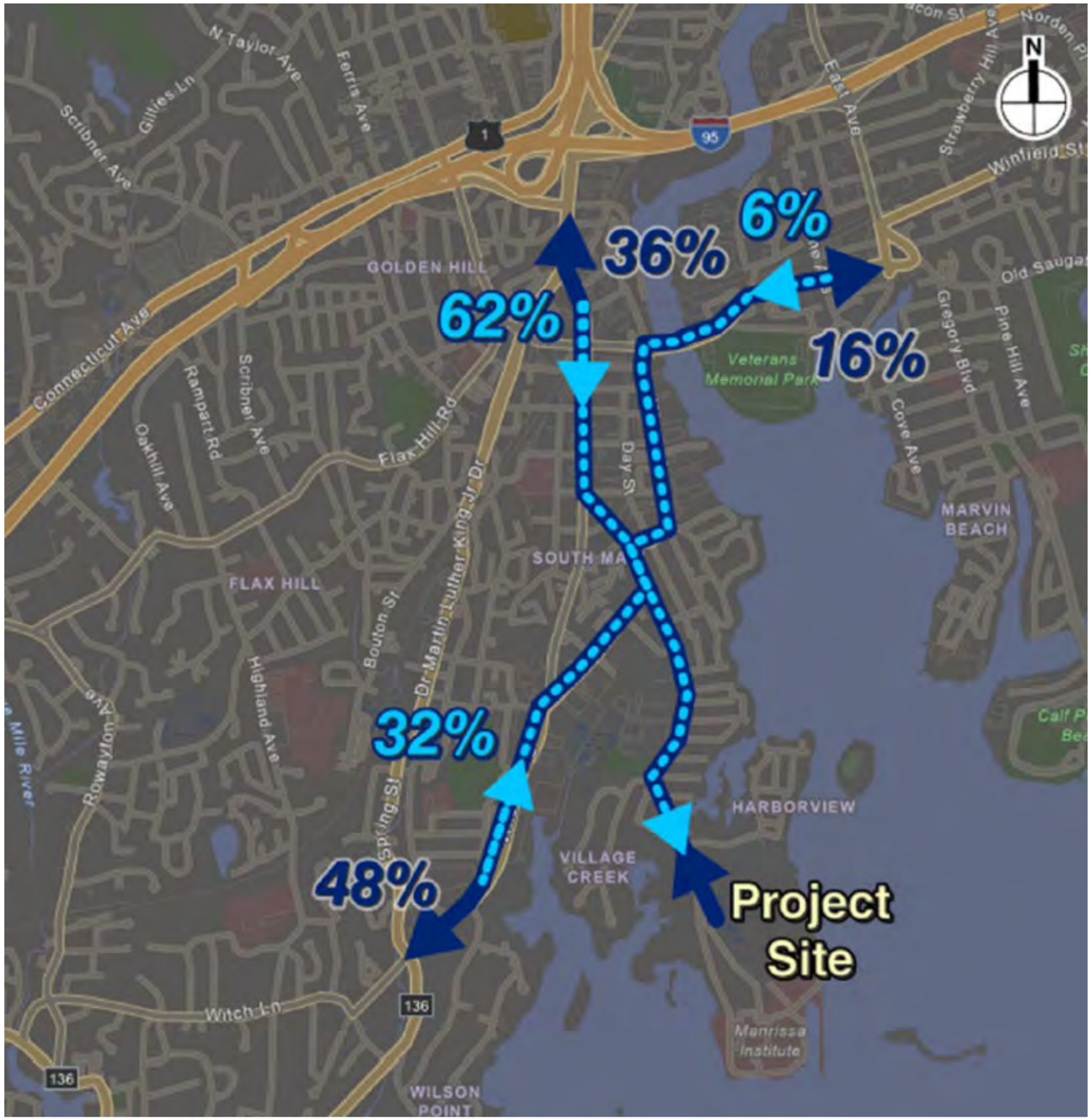
PHASE	SEASON	WEEKDAY PEAK HOUR VEHICLE TRIPS									WEEKEND PEAK HOUR VEHICLE TRIPS								
		AM[1]			MIDDAY[2]			PM[3]			AM[1]			MIDDAY[2]			PM[3]		
		IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
PHASE 1 & 2 (OPEN 2032 STABILIZE 2035)	SPRING	15	8	**23**	69	69	**138**	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 AND INTERSECTION ANALYSIS FINDINGS

- Distribution based on population densities in 10-mile radius and likely travel routes
- Majority of study intersections will not experience significant degradation
- Potential Intersection Improvements
  - Signalizing Woodward Avenue/Meadow Avenue
  - Signal timing adjustments at Washington Street and North/South Main Street

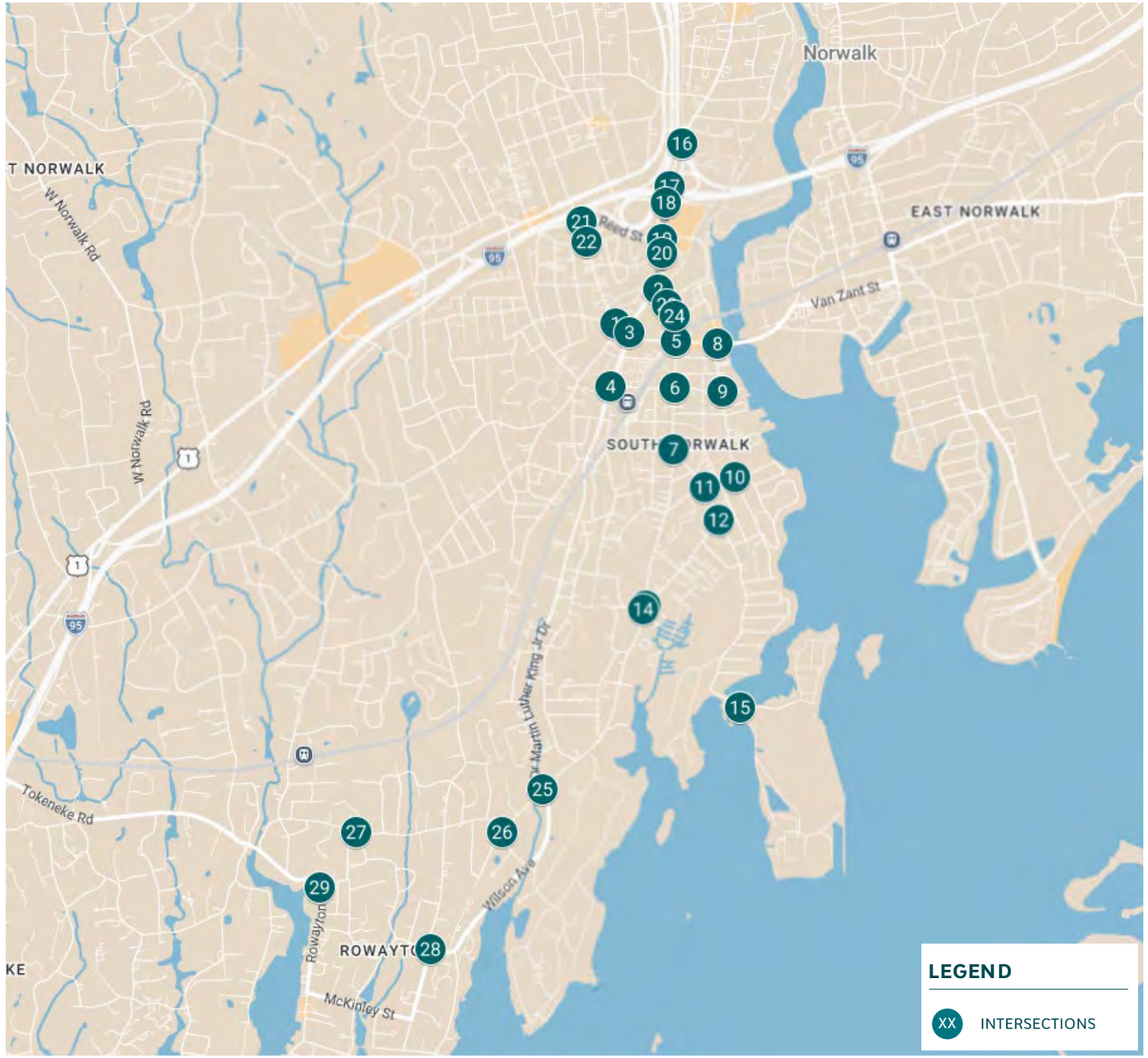


PHASE 4 QUALITATIVE ASSESSMENT

- Potential Phase 4 - Boiler Building program result in an approximate 10 percent increase in visitation compared to Phases 1-3 estimates
- Potential to result in additional traffic impacts
    - Additional intersection signalization
    - Further signal timing adjustments
- Analysis to be refined at a later date
- Phase 4 analysis would take advantage of the some of the Phases activated to refine and validate visitation estimates

FUTURE EFFORTS

- Coordinating with Norwalk's Transportation, Mobility and Parking department
- Expanding number of study intersections to 29 locations
    - Focus on non-summer weekday, weekend, and Summer weekend time periods
- Collecting updated Spring and Summer traffic, bicycle, and pedestrian counts
- Evaluating traffic calming options along Woodward Avenue



MANRESA WILDS
June 2026

APPENDIX

MASTERPLAN SUMMARY

SPACE	USES (gsf)
Total Structures	**356,800**
Turbine Hall	
Event Space	90,000
Retail	2,000
Restaurant	1,000
Office	2,000
Total	**95,000**
Admin Building	
Event Space	14,000
Restaurant	7,500
Total	**21,500**
Boiler Building	
Total Auditorium & Conferencing	35,000
Ocean Workshop	20,000
Research Labs	40,000
Restaurant	15,000
Indoor Vertical Park	40,000
Total	**150,000**
Smokestack Pool Pavilion Complex	
Restaurant	1,500
Commercial Recreation	16,000
Total	**17,500**

PRIMARY USE										ACCESSORY USE		
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
104,000	2,000	27,000	35,000	20,000	40,000	40,000	18,000	40,000	400	2,000	28,800	20
90,000												
	2,000											
		1,000										
										2,000		
90,000	2,000	1,000	0	0	0	0	0	0	0	2,000	0	0
14,000												
		7,500										
14,000	0	0	0	0	0	0	0	0	0	0	0	0
			35,000									
				20,000								
						40,000						
		15,000										
								40,000				
0	0	15,000	35,000	20,000	0	40,000	0	40,000	0	0	0	0
		1,500										
							16,000					
0	0	1,500	0	0	0	0	16,000	0	0			

CONCEPTUAL

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

MASTERPLAN SUMMARY

SPACE	USES (gsf)	PRIMARY USE										ACCESSORY USE		
		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

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

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

Amanda LaRosa, PE
Project Manager
914-307-0041 alarosa@cmellp.com

Sarah Carroll, PE, PTOE
Project Manager
315.607.9351 scarroll@cmellp.com

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Transportation
Mobility & Parking

CITY OF NORWALK
Transportation Mobility & Parking
Norwalk City Hall
125 East Avenue, PO Box 5125
Norwalk, CT 06856-5125

To: Members of the Norwalk Planning & Zoning Commission

From: Benjamin Yeung, P.E. – Senior Traffic Engineer, TMP

CC: James Travers – Director, TMP
Garrett Bolella, P.E., PTOE, RSP1, Assistant Director – TMP
Steven Kleppin, Director – Planning and Zoning

Subject: TMP Review of "Manresa Island Master Plan – Transportation Strategy Memo" for Special Permit Application #2026-41 R/M

Date: June 23, 2026

Dear Chairman Bryce and the Norwalk Planning & Zoning Commission:

The City of Norwalk Transportation, Mobility & Parking Department (TMP) has completed its review of the following documents submitted to the City of Norwalk in support of the Manresa Island Master Plan (Special Permit Application #2026-41 R/M):

1. Manresa Wilds Masterplan Document, dated May 2026
2. Manresa Island Master Plan – Transportation Strategy Memorandum, dated May 22, 2026, prepared by AKRF ("Strategy Memo")
    a. Included in Appendix, "Visitation and Visitor Utilization Projections", dated March 26, 2026, prepared by ORCA Consulting, LLC ("ORCA study")

TMP also reviewed the following document submitted separately to City staff:

3. Manresa Island Master Plan – Proposed Data Collection Plan, dated May 22, 2026, prepared by AKRF

The Strategy Memo provides some preliminary traffic analysis, but a more complete traffic analysis for an expanded study area with all peak periods is still under development. This will be a component of the forthcoming full Traffic Impact Study (TIS). As of the date this memorandum is being submitted, the Applicant is currently in the midst of traffic data collection, with typical summer counts not being collected until mid-July 2026. Therefore, the Traffic Impact Study may not be ready to review until at least August 2026. The comments below are provided to outline concerns with the Strategy Memo that may require revision prior to zoning or site approvals, or prior to preparation of the full Traffic Impact Study.

The City is concerned with the potential for traffic and parking impacts on the adjacent roadway network. The Strategy Memo already outlines locations where mitigation may be needed. However, it is impossible to determine the full scope of mitigations that may be required, based on the Master Plan, without the more accurate and holistic Traffic Impact Study (including a parking study) being finalized.

General:

1. TMP concurs with the comments from the Creighton Manning peer review memo ("Traffic Review #1 for Manresa Wilds Redevelopment (#2026-41 R/M)"), dated June 19, 2026.

2. Construction traffic studies will be required for each of the four Phases at the time each Phase is submitted for Zoning approval, given the potential impacts on the immediate residential neighborhood. This includes plans and assessments of haul routes/truck routes, construction worker and truck hauling trip generation, and construction worker parking. Since construction has already begun on Phase 1, the Applicant should provide current delivery truck log data so the City can evaluate how current truck volumes to/from the site compare against overall volumes and future construction volumes.

3. The ORCA study estimates that several large events per year could be held at Manresa Wilds, with anticipated attendance of 1,500 to 2,000 guests. Traffic analysis should be conducted for such typical large events, which often have surges of entering or exiting traffic. The scope of the event traffic analysis is to be determined in coordination with City staff.

4. For the same typical large events, parking analysis and/or further planning of parking management strategies should be conducted. With a parking capacity of just 380 spaces, average vehicle occupancy would have to be 4 to 5 persons per vehicle, which is far higher than the 2.5 persons/vehicle assumption in the Strategy Memo. Even the 2.5 persons/vehicle assumption is greater than some of the rates collected for FHWA planning guidelines[1]. It may be possible that increased parking capacity would be needed to accommodate events with this sort of attendance unless there was a robust off-site parking and shuttle system.

5. Even after completion of the site, the Applicant should not expect that all large events are allowed by default. Depending on the type of event, timing/scheduling, and expected traffic/parking demand, an event at Manresa Wilds may still require review and approval from the Traffic Authority.

6. Dozens of small park events are expected throughout the year. TMP staff would like a clearer description of the type of programming that would be classified as a small park event, since these may take place at the same time the rest of the site is open and may impact overall site traffic and parking generation.

7. TMP recommends reconfiguration of the intersection of the site driveway with Longshore Avenue, along with clearer wayfinding signage, so that visitors can easily navigate into Manresa Wilds and avoid missing the site driveway and need to turn around in the private Harborview neighborhood.

8. The Applicant should not operate under the assumption that any visitors to Manresa Wilds will be able to park nearby on residential streets and walk/bike into the site. A Residential Permit Parking program is not a substitute for high-quality TDM measures which the Applicant should be responsible for implementing at their own cost.

Travel Demand/Visitation Projections:

9. A single demand profile is provided for visitation/trip generation demand by time of day (Table 7 in Strategy Memo, Figures 11 and 38 in ORCA study), which seems to be tailored to a higher-demand peak weekend day. However, TMP notes that the demand profile might be slightly

[1] https://ops.fhwa.dot.gov/publications/fhwaop04010/chapter5_03.htm

different on weekdays, with a higher concentration of visitation on weekdays coming in the late afternoon/evening hours. Getting this demand correct is important for making sure the combination of higher typical weekday PM volumes and site-generated weekday PM volumes does not overwhelm nearby roadways. The Applicant shall clarify why only a single demand profile is used to represent all days of week.

10. The Strategy Memo weights trip distribution by municipality population (Table 9, includes Norwalk and the eight other nearest municipalities). The ORCA study provides visitation by distance (Figures 10 and 23). This discrepancy in trip distribution may cause discrepancies with volume projections at certain locations within the study area. For example, Figure 23 in the ORCA study indicates that 33% of trips in Phase 2 are from within 3 miles, which is mostly within Norwalk city limits. However, the Strategy Memo estimates only 20% of trips are from Norwalk while 30% are from Stamford. The potential result of this may be that trips to/from Stamford are over-represented in AKRF's trip distribution, meaning that the 32% of entering trips and 48% of exiting trips via the Rowayton gateway intersection of MLK Drive/Wilson Av (Figure 1 of Strategy Memo) may also be an overestimate.

Preliminary Traffic Analysis:

11. For the forthcoming Traffic Impact Study (TIS), the applicant should include the following:
    a. Synchro files should be submitted for detailed review.
    b. Travel time analysis for both directions for the primary route between West Ave/North Main St and the site entrance at Longshore Av, which includes North Main St, South Main St and Woodward Av.
    c. Parking study:
        i. Include parking accumulation for the same time periods that hourly in/out trip generation estimates were developed (Attachment B of Strategy Memo).
        ii. Include assessment of the times (i.e. hours of day, days of week, seasons/months) that off-site parking, parking reservations, and/or other Transportation Demand Management (TDM) would be needed to accommodate parking demand.
        iii. Staff parking should be estimated and included with a discussion of where/how staff parking would be accommodated.
        iv. Include survey of parking occupancy during both a daytime and overnight period along Woodward Av and adjacent side streets to establish baseline data in case the proposal for bike lanes along Woodward Av moves forward.
    d. To fairly assess the impact of the development, which is especially important in determining off-site mitigation requirements, TMP recommends that capacity analysis and Level-of-Service (LOS) tables be completed for both Future Scenarios, with and without the Proposed Project.
    e. Include volume diagrams with traffic analysis.

Safety Assessment:

12. The forthcoming TIS should include discussion of potential road safety mitigations for specific locations with unusually high rates of specific crash types, especially where the addition of site-generated volume may increase crash risks.

Multimodal Assessment:

13. The forthcoming TIS should include inventory of ridership data on Route 2, at least within the study area limits from South Norwalk Train Station to Woodward Av, to provide background data for potential assessment of service expansion.

Phase 4 Qualitative Analysis:

14. It is TMP's understanding that the Proposed Project is currently contemplated as four phases:
    - Phase 1 (opening date 2027):
        - Northern Forest (previously received coastal site plan approval)
    - Phase 2 (opening date 2032):
        - 2A - Park Middle & Southern Program
        - 2B - Turbine Building (which will serve as a large event space), Administration Wing, and Pool Pavilion Complex
    - Phase 3 (opening date between 2033 and 2035):
        - Park (Harbor Promenade Pier Active Play)
        - Urban Ecology Center
        - Water Taxi access
    - Phase 4 (opening date to be determined):
        - Boiler Building

    The current understanding is that the site programming for Phase 4 is yet to be determined by the Applicant. For Phase 4, AKRF has estimated a 10% increase in trip generation over the total combined Phase 3 trip generation. This estimate will have to be re-visited when the concepts for Phase 4 site programming are further developed and/or when actual visitation data can be collected for the previous Phases.

    Furthermore, TMP recommends that traffic analysis in the initial Traffic Impact Study (TIS) be updated whenever trip generation estimates are updated, whether that be from updates to Phase 4 visitation projections or from actual visitation counts upon completion of the previous Phases. This is important even if trip generation estimates are lowered, given that some mitigation measures proposed may no longer be warranted.

Visitor Demand Management Strategies:

15. The ORCA study provides the overall recommendation that "parking capacity is the primary constraint on visitation, rather than the site's supportable recreational capacity". This implies that there is a risk that parking demand will exceed capacity, depending on how popular the site is. In the absence of increased parking capacity or a well-formed Transportation Demand Management (TDM) plan (i.e. shuttle system from off-site parking, parking reservation system, etc.), it is likely that either people will park in the nearby neighborhood and walk to the site due to lack of parking, or visitor dissatisfaction with the lack of available parking will reduce visitation to the site over time. While the submitted Strategy Memo does present various ideas for TDM, there is no committed plan in place yet.

    To provide a specific example, the ORCA study suggests that 24% of visitors will use shuttle or transit bus during Phase 1 on "high visitation days". The number of estimated days parking is to be filled varies from 140-220 days in the opening year (2027) to 100-180 days in the post-surge year (2030). With this many days at capacity, TDM might be needed on a regular basis, or the lack

of parking may become a constraint to demand, at least until the larger parking facility opens in Phase 2.

16. In relation to these concerns about the parking constraints, prior to submission of the TIS, a more detailed parking facility plan should be submitted with the number of spaces at each planned lot (including North Forest, main lot, Artifact lot), along with the types of structures planned for each (surface lot, garage/deck, etc.).

17. If a parking reservation system was implemented, would there be a gate and queue for processing vehicles into the site? Where would the queue spill back to and where would the turnaround for vehicles denied entry be? Compare to other CT parks that are very popular and have a parking reservation system like Squantz Pond in New Fairfield.

18. Off-site parking could draw potentially hundreds of vehicles and numerous shuttles over the course of a day or for a special event to a location such as the South Norwalk Train Station or Sono Collection. Depending on the exact plan for off-site parking, further traffic analysis may be needed at additional intersections near the off-site parking facility, including projections/plans for shuttle vehicle volumes, shuttle vehicle sizes, frequency, and staging/passenger loading locations.

Please note this review is based on all documents submitted to date. TMP reserves the right to comment on forthcoming revised/updated submissions.

Sincerely,

Benjamin Yeung

Benjamin Yeung, P.E., Senior Traffic Engineer – TMP

CITY OF NORWALK
Christine Cardascia, P.E.
Assistant Engineer /
Department of Engineering
125 East Avenue
Norwalk, CT 06851
Office: (203) 854-7873
Permits: (203) 854-4161
www.norwalkct.gov
ccardascia@norwalkct.gov
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 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

SNEW

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

August 5, 2026

Norwalk Planning and Zoning Commission
c/o Bryan Baker, Principal Planner
125 East Avenue
Norwalk, CT 06851

Subject: Manresa Wilds Master Plan, Special Permit, and Zoning Map and Text Amendment; Coastal Site Plan Review

Dear Commissioners:

Thank you for notifying the Land and Water Resources Division of the Department of Energy and Environmental Protection (DEEP) of the proposed coastal site plan application noted above. Our office has reviewed the application for consistency with the policies and standards of the Connecticut Coastal Management Act (CCMA), and we offer the following comments for the Commission's consideration.

The applicant is proposing to adopt by Special Permit the Master Plan for phase two of development at the Manresa Island property, known as Manresa Wilds. The applicant continues to coordinate with DEEP in regular planning and remediation meetings regarding development at the property. Included in the current application are zoning text and map amendments to designate a new zoning district, SD-MW (Manresa Wilds), for the property.

The initial proposal included Bed & Breakfast, Hotel, Inn, and Lodge uses as special permit uses. The applicant subsequently removed these proposed uses from the Master Plan. As nearly the entirety of the site and its access and egress lie within FEMA Flood Hazard Zones AE-13 and VE-15, any overnight or residential uses at the site would carry with them significant coastal management concerns in conflict with the CCMA. However, after listening to public concerns and comments raised by Commissioners, the applicant modified their request to change these uses to "Not Permitted," a revision for which we commend the applicant as it reduces potential flood hazard risks.

The designation of the site as a new special district, SD-MW, brings public access to the forefront of the site. As the site is currently zoned for residential uses, which would carry with them serious flood management concerns as noted above, the redesignation from CD-1S to SD-MW would remove the potential for residential uses at the site while

creating a significant amount of public access. This change appears consistent with both the CCMA and the Norwalk Plan of Conservation and Development, and the proposed uses at the site appear to balance public access and education with the development of event spaces, retail, office, and restaurant uses proposed at the site. The site is not currently zoned to prioritize marine commercial and water-dependent uses, and the proposed zone change will allow for the waterfront site to feature a number of water-dependent uses, including recreation, boating, and public access, which will be primary focal points of the site's development.

At a conceptual level, we find the upland aspects of the Master Plan, which align with what has been discussed in pre-application meetings with DEEP, consistent with the CCMA, noting that detailed site plans for the development, which the development timeline shows are expected to follow in 2027, will be subjected to a more in-depth review. These site plans are expected to be proposed in accordance with guidance provided in continuing regular meetings with DEEP staff, including our Land and Water Resources, Remediation, Wildlife, Fisheries, and Boating sections, to ensure consistency with all applicable regulations.

Finally, the features of the proposed development proposed waterward of the Coastal Jurisdiction Line, including the harbor, kayak launch, docks, pier, tide pools, and living shoreline, are all subject to DEEP permitting requirements and coastal consistency will be determined during permitting reviews for these features. Our office looks forward to continuing collaboration with the applicant on the development of Manresa Wilds.

We hope these comments are helpful to the Planning and Zoning Commission in your review of the proposed coastal site plan application. Should you have any questions regarding this letter or any other coastal management matter, please feel free to contact me at braden.lynn@ct.gov.

Sincerely,

Braden Lynn
Environmental Analyst II
Land and Water Resources Division

BL

CITY OF NORWALK
Harbor Management Commission

www.norwalkct.gov

Norwalk City Hall
Room 129
125 East Avenue, PO Box 5125
Norwalk, CT 06856-5125

July 23, 2026

Seve Kleppin, AICP
Planning & Zoning Director
City of Norwalk

RE: **Manresa Wilds R-M-SP Referral - Application #2026-41**

Dear Mr. Kleppin:

At a regular meeting of the Norwalk Harbor Management Commission held Wednesday, July 22nd, 2026, the above-referenced Text Amendment, Zoning Map Amendment, and Special Permit application referral was reviewed. The proposal consists of a 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. The Commission found the proposal to be **CONSISTENT WITH THE HARBOR MANAGEMENT PLAN** and reserves the right to continue to review the applicant's proposal and provide additional comments at such time as it may be modified, additional information is provided, or the proposal is the subject of a Public Notice or Hearing.

As the proposal affects property on, in, or contiguous to the Norwalk Harbor, it is subject to review by the Harbor Management Commission to determine its consistency with the Norwalk Harbor Management Plan. The requirements of this review are specified in Sec. 22a-113p of the Connecticut General Statutes and the Norwalk Harbor Management Plan. Pursuant to the General Statutes and the Plan, a 2/3 vote of all members of the Planning and Zoning Commission is needed to approve a proposal that has not received a favorable recommendation from the Harbor Management Commission.

If you should have any questions regarding the above, please feel free to contact me.

Sincerely,

Amelia Williams

Amelia Williams
Staff to the Harbor Management Commission

August 14, 2026

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

RE: Traffic Review #2-Revision 1 for **Manresa Wilds Redevelopment (#2026-41 R/M)**;
CM Project No. R261267.05

Mr. Kleppin:

The City of Norwalk Planning and Zoning Commission (the Commission) held public hearings on July 15, 2026 and July 29, 2026 regarding the Special Permit Application for Manresa Wilds Redevelopment. Creighton Manning Engineering & Surveying, PLLC (CM) has reviewed spoken comments from the two meetings, as well as written comments submitted prior to July 29, 2026. CM understands the applicant anticipates delivering updated traffic analyses in support of special permit applications and site plans for upcoming phases.

CM submitted *Traffic Review Letter #2* to the City of Norwalk Planning & Zoning Department (PZD) on August 5, 2026. On August 12, 2026, a meeting was held between CM, the PZD, the City of Norwalk Transportation, Mobility and Parking (TMP), and the Applicant's traffic consultant, AKRF to discuss the comment letter and review project timelines. This letter was revised based on our understanding of the cohesive timeline for the project review before the Commission, and to set clear guidelines with reasonable timeframes for the Applicant to achieve. It is our understanding that the project is currently before the Council for a Zone Change, Zone Text Amendment, and Special Permit. As it stands, the following comments apply to future Phase 2 through 4 uses including Permitted with Limitations and Special Use Permit.

Due to the schedule of the project, and based on comments received to date, CM is providing the following comments to offer additional transportation-related context to the Commission. Based on our understanding of current roadway conditions, concept-level engineering, and investigative analysis, we offer the following comments for consideration::

I. Comments to be addressed in the near-term (as soon as practicable):

1. Current construction truck volumes and queueing to the site are significant. The Applicant should move the guard station further into the site, to accommodate all site entry-related queuing off of Longshore Avenue so access for residents of Harbor View is not impeded. Additionally, the Applicant should be required to monitor and report on the total number of vehicles accessing the site during construction. This reporting requirement should include:
    - ✓ Log of all vehicles accessing the site: Entry time, vehicle type (passenger car, dump truck, flatbed, etc.), associated project (Northern Forest or Walk Bridge), and exit time;
    - ✓ Hourly trip distribution (entry and exit) for all vehicles by type for each day;
    - ✓ Weekly vehicle totals by type;
    - ✓ Cumulative totals for duration of construction; and
    - ✓ Monthly submissions of the above to TMP.

The City intends to conduct an ongoing review of the construction traffic volumes to assess whether trends in actual construction traffic may be impacting the adjacent roadway network and necessitating any interim improvement measures.

II. Comments to be addressed during review of all future uses (Phases 2-4):

2. The Applicant should provide the Commission with traffic/parking data from the following suggested points of reference in the City and surrounding area as a basis for comparing site characteristics. The data should include the parking supply, multi-modal trip counts/projections, and roadway data in the vicinity of each site. CM suggests the applicant use the locations and format provided in attached Table 1 to submit to the Commission once the data is compiled. Suggested points of reference include:
    a. Park/Beach – **prior to September 7**
        i. Calf Pasture Beach/Taylor Farm (99 Calf Pasture Beach Rd, Norwalk, CT)
        ii. Squantz Pond State Park (178 Short Woods Road, New Fairfield, CT)
    b. Grocery Store
        i. Wegmans (675 Connecticut Ave, Norwalk, CT)
        ii. Stew Leonard's (100 Westport Ave, Norwalk, CT)
    c. Attractions
        i. Maritime Aquarium (10 N Water St, Norwalk, CT)
3. The *Transportation Strategy Memorandum* (by AKRF dated May 22, 2026) provides a data collection plan along Woodward Avenue including the collection of turning movement counts (TMCs) and automatic traffic recorder counts (ATRs). ATR data from 2023 is currently available one-mile north of the site, as discussed in comment 9.a. herein, but more recently collected data would be helpful for proper contextualization of the proposed trip generation.
4. The *Transportation Strategy Memorandum* (by AKRF dated May 22, 2026) provides LOS summaries for preliminary analyses of the Existing Weekday PM, Future Weekday, and Future Weekend PM.
    a. Existing Weekend PM LOS summaries were not included. The Applicant shall include this in future TIS submissions.
    b. The applicant shall provide the synchro files and volume diagrams in future TIS submissions.
5. The Applicant should evaluate strategies to improve corridor operations, increase capacity where feasible, and enhance maneuverability along Woodward Avenue. Survey mapping should be provided with existing right-of-way boundary information. Identifying practicable improvements to Woodward Avenue and understanding the amount and composition of traffic (passenger vehicles, buses, shuttles, and active transportation) that can reasonably be accommodated following implementation of those improvements will be critical in determining the scale and mix of the Project's various components.
6. CM recommends that the following operational and management measures be included as conditions of future approvals for the Applicant:
    a. Initiate a plan with rideshare providers to restrict or manage pick-up and drop-off activity at the site, since each rideshare passenger trip would generate both an inbound and outbound vehicle movement on Woodward Avenue.
    b. Implement continuous traffic monitoring with consideration for the use of Intelligent Transportation Systems (ITS) to document traffic conditions as project phases are occupied.
    c. Provide a variable message board strategy to communicate detours, closures, flooding conditions, parking-at-capacity conditions, and other emergency or operational notices to drivers approaching the site.
    d. Coordinate with emergency services to confirm site access, evacuation procedures, detour protocols, and emergency response needs before each phase is opened.

e. Develop a Travel Demand Management Plan and a Parking Management Plan.
   i. The Travel Demand Management Plan should address Manresa circulator shuttle, transit, water access, bike access, sidewalks, and rail trail connections
   ii. The Parking Management Plan should address resident-only or resident-preference parking, reservations, off-site parking locations, parking supply in all on- and off-site locations, and pricing (no fee, seasonal fee, fees for certain hours/days of week, charge by hour or for full day). During the applicant's 7/15 presentation, off-site parking for employees was also discussed. Details should be provided on the provisions for employee parking.

7. The Applicant suggested that they are constructing a roundabout at the Longshore Avenue site driveway to accommodate bus turn arounds and to redirect visitors from inadvertently continuing down Longshore Avenue. Based on a review of the current North Forest Access Drive and Parking site plan dated December 2025, the proposed site driveway would accommodate a bus turn around. The current plan proposes widening the existing Longshore Avenue driveway to allow ingress and egress via a separated diverter island. The Applicant should evaluate a single-lane modern roundabout at this location to accommodate future heavy vehicle truck turning, while providing interior space for wayfinding signage and landscaping gateway treatments. Pedestrian and bicycle accommodations at the roundabout should be included. Consideration should be given to replicating the Harbor View brick pillars at the portion of the roundabout that leads to that community as well as providing appropriate gateway signage to Manresa Wilds. A schematic of a single-lane 150-foot outer diameter single-lane roundabout is attached for conceptual use and discussion (see Figure 1).

8. The applicant should conduct a gap study to quantify the availability of gaps between moving vehicles a pedestrian has to cross Woodward Ave, and how much the increased traffic will reduce the availability of those gaps. The gap study should include existing and projected future conditions along Woodward Avenue south of Meadow Street and be documented as a count of available gaps by gap lengths (in buckets) for each study peak hour.

III. General comments for the Commission's awareness:

9. As the applicant's detailed TIS submission is not expected for several months, CM has reviewed available traffic data reported by CTDOT to provide context for the Commission. To summarize:

   a. CTDOT reports an AADT of 4,700 in June 2023 at a count station along Woodward Avenue located between Larsen Street and Grove Street (approximately 1.0 miles north of the Manresa Wilds entrance). It is expected that the pre-construction AADT closer to the site would be lower, but this will be confirmed by the Applicant. Hourly volumes are reported to be:

Table 2: Woodward Avenue Average Daily Peak Hour Traffic

Weekday Peak Hour	Approximate Two-Way Hourly Volume (vehicles)
Morning (7:00-8:00 AM)	310-360
Midday (11:00 AM-12:00 PM)	250-320
Evening (4:00-5:00 PM)	360-420

   b. The Strategy Memo included an estimation of peak hour trip generation volumes for Phases 1, 2, and 3 of Manresa Wilds. Table 3 summarizes the peak hour morning, midday, evening peak traffic by weekday and weekend as well as summer season and off-peak season.

Table 3: Trip Generation Peak Hour Summary (per AKRF memorandum dated May 22, 2026)

	Weekday Peak		Weekend Peak	
	Summer	Non-Summer	Summer	Non-Summer
Morning (7:00-8:00 AM)	33	26	84	64
Midday (11:00 AM-12:00 PM)	200	154	502	386
Evening (4:00-5:00 PM)	235	180	586	449

c. For the Commission's consideration, Table 4 summarizes the comparison of peak hour estimated trips on the current typical daily roadway traffic. Note the Appilcant should prepare a thorough review of the comparison of future traffic to existing roadway traffic during each peak period. This summary is based off a typical weekday for discussion purposes only.

Table 4: Woodward Avenue Peak Hour Impacts

	Weekday Peak		Weekend Peak	
	Summer	Non-Summer	Summer	Non-Summer
Morning (7:00-8:00 AM)	+10% 1 veh/2 mins	+8% 1 veh/2 mins	+25% 1 veh/1 min	+20% 1 veh/1 min
Midday (11:00 AM-12:00 PM)	+60% 3 veh/1 min	+50% 3 veh/1 min	+150% 8 veh/1 min	+120% 6 veh/1 min
Evening (4:00-5:00 PM)	+60% 3 veh/1 min	+50% 3 veh/1 min	+150% 10 veh/1 min	+110% 8 veh/1 min

As shown in the table above, the development's maximum projected hourly traffic generation (weekend PM) of 586 trips/hour is approximately 1.5 times the existing weekday PM peak hour volume reported by CTDOT on Woodward Avenue. While these volumes represent different operating conditions and should not be compared directly for capacity analysis purposes, the comparison illustrates the magnitude of traffic that could be generated by the Project relative to existing traffic volumes on the corridor. Furthermore, because the CTDOT count location is approximately 1 mile north of the site entrance, where traffic volumes are expected to be higher than traffic volumes closer to the site, the relative increase near the site is expected to be greater.

10. CM and TMP will have the opportunity to review off-site improvements in detail as the Applicant submits sufficient information to assess traffic impacts associated with each phase of the Project. As part of the detailed TIS submission, the applicant should provide a phasing plan for all proposed off-site improvements.

    a. Proposed roadway design plan(s) for improvements along Woodward Avenue shall be included with the Phase 2 application submission. TMP shall review and approve any design plans. The applicant shall be responsible for implementation of all improvements prior to the opening of Phase 2. Any subsequent roadway and/or traffic design plans for off-site traffic mitigations shall follow the same process.

    b. The study scope should remain flexible and may need to be expanded as project-related impacts are identified through the ongoing Traffic Impact Study review and subsequent phase submissions.

    c. The Commission should require the Applicant to submit traffic and parking count data from completed phases and updated traffic projections and analyses for each phase before further

approvals are granted, so that off-site improvements and mitigation measures can be evaluated before additional project traffic is introduced.

11. Current Commission Action Recommendations

    a. CM recommends that the Commission retain flexibility to impose transportation-related conditions during future phase reviews as additional project details become available. Transportation impacts will be driven not only by the proposed land uses, but also by how those uses are operated. Future conditions may therefore be best focused on factors such as maximum attendance, simultaneous event activity, parking utilization, and transportation demand management measures, rather than solely on limitations associated with specific land use categories.

    b. CM recommends that the Commission reserve the right to require event-specific transportation reviews and traffic management plans for special events expected to generate significant traffic demand. Approval of an event-related land use should not preclude future review of individual events, as traffic impacts are often driven by event attendance, scheduling, and operational characteristics. Similar to the City's review of recurring annual events such as the Norwalk Boat Show, ongoing oversight would provide flexibility to address transportation impacts through appropriate traffic control, parking management, shuttle operations, and other mitigation measures as conditions evolve.

    c. Applicant to respond to comments from June 19, 2026 review letter.

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

Respectfully,
Creighton Manning

Amanda LaRosa, PE
Project Manager
914-307-0041 alarosa@cmellp.com

Sarah Carroll, PE, PTOE
Contract Manager
315.607.9351 scarroll@cmellp.com

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Table 1: Comparison Points of Reference

Comparison Site	Size (acres)	No. of Parking Spaces	Parking Restrictions?	Roadways Serving the Site	Roadways Serving the Site (AADT)	Driveway Access Type	No. of Access Points	Peak Hour Trip Count (AM)	Peak Hour Trip Count (PM)
Manresa Wilds 1 Manresa Island Road, Norwalk, CT									
Calf Pasture Beach/Taylor Farm 99 Calf Pasture Beach Rd, Norwalk, CT									
Squantz Pond State Park 178 Short Woods Rd, New Fairfield, CT									
Wegmans 675 Connecticut Ave, Norwalk, CT									
Stew Leonard's 100 Westport Ave, Norwalk, CT									
Maritime Aquarium 10 N Water St, Norwalk, CT									

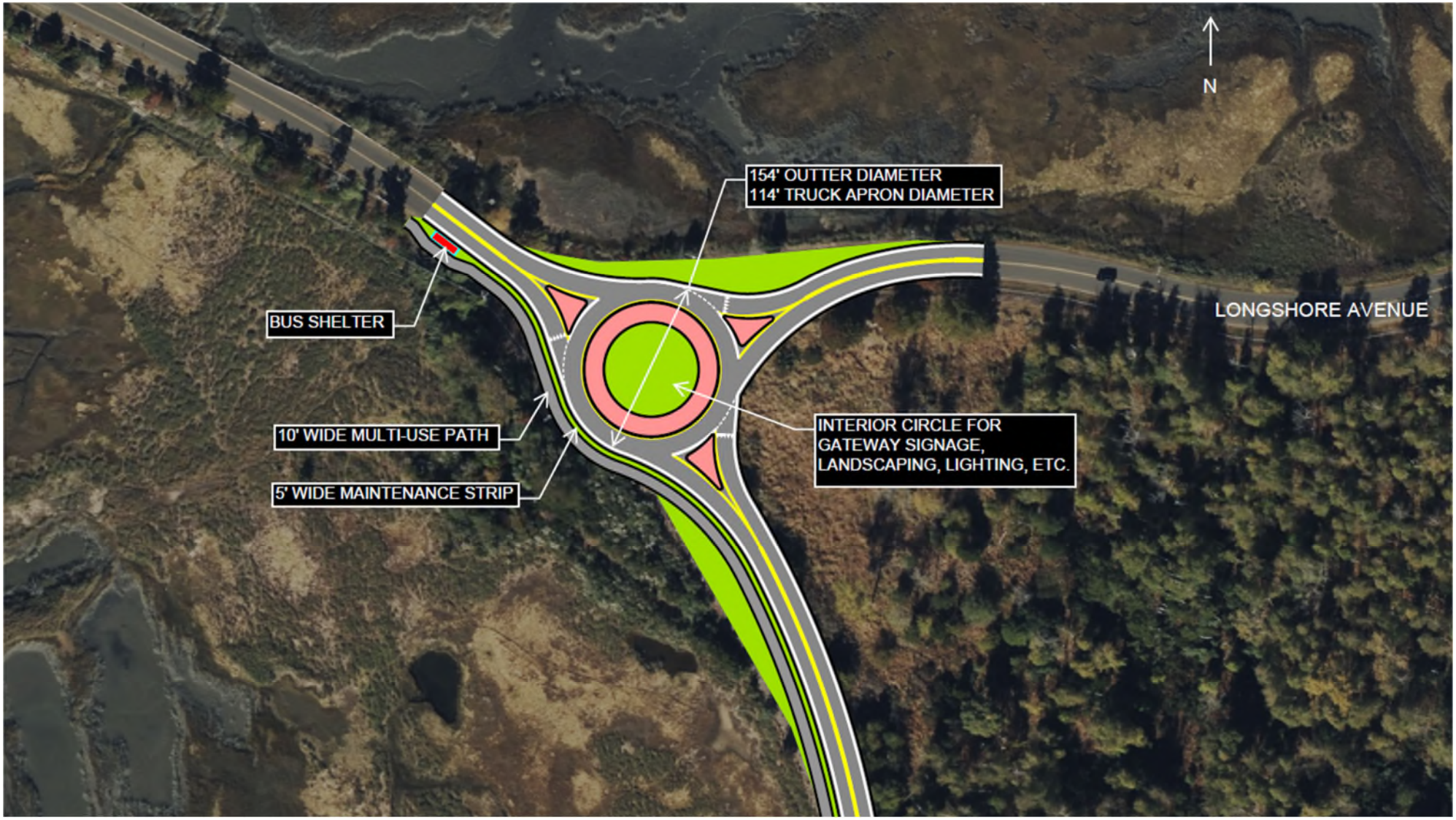

Figure 1: Longshore Avenue/Site Driveway Roundabout Schematic (not to scale)

PLANNING & ZONING

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

PLANNING & ZONING

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.
~~Limitations 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

PLANNING & ZONING
125 East Avenue
Norwalk, Connecticut 06851

MEMORANDUM August 13, 2026

TO: Norwalk Planning & Zoning Commission; Chapin Bryce, Chairman

FROM: Steve Kleppin, AICP, Planning & Zoning Director SK

SUBJECT: #2026-41-R-M SP – Manresa Wilds

To date, we have received a lot of testimony and had a robust conversation about the application, while fully trying to understand how the proposed master plan will be implemented and how the site will eventually operate. The Commission and Staff have provided the applicant with questions and comments related to many of the proposed uses. This memo provides follow-up questions, comments and recommendations on some of the uses included in the application.

In addition, this memo provides further comment on parking and how that will be managed in conjunction to the uses allowed and operations of the site. Lastly, next steps regarding traffic impacts are highlighted.

Intensive Uses

There are several uses that have the potential to be significant draws and major traffic generators in addition to the park and beach:

- Amphitheater
- Auditorium/Community Center, etc.
- Event Space
- Performing Arts Center
- Theater

Further clarification and appropriate limitations are needed considering that the Turbine Hall could be a 90,000 SF Event Space, with a capacity of 18,000 people-standing and 6,000 people with tables and chairs. The applicant has indicated they do not intend to hold any events of this scale, but this does require the Commission to consider how these uses are permitted and whether limitations should be placed at this juncture as well. It is only practical to think that there will be ongoing activities in many of these spaces on a daily basis, albeit on varying scales of intensity. In addition, we must consider that the use runs with the land, not the ownership. There are also several associated questions that arise related to the use of these spaces:

1. With a space that large how do they envision this being utilized on a day-in, day-out basis?
   a. If there is consistent programming that will demand a certain number of patrons and a reciprocal number of parking spaces?
   b. How does that sync with visitors to the park that do not want to participate in those events?
2. Consider a cap on the maximum capacity per event.

3. The applicant has proposed a cap of 4 events per month with a capacity of more than 100 people. How many events per week? How these events conflict and interact with other site activities needs to be fully addressed by the applicant.
4. Activities would need to be broken down by space. If there is an event in the Boiler Building and an event in the Turbine Hall, should capacity be capped as well?
    a. Potentially tiered by size of the event
    b. If so, how can this be effectively regulated by the City and can this be done where it is not intrusive to operations of the facility?

Another complicating factor in understanding the proposal in total is meshing projected visitations by use per day verse on-site parking and how the reservations system will be administered. For example, once phases 2 & 3 are operational, the projections indicate there could be as many as 3,000 vehicles a day on a peak Saturday. Given the limited parking area proposed, how does the applicant anticipate managing the reservations? Are people making reservations to bring their car for the entire day or for a specific time? Are they limited to a set number of hours? Another concern is that if someone has a reservation, they arrive at the site but there is no parking available, do they queue on the street, do they circulate through the neighborhood? In addition, there is no limitation on how many people can arrive via ride share, bicycle or on foot, which adds to the street volume and considering the roadway and corresponding intersection limitations, further analysis is needed before Phases 2 or 3 can be approved.

Principal v. Accessory Uses

Recommendations: Move Restaurants, Brewpub/Distillery & Retail Sales to accessory uses. Consider adding Office as an accessory use.

Rationale: All indications are that these uses are supportive of the main (principal) intent of the site: public access, education, environmental stewardship and various forms of recreation.

Restaurants – the significant question/concern related to a Restaurant at this location is whether it should be limited to being supportive of the broader park concept or whether a Restaurant should be a destination itself. Staff agrees that providing food on-site makes sense and is needed and is consistent with other parks, but having a significantly sized restaurant on-site can be a draw by itself, unnecessarily increasing vehicular traffic to the site. Restaurant size per the Masterplan size varies from 1,000 SF to 15,000 SF. The applicant indicated that the intent of the park is to follow operating hours at parks elsewhere in the City. For reference, Luca's at Calf Pasture is open until 9 PM.

1. Will the larger space be more cafeteria style, verse a sit-down restaurant?
2. Is that size Restaurant necessary based on the self-imposed parking limitations proposed?
3. How many people can this facility server per hour?
4. Should the hours of operation for the restaurants be limited?

Potential Limitation(s) –

1. Considering this is a residential zone and the intent is to have visitors vacate the park by closing, food service should stop prior to closing to allow patrons to eat and exit the park by closing.

2. It will be difficult to regulate who actually dines at the restaurants, if they are not patrons of the park.
3. Another consideration is to require a special permit for a Restaurant of a certain size.

Brewpub/Distillery – this use is similar to restaurants, but a popular brewery may be more of a destination than a popular restaurant and can be more of a traffic generator, based on the constant in and out of the patrons. The Commission should consider the appropriateness of this use.

Potential Limitation(s) – Consider a size limitation and consider permitting for sales only and not on-site production. Another consideration is to require a special permit for a Brewery.

Retail Sales: gift shops are customarily adjunct to parks and similar facilities. However, Retail should not be a destination at this location.

Potential Limitation(s) – Limit size to 2,000 SF per location, limited to Boiler Building and Turbine Hall.

Offices – while listed as NP, Office Use is a proposed use at the site. Administrative functions are a natural part of any operation, especially an operation of this magnitude. Office does not need to be a principal use, since it is only supportive of the main purpose of the master plan uses. Allowing Office as a principal use implies it is intended for a commercial endeavor. Staff recommends including Office use as a permitted accessory use.

Potential Limitation(s) – office use solely with supportive functions of Manresa Wilds, LLC.

Other Use Considerations

Child Day-Care Center – Nothing indicated in table. I can foresee this as an adjunct to programming at the site, nature/science-based study or marine related activities.

Potential Limitation(s) – Consider as a permitted accessory use, with limitation on size of program.

Live Music – this use can be a separate use or a use associated with uses such as Event Spaces or Performing Arts spaces. The applicant has proposed it as PL as an accessory use, subject to the noise ordinance. The concern is related to where, how, and potential locations.

Potential Limitation(s) – Presently proposed for permitted with limitations, but the limitations should be enhanced, especially for any exterior use, as well as limiting the hours of operation, unless confined within a structure. In addition, limitations should be tied to capacity/performance size.

Other Civic Uses not Specifically Listed – Listed as NP, which is probably safe from an "unknown" perspective.

Parking Lots – Proposed as a principal use with no limitations. Staff recommends moving to an accessory use with limitations.

Potential Limitation(s) – Consider as a permitted accessory use, with limitation on size of program.

1. As per master plan, unless modified.
2. Fully screened from neighboring properties.

3. Pervious surface?
4. Overflow parking?

Youth Day Camp – Similar to Child Day-Care Center, I can foresee this as an adjunct to programming at the site, nature/science-based study or marine related activities. Consider as a potential accessory use.

Waterfront Club – Not advocating for, but assuming not proposed since this is because it is not proposed as a private club?

Use Table

For your convenience I have taken their use table and removed all the uses not proposed as permitted by the applicant and removed those and provided comments and recommendations on the uses discussed above.

Proposed Parking verse Anticipated Uses & Visitations

The main concerns raised by neighbors relate to traffic and the potential for spill-over into their neighborhoods. Fully understanding and grasping traffic impacts on conceptual master plans is difficult, especially considering that 2 of the largest spaces have open-ended programming. In fairness to the applicant, it's important to recognize that it is impossible for the applicant to fully understand how and what will occur at every location at all times. And while there are many promising partnerships that will arise from activities at the site, there is no certainty those will develop and I have no doubt that there will be new opportunities that arise. Based on my experience regulating the Glass House and the opening of Grace Farms in New Canaan, programming will continuously evolve over time. Not everything that is anticipated to work will work. New opportunities will arise and some will pose concerns and challenges. The tightrope the Commission walks, is providing enough leeway for the operations to thrive without unduly burdening the affected neighbors.

Staff Parking: The applicant stated that they anticipate at least 100 staff on-site during peak operational hours. Considering the main parking lot has a proposed capacity of ~ 400 spaces (plus 20 spaces at the maintenance building and parking for the North Forest), how does that impact parking availability or will arrangements be made to shuttle staff from an off-site location? If so, conditioning that and enforcing it would be difficult.

Space Programming: Based on the Master Plan summary table, there is considerable indoor space available for use in conjunction with the passive and active exterior recreational uses planned for the site. For example, the 90,000 SF Turbine Hall Event Space has the potential to house a large number of people. While it's doubtful there will be large events on a daily basis, it's not realistic to expect that a 90,000 SF space will be idle for large periods of time. In addition, the Boiler Building is proposed to contain a 35,000 SF auditorium and conference space.

Considering and examining the Master Plan Summary Table, while envisioning daily activities and capacity at the site, you can begin to understand the volume of people on-site and look at parking demand and potentially traffic impacts.

SPACE	USES (gsf)	PRIMARY USE										ACCESSORY USE		
		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

On a typical weekday, it is fair to assume that there will be staffing within each space. Perhaps the office and research components may be less active or idle on the weekends, while the restaurant staffing may be higher. In addition to staff within those spaces how much public can be expected within the spaces and how many can we expect on-site as well?

Parking Capacity: Per Table 4 of the Transportation Strategy Memorandum (TSM), at peak weekend hours after Phase 3 comes online, over 7,000 people can be expected to access the site and that 95% of those people will arrive by car, while 3.5% will arrive by some sort of shuttle (bus/ferry).

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)*				

Per Table 6 of TSM, approximately 2,800 cars can be expected to drive to the site on a summer Saturday. As referenced in Table 7 of the TSM, between 12 PM and 4 PM, approximately 280 cars will arrive each hour, while fewer cars will be leaving per hour.

Table 6
Daily Vehicle Trip Estimates[1]

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

It is difficult to imagine that the 400-space parking lot will not be full by early afternoon. If 250 cars arrive by 11 AM and they stay for 2 hours, then ½ those cars leave, but an additional 250 cars are projected to arrive at noon, capacity will be tested early.

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)*

The concern becomes what happens if the parking lot is full, how are reservations managed? Will there be queuing of cars onto Longshore Avenue? Will there be looping of cards into surrounding neighborhoods?

The applicant indicated they will be controlling visitation by the number of available spaces. But how is that managed? Should the applicant consider or be required to construct a deck of parking prior to Phase 3 coming online? Will this parking management plan hamstring operations?

Traffic Next Steps

Review of the traffic data and information provided by the applicant to date has identified areas of concern that warrant further study. In addition, the applicant is actively collecting traffic counts at numerous intersections identified by TMP. These counts will allow the applicant to model impacts of the various programming phases and prepare a complete Traffic Impact Study (TIS), related to subsequent phases and responsive to specific uses within the phases that will have significant traffic impacts, such as event spaces.

Should the TIS determine the Level of Service (LoS) at a given intersection will no longer function at an acceptable level, or that a section of roadway is inadequate to handle the increase in vehicular traffic, the applicant would likely be required to mitigate the decline in LoS or address the issue in the roadway. For example, if an impacted intersection identified in the TIS to currently operating at a LoS "C", *which is an acceptable level*, but based on the proposed traffic generated as part of a specific use or additional development phase, the LoS will now function at an "F", this would require the applicant to propose measures to mitigate that decline in LoS.

Should the Commission eventually look favorably on the proposal, Staff recommends structuring the approval as previously recommended by Staff in the July 7th memorandum, where each phase is tied to a phase-specific TIS, with specific remedies identified to ameliorate identified problem intersections. And if specific remedies are identified as necessary actions, those actions occur prior to implementation of that phase, as well as any specific special permit uses proposed in that phase.

Lastly, City Staff has raised concerns regarding the width of the northern portion of Woodward Avenue to accommodate additional volume without needed improvements, including potentially widening of the roadway.

END

Use	P / A	Req. App.	Proposed Limitation (new language in bold)	Existing PL Limitation (Article 4)	Phase	Staff Comments
Dormitory	Primary	PL	**Ancillary to the use of the property by students from an educational institution located onsite or for interning students attending educational institutions outside city of Norwalk**	Maximum Density limitations permitted within the Zoning District will apply to Dormitory rooms. CD-3: between 14-29 rooms requires Site Plan, over 29 rooms requires Special Permit. CD-3C: between 30-149 rooms requires Site Plan, over 149 rooms requires Special Permit. CD-4: more than 29 rooms requires Site Plan.		Add limitation - subject to approval of subsequent phase. Move to Accessory Use. Where do they anticipate student parking?
Government/Charitable organizations	Primary	PL			2	Add limitation - subject to approval of subsequent phase.
Amphitheater	Primary	PL	**Special permit required for more than 150 seats.** Comply with the City of Norwalk Noise Control Ordinance. Any lighting provided at such facilities shall be designed so that no direct light falls on Adjacent Residential property.	Comply with the City of Norwalk Noise Control Ordinance. Any lighting provided at such facilities shall be designed so that no direct light falls on Adjacent Residential property.	1	Add limitation - subject to approval of subsequent phase. Cap on # of events & cap max # of people. Should the special permit allowance only apply to outdoor amphitheaters? For example, outdoor Amphitheaters are restricted to 150 people and can only be located as depicted on the Master Plan. Indoor Amphitheaters greater than 500 seats requires a special permit, accompanied by an Event Management Plan.
Commercial Recreation Establishment	Primary	PL	**Site plan for 5,000-20,000sf. A Special permit is required if over 20,000sf.**	Site plan for 5,000sf in the CD-4 and CD-4W zones, and over 10,000sf in the CD-3C zone. Shall not exceed 15,000sf in the CD-4 or CD-4W zoning. A Special permit is required if over 20,000sf in the CD-3C zone.	2	Add limitation - subject to approval of subsequent phase. The applicant's recommended limitation would allow the climbing wall by Site Plan approval.
Event Space	Primary	SPU	**Up to 4 events per month with attendance exceeding more than 100 guests; City Code Ch 88 applies**	Requires Special Permit.	2	Add limitation - subject to approval of subsequent phase. Consider Cap on # of events. Consider capon max # of people. Determination/verification on events occurring in multiple spaces + activities occurring site-wide. Special permit accompanied by Event Management Plan
Theater	Primary	PL			2	Add limitation - subject to approval of subsequent phase. Consider cap on # of events. Consider cap on max # of people. Determination/verification on events occurring in multiple spaces + activities occurring site-wide. Special permit accompanied by Event Management Plan
Parking Lot	Primary	PL			2	Add limitation - subject to approval of subsequent phase. Should be accessory Use. May require solar canopy depending on size.
Parking Structure	Primary	PL	**Limited to: 27' maximum height and two (2) maximum elevated levels, as an accessory use. Landscape screening required round perimeter of parking structure.**	None.		Add limitation - subject to approval of subsequent phase. Should be accessory Use. Consider SPU if you have concerns about aesthetics. May require solar canopy depending on size.
Brew Pub/Distillery	Primary	PL			2	Consider not permitting this use ; or Consider making this an SPU use. Consider limitation related to consumption only, not production. If adopted, do you cap the size? Add limitation - subject to approval of subsequent phase.
Restaurant	Primary	PL	**Over 7500 SF needs site plan application**	Variety of limitations depending on zone and overlay.	2	Should be accessory Use. Special Permit for restaurant over certain size. Applicant proposes Site Plan approval for greater than 7,500sf, consider SPU at that threshold. Consider restricting hours and/or service complete by a set time. Add limitation - subject to approval of subsequent phase.
Artist Studio/Workspace	Primary	PL				Add limitation - subject to approval of subsequent phase.
Development Park	Primary	SPU			2	Should be SPU use.
Firehouse/Police station	Primary	PL				Add limitation - subject to approval of subsequent phase.

Use	P / A	Req. App.	Proposed Limitation (new language in bold)	Existing PL Limitation (Article 4)	Phase	Staff Comments
Amphitheater	Primary	PL	**Special permit required for more than 150 seats.** Comply with the City of Norwalk Noise Control Ordinance. Any lighting provided at such facilities shall be designed so that no direct light falls on Adjacent Residential property.	Comply with the City of Norwalk Noise Control Ordinance. Any lighting provided at such facilities shall be designed so that no direct light falls on Adjacent Residential property.	1	Add limitation - subject to approval of subsequent phase. Cap on # of events & cap max # of people. Should the special permit allowance only apply to outdoor amphitheaters? For example, outdoor Amphitheaters are restricted to 150 people and can only be located as depicted on the Master Plan. Indoor Amphitheaters greater than 500 seats requires a special permit, accompanied by an Event Management Plan.
Auditorium/community center etc.	Primary	PL			2	Consider cap on # of events. Consider cap max # of people. Should the special permit allowance only apply to outdoor amphitheaters? For example, outdoor Amphitheaters are restricted to 150 people and can only be located as depicted on the Master Plan. Indoor Amphitheaters greater than 500 seats requires a special permit, accompanied by an Event Management Plan.
Library	Primary	PL				Add limitation - subject to approval of subsequent phase.
Maritime Center	Primary	PL			3	Add limitation - subject to approval of subsequent phase.
Museum	Primary	PL				Add limitation - subject to approval of subsequent phase.
Performing arts center	Primary	PL				Add limitation - subject to approval of subsequent phase. Consider cap on # of events. Consider cap max # of people. Should the special permit allowance only apply to outdoor amphitheaters? For example, outdoor Amphitheaters are restricted to 150 people and can only be located as depicted on the Master Plan. Indoor Amphitheaters greater than 500 seats requires a special permit, accompanied by an Event Management Plan.
Community Garden	Primary	PL				Add limitation - subject to approval of subsequent phase.
Green	Primary	PL				Add limitation - subject to approval of subsequent phase.
Open Space	Primary	NR				
Park	Primary	P			1	
Playground	Primary	P			2	
Plaza	Primary	P				
Pocket Park	Primary	P				
Boat Terminal	Primary	PL	**For passenger ferry service only to and from Manresa Island**	None.	3	Add limitation - subject to approval of subsequent phase.
Municipal Public Parking	Primary	PL				Add limitation - subject to approval of subsequent phase.
Farmer's Market	Primary	P				Add limitation - subject to approval of subsequent phase.
Child Day-Care Center						Should be accessory use. Add limitation - subject to approval of subsequent phase.
College or University	Primary	SPU				Should be accessory use. Add limitation - subject to approval of subsequent phase.
School/Institution for disabled	Primary	SPU				Should be accessory use. Add limitation - subject to approval of subsequent phase.
Boat Building Facility	Primary	PL	**Only for educational and commercial uses**	None.	3	Should be accessory use. Add limitation - subject to approval of subsequent phase.
Boat sales, rental, leasing	Primary	PL	**For rental only, limited to vessels launched onsite; no off-site sales or leasing**	None.	3	Add limitation - subject to approval of subsequent phase.
Boat Storage	Primary	PL	May be accessory to any Marine & Vessel Use. Area dedicated shall be in Rear Yard only and must be screened from Frontage and Civic Space.	May be accessory to any Marine & Vessel Use. Area dedicated shall be in Rear Yard only and must be screened from Frontage and Civic Space.	3	Add limitation - subject to approval of subsequent phase.
Commercial boat dock	Primary	PL			3	Add limitation - subject to approval of subsequent phase.
Harbor/Port facility	Primary	PL	**Limited to delivery and removal of construction materials to be**	None.	3	Add limitation - subject to approval of subsequent phase.
Marina	Primary	PL			3	Add limitation - subject to approval of subsequent phase.
Marine Enforcement facility	Primary	PL	**For municipal, state and federal use only.**	None.		Add limitation - subject to approval of subsequent phase.
Marine Research Lab	Primary	PL			4	Add limitation - subject to approval of subsequent phase.
Recreational Boating or Fishing Facility	Primary	PL	**Limited to rental of personal watercraft for launch off site**	None.	3	Add limitation - subject to approval of subsequent phase.
Research & Development Facility	Primary	PL			4	Add limitation - subject to approval of subsequent phase.
Public Utility Supply and Storage	Primary	SPU				

Use	P / A	Req. App.	Proposed Limitation (new language in bold)	Existing PL Limitation (Article 4)	Phase	Staff Comments
Wireless Telecommunications Facility	Primary	SPU			2	
Cellular Antenna	Accessory	PL	**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 not more than fifteen (15') feet.**	Shall not exceed twenty-five feet (25') in Height.		
Live Music	Accessory	PL	Subject to documentation verifying that the Live Music will comply with the City of Norwalk Noise Control Ordinance.	Subject to documentation verifying that the Live Music will comply with the City of Norwalk Noise Control Ordinance.		Should be located within a approved venue space (amphitheater, event space, theater, community center, performing arts space). Outdoor Live Music requires a Special Permit.
Office	Accessory	PL				Add limitation - subject to approval of subsequent phase. Limit to supportive of Manresa Wilds functions.
Note: Staff limitations to be considered in addition to limitations proposed by applicant.						

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-~~O~~**P**

Article 3: Zoning Districts

2. Sec. 3.3.1- is hereby amended to include tables 4.3.1 A-~~O~~**P**
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-~~O~~ **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-~~O~~**P**
7. Sec. 4.3.4.A-C are hereby amended to include tables 4.3.1 A-~~O~~**P**
8. Sec. 4.3.5.A-D are hereby amended to include tables 4.3.1 A-~~O~~**P**
9. Sec. 4.3.6 - is hereby amended to include tables 4.3.1 A-~~O~~**P**
10. Sec. 4.3.7.A - is hereby amended to include tables 4.3.1 A-~~O~~**P**
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 heigh 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-~~O~~**P**
33. Sec. 4.3.12 (a-b)- are hereby amended to include "tables 4.3.1 A-~~O~~**P**
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-~~O~~**P**
36. Sec. 4.3.12.F.1 – is hereby amended to include tables 4.3.1.A-~~O~~**P**
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-~~O~~**P**
39. Sec. 4.3.14.C.3- is hereby amended to include tables 4.3.1 A-~~O~~**P**
40. Sec. 4.3.15.B-D- are hereby amended to include tables 4.3.1 A-~~O~~**P**
41. Sec. 4.3.16- is hereby amended to include tables 4.3.1 A-~~O~~**P**
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.”

SCAPE LANDSCAPE ARCHITECTURE DPC
277 BROADWAY NINTH FLOOR NEW YORK NY 10007
T 212 462 2628 SCAPESTUDIO.COM

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 Misrach | 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

SCAPE LANDSCAPE ARCHITECTURE DPC
277 BROADWAY NINTH FLOOR NEW YORK NY 10007
T 212 462 2628 SCAPESTUDIO.COM

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

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 permitting public access and enjoyment, adaptive reuse, recognition of industrial heritage, along with limited development to accommodate those uses.

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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)

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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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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

Building Composition

*Applicable only to Development Parcels.

Vertical Composition

NR NOT REGULATED

Ground Floor Elevation subject to minimum requirements outlined in section 6.9 Flood Hazard zone overlay.

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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

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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.	P Permitted	NP Not Permitted	NA Not Applicable	R Required	NR Not Regulated

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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.

P Permitted | NP Not Permitted | NA Not Applicable | R Required | NR Not Regulated

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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	

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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	

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	

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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

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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
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.

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

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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.

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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; SPU 12+ units	NP	SPU	SPU	SPU	NP	NP	NP	NP	SPU	NP	NP
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.
[L] 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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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.
[L] 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

P Permitted by Right	PL Permitted by Right with Limitations	SPU Special Permit Use	NP Not Permitted	NR Not Regulated

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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.
[L]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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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
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
CIVIL SUPPORT																
Cemetery	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	P	NP

LEGEND The following notations are utilized in this table.
[L] Limitations also required
*Permitted by Right with Limitations in Silvermine Tavern Village District Overlay
**Not Permitted in Silvermine Tavern Village District Overlay
***For Conceptual Masterplan

P Permitted by Right	PL Permitted by Right with Limitations	SPU Special Permit Use	NP Not Permitted	NR Not Regulated

ARTICLE 4

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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

LEGEND The following notations are utilized in this table.
[L] 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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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	PL	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.
[L]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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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

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[L] Limitations also required
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**Not Permitted in Silvermine Tavern Village District Overlay

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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.
L Limitations also required
*Permitted by Right with Limitations in Silvermine Tavern Village District Overlay
**Not Permitted in Silvermine Tavern Village District Overlay

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ARTICLE 4

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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 SPU >20,000 SF	NP	NP	NP
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.
[1]Limitations also required
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**Not Permitted in Silvermine Tavern Village District Overlay

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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.
└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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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.

1. 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)**.

2. 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.

3. 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.

4. Those Uses shown in **Table 4.3.9.D (Building, Lot & Building Site Accessory Uses)** as "PL" (Permitted by Right with Limitations) are permitted

5. 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.
[L]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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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

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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.
[L]Limitations also required
*Permitted by Right with Limitations in Silvermine Tavern Village District Overlay
**Not Permitted in Silvermine Tavern Village District Overlay

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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

1. 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.

2. 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.
[1]Limitations also required
*Permitted by Right with Limitations in Silvermine Tavern Village District Overlay
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SD-MW **TABLE 7.1.2.B-2 SIGN TYPES: SPECIFIC STANDARDS**

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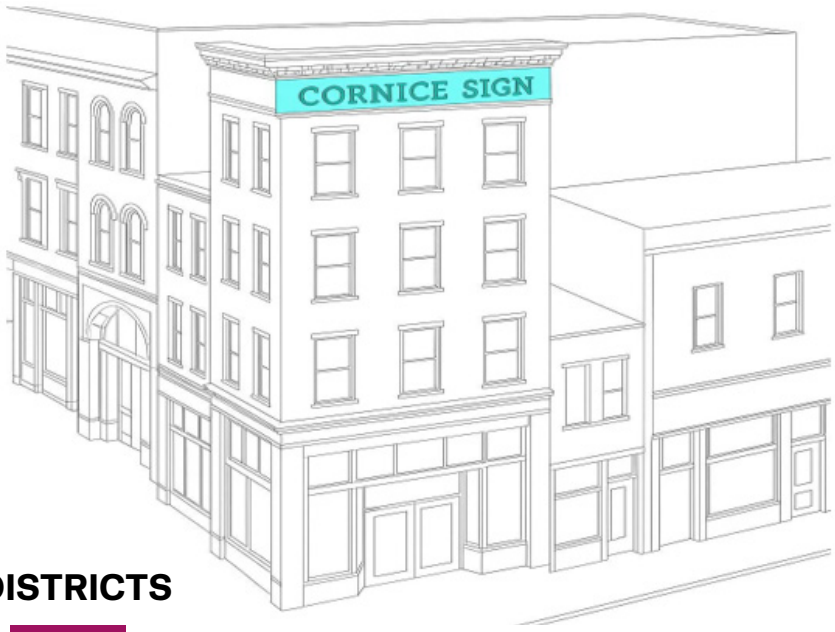
SD-MW **TABLE 7.1.2.B-2 SIGN TYPES: SPECIFIC STANDARDS**



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.

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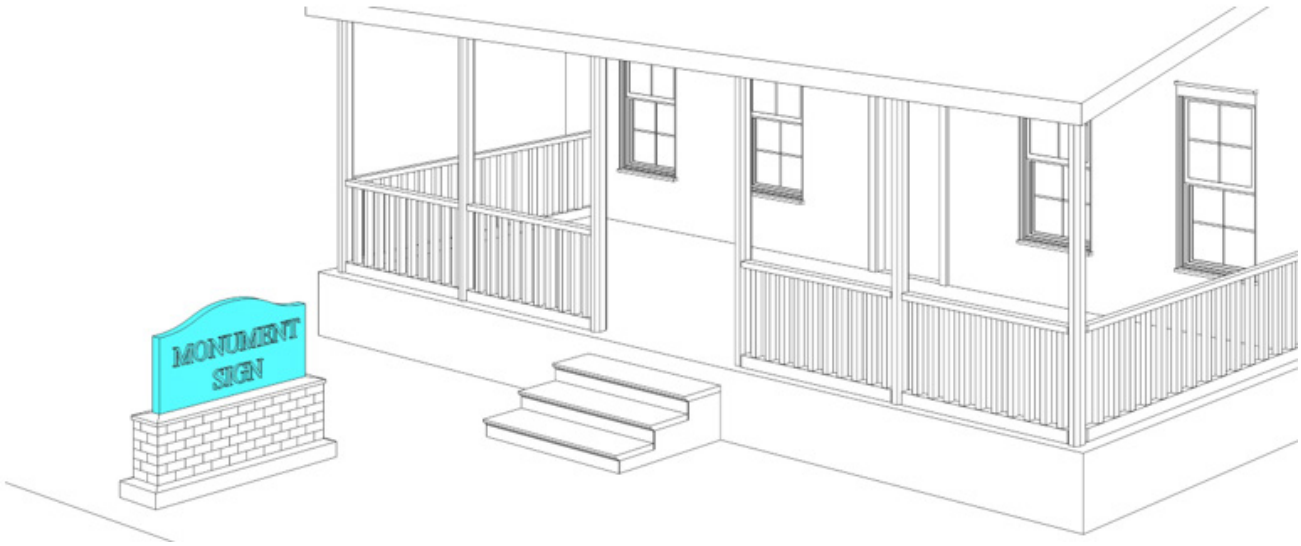
SD-MW TABLE 7.1.2.B-2 SIGN TYPES: SPECIFIC STANDARDS



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.

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SCAPE LANDSCAPE ARCHITECTURE DPC
277 BROADWAY NINTH FLOOR NEW YORK NY 10007
T 212 462 2628 SCAPESTUDIO.COM

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 AFFILIATIONS

AIANY, Design Award of Merit, One South First, 2023
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
Fallowscapes. 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

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.

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 sems 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 hear 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 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 effecting 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 is 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 in 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 benifits will Norwalk residents recieve.

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.

- **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.**
- **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.

- **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.**
- **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.**
- **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:

- **To provide appropriate barriers (town and developer), security, signage and monitoring (or gate) for these communities.**
- **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 (ECAF) 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,

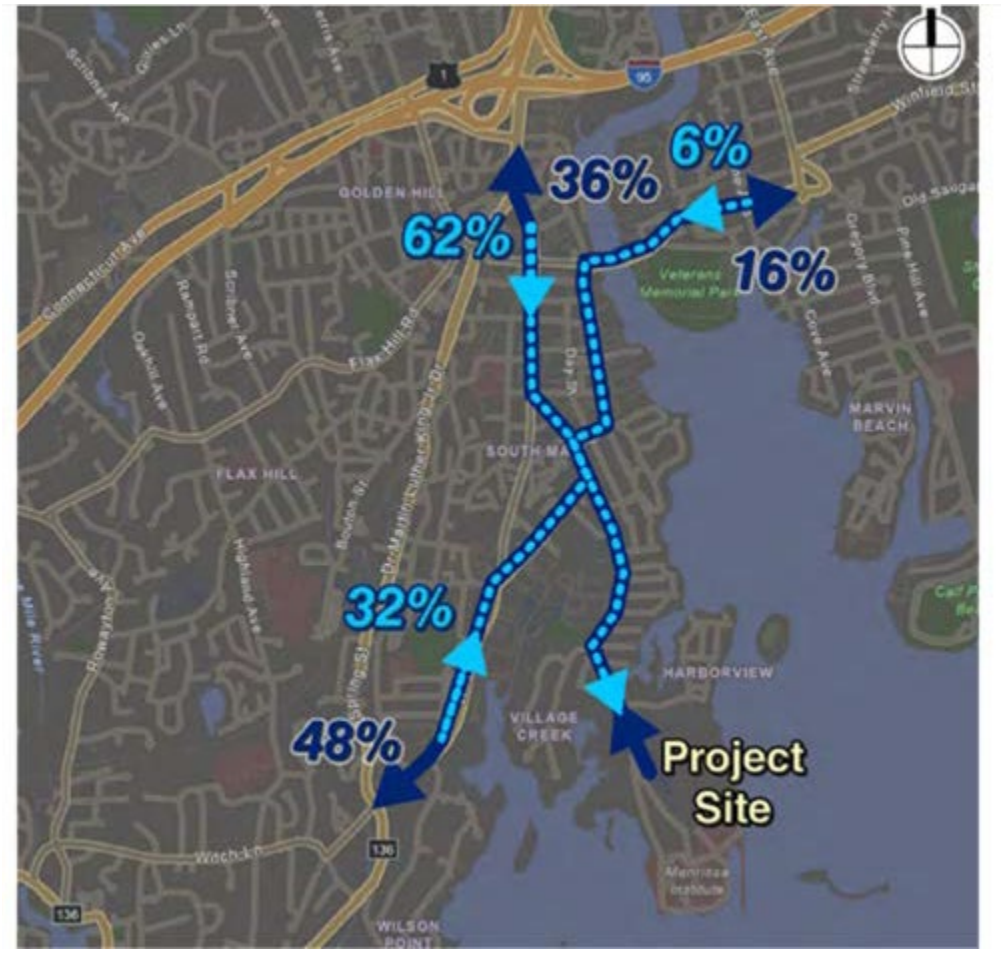
Traffic, parking, and transportation impacts remain my primary concerns regarding the proposed Manresa Wilds development. As currently proposed, the project has the potential to generate significant increases in vehicle traffic, parking demand, noise, emissions, stormwater contamination from vehicles, 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).



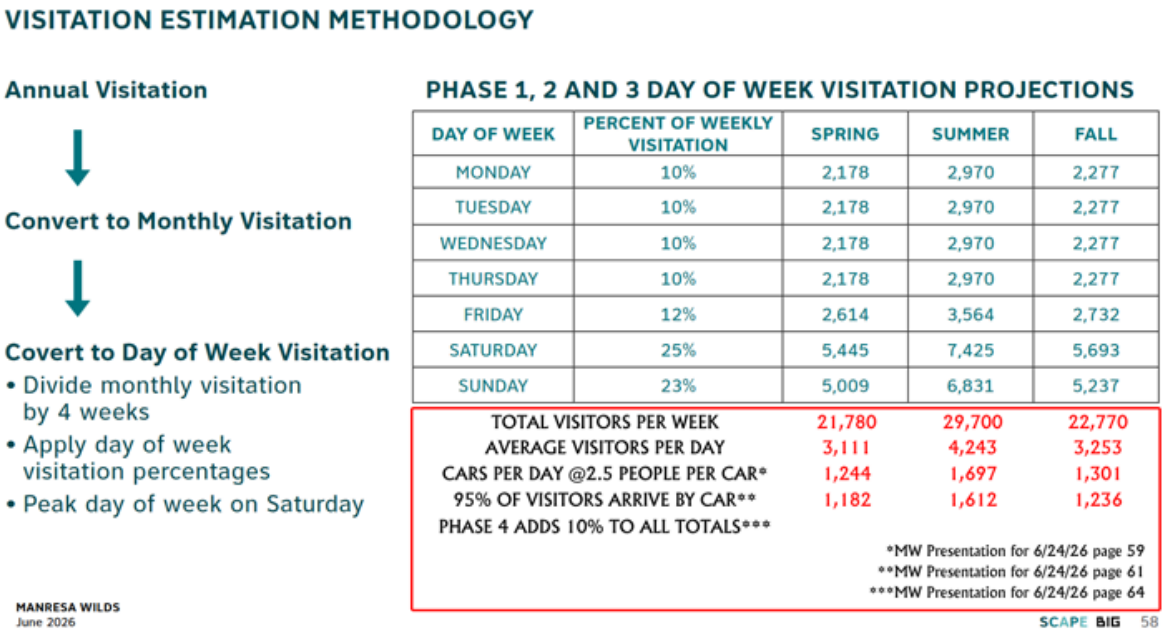
Perhaps most concerning is that comprehensive traffic analysis has not yet been completed. The Manresa Island MP Transportation Strategy Memo acknowledges that:

"...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

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

Kle.eeln. Steven

From: **Sent To:**
Cc:
Subject:

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.

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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Addendum to my previous email:

Is the city, by continuing to allow Manresa Wilds to be a not for profit entity,

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

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

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

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 Maritme 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.

• 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

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'sown 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.

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.

- 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 BUSNESSES 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."

- 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

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CAUTION: EXTERNAL Email: Don't open links or attachments from untrusted senders

Dear Director Kleppin and Members of the Planning and Zoning Commission,

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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.

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

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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.

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

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.

Sincerly,

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 didheartened 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 the those who live adjacent to Woodward and Longshore Avenues (as I do).

The investment that Manresa Wilds will make in restoration and development is unprecedente. 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 taffic issues can be thoughfully 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.

- 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

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

NORWALK HARBOR GREEN LOOP
A PEDESTRIAN, BICYCLE & WATER CONNECTION LINKING OUR COMMUNITY, PARKS & WATERFRONT
THE VISION
Create a connected, car-optional network that links South Norwalk (SoNo), Veterans Memorial Park, Calf Pasture Beach, and Manresa Wilds with pedestrian and bicycle bridges, waterfront trails, and water transportation. This network reduces traffic on Woodward Avenue, supports healthy and active lifestyles, and strengthens Norwalk's waterfront as one connected destination.
LEGEND / KEY
Waterfront Shared-Use Path (Existing / Improved)
New Waterfront Shared-Use Path (Proposed)
Pedestrian & Bicycle Bridge (Proposed)
Water Taxi / Ferry Stop (Seasonal)
Parking (Existing / Proposed)
Transit Connection (Existing / Planned)
Parks & Open Space
Future Connection (Study / Potential)
SOUTH NORWALK (SoNo)
Maritime Aquarium
Shopping & Dining
South Norwalk Train Station
Future Norwalk Transit Hub
CONNECTOR PATH to SoNo
Wider waterfront trail with protected bike lanes connects SoNo to Veterans Park.
VETERANS MEMORIAL PARK
CALF PASTURE BEACH
MANRESA WILDS (Manresa Island)
MANRESA WILDS
• Walking & Nature Trails
• Environmental Education
• Event Lawn
• Kayak / Paddle Access
• Improved Access for All
THE GREEN LOOP CONNECTIONS
1 SoNo Waterfront ↔ Veterans Memorial Park
Improved waterfront trail connection (existing paths to be enhanced and widened).
2 Veterans Memorial Park ↔ Calf Pasture Beach
Enhanced waterfront path with protected bike lanes along the shoreline.
3 Veterans Memorial Park ↔ Manresa Wilds
Pedestrian & bicycle bridge / elevated boardwalk across the harbor.
4 Manresa Wilds ↔ SoNo (Future Connection)
Future pedestrian connection (bridge or enhanced water taxi) for a complete loop.
WATER TAXI / FERRY
Seasonal electric water taxis provide an enjoyable, low-impact way to travel between SoNo, Veterans Park, Calf Pasture, and Manresa Wilds.
N
COMMUNITY BENEFITS
Encourages walking, biking & active lifestyles
Reduces vehicle trips and traffic on Woodward Avenue
Protects the environment & enhances habitat
Connects people to parks, culture, and each other
Supports local economy & tourism
KEY FEATURES
• Continuous, accessible waterfront loop
• Pedestrian & bicycle bridges over the harbor
• Protected bike lanes and wide walking paths
• Transit, water taxi, and bike connections
• Scenic views, places to rest, gather, and play
IMPLEMENTATION APPROACH
1 Plan & Design – Complete feasibility, engineering, and community engagement
2 Secure Funding – Pursue grants, state/federal funds, private partnerships
3 Build in Phases – Start with high-impact connections (Veterans Park bridge, waterfront trail improvements)
4 Operate & Grow – Add water taxi service and continue expanding the loop
A CONNECTED NORWALK.
HEALTHY COMMUNITY. VIBRANT WATERFRONT. SUSTAINABLE FUTURE.
May 2024

● **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]

Mr Kleppin
I live on Naromake Ave, off of Woodward Ave. This is a quiet, peaceful, children friendly neighborhood. I have been informed that 94% of the estimated 792,000 visiting Manresa, will be driving through our local area. This deeply concerns me on how it will change they way we choose to live. There must alternatives to consider. I DO NOT want my lifestyle to change for money.
We moved here for a more peaceful way of life. I am also concerned about how this will negatively affect all wildlife. You can tell me that whatever studies you conducted proves my neighborhood, the wildlife and the increased traffic will be minimally effected. But common sense suggests otherwise. I do not want this traffic going through my quiet neighborhood. Who gave you so much power to change the way I live.
Respectfully,
Frances Pappolla
Blake Harris

Dear Members of the Norwalk Planning & Zoning Commission and City Officials,
I am writing as a resident of the Harborview neighborhood to express my concerns regarding the proposed future development of Manresa Island and the potential impact it may have on our community.

I want to begin by saying that I appreciate the effort to restore and repurpose Manresa Island and recognize the importance of preserving this historic property. However, I believe it is equally important that the voices and concerns of the residents who live directly in the surrounding neighborhood are fully considered throughout this process.

Harborview is a unique community. We are an island neighborhood with narrow roads and only one way in and one way out. The possibility of thousands of visitors arriving on peak days raises serious concerns about traffic congestion, emergency access, pedestrian safety, parking, and the overall safety and quality of life for the families who live here.

Many of us were surprised and concerned to learn about possible future uses being considered, including an amphitheater, overnight lodging, and a parking structure. While we understand that these may be described as potential uses rather than immediate plans, the fact that they are being included in the zoning discussion understandably creates concern among residents who worry about the long-term impact on our neighborhood.

This is not about opposing progress or preservation. It is about responsible planning. Any development of this magnitude should include a thorough traffic study, a comprehensive safety plan, and meaningful input from the residents who will experience the daily impact.

We ask that the city carefully consider:

• The capacity of our roads and infrastructure
• Emergency vehicle access and response times
• The impact of increased traffic on residents
• Parking limitations and overflow concerns
• The preservation of the character and safety of our neighborhood

The residents of Harborview care deeply about our community and want to work collaboratively with the city and Manresa Island representatives. We hope that future decisions will balance the vision for Manresa Island with the very real concerns of the people who call this neighborhood home.

Please ensure that resident input continues to be a meaningful part of this process, and that safety and quality of life remain at the center of all decisions.

Thank you for your time and consideration.

Sincerely,

Wendy Sloane
Harborview Resident

July 10, 2026

Norwalk Planning and Zoning Commission
125 East Avenue
Norwalk, CT 06851

FROM: Manresa Association

RE: Public Comment on Manresa Osprey LLC Application #2026-41 for Special District Manresa Wilds (SD-MW)

Dear P&Z Commissioners:

These comments are on behalf of the Manresa Association, representing six neighborhoods surrounding Manresa Island: Harbor View, Harbor Shores, Village Creek, Shorefront Park, Bell Island, and Wilson Point. The Association has been active since 2013 after the power plant shut down. The goal was to find a proper steward for the island and ensure that Manresa was remediated and environmentally safe, while providing open space and a conservation habitat.

We were grateful when the McChords purchased the property, and we thank them for their extraordinary generosity and vision. They rescued Manresa Island from further deterioration, and invested hundreds of millions of dollars to clean the contaminated land. We are truly appreciative. We applauded their plans for a park with restored forests, a coastal habitat, spaces for learning, research, and education. We thank them for listening to our feedback and modifying their initial plans.

Their application for a special district introduces some broader plans that may not be appropriate on property that is so close to thousands of residents.

As you review the application, we ask that you consider what the city can reasonably accommodate today, rather than grant approval for all possible future uses.

While there are varying opinions from the neighborhoods that our Manresa Association represents, we collectively agree that these are the most pressing points:

Traffic and Safety:
The volume of traffic projected for Manresa Wilds is extraordinary for the existing road infrastructure. Woodward Avenue, the main corridor to reach Manresa Island, is already congested, and a two-lane road is not sufficient to accommodate significantly more traffic. Traffic flow is currently compromised when buses, trucks, and large vehicles drive over the double-yellow line into oncoming traffic, as they navigate past parked cars. Potentially long queues of traffic on Longshore Avenue will further aggravate the congestion. There is also a safety concern for pedestrians and cyclists using these roads. Woodward Avenue is the only access for Harbor Shores, Village Creek, Harbor View, and Woodward Avenue homes – representing over 400 households. This is our lifeline if emergency vehicles need to get through. A comprehensive traffic and parking management plan to restrict vehicles from driving down Woodward Avenue would help. The June 23rd Traffic, Mobility, and Parking report raised many excellent points, and further study is needed.

Hotel, Overnight Accommodations:
Overnight accommodations would introduce round-the-clock activity with traffic, lighting, and safety concerns for surrounding neighbors. A hotel seems to be a commercial use of the property and may not be appropriate for a non-profit operation. 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:
While an amphitheater with a limited capacity may be used for classroom settings, a large amphitheater (exceeding 150 seats) with entertainment is not appropriate on a property adjacent to hundreds of homes. Although this might be subject to a special permit, we voice our concerns now. The capacity should be limited, with restrictions on sound amplification, to protect adjacent neighbors. Consideration should be given to limiting outdoor activity within a dawn to dusk time frame, especially since sound travels farther at night. In fact, a dawn to dusk operation for Manresa Wilds would address many of the issues raised by residents – noise, lights, night-time traffic, and wildlife concerns.

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.

Manresa Wilds represents an unprecedented vision for Norwalk, and the success for all stakeholders depends on working together. If the City wants to have an extraordinary regional destination, the City needs to match that vision with transportation planning of the same caliber including roads, offsite parking management, pedestrian and bike safety, proper transit modes, and neighborhood protections. If the City cannot support the full scope of the plan safely and sustainably, then the scale and intensity of the project should align with the appropriate infrastructure. Plans and infrastructure need to grow together.

We respectfully urge the Commission not to rush approval of these zoning changes without a full evaluation of the long-term impacts.

Regards,

Jan Schaefer
President, Manresa Association

I am writing as a Norwalk resident and tax payer.

1. I am a huge supporter (and Manresa Wilds Volunteer) of the currently publicized plans to develop Manresa Wilds into:

- a nature reserve with walking trails
- public beaches
- swimming pool
- play areas
- event space
- simple cafes and restaurants for onsite visitors
- kayak and small sailboat rental.

It is a great use of this piece of land and will benefit the local communities.

2. I would like the city to consider restricting hours to 8 a.m. to 11 p.m. at the latest.

3. AND even with this limited development plan I have SIGNIFICANT CONCERNS about traffic in South Norwalk. As a Shorefront Park resident, I experience the poor route options for getting in and out of South Norwalk toward I-95, the Merritt Parkway, and other towns in Connecticut and beyond, on a daily basis. The 2 main roads, Water St and Woodward are frequently very busy, often becoming gridlocked during peak hours or if there is any local road work.

I urge Norwalk City Hall to address this before even the 2027 opening of the nature trail.

As a trained Public Health Physician I believe the traffic concerns have the potential to negatively impact the quality of life of residents in the following ways:

- the ability to get to work, to facilities such as hospitals and city resources and local businesses
- air pollution
- sound pollution
- road safety

3. In light of the above I urge the City TO REFUSE plans to extend the development's usage beyond the current scope. For example the following uses would be inappropriate: commercial premises, a hotel, brewery, distillery, performing arts, boat sales or rentals. I believe these uses would cause significant disruption and distress to local residents and local wildlife.

I aim to attend the meeting on 15th July.

Dr Leonaura Rhodes
62 Shorefront Park
Norwalk

Dear Members of the Planning & Zoning Commission,

Please find my attached letter regarding Manresa Osprey LLC Application #2026-41.

As a Norwalk resident, homeowner, and parent raising two young children in the Village Creek neighborhood, I respectfully ask that you carefully consider the concerns outlined in my letter when evaluating this application.

Thank you for your time, your service to our community, and your thoughtful consideration.

Sincerely,
Kristen Maguire

To the Norwalk Planning & Zoning Commission,

My name is Kristen Maguire, and I am a homeowner in the Village Creek neighborhood and the mother of two young daughters. My husband and I intentionally chose to make our home here because of its unique waterfront setting, quiet residential character, and the opportunity to raise our children in a neighborhood where they can safely walk, ride bikes, explore nature, and enjoy the outdoors. The decisions made regarding the future of the Manresa property will shape the community my children grow up in, which is why I feel compelled to respectfully share my concerns.

I appreciate the tremendous effort that has gone into envisioning a new future for the former Manresa power plant site. I support environmental restoration of the property and believe the approved North Woods phase demonstrates how this site can become an extraordinary public asset. I am not opposed to redevelopment of Manresa - I simply believe it must be done in a way that is compatible with the surrounding neighborhoods and consistent with the standards established in Norwalk's Zoning Regulations.

For that reason, I respectfully ask the Commission to deny (or substantially modify) the current Special Permit application because I do not believe it satisfies several of the required Special Permit criteria.

G.1.b – The proposal must protect public health, safety, and welfare.

The scale of the proposed uses—including large special events, overnight accommodations, expanded parking, and other high-intensity activities—would dramatically increase traffic, congestion, and pedestrian conflicts on roads that were never designed to accommodate regional visitation.

Village Creek is a residential neighborhood where families walk, bike, push strollers, and children play every day. As the mother of a two-year-old and a newborn, I think constantly about the safety of our neighborhood streets not just today, but for the many years my daughters will grow up here. A significant increase in regional traffic, visitors, and event-related activity raises legitimate concerns about pedestrian safety and the overall welfare of our community.

G.1.c – The proposal must not adversely affect other property in the area.

The proposal would fundamentally change the character of the surrounding residential neighborhoods. Potential impacts include increased traffic, overflow parking, noise from events, artificial lighting, increased visitor activity, and the gradual loss of the quiet residential character that homeowners relied upon when choosing to live in Village Creek. These impacts extend well beyond the Manresa property itself and would directly affect neighboring communities.

G.2.a – The Commission shall consider the density of use and bulk of buildings.
The proposed intensity of uses appears disproportionate to both the site and its surrounding neighborhoods.
While ecological restoration and passive recreation are appropriate for this unique waterfront property, introducing multiple high-intensity recreational and commercial uses creates a level of activity that is inconsistent with the surrounding residential context.
G.2.b – The proposal must not adversely impact the normal flow of traffic or normal safe conditions of the roadways.
Traffic remains one of my greatest concerns.
The proposal introduces destination uses intended to attract visitors from throughout the region, yet access is dependent primarily on Woodward Avenue and neighborhood streets that already experience congestion during beach season and community events.
I am not convinced the application demonstrates that normal traffic flow and safe roadway conditions can be maintained during peak visitation, special events, or emergency situations.
G.2.f – The Commission shall consider adverse impacts from noise, odor, fumes, dust, and artificial lighting.
The proposal introduces multiple potential sources of ongoing neighborhood impacts, including event noise, increased vehicle activity, outdoor lighting, parking activity, and extended hours of operation.
These are precisely the types of impacts this section of the regulations requires the Commission to evaluate, and I believe they would have a meaningful effect on the quality of life enjoyed by surrounding residents.
G.2.j – The Commission shall consider existing land use in the area.
The existing surrounding land use is overwhelmingly residential.
The proposed development represents a significant shift from the established character of the neighborhood by introducing regional-scale recreational uses that are not compatible with adjacent residential properties.
G.2.l – The application must comply with the Plan of Conservation and Development (POCD).
While the application asserts consistency with the POCD, I question whether a destination intended to attract visitors from across the region reflects the Plan's vision for this waterfront area.
There is an important distinction between creating an exceptional public park for Norwalk residents and creating a regional attraction centered on intensive programming, commercial activity, and destination-scale visitation.
G.4 – Flood Hazard Considerations
The site is located within a flood-prone coastal area.
Given increasing coastal flooding, sea-level rise, and the documented history of storm impacts at Manresa, I urge the Commission to carefully consider whether this level of infrastructure and intensity of use is appropriate for this location and whether the application adequately addresses long-term public safety, emergency access, and resilience.
Conclusion
My hope is that my daughters—and all of the children growing up in Village Creek and the surrounding neighborhoods—will inherit a restored Manresa that is known for its natural beauty, wildlife, and resilience, not for regional traffic, congestion, and intensive commercial activity. I believe there is an opportunity to create something truly extraordinary on this site without sacrificing the character and safety of the neighborhoods that surround it.
I support restoring Manresa.
I support expanding public access to nature.
I support environmental cleanup.
What I do not support is a proposal whose intensity appears incompatible with the surrounding residential neighborhoods and which, in my view, does not satisfy several of the Special Permit standards the Commission is required to apply.
I respectfully ask the Commission to deny the application as submitted or require substantial modifications that reduce the scale and intensity of the proposed uses so they are compatible with the surrounding community and future generations of Norwalk residents.
Thank you for your time, your thoughtful consideration, and your service to the City of Norwalk.
Respectfully,
Kristen Maguire Village Creek Resident

7 Splitrock Rd Norwalk, Connecticut

RUNNING BROOK FARMS, LLC. 219 ROUTE 80 KILLINGWORTH, CT 06419
860.663.5522
WWW.RUNNINGBROOKFARMS.COM

July 10, 2026
To the Members of the Norwalk Planning & Zoning Commission:
On behalf of Running Brook Farms, LLC, I am pleased to offer our support for the continued redevelopment of Manresa
Island and the proposed next phase of this remarkable project.
As a Connecticut-based environmental restoration contractor, we have had the privilege of working on some of the
Northeast's most significant ecological restoration and remediation projects, including Superfund sites, former industrial
properties, coastal restoration projects, and sensitive natural resource areas throughout Connecticut, Massachusetts, New
Jersey, and New York. Our work has focused on restoring damaged landscapes through invasive species management,
wetland restoration, habitat creation, native planting, and long-term ecological stewardship.
These projects are deeply rewarding because they transform degraded environments into healthy, functioning
ecosystems. Yet, despite the scale and significance of the work we perform throughout the region, Manresa Island stands
apart.
Manresa represents far more than the restoration of a former industrial property. It is an opportunity to preserve an
iconic piece of Connecticut's shoreline while restoring valuable coastal habitats, protecting the ecological health of Long
Island Sound, and creating a place where future generations can once again connect with this extraordinary landscape.
The thoughtful integration of environmental restoration, historic preservation, and public access makes this one of the
most inspiring projects our company has had the privilege to be part of.
Throughout our involvement, we have been consistently impressed by the professionalism, planning, and environmental
commitment demonstrated by the ownership, design team, and project managers. Restoration decisions have been
guided not simply by regulatory compliance, but by a genuine commitment to creating resilient natural systems that will
continue to im
prove over time. Although Running Brook Farms routinely travels throughout the Northeast to perform environmental restoration on large and technically challenging projects, there is something especially meaningful about
contributing to a project here at home. Knowing that our work will help restore Connecticut's coastline, improve the
health of its coastal waters, enhance wildlife habitat, and create lasting benefits for surrounding communities makes this
project particularly rewarding for our entire team.
We recognize that projects of this scale deserve careful consideration. Based on our experience restoring environmentally
sensitive sites throughout the Northeast, we believe the continued redevelopment of Manresa Island represents an

exceptional opportunity to demonstrate how ecological restoration, historic preservation, and responsible redevelopment
can work together to create lasting public benefit. We respectfully encourage the Commission to support the next phase of
this important project.
Thank you for your time and thoughtful consideration.
Sincerely,
Becky and Scott Papoosha
Owners
Running Brook Farms, LLC

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414 New Britain Avenue, Plainville, CT 06062
P: 860.229.4853 F: 860.747.4861 W: Manafort.com

July 8, 2026

Steven Kleppin
Director of Planning and Zoning
City of Norwalk
125 East Avenue
Norwalk, CT 06851

Re: **Leher of Support — Manresa Wilds, Special District (SD-MW} —#2026-41 R/M** (Public Hearing, July 15, 2026)

Dear Director Kleppin:

I am writing to express my support for the application to create the Special District—Manresa Wilds (SD-MW) and to apply it to the former Manresa Island site.

As Vice President of Manafort Brothers Incorporated, I recognize the tremendous value that paving the way for future phases of this development will bring to our region. Establishing this district will not only transform the site but will also have a deeply positive economic impact on local businesses. Advancing this project will generate significant opportunities for local subcontractors, suppliers, and construction trades, stimulating the local economy during the remediation and development phases.

Furthermore, the district establishes the zoning framework that lets Manresa Wilds move forward. It approves no building and authorizes no construction; it sets the rules under which each phase returns to the City for its own review and public input. This framework is the necessary first step toward a remediated, publicly accessible park on a long-closed shoreline.

This is the appropriate public process for a project of this kind, and the application reflects more than a year of engagement with the Norwalk community. I respectfully urge the Planning and Zoning Commission to approve it.

Thank you for your consideration.

Respectfully,

Manafort Brothers Incorporated

Mark Gionfriddo
Vice President

Affirmative Action Equal Opportunity Employer – M/F/Disability/Vet

Demolition Remediation Abatement | Nuclear Decommissioning | Concrete | Civil & Utility | Power | Rail & Mass Transit | Highway & Bridges | General Contracting | Alternate Project Delivery

Environmental Designs Inc. DBA
WINTERBERRY
2070 West St.
Southington, CT 06489
Phone (860) 378-0071 - FAX (860) 378-0072

Date: July 8, 2026

Submitted To: Director of Planning and Zoning City of Norwalk
Attn: Steven Kleppin

Project: Manresa Wilds
Location: Norwalk, CT

Dear Mr. Kleppin
My name is Paul Eilerman and I am the Vice President for Design Build with Winterberry Landscape.
I wanted to reach out to show our support for the application to create the Special District , Manresa Wilds (SD-MW) and
applying it to the former Manresa Island site.
Winterberry always stands behind positive growth for the communities in Connecticut. We believe the future growth of
this project will have a tremendous positive impact to the area for the local residents and future visitors from around the
area. This will also have a positive economic impact on the local businesses. The advancement and growth of the Manresa
Project will also generate opportunities for local contractors and vendors which will help stimulate the economy for the
area.
Winterberry feels that allowing Manresa to keep moving forward with the future phases is a step in the right direction
and we love being a part of this future growth. Winterberry respectfully urges the Town of Norwalk to approve this.
Thank you for your time
Paul Eilerman

EAGLE FENCE & GUARDRAIL

Steven Kleppin
Director of Planning and Zoning
City of Norwalk
125 East Avenue
Norwalk, CT 06851

Re: Manresa Wilds, Special District (SD-MW) 2026-41 R/M (Public Hearing, July 15, 2026)

Dear Director Kleppin:

I am writing to express my support for the application to create the Special District–Manresa Wilds (SD-MW) and to apply it to the former Manresa Island site.

This project has had a significant positive economic impact on our company and workforce. The work associated with this development has allowed us to create additional business opportunities, maintain steady employment for our team members, and support the continued growth of our operations. Projects of this scale provide stability for local contractors, suppliers, and the many individuals who contribute to their successful execution.

Beyond the immediate benefits, developments such as Manresa Wilds help create confidence within the business community that there are meaningful opportunities for future investment and growth within the state. The prospect of continued development encourages companies like ours to invest in personnel, equipment, and long-term planning, all of which contribute to a stronger local and regional economy.

BY:
NICHOLAS CASSONE – Vice President
Eagle Fence & Guardrail

15 ROBERT JACKSON WAY
PLAINVILLE, CT 06062
(860) 747-1288

Collins Electric
Founded 1906

July 9, 2026

Steven Kleppin
Director of Planning and Zoning
City of Norwalk
125 East Avenue
Norwalk, CT 06851

Re: Letter of Support – Manresa Wilds, Special District (SD-MW) - #2026-41 R/M
(Public Hearing, July 15, 2026)

Dear Director Kleppin,

I wish to express my support for the application to create the Special District – Manresa Wilds (SD-MW) and to apply it to the former Manresa Island site.

The uses this district contemplate are well suited to a 125-acre former industrial waterfront: remediating a coastal brownfield, restoring the landscape, adaptively reusing the former power plant, and reopening nearly two miles of shoreline. These are exactly the public, ecological, and educational uses the sit -family zoning cannot accommodate – with most of the see it as an incredible public use space for your community.

Respectively,

Lawrence F, Eagan, Executive Chairman
Collins Electric Co., Inc.
53 Second Avenue
Chicopee, MA 01020

CONTE COMPANY

75 Rampart Road
Norwalk, CT 06854

---

10 July 2026
Steven Kleppin
Director of Planning and Zoning
City of Norwalk
125 East Avenue
Norwalk, CT 06851
Re: Letter of Support – Manresa Wilds, Special District (SD-MW) - #2026-41 R/M (Public Hearing, July 15, 2026)
Dear Director Kleppin,
Please consider this letter as my sincere support of the Manresa Wilds initiative and application for the Special District (SD-MW).
My family has been rooted in Norwalk for close to 100 years. I grew up exploring the waters around the Manresa Island facility and appreciate it as a Norwalk landmark that is recognized by any vessel passing by our harbor. We have spent decades working on projects that create public

access to natural lands. We have found these to be an invaluable asset to any community and nature exploration has increased significantly after 2020.
From the onset, we followed along during the Manresa Wilds planning process. The efforts that this organization has put forth to involve the local community and respect the neighboring area have been impressive. They recognize that their efforts will have an impact on the community but have taken careful consideration to ensure that impact is a positive one.
I feel the Planning and Zoning Commission should approve this application.
Respectfully,
Matthew Conte

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,
Constance Bennett
29 Yarmouth Road, Norwalk 06853

Dear Members of the Commission,
My name is Jayne Roland owner of 3 Morningside Place in Harborview. I am writing to express my views on the proposed zoning application. The zoning application goes way beyond what was presented to the public in February 2026.
What started out as a thoughtful environmental preserve has now morphed into a resort style entertainment space. Our narrow roads can not accommodate any additional traffic,never mind adding 700,00 plus cars if the special designation requests is granted.The increase noise from events will dramatically impact the local neighborhoods as well as the traffic. I respectively requests voting no on a special open ended zoning designation.
Thank you for your consideration
Jayne Roland

Hi Steve. Hope you're well. Just wanted to throw in my two cents that while I think that the Manresa Wilds is a phenomenal project, there must be new roads /infrastructure to accommodate this. It will absolutely make daily life impossible for those living in shorefront Park. We are already facing untenable traffic around the neighborhood.

Thanks so much
Charisse Litchman

Dear Norwalk Planning and Zoning,

I am a resident of Harborview and would request that you consider the following:

TRAFFIC
For clarity, I would encourage you to visit Compo Beach, Calf Pasture and Sherwood Island and compare those access roads to the road leading into Manresa Wilds. These other sights do not have a pools, kayak rentals, a marina, outdoor amphitheater, an indoor event space for 800, housing for incoming lecturers, and I'm sure I've left out a few things.

NOISE
Sound travels far and wide on the water. An outdoor amphitheater would impact the experience of all those people who live on or near the water.
In short, this project is entirely too ambitious for the site. Thousands of people and multiple neighborhoods will be negatively affected by this.
It would be easy to be swept up by the generosity of the McChords, but please consider the long term impact on all our communities. Visitors will not likely spend money outside of the park but their visits will definitely cost us as tax payers.
I realize it is difficult to be critical of a gift of this magnitude but I ask you to PLEASE be mindful of the enormous impact this will have on the daily lives of thousands of Norwalkers.
Meg Moscati

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.●
●
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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,

Kris Kumpf
21 Ensign Rd.
Norwalk, CT 06853

Dear Director Kleppin and Members of the Planning and Zoning Commission,

I am writing as a Norwalk resident to submit my public comment regarding Application #2026-41 R/M, submitted by Manresa Osprey LLC, requesting a zoning regulation and map amendment to create the Special District–Wilds (SD-MW) zone on Manresa Island.

I respectfully urge the Commission to deny, or significantly limit, this request for the following reasons:

Traffic and Neighborhood Impact: The applicant's own Transportation Strategy Memorandum projects approximately 792,000 annual visitors, with 94–95% arriving by car. During peak summer weekends, more than 5,400 vehicles would travel to Manresa Island, resulting in over 10,800 vehicle trips along Woodward and Longshore Avenues. These narrow residential roads are not designed to accommodate this level of traffic, creating congestion, safety concerns, increased noise, and a significant decline in the quality of life for surrounding neighborhoods.

Environmental Concerns: Manresa Island has a long industrial history and is known to contain significant coal ash contamination. Any large-scale redevelopment should proceed with extreme caution to protect our coastal ecosystem, wetlands, marine habitat, and surrounding community.

Overdevelopment Risk: The proposed SD-MW district permits a broad range of future uses that could ultimately support large-scale commercial or entertainment development beyond what residents

reasonably expect for this site. Once established, this custom zoning could enable future projects that are inconsistent with the character of the surrounding neighborhood.

Reduced Public Protections: Creating a developer-specific zoning district replaces established z

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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.

I am urging the Commission to APPROVE this zoning change request.

● The applicant's own analysis projects that upon completion there will be 792,000 new visitors to Manresa Island each year. This will be an incredible economic benefit to the local community.

● Environmental & Infrastructure:
The 125-acre Manresa Island site is historically polluted with a heavy layer of coal ash. I am deeply grateful that this project will finally address the historical environmental contamination from the illconceived power plants that previously operated on this island and caused significant damage to the surrounding marine life, coastal ecosystem, and local wetlands. This is a huge victory for the environment and we are very fortunate the developer will remediate the site with no use of public funds.

I strongly believe that the Commission should prioritize this project. I fully support the developer's long-term vision which will enhance Norwalk's waterfront and contribute to a prosperous and vibrant community.

Thank you for your time, leadership, and dedication to promoting our community.

Sincerely,

Matthew Rideout
291 Highland Ave, 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. 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.

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● 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,
Joan Ridgeway
2 Mack Street
Norwalk, Ct 06854

Wesleyan University

Department of History
Frank Center for Public Affairs
238 Church St.
Middletown, CT 06459

Steven Kleppin
Norwalk City Hall
125 East Avenue
Norwalk, CT 06851

Re: Manresa Wilds #2026-41 R/M

Thursday, July 9, 2026

To the Norwalk Planning and Zoning Commission,

I write as Project Director of Wesleyan University's "Regenerative Landscapes" cluster within the Research & Education Station at Manresa Wilds (R.E.S.A.). Our work brings together students and faculty from Wesleyan's College of Science and Technology Studies, Bailey College of the Environment, and College of Design and Engineering Studies to study urban and coastal ecologies through field-based research, teaching, and environmental arts practice.

We have seen firsthand Manresa Wilds' extraordinary potential as a living laboratory for interdisciplinary learning and research in support of regenerative landscapes. Over the past year and a half, Wesleyan students and faculty have benefitted immensely from the opportunity to pursue site-specific research and coursework across the humanities, social sciences, and earth and environmental sciences. We are grateful for the support of

the R.E.S.A. consortium, together with the Wesleyan Center for the Humanities, the Creative Campus Initiative of the Wesleyan Center for the Arts, and the Community-Engaged Learning Initiative of the Allbritton Center for Public Life.

We support the continued development of Manresa Wilds as a site for research, education, and public engagement, and we look forward to expanding collaborations with other R.E.S.A. partners in the years ahead, including intergenerational learning initiatives within the Aquarium and the Norwalk Public Schools in support of shared stewardship of Connecticut's coast.

Best regards,
Courtney Fullilove
Professor of History, Wesleyan University
College of Science and Technology Studies
Bailey College of the Environment
College of Design and Engineering Studies

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 writing in support of this zoning change and encourage the Commission to approve the application. I believe this proposal represents a unique opportunity to transform a long vacant industrial property into a vibrant public destination that will benefit Norwalk residents for generations to come.

The redevelopment of Manresa Island will provide much needed public access to a waterfront that has been inaccessible for decades. Converting this former power plant site into a destination centered on parks, recreation, education, and community gathering spaces will reconnect residents with an important part of our coastline while preserving the natural beauty of the area.

I appreciate that the applicant has studied the project's transportation impacts and developed a Transportation Strategy Memorandum to address expected visitor traffic. While increased visitation is a natural result of creating a public destination, I am confident that the City's review process and ongoing oversight will ensure that appropriate transportation improvements and traffic management measures are implemented as needed.

I also believe the redevelopment presents an opportunity to remediate and responsibly manage a historically industrial site. Thoughtful redevelopment can improve environmental conditions, restore portions of the coastline, and create long term stewardship of the property that would not occur if the site remained vacant and underutilized.

The proposed Special District provides a framework specifically designed for the unique characteristics of Manresa Island. Rather than applying conventional zoning that may not fit the site, the customized district allows the City to establish clear standards and expectations that balance public access, environmental protection, and responsible development.

Finally, I believe this project has the potential to generate lasting economic, recreational, and cultural benefits for Norwalk while creating a destination that residents can enjoy for years to come. Bringing new investment to this long dormant property is an exciting opportunity that should be embraced.

Thank you for your time, your thoughtful consideration of this application, and your continued service to the Norwalk community.

Sincerely,

Lauren DiBartolomeo

Mill Brook Drive, Norwalk CT

Dear Mr. Kleppin,

I am writing to express my strong support for the Manresa Island (Manresa Wilds) development project. This project represents an incredible opportunity to revitalize a currently unused parcel of waterfront real estate and turn it into a magnificent asset for the Norwalk community.

While I am highly enthusiastic about the responsible development of this amazing amenity, I understand there are valid concerns regarding potential traffic impacts. I believe the city can effectively manage and mitigate these issues by implementing the following proactive measures:

1. Enforcement of current speed limits in the surrounding neighborhoods.
2. Modernizing Woodward Avenue to include sidewalks on both sides along with a dedicated, separate bike lane to encourage safe, alternative methods of transportation.
3. Making the city bus free from downtown directly to Manresa Island to ease vehicular congestion and provide accessible public transit.

I hope the city will support this project and take these steps to ensure its integration into our community is both safe and successful. Thank you for your time, leadership, and consideration.

Best regards,

Brent Edwards
South Norwalk, CT

Dear Mr. Kleppin,

Please see attached letter respectfully requesting a full traffic study, and consideration of the emergency situations that could be catastrophic, if the current proposed Manresa Project is allowed to proceed.

Woodward Avenue and the South Norwalk/Rowayton area cannot afford to have this amount of traffic going through it on a daily basis for most months of the year.

The P&Z Commission must act RESPONSIBLY when considering this proposal.

Sincerely,

Yancy Smith

July 10, 2026

Steve Kleppin
Director of Planning & Zoning
City of Norwalk

Re: Opposition to the Manresa Wilds Special Permit Application

Dear Mr. Kleppin and Members of the Planning & Zoning Commission,

As a proud Norwalk resident for more than ten years, I have had the privilege of watching our city grow and evolve. One of the things I value most about Norwalk is its unique balance of vibrant neighborhoods, beautiful waterfront, natural resources, and thoughtful development. I chose to make Norwalk my home after living in New York City because of its strong sense of community and exceptional quality of life. Like so many residents, I want to see our city continue to thrive—but I also believe growth must be responsible, sustainable, and always in the best interests of the people who live here.

It is in that spirit that I write to respectfully, but unequivocally, urge the Planning & Zoning Commission to deny the Special Permit, zoning amendment, and zoning change requested by Manresa Wilds.

When the vision for Manresa was first introduced, I was an enthusiastic supporter. Like many Norwalk residents, I believed the transformation of the former power plant site into a destination focused on conservation, ecological restoration, passive recreation, environmental education, and public access represented a once-in-a-generation opportunity for our city.

Unfortunately, the proposal before the Commission today is no longer that vision.

What began as an opportunity to preserve one of Norwalk's most extraordinary waterfront properties has evolved into a regional destination centered on large-scale programming, commercial events, and attracting visitors from far beyond our community. While I sincerely appreciate the applicant's investment and commitment to preserving this important property, I no longer believe the current proposal is in the best interests of Norwalk or its residents.

My opposition is based on three fundamental concerns.

1. The proposed development is located in one of the most flood-prone areas in our city.

The Commission's own Special Permit regulations require careful consideration of development within flood hazard areas, including impacts on public safety, emergency access, future flooding, and long-term resiliency. Much of the Manresa property, including Woodward Avenue—the site's only point of access—is located within the 100-year floodplain.

We have already experienced firsthand what coastal storms can do to this property. Superstorm Sandy permanently shut down the power plant and caused extensive damage throughout

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Norwalk's waterfront. As sea levels continue to rise and severe storms become more frequent, it seems irresponsible to approve an intensive regional destination in such a vulnerable location.

This proposal is not simply creating walking trails or passive open space. It introduces significant infrastructure, buildings, event programming, and hundreds of thousands of visitors into an environmentally sensitive coastal site that will inevitably face future flooding.

Before approving a project of this magnitude, I respectfully ask the Commission to consider not only today's conditions, but the realities this site will face twenty, thirty, and fifty years from now.

2. The traffic impacts have not been adequately addressed.

Nearly everyone involved in this discussion agrees on one point: **traffic is a major concern.**

Yet despite months of presentations and discussion, I have not seen a comprehensive, realistic, and **funded** transportation plan that demonstrates **how** this issue will actually be solved.

The proposal includes an event venue anticipated to host approximately **68 events per year**—more than one major event every week. That fact alone should give the Commission pause.

Beyond those scheduled events, the applicant's vision is to create a destination attracting visitors from throughout the region. That means increased vehicle traffic on a roadway that has one point of access and already presents challenges for residents.

Throughout this process, we have heard numerous theoretical ideas—shuttle services, alternative transportation, traffic management strategies, and other concepts—but they remain just that: theories.

The reality of Woodward Avenue is very different.

Woodward Avenue is not going to become wider. It is the only road serving the property, and every visitor, delivery vehicle, emergency responder, employee, and event attendee must travel that same route.

Hope is not a transportation strategy.

Before granting these approvals, the City should require a detailed transportation plan that identifies exactly how traffic will be managed, what infrastructure improvements will be necessary, when they will be implemented, and—most importantly—who will pay for them.

Will Norwalk taxpayers ultimately bear the cost of roadway improvements, police details, traffic management personnel, shuttle systems, or other transportation infrastructure required to support this project?

Those questions deserve clear answers before—not after—approvals are granted.

The Commission's Special Permit standards specifically require consideration of whether a proposal will adversely affect the normal and safe flow of traffic. Based on the information presented to date, I do not believe this application has demonstrated that this standard can be met.

3. The project's long-term financial model raises serious concerns.

Perhaps my greatest concern is not today's proposal—but what it becomes ten years from now.

The applicant has acknowledged that events and programming will generate much of the revenue necessary to maintain and operate the property. While understandable from a financial standpoint, that business model creates an obvious incentive to continually increase attendance, expand programming, and schedule more revenue-generating events over time.

The proposal already anticipates approximately **68 events annually**. Even more concerning, the applicant's planning materials discuss the potential for **large-scale two-day events** capable of attracting **20,000 to 50,000 visitors** if operational constraints can be overcome.

I ask the Commission to consider what a two-day festival or event of that magnitude would mean for this part of Norwalk.

The traffic impacts alone would be extraordinary, but they are only one part of the equation. A multi-day event would generate continuous vehicle congestion, parking overflow, amplified sound, lighting, waste management challenges, and significant disruption to the quality of life enjoyed by nearby residents. The environmental impacts on this fragile coastal site would also be substantial.

The surrounding neighborhoods—including East Norwalk, South Norwalk, Harbor View, Shorefront Park, Village Creek, and other nearby residential communities—would inevitably bear these consequences. Residents should not have to endure an entire weekend of traffic congestion, event noise, and associated activity because the long-term financial success of this project depends upon attracting ever-larger crowds.

If the proposal anticipates 68 events annually today, what happens when operating costs increase? What happens if revenue falls short? Will there be pressure for even more events? Larger festivals? Expanded commercial programming? Additional development?

The Commission is not simply deciding whether to approve today's proposal—it is establishing the framework that will determine how this property evolves for decades to come.

That should give everyone pause.

A Respectful Request to the Commission

I recognize the tremendous responsibility that rests with each member of the Planning & Zoning Commission. Your role is not to determine whether this is a well-intentioned project. It is to

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determine whether it satisfies the standards established by the City of Norwalk to protect public health, safety, surrounding neighborhoods, environmental resources, and the long-term interests of our community.

I remain fully supportive of preserving Manresa. I would enthusiastically support a plan centered on environmental restoration, wildlife habitat, passive recreation, educational programming, and thoughtful public access that reflects the unique character of this extraordinary property.

The question before the Commission is not whether Manresa should be preserved—it absolutely should. The question is whether this particular proposal is the right plan for this extraordinary property. I respectfully believe it is not.

I respectfully ask the Commission to act **responsibly** and exercise the independent judgment entrusted to you by the residents of Norwalk. The Special Permit standards exist to protect our community, not simply to facilitate development. If this application cannot clearly demonstrate that it protects public safety, adequately addresses traffic, respects the surrounding neighborhoods, and provides a realistic, funded plan for its long-term impacts, then it should not be approved.

For these reasons, I respectfully request that the Planning & Zoning Commission deny the Special Permit, zoning amendment, and zoning change requested by Manresa Wilds.

The decisions you make today will shape this remarkable property—and our community—for generations to come. I hope those decisions place the long-term interests of Norwalk residents above all else.

Thank you for your time, your thoughtful consideration, and your service to the City of Norwalk.

Respectfully,

Yancy Smith
Proud Norwalk Resident for More Than 10 Years

Mr Kleppin,
I've lived and kayaked in Norwalk Harbor for 9 years. One of the first "promises" made by the Austins when they spoke to the residents of Harbor View was that the Ospreys that live o n Manresa would not be disturbed. Every summer as I kyak around the island, I used to see at least 20 nests and 40-50 birds. Since the construction began, I've seen one. All but one of the existing nests on the waters edge have been destroyed. Ospreys are habitual birds, always returning to their nest year after year. So I'm angry, disappointed and dismayed that one of the first actions taken by the Austins was to remove/destroy these nests. They lied to us and have continued to lie about their plans and expectations for the site. I implore you to stop them from ruining this site with commercial purposes. The traffic, noise and for-profit uses are contrary to their initial intentions. Thank you

Heidi DeWyngaert
16 Harbor View Ave
Norwalk, CT

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:

- **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. We would like to restrict services provided to what is described in the 501(c)(3) tax-exempt classification (Park, environmental cleanup, boat/kayak access, beach, pool and public meeting place)
- **Traffic and Noise Impact:** The narrow local roads leading to Manresa Island (such as Longshore Avenue) cannot handle the sudden, massive influx of traffic from high-capacity commercial or educational uses. This creates safety hazards and disruptions for the surrounding neighborhoods. We would like to limit operations **for all services** from 8:00 AM- 8:00 PM to protect residents' rights and wildlife.
- **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 the developer. [1]

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. [1, 2]
Thank you for your time, leadership, and dedication to protecting our community.
Sincerely,
Marie Sutton

Dear Director Kleppin and Members of the Planning and Zoning Commission,

I am writing as a new 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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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. [1, 2]

From a personal perspective, I was born and raised in Norwalk and have always loved its shoreline. After living in Wilton for the past 30 years, I recently sold our family home and downsized as my husband, and I enter a new chapter of our lives. One of the reasons I chose Harborview was its unique character—a peaceful waterfront community that offers a sense of tranquility while still providing convenient access to New York City for my daily commute.

Like many of my neighbors, I was excited to learn about the vision for transforming Manresa into a community asset centered on environmental restoration, public access, and open space. The opportunity to restore this remarkable waterfront while protecting its natural beauty, wetlands, and wildlife seemed like a tremendous gift for Norwalk. I wholeheartedly support a vision that emphasizes passive recreational uses such as walking trails, bird watching, kayaking, environmental education, beach access, and thoughtfully designed public gathering spaces that allow residents to enjoy the shoreline while preserving its ecological character.

My concern is that the proposed zoning goes well beyond that vision. The expansion of permitted uses and the creation of a customized zoning district could fundamentally change the character of this neighborhood. Increased traffic, noise, lighting, and large-scale commercial activity would not only affect the quality of life for nearby residents but could also disrupt the very wildlife and fragile coastal habitat this project is intended to protect. It is difficult to reconcile a mission of environmental stewardship and habitat restoration with zoning that could ultimately permit more intensive commercial uses. Once those uses are allowed, future development may extend far beyond what residents understand the project to be today.

This decision is not simply about what is proposed today—it is about what this zoning will permit for decades to come, regardless of future ownership, leadership, or development plans. The Commission has the responsibility to ensure that any zoning approved protects the long-term interests of the community, preserves the environmental integrity of this unique shoreline, and reflects the expectations of the residents who will live with its consequences.

I respectfully ask the Commission to carefully consider not only the potential benefits of redevelopment but also the long-term consequences for the surrounding community and the natural environment. I urge the Commission to ensure that any zoning approved remains consistent with the project's stated conservation mission by limiting development to uses that support passive recreation, environmental education, and habitat preservation, rather than opening the door to more intensive commercial activity. Once these zoning changes are approved, they cannot easily be undone. I respectfully ask you to preserve the residential character, ecological integrity, and quiet beauty of this unique waterfront for current residents, future generations, and the wildlife that depends on it.

Thank you for your time, leadership, and dedication to protecting our community.

Sincerely,

Jennifer & Jon Anda

34 Channel Avenue
Norwalk, CT 06854

Dear Norwalk Town Council and Mr. Klein,

Thank you for your time and for reading and listening to comments. I am a newer resident to Norwalk in the Harbor View community and just love it here. Thank you for all you do for the city.

I also love the Manresa Wilds concept as I understood it as we just bought a house in Harbor View. I love the concept of ensuring an environmentally clean place, more public beach access, and more walking trails. I also the support that it should be free for Norwalk residents and others should pay a reasonable charge.

However the streets to reach it now are clogged and dangerous with many pot holes and flooding. They can barely handle the traffic today. And it’s hard to cross the street safely in many sections already for pedestrians and bikers.

The area is not suitable for events that would bring many people in a concentrated time such as concerts, amphitheater, big hotels etc. There is no land that doesn't already have houses in order to widen the roads even if the town could I invest. So I would strongly urge a ruling against such things. There would be too much traffic, noise and negative impacts to the lovely communities that you have worked so hard to create.

Thank you in advance for the consideration,

Maryjo Charbonnier
47 Neptune
Norwalk CT

So much for a couple of philanthropists doing something simply to benefit the City of Norwalk. The new Master Plan being submitted is nothing like the one proposed in 2025 and would cause incredible hardships for the residents of South Norwalk. That area, as noted in the plan, has a single road providing access. A theater, hotel, concert hall, restaurant and other envisioned plans simply do not fit that site and I am horrified by the bait and switch tactics of the applicants. None of those zoning changes should be made. If the owners set out to engage in development activities, the changes should be reviewed then in light of specific plans. Giving them the approval in advance makes no sense and could create issues for the Board later if negative changes are challenged as contrary to actions taken, causing losses to the owners.

Obviously the commercial appeal to the City and the increased tax base, assuming they are not granted tax breaks, is tempting but this is just not the proper place for that kind of development. Anyone who has ever driven there knows that. I assume this proposal follows informal discussions with the City and I am saddened that things were allowed to proceed to this point.

Vincent Pisano
27 Point Road
Norwalk, CT

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,
Constance Bennett
29 Yarmouth Road, Norwalk 06853

July 12,2026

Dear Director of the Planning and Zoning Commission:

I am relatively new to Norwalk and have been learning about the history of Manresa Island and the ambitious vision for Manresa Wilds. The opportunity to restore this extraordinary property, address its environmental legacy, preserve open space, and create meaningful public access to the waterfront is remarkable. The generosity and vision behind the project deserve recognition.

Like many others, my understanding of the project has been shaped by its emphasis on environmental restoration, public access, and its philanthropic mission. Those goals have understandably generated broad public support and goodwill.

The June 26, 2026, Planning and Zoning proceedings were the first opportunity for me, the public, the Commission, staff, and other interested stakeholders to review and begin understanding a complex, three-part approval process involving the creation of a new Special Zoning District, approval of a conceptual Development Park Master Plan, and the rezoning of the property into that newly created district. Together, these decisions will establish the legal framework that will guide future development of the property for decades. Given their complexity and long-term implications,I am hopeful that everyone involved will have sufficient time to fully evaluate them before final action is taken.

Because this legal framework will outlast the current proposal, it deserves particular attention. The proposed zoning district will determine what uses may ultimately be permitted, how future applications will be evaluated, and the level of public review required as the property evolves. While today's owners have articulated a particular vision, zoning regulations remain in place long after individual projects, leadership, or ownership change.

For that reason, I believe this is precisely the stage at which community involvement is most important. Everyone should understand not only what is envisioned today, but also the broader range of uses and development rights that may be established for the future. A transparent, deliberate, and well-informed process will build confidence and help ensure that the zoning district reflects both the project's long-term objectives and the community's values.

As the Commission considers the proposed district, I respectfully encourage the following:

- Clearly explain the full range of permitted, limited, and Special Permit uses under consideration, including uses that extend beyond the current conceptual Master Plan.
- Clearly distinguish between the conceptual vision for Manresa Wilds from the long-term development rights that would be established through the zoning district.
- Establish meaningful, enforceable standards governing the scale and intensity of development, including building height and massing, occupancy and event capacity, hours of operation, outdoor lighting, and amplified sound.

- Require comprehensive cumulative impact studies addressing traffic and transportation, parking demand, site access, emergency access and evacuation, noise, including how sound may carry across the water, light pollution, environmental and ecological impacts, stormwater management, coastal resiliency, infrastructure and utility capacity, and the combined effects of multiple uses operating simultaneously.
- Require that every future phase of development and every material modification to the Master Plan be reviewed through a Special Permit process with full public notice and hearing.
- Clarify that approval of the conceptual Development Park Master Plan does not constitute advance approval of future buildings, uses, event capacities, or operating conditions that have not been specifically reviewed and approved by the Commission.
- Continue to provide meaningful opportunities for community education, dialogue, and public participation as the zoning district is refined.

Manresa Wilds has the potential to become an extraordinary asset for Norwalk. I hope the planning process reflects the same level of thoughtfulness and excellence as the vision for the property itself. The public has embraced the vision for Manresa Wilds. Ensuring that the legal framework is equally clear, transparent, and durable is the best way to preserve that trust and protect both this remarkable property and the surrounding community for generations to come.
Thank you for your thoughtful consideration.
Sincerely,
Lauren Murray
1 Yarmouth Rd
Norwalk, CT 06853

Growing up in Norwalk, my family and neighbors have endured the Manresa eyesore for decades. While I was initially thrilled to hear plans for its redevelopment, I am deeply concerned by the current proposal. Retaining the existing structures to build a massive event venue will draw thousands of non-residents, bringing overwhelming traffic and noise.
Please reconsider the current proposal, downsize the project, and make Manresa a beautiful coastal destination that protects the quality of life for Norwalk residents.
Donna Reeves
22 Shorefront Park

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.
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:** ***IF you ask most residents, it is clearly evident that South Norwalk already has a significant traffic, flooding and zoning problem.*** The narrow local roads leading to Manresa Island (particularly Woodward, Water Street and Longshore Avenues) cannot handle the additional massive influx of traffic from the proposed high-intensity commercial destination center. The streets that also flood periodically make these routes unpassable. This tremendous volume of traffic on narrow streets in a flood zone would create significant safety hazards, make it difficult for emergency vehicles to get in and completely ruin the quality of life in the surrounding neighborhoods. A new school was recently built nearby, and community playground is on the route, also add to traffic safety issues with kids.
● **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. To date they have converted wetlands to buildable dry lands and built a parking lot over this land**-"paved paradise and put in a parking lot."** The Osprey posts with nests that the McCord's saw on

their initial kayak trip are mostly gone. What is next? Dumping clean dirt over polluted dirt is not a good solution if the scale of this project grows as this zoning change allows.
● Permitted Uses and Long-Term Scale: The proposed SD-MW text seeks broad allowances for a variety of future commercial uses. This appears to many as **"a bait and switch strategy."** After applying for a 501(c)(3) tax-exempt classification under the specific IRS category of land used for charitable, scientific, and educational purposes they are looking for massive zoning changes that could make this land into a commercial waterfront hospitality destination spot over time. It could open the floodgates to unexpected long-term commercial developments, over-development, or massive entertainment spaces that do not align with an initial vision of peaceful, natural community park, with a pool, water access and community meeting center, which many residents supported.
● 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 safety, peace and the well-being of Norwalk's neighborhood resident taxpayers and wildlife before approving a custom commercial zoning request tailored entirely to a potential long-term developer's commercial vision of making this a large scale recreation, entertainment and hospitality center. I would also like to see, as a taxpayer, before any zoning changes are considered Norwalk provide a comprehensive traffic plan, and how it would be executed/managed, a budget, their vision for our existing residential and environmental center and clearly and specifically outline the benefits and cost to all Norwalk taxpayers in doing this.

Thank you for your time, leadership, and dedication to protecting our community and **putting a stop to this zoning request in it's current state**. We forgive Norwalk for the power plant mistake made years ago which polluted one of Norwalk's most valuable pieces of land so it became unusable. We hope we are under more insightful leadership.
Sincerely,
Charles Lindner

Dear Mr/Ms Kleppin ; My name is Toni Van Loan, and I moved here from Yonkers New York in 2014 in search of a place to live that did not consist of 2 huge shopping malls [Cross County and the new Ridge Hill] and the Empire City racetrack & Casino . [all of the above are , at least, directly accessed from I-87 , the NY Stste Thruway]
I bought #44 Bayview Ave. .a large Civil War era Victorian in the Golden Hill Historic District that is listed in the National Register of Historic Places. I have been active with GHA , [the Golden Hill Association] since I moved here, and joined GHA's opposition to a 2024 attempt to upzone Golden Hill for apartment houses and commercial construction .

I am acquainted with the closed off power plant property , and the nice little ajacent island community . The concept of demolishing the deceased power plant , and using the area around it as park , for walking trails , with a small parking lot for cars and yes, a kayak launch, is a great idea .

HOWEVER , remaking this environmentally sensitive location as" Manresa Wilds ", with a Hotel , an Event Venue , and an Ampitheater with 2 decker parking garage to support all that activity, would bring an Orlando Florida scale to Norwalk's scenic, island filled harbor.
This does not even begin to address the issue of the hordes of cars that could be expected to get off I-95 trickling through the complicated bottleneck of downtown SoNo onto poor little Woodward Ave , a one lane in each direction street through a struggling working class neighborhood, down into the nicer residential area a little farther south .

The concept of Manresa Wilds is grotesquely overblown . And , having evidently been presented to the Planning & Zoning Board late in June with little media fanfare , and no meetings to apprise the community of the developers intentions , all of a sudden there's this last minute deadline to present the community's reaction ,, ---- July 15th. .
I have seen developers try to do this end run around a "likely to be opposed" community before , in Westchester , I can only hope it doesn't succeed here . Norwalk doesn't want or need more than half a million car-driving visitors a year .

Sincerely yours ; Toni Van Loan #44 Bayview Ave . Norwalk 06854

Dear Planning and Zoning Commission,
Please vote NO on the Manresa application for Zone Change for the following reasons:
1. MWs' intended uses are so amazingly different in content and spirit from their original mission statement and the promises made to many neighborhoods in SoNo such as Harborview, Village Creek, all our neighbors along Woodward Ave, and Shorefront.
2. Manresa Island is now a mess with incessant noise, speeding trucks, road building, construction and landscape material staged right inside the gates on what used to be wetland, and trenching for a 4"sleeve and stacks enough to power a strip mall.
3. There is barely infrastructure that can safely handle the current activity on Manresa. Heaven only knows how we can survive unrestricted zoning if MWs gets their way.
Somehow MWs has gone from a park with passive recreation, wildlife and land conservation, and small scale education to Six Flags. Please vote NO
Jane Newman
3 Longshore Ave
abutting property

Hello Mr. Kleppin,
I leave at 6:45am every weekday for the office in Stamford. It's remarkable to me that I must leave that early in order beat the school buses, the garbage trucks, my neighbors pulling out of their driveways onto a very crowded Woodward Avenue. I do this, because once I am on I95, it's just another traffic jam that I have to contend with.

Off hours, it takes me 16 minutes to get to work. But most of the time, it is an hour or more!

The quality of life for myself and neighbors would be greatly diminished if we had to contend with more traffic jams on our local roads and I95 on weekends too in order to accommodate the large scale development or potential development of parking garages, hotels, water parks, etc. Not only will we be sitting in traffic to run ordinary errands, but how will emergency vehicles get through?

I am not against some development, but P&Z should consider the well being of the local community before they grant permission for the Manressa Wilds' many phases & designs for development.

Regards,

-P

Pat Burns
23 Sable Street
Norwalk, CT 06854

Dear Mr. Skleppin
Attached is a letter in reference to our concern about the Manresa Neighborhood Project. We are very concerned about the impact on our neighborhoods in this area. We appreciate your attention to our concerns.
Sincerely,
Gerald Paolini

Linda
Paolini

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 seeks broad allowances for a variety of future uses. If a specialized is granted, it could open the flood gates 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 protection and gives unprecedented long-term control to a private developer and any future owner.

We 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,

Gerald Paolini

Linda Paolini

11 Old Field Place

Rowayton, CT 06853

203/838-9827

lcapaolini@optonline. net

Dear Director Kleppin and Members of the Planning and Zoning Commission,

As an 18-year Norwalk resident living in Harbor View, I am formally submitting this public comment regarding Application #2026-41 R/M, submitted by Manresa Osprey LLC.

I urge the Commission to deny or heavily restrict this zoning change request. At this time, I see **no clear benefit to the City of Norwalk**; **the only clear winner would be Manresa Wilds.** Let them complete what has already been approved before seeking more. What is the urgency?

Before any further approvals are granted to Manresa Wilds, Norwalk residents and taxpayers deserve to understand what this project could mean for the streets we drive every day, the emergency routes we rely on, the shoreline we treasure, and the wildlife that still finds refuge here. A proposal of this scale should not move forward until the public has seen clear, credible evidence that it will not overwhelm our neighborhoods, strain our natural resources, or diminish the quality of life that makes this community worth protecting.

The applicant has no inherent right to expand into the many additional uses it proposes, and the City should not treat a development of this magnitude as a routine zoning request. Its effects could reach every corner of daily life in Norwalk—from traffic, emergency access, public transportation, noise, and light pollution to utilities, public works, schools, tax revenue, tourism, neighborhood character, and the fragile ecosystems that depend on this shoreline. Before the City assumes these risks, the public deserves a full accounting from the city of what could be gained, what could be lost, and who will bear the cost if the project fails.

Once this land-use decision is made, its consequences may be difficult—or impossible—to undo. The Commission should act cautiously, demand full accountability, and protect the public interest above all else.

Respectfully,

Alexandra Lindner
7 Harbor View Avenue
7/13/26

Dear Planning & Zoning Commission,

I am writing to SUPPORT the ‘special district’ status for Manresa Wilds.

It is my understanding that Manresa Wilds has had to list any and all potential and/or possible uses for the property in order to get P&Z ‘special district’ status and start seriously planning for what will or will not work on the site and what is financially viable.

The McChord’s purchase of Manresa Wilds is the greatest gift Norwalk has received in multiple generations. Our Long Island Sound coastline is Norwalk’s greatest asset and Manresa Wilds will add to it.

However, the success of Manresa also requires the support and cooperation of the city and state, particularly as it applies to site access.

Currently, Woodward Avenue is the sole access point. As a personal reference, several times a month, my travel on the state road SR136 and its connecting streets of Meadow, Burritt and Water Street is interrupted, due to flooding, on street parking and/or blocked lines of sight, when trying to access my home in Shorefront Park.

It’s my hope that this project will force the city and state to address both street parking and flood mitigation along these streets and others, if Manresa becomes the mecca they’ve forecasted (which is still 5-7 years and likely longer away.) Great cities around the world utilize and invest in support of their waterfront.

I also hope the city supports ferry and trolley service from the Maritime Aquarium or water taxies. Maybe SeaStreak brings New Yorkers by water. Every measure should be made to ensure alternative access means are utilized and available to mitigate Woodward Avenue traffic.

This is an exciting project for Norwalk. Let's get it right!

Lisa Brinton
19 Shorefront Park

July 13, 2026

To the City of Norwalk Planning and Zoning Commission and Norwalk Residents:
Re: Letter of Support for Manresa Wilds – Application #2026-41 R/M

Dear Members of the Planning and Zoning Commission and Residents of the City of Norwalk,

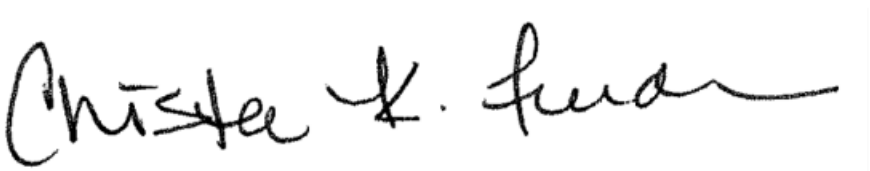
On behalf of the Riverbrook Regional YMCA, I am pleased to offer our strong support for Manresa Wilds and its application to establish a new zoning district for the preservation and stewardship of the Manresa Wilds property (City of Norwalk Application #2026-41 R/M).

As a community organization dedicated to strengthening individuals, families, and neighborhoods through healthy living, youth development, and social responsibility, the YMCA recognizes the tremendous value that accessible natural spaces bring to a community. Preserving Manresa Wilds aligns closely with our mission and our belief that every resident deserves opportunities to connect with nature, engage in outdoor recreation, and experience the physical and mental health benefits that open spaces provide.

The Manresa Wilds property represents a unique and irreplaceable environmental asset for Norwalk and the surrounding region. Protecting this land through a dedicated zoning district will help ensure the long-term conservation of its natural habitats, coastal resources, scenic beauty, and educational opportunities for future generations. It will also provide residents with greater access to outdoor experiences that promote wellness, environmental awareness, and community connection.

We believe the proposed zoning district reflects thoughtful planning that balances environmental stewardship with community interests. The establishment of this district will create a framework that safeguards the property's ecological significance while Riverbrook Regional YMCA ● 404 Danbury Road, Wilton, CT 06897 ● riverbrookyma.org

allowing it to serve as a place where residents, families, students, and community organizations can learn from and enjoy the natural environment.
The YMCA has long witnessed the positive impact that access to green spaces has on youth development, family engagement, and overall community well-being. Manresa Wilds has the potential to become a lasting resource that enhances the quality of life for Norwalk residents while preserving an important part of the city's natural heritage.
For these reasons, the Riverbrook Regional YMCA respectfully encourages the City of Norwalk Planning and Zoning Commission and the residents of Norwalk to support Application #2026-41 R/M and the establishment of the proposed Manresa Wilds zoning district.
Thank you for your consideration and for your commitment to the future of Norwalk.
Sincerely,



Christene K. Freedman
CEO
Riverbrook Regional YMCA

The MW rezoning request is truly unique. A zone of its own.
It is not clear yet what exceptional permissions this new zone would grant, but it is certain that the ingress and egress to the site will definitely “adversely impact the normal flow of tra□ic or normal safe conditions of the roadways.”
This in turn will “adversely a□ect other property in the area”
The largest impact of MW will be to the volume of tra□ic on Woodward Ave. This is already a constricted and heavily burdened passage. A tra□ic light or 2 can’t solve a narrow road. It is also entirely within the 100-year floodplain all the way up to where it joins South Main St.
Now onto the 3 escape corridors that Woodward connects.
Meadow St to Wilson Ave—Meadow St is also all within the 100-year floodplain. The new elementary school has already added many more children and school buses to the lively mix of garbage trucks, dump trucks and delivery trucks that are based along this stretch. It is also the western portion of CT Route 136 through the area. It carries a heavy load of car commuter tra□ic and it gets even heavier whenever I-95 backs up.
Burritt Ave to Water St—This is the western part of CT Route 136 with the same heavy tra□ic already. The Burritt/Woodward intersection is terrible. Woodward has on-street parking and is often not a full 2 lanes wide here and elsewhere. Turning onto it from Burritt can be quite exciting. Thankfully most users are aware of the degree of di□iculty and proceed very slowly from all directions. It is also all in the 100-year floodplain. Of note, some amount of local tra□ic uses either Lincoln/Sheridan or Quintard/Lowndes to bypass that bit. Neither of those options is a good bet to willingly or safely handle more cars.
South Main St—This is a 5-way stoplight and the way to the train station. It does have the advantage of leaving the floodplain in an emergency, but there are 9 or 10 stoplights and loads of pedestrians on the way to I-95 and Route 7 keeping this route out of favor for a speedy exit.
These are all working families neighborhoods and probably not well represented at this meeting.
The problem we can solve is that MW projects 95% of visitors will arrive by car. The solution is to force that number down by limiting the on-site parking to 100 or 200 private vehicles at maximum. With a remote reservation and payment required, and no pick up/drop o□ allowed. Compo Beach sells out of the 150 daily passes o□ered at $70. MW could well charge more. Those fees could go a long way to o□set any revenue decline if somehow attendance by jitney or ferry is not able to fill the gap. It is not clear how the park’s ongoing
2 of 2
financials are meant to work, but more and more fabulous is often just more operating expense.
At 200 spaces they will still need to provide tra□ic o□icers covering 4+ intersections to get crowds out at closing time and especially after any “events”. They are demanding 1 “event” per week as a minimum “right” of the MW zone with no upper limit. It is not clear how many

people each event is meant to attract. There are numbers between 800 and 2,000 listed as capacities for their event spaces but it is not capped. Limiting the on-site parking is the only way to make this park work for everyone.
Please also set reasonable operating hours for the zone with a closing time when the gates will be locked and patrolled. Shortly after dark with a stretch for 4th of July?
And eliminate any overnight-stay facility (with maybe an exception for a researcher on a cot kind of thing. It could be a pretty nice cot).
And finally, please make this a great park and don't let it become the massive amusement park that seems to be shaping up.
Thank you
Marc Hawley
10 Dock Rd

To Director Kleppin and Members of the Norwalk Planning and Zoning Commission:

I would note that the Manresa property and shoreline, which was naturally wild, must be the last remaining of its kind in Connecticut. Sherwood Island, Silver Sands and Hammonasset Beach State Park are some of my favorite places to walk and to imagine Connecticut before development. I'm forever grateful to those who had the foresight to save these magical places.

And now I'm a bit apprehensive about being grateful for the Manresa power plant property being "saved". We all breathed a sigh of relief at the last community meeting at the Aquarium when it was announced that the neighbors' concerns had been heard. Then the application for a zone change hit everyone really hard. A Hotel, an amphitheater, a brewery, live music, a parking garage! What? We were thinking of wildlife, quiet spaces, access to the water, kids environmental education. Open space for all of Norwalk to enjoy - not the world. Why the change? Why zone it so the property can be ruined in the future? This incredible piece of land should be protected from all that forever.

I've lived in Harbor View for almost 30 years and before 911 we were able to walk and bike in the Manresa property. It was a dirty power plant, but the landscape has always been glorious. We've watched the Osprey come back over the years and build nests on all the buildings. Platforms were built along the eastern shoreline to accommodate all the nest building. Harbor View adopted the ones we could see and watched the Osprey families come back each year on April 1st. We watched the babies fledge and wept when they left in September. I had a sick feeling this year when I saw those two platforms had been removed just as the Ospreys returned, looking for their nests. There was a chaotic two week period when Ospreys were frantically trying to build their nests on boats, houses and docks in Harbor View because their original nests were gone.

We live in a walking community here on Woodward and Longshore. We share our neighborhoods and walk through Shorefront Park, Harbor Shores and Village Creek. There are pickle ball courts in Woodward Park, lots of families enjoying the playground and playing soccer on the field there. Our neighborhoods are all open and friendly and we all want to protect each other from the massive changes that will happen. I'm not sure who will suffer the most from all the traffic and noise.
Since Harbor View is beyond the entrance to Manresa Wilds we are trying to envision our new reality if this goes through. Cars driving, turning around and parking on our little streets will necessitate some form of gate - something we NEVER wanted to do. That immediately cuts us off from our neighbors, not to mention the ridiculousness of codes, locks, gate guards…

We have all dreamed of a park on Manresa and are so grateful to the McChords for remediating the property. I just want us all to be good neighbors in saving probably the last, best piece of waterfront property in Norwalk. It takes more than money to do that. It takes careful deliberation and planning for the future of Norwalk so that someday others will be grateful.
I know you have received many letters about noise, traffic, overdevelopment and safety issues. I am concerned about all these issues and more because our neighborhoods will be changed forever.

I have two suggestions for everyone:
Read "Farewell to Shady Glade", a children's book by Bill Pete Take a field trip. Drive through South Norwalk, down Woodward Avenue and imagine 800,000 visitors a year through those neighborhoods.

Thanks for your consideration,
Lucy Berry Ackemann

58 Harbor View Ave
Norwalk, CT

To the Members of the Norwalk Planning and Zoning Commission:

I am writing as a resident of Quintard Avenue regarding the proposed Manresa Island redevelopment and the transportation impacts associated with the project.

First, I want to express my support for the overall goal of redeveloping Manresa Island and creating public access to a unique waterfront destination. The transformation of a former industrial site into a public asset has the potential to benefit Norwalk residents and visitors alike.

However, I have significant concerns regarding traffic impacts on the surrounding residential neighborhood, particularly Quintard Avenue and adjacent local streets. Currently, Quintard Avenue is a safe place for people in the broader neighborhood to walk with their families and pets.

According to the Manresa Island Transportation Strategy Memorandum dated May 22, 2026, the project is expected to generate approximately 792,000 annual visitors upon completion of Phase 3. The study projects up to 586 vehicle trips during peak summer weekend hours and more than 2,800 vehicle arrivals on a peak summer Saturday. These visitor volumes are substantial and will inevitably affect the surrounding street network.

The transportation memorandum clearly identifies Woodward Avenue as the primary access corridor serving the project. The report recommends multiple transportation improvements along Woodward Avenue, including:

- A traffic signal at Woodward Avenue and Meadow Street.
- Pedestrian improvements and sidewalk expansion.
- Bicycle infrastructure.
- Transit service extensions.
- Traffic calming and speed-management measures.

These recommendations acknowledge that Woodward Avenue is the appropriate corridor to accommodate project-related traffic.

Quintard Avenue, by contrast, is a residential neighborhood street. It was not designed to function as a primary access route for a regional destination. Increased visitor traffic will negatively impact neighborhood safety, pedestrian comfort, quality of life, and the area's residential character.

For these reasons, I respectfully request that any approval of the Manresa Island project include the following conditions:

Traffic Routing Requirements

All project signage, wayfinding, and visitor communications should direct traffic to access the site via Woodward Avenue rather than neighborhood streets.

GPS Navigation Coordination

The applicant should coordinate with Google Maps, Apple Maps, Waze, and other navigation providers to establish Woodward Avenue as the preferred access route.

Residential Parking Protections

The City should establish and enforce residential parking protections on Quintard Avenue and nearby neighborhood streets to prevent project visitors from parking in residential areas.

Neighborhood Traffic Calming

Traffic-calming improvements on affected residential streets if post-opening monitoring demonstrates increased traffic volumes, speeding, or safety concerns.

Post-Opening Monitoring and Mitigation

The City should require baseline traffic counts before project opening and periodic monitoring after opening. If traffic volumes on Quintard Avenue exceed established thresholds, additional mitigation measures should be required and agreed ahead of time. A good solution is closing off the end of Quintard to Lowndes street so it no longer can act as a cut through.

Event Traffic Management

Large events should be subject to traffic management plans that prevent spillover traffic and parking impacts on residential streets.

Consideration To Close The End Of Quintard At The Intersection of Lowndes As A Throughway

Finally, I note that the transportation memorandum is explicitly described as a preliminary analysis and states that a more comprehensive Traffic Impact Study will be completed in the future. Given the scale of the proposed project and the uncertainty regarding future traffic patterns, it is important to establish neighborhood protections now rather than attempting to address impacts after they occur.

I respectfully request that the Commission ensure that Woodward Avenue serves as the primary access corridor for Manresa Island and that meaningful protections are incorporated for Quintard Avenue and the surrounding residential neighborhood.

Thank you for your consideration.

Sincerely,

Brendan & Erica Hutchings
Quintard Avenue
Norwalk, Connecticut

Dear Members of the Planning & Zoning Commission,

I am writing in strong support of the Manresa Wilds project and respectfully urge the Commission to approve the applications necessary for this extraordinary project to move forward.

I have lived in South Norwalk for 30 years and in Harborview for more than 20. My professional career was devoted to wildlife conservation and public lands, and I have attended all three of Manresa Wilds' public engagement sessions, as well as the meeting held specifically with Harborview residents. I have followed this project closely from its inception and watched the plans evolve in direct response to community feedback.

First, I want to thank the McChords for their extraordinary generosity. They have chosen to transform a former industrial power plant into a permanent public destination focused on conservation, education, recreation and public access. Opportunities like this are exceedingly rare, and generations of residents and visitors will benefit from their vision and commitment.

The McChords and the Manresa Wilds team have demonstrated an extraordinary commitment to public engagement. They held three community forums, met directly with Harborview residents, modified their plans based on public input and have remained accessible throughout the process. Whenever I have reached out to the Executive Director or members of the staff with questions, every question has been answered almost immediately and openly.

That is exactly how public engagement should work. This should not become an opportunity for those dissatisfied with the outcome of that process to relitigate decisions that have already been thoughtfully considered through years of community engagement.

As a Harborview resident, I share many of the concerns that have been raised regarding traffic, safety, noise and lighting. These concerns are real and deserve thoughtful solutions. However, based on everything I have observed throughout this process, the McChords and Manresa Wilds have earned my trust through their willingness to listen, respond and adapt.

Unfortunately, much of the recent public discussion has moved away from constructive dialogue. A recent coordinated publicity campaign has selectively presented information while omitting the context necessary for the public to fairly evaluate the proposal, creating unnecessary fear and confusion rather than fostering an informed discussion of the facts.

That broader context is essential. Manresa Wilds has taken on the responsibility for mitigating the traffic generated by this project through reservations, limiting on-site parking to approximately 400 spaces, technology-based visitation management, shuttle service from the South Norwalk train station, remote parking partnerships and ongoing evaluation and adjustment of these strategies.

What they cannot do - and what no private applicant can do - is improve the City's transportation infrastructure. They cannot widen Woodward and Longshore Avenue, redesign intersections, improve Route 1, retime traffic signals or make improvements to public roads beyond their property boundaries. Those responsibilities belong to the City of Norwalk.

Over the past three decades, Norwalk has approved significant commercial expansion, thousands of apartment units and numerous additional developments while repeatedly failing to address the cumulative transportation impacts of that growth. During the Walk Bridge project discussions, Woodward Avenue residents and neighbors of Manresa raised these same concerns, yet they were ignored by both the City and the State.

Instead, every new applicant is expected to solve a citywide transportation problem that no individual project has the authority or ability to fix alone.

The McChords are privately funding this remarkable public resource. If transportation infrastructure improvements are needed to support a project of this regional significance, why hasn't the City aggressively pursued State funding? The State has invested substantially in helping municipalities redevelop former industrial properties, including approximately $20 million for Bridgeport's former power plant site. Norwalk should be pursuing similar support for the infrastructure improvements needed to make this transformative project successful.

The McChords have taken on the responsibility and full financial burden for creating and operating Manresa Wilds and for mitigating the traffic generated by their project. Addressing the public infrastructure necessary to support Norwalk's continued growth, however, is a responsibility that belongs to the City.

I appreciate that Manresa Wilds has acknowledged that including conceptual future elements created confusion. The possibility of overnight accommodations was discussed during the public engagement process and received support from a number of participants. I also support the small outdoor classroom, which under Planning & Zoning terminology is classified as an amphitheater. My concern is not with either of those elements.

A structured parking garage, however, is different. It was not part of the public engagement process that shaped this project, nor was it part of the commitments presented to the community. Therefore, while I strongly support this project, I do not support permitting a structured parking garage or expanding on-site parking beyond the 400 spaces that have been publicly presented through the community engagement process until the City addresses the transportation infrastructure needed to support Norwalk's continued growth.

Finally, I ask one question that extends far beyond Manresa Wilds:

At what point will the City of Norwalk accept responsibility for addressing the transportation infrastructure challenges created by decades of growth?

The McChords and Manresa Wilds have taken on far more than would reasonably be expected of a private applicant. It is now time for the City of Norwalk to accept responsibility for the transportation infrastructure that only it has the authority to improve.

Thank you for your time and consideration.

Respectfully,
Caroline Ward
Harborview
6 Park Lane
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.
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.

To be direct, we are vigorously objecting to the proposed plan.
We attended one of the early meetings with the community held by the Mcchords at Ischoda Yacth Club in 2025 where they presented their "vision" for Manreesa.
They stated their desire to bring the community back together with a re-vitalized natural beauty of Manreesa from the coastal marshes and bird watching to the re-planted birch forests, a "vision" heavy on "green" and light on commercialization. What the developer has requested is the exact opposite of this and represents a total "bait and switch" with what has to date been publicly discussed by the Mcchords and their team of lobbyists.

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.

We 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 “for profit” commercial vision. Thank you for your time, leadership, and dedication to protecting our community.

Sincerely,

Scott & Laurie Tuck
52 Shorefront Park

I am writing in support of the current development plans for Manresa Wilds. Having toured the facility and reviewed the plans, I think the proposed improvements to the site, all funded by private money, would be an asset to the entire city. I hope Norwalk will not miss this opportunity to create a combined recreational, educational and research facility at this long neglected site. The iconic smokestack will no longer represent a defunct power plant but will beckon all to a unique Norwalk destination spot.
Jay Devine
Lifelong Norwalk resident

Elaine Mintz 33 North Water Street, 803 Norwalk, CT 06854 203-240-1971

July 13, 2026
Norwalk Planning and Zoning Commission
City of Norwalk
125 East Avenue
Norwalk, CT 06851
RE: Manresa Wilds #2026-41 R/M
Dear Chair and Members of the Planning and Zoning Commission:
I am writing to express my strong support for Application #2026-41 R/M, which would establish the Special Zoning District–Manresa Wilds (SD-MW) and allow this transformational park to move forward through the required approval process.
As a Norwalk resident and member of the Norwalk River Valley Trail Board, I believe deeply in the vision for Manresa Wilds. This project represents a once-in-a-generation opportunity to transform an underutilized industrial site into a community asset that will benefit residents, visitors, and future generations.
The permanent preservation of approximately 125 acres of ecologically significant coastal habitat, combined with public access to this landscape, will create lasting value for our city and region. Manresa Wilds will strengthen connections between people and nature, improve quality of life, support economic activity, attract visitors, and protect and restore an important coastal ecosystem. This park has the potential to become one of Norwalk’s greatest treasures.
I would also like to recognize and applaud Allison and Austin McChord for their extraordinary generosity, vision, and commitment to making this project a reality. Their willingness to invest so significantly in preserving this land for public benefit should be celebrated. Norwalk and the broader region will benefit from their leadership and philanthropy for generations to come.
I commend the applicant, project partners, the McChord family, and the City of Norwalk for advancing this transformative project, and I respectfully urge the Commission to approve Application #2026-41 R/M.
Sincerely,
Elaine Mintz

Good evening,

I would like to submit this document I have created in opposition to the proposed changes to the Manresa Wilds proposal changes. It highlights studies on environmental and community impact as well as pollution, noise and traffic concerns. I have also prepared a statement I would like the opportunity to present at Wednesday's meeting, where I will be attending in person.

In short - I am not surprised, but still deeply troubled, that this is being silently snuck into commission during the biggest vacation period of the year. That without the grassroots community effort behind it, most residents had NO IDEA this bait and switch happened. I am calling on you and all members of the P&Z Commission to consider the community's best interests and future impact on wildlife and neighborhoods this will have and reject the proposal until they can present something that aligns with their alleged values and concern for preservation and community benefit.

Thank you,
Danielle DeVito
Resident, Shorefront Park

Manresa Wilds: Environmental Impact & Community Risk Memo

Updated edition — integrates venue-specific noise/wildlife research and zoning-application detail — Norwalk P&Z Application #2026-41 R/M

Prepared: July 10, 2026 · Updated: July 13, 2026

Key deadline: Written comments are due by 12:00 PM on July 15, 2026, to Steve Kleppin (skleppin@norwalkct.gov), subject line "Public Comment." The public hearing is the same evening, 6:00 PM, Norwalk City Hall, 125 East Avenue.

Tier 1: This Project's Own Numbers

- **792,000 projected new annual visitors, 94–95% arriving by car, 10,800+ vehicle trips on Woodward/Longshore Avenues on a typical summer weekend, 56,360+ trips across just three seasons (excludes a full year and Phase 4).** *— Applicant's Transportation Strategy Memorandum, Application #2026-41 R/M (2026)*
- **The SD-MW zoning application would permit a hotel, restaurant, brew pub/distillery, amphitheater, event space, live music, performing arts theater, boat sales/rentals, and a two-story parking garage. The traffic analysis behind the visitor and trip projections was prepared by AKRF — the applicant's own paid consultant, dated May 22, 2026 — not an independent or real-time count of current road conditions.** *— Nancy on Norwalk (June 8, 2026), reporting on Application #2026-41 R/M*
- **12 separate Areas of Concern identified on Manresa Island, 4 with serious contamination; full remediation estimated at $31–60 million+; the power plant structure likely contains PCBs, asbestos, and lead-based paint.** *— Fitzgerald & Halliday environmental/economic-impact study, reported in Nancy on Norwalk (2017)*
- **The site's own wetlands scientist confirmed the coal ash is contained only by rip-rap shoreline that Hurricane Sandy nearly breached in 2012 — and that the coast "needs to remain preserved in order to keep those contaminants in place."** *— Anthony Zemba, Fitzgerald & Halliday (2017)*
- **Village Creek, the neighborhood on the only access route, is a U.S. National Register historic district (est. 1949) — the community that would absorb the earliest and heaviest traffic, noise, and construction impact.** *— National Register of Historic Places listing (2010)*

Tier 2: Long Island Sound & Connecticut-Specific Research

- **The Long Island Sound Study estimates the Sound's total economic value at more than $5 billion; a separate study found recreational fishing in the Sound directly contributes $1.36 billion.** *— Trumbull & Ebbin, Sea Grant Law & Policy Journal (2017), citing the Long Island Sound Study; Seslar, doctoral research (2021)*

- **The Long Island Sound lobster fishery — the Sound's highest-valued commercial fishery as of 2014 — was worth in excess of half a billion dollars; the Sound also supports an estimated 20 million beach users and more than 1 million sport fishers annually.** *— Tanaka et al., PLoS ONE (2017); Ajuzie & Altobello, Review of Agricultural Economics (1997)*
- **Peer-reviewed research has specifically documented migratory shorebirds using stopover sites along the Connecticut Long Island Sound coastline, and separate USGS research has assessed environmental contaminant risk to avian species at Important Bird Areas on islands in Long Island Sound off the Connecticut coast — the same category of site as Manresa Island.** *— Placyk & Harrington, Journal of Field Ornithology (2004, cited 100+ times); Rattner & Ackerson, USGS (2008)*
- **Research on traffic impacts of planned major events (concerts, festivals, large venues) finds that arterial roads in the immediate venue zone bear the concentrated brunt of event-generated congestion — the same dynamic an amphitheater/event-space complex would create on Woodward and Longshore Avenues.** *— Giuliano & Lu, Transportation Research Record (2021)*

Tier 3: General Scientific Mechanisms (not site-specific, but directly applicable)

These findings aren't about Long Island Sound specifically, but they describe well-established mechanisms — how noise affects bird reproduction, how coal ash contaminants behave, how near-roadway pollution affects human health — that apply wherever the same physical conditions exist, including here.

- **Chronic anthropogenic noise measurably reduces hatching and reproductive success in songbirds; a 2018 study found the noise–hatching-success link in western bluebirds to be the strongest documented effect of noise on any direct reproductive-success measure in the literature.** *— Kleist et al., PNAS (2018); Halfwerk et al., J. Applied Ecology (2011)*
- **Peer-reviewed field research on an actual outdoor music festival found it altered the composition of nearby bird communities, with disruption still measurable 200 meters from the event; a separate study found festival and recreational-event noise reduces breeding productivity in urban birds, and researchers studying concerts have documented comparable disruption in bat activity and in zoo-animal behavior at distances of 500+ meters. Outdoor amphitheaters are commonly designed and permitted to run near 98 decibels at the listening area, and long-standing community-acceptance research finds that an increase of just 5 decibels over ambient background noise is enough to generate sustained resident complaints.** *— Battisti, Environmental Pollution (2024); Bernat-Ponce et al., Environmental Pollution (2021); Hooker et al., Ecological Solutions and Evidence (2023); Harley et al., Zoo Biology (2022); Pendarvis Farm Amphitheater conservation study, Portland State University (2024); Cavanaugh & Tocci, Inter-Noise Proceedings (2002)*
- **Long-term environmental noise exposure is estimated to cause 12,000 premature deaths and 48,000 new cases of ischemic heart disease per year in the EU alone, with cardiovascular risk rising steadily as exposure increases — a dose-response relationship with no reason to expect a different mechanism in the U.S.** *— World Health Organization, Environmental Noise Guidelines for the European Region (2018, cited 1,480+ times)*
- **People who rely on groundwater near unlined, unmonitored coal ash ponds — the same material filling Manresa Island's northern parcel — can face up to a 1-in-50 lifetime cancer risk from arsenic exposure, roughly 2,000 times EPA's standard acceptable cancer-risk threshold of 1 in 100,000.** *— Zhang et al., Environmental Geochemistry and Health (2026); Goemann, Duke Environmental Law & Policy Forum (2014), citing EPA risk assessments*
- **More than 45 million Americans live within 300 feet of a major roadway; EPA-funded research links near-roadway pollutant exposure to reduced lung function, asthma, cardiovascular disease, and premature death, with children, older adults, and lower-income residents at elevated risk.** *— U.S. EPA, Near-Roadway Air Pollution Research*

Part 1: Environmental Impact

1.1 Site Context: What Was Promised vs. What's Being Filed

Manresa Island's northern parcel (about 97 of its 144 acres) was created by filling surrounding tidal marsh with coal ash from the Norwalk Harbor Generating Station, which operated 1960–2013. A 1969 fuel-oil spill caused documented ecological damage to the adjacent Village Creek tidal flats.

When Austin and Allison McChord purchased the site in October 2024, they described it as a gift to their hometown — an accessible park with an ecological habitat, a public beach, and a pier. Allison McChord told Connecticut Public at the time, "We don't want to increase traffic, noise, but some of those things come with doing a project like this." In February 2026, when the nonprofit Manresa Island Corporation unveiled its "final vision," Austin McChord said, "What I hope you see in all of this is that the values come through."

On May 26, 2026, Manresa Osprey LLC — the McChords' ownership entity — filed two applications with Norwalk's Planning & Zoning Commission asking it to create a new, site-specific "Special District – Manresa Wilds" (SD-MW) zoning classification. Manresa Island Corp. Executive Director Jessica Vonashek called it "a once-in-a-generation opportunity to responsibly transform a long-shuttered industrial site into a resilient public asset for Norwalk." The SD-MW text permits a hotel, restaurant, brew pub/distillery, amphitheater, event space, live music, performing arts theater, boat sales/rentals, and a two-story parking garage. It caps principal buildings at 50 feet and 3.5 stories, limits impervious surface to 30% of the site, limits parking structures to two elevated levels, and requires a special permit for any amphitheater over 150 seats; a hotel is listed only as a "potential future use," not a confirmed component. The traffic analysis submitted with the application was prepared by AKRF, the applicant's own paid consultant, dated May 22, 2026 — not an independent or real-time traffic count of current conditions on Woodward and Longshore.

The undeveloped portion of the island is coastal forest and intertidal estuary, home to roughly 200 bird species, with surrounding waters designated essential fish habitat — one of the last undisturbed marine habitats on the Fairfield County coast.

1.2 Legacy Contamination

A 2017 environmental and economic-impact study (Fitzgerald & Halliday) identified 12 separate Areas of Concern (AOCs), 4 with serious contamination. Excavating just 22 of the 55 acres in AOC-1 to a depth of 4 feet was estimated at $19.7 million; the 5.8-acre waterfront AOC-4 would cost another $11.3 million; a full shallow-excavation remediation was pegged at $31 million, with the rest of AOC-1 adding $29.5 million more — a $60M+ total range. The power plant structure is likely to contain PCBs, asbestos, and lead-based paint. The study's wetlands scientist made the stakes explicit:

> *"Much of the impounded coal ash is protected basically by rip rap shoreline. Had Hurricane Sandy breached that area, it would have spread that contaminated area through the shore and severely impacted that fishery... The contaminants are isolated to the site, but that coast needs to remain preserved in order to keep those contaminants in place." — Anthony Zemba, Fitzgerald & Halliday (2017)*

Separately, general research on coal ash contamination (the same substance filling this site) documents that groundwater users near unlined, unmonitored impoundments can face cancer risk from arsenic up to 2,000 times EPA's acceptable threshold (Zhang et al., 2026; Goemann, 2014). Large-scale construction — excavation, pile-driving, a two-story parking garage — means heavy equipment operating on or near coal-ash containment before remediation is confirmed complete.

1.3 Long Island Sound Habitat & Fisheries Value

Manresa Island's intertidal estuary sits within a Sound whose ecological and economic value is independently documented: the Long Island Sound Study estimates the Sound's total economic value at more than $5 billion, with the lobster fishery alone worth over half a billion dollars as of 2014, and roughly 20 million beach users and 1 million+ sport fishers relying on it annually (Trumbull & Ebbin, 2017; Tanaka et al., 2017; Ajuzie & Altobello, 1997). Peer-reviewed field research has specifically documented migratory shorebirds stopping over along the Connecticut Long Island Sound coastline (Placyk & Harrington, 2004), and USGS researchers have separately assessed contaminant risk to birds at Long Island Sound islands off the Connecticut coast — the same category of site as Manresa Island (Rattner & Ackerson, 2008). A commercial build-out that adds impervious surface, noise, and light to one of these islands works directly against the habitat function documented in that research.

1.4 Stormwater Runoff

EPA's nonpoint-source pollution research identifies paved surfaces as a primary driver of degraded coastal water quality — increasing runoff volume/velocity and carrying oil, metals, and sediment into adjacent waters. On a site with confirmed legacy coal ash, new impervious surface (hotel, garage, event space) raises the added risk of mobilizing existing contaminants during storms, on top of ordinary runoff pollution from a large parking/entertainment complex.

1.5 Noise and Light on Wildlife — Including Research on This Specific Type of Venue

The mechanism by which noise harms birds is well-established in the peer-reviewed literature, even though the underlying studies were conducted elsewhere: Kleist et al. (2018, PNAS) found chronic anthropogenic noise disrupts stress-hormone signaling and reduces hatching success in songbirds — the strongest documented such effect in the literature — and Halfwerk et al. (2011, Journal of Applied Ecology) found a negative impact of traffic noise on avian reproductive success generally. There is no reason the same mechanism wouldn't apply to the ~200 bird species already documented using Manresa Island.

That general mechanism is reinforced by research on the exact type of venue being proposed here. A before-after-control-impact (BACI) study of a real outdoor music festival found it measurably altered the composition of bird communities nearby, with disruption still detectable 200 meters from the event site (Battisti, Environmental Pollution, 2024). A separate study of recreational and traditional festival noise found it reduced the juvenile productivity of an urban bird species used as a bioindicator (Bernat-Ponce et al., Environmental Pollution, 2021, cited 45+ times), and researchers studying festival music have documented comparable disruption in bat activity (Hooker et al., Ecological Solutions and Evidence, 2023) and in zoo-animal behavior at distances of 500+ meters from a concert (Harley et al., Zoo Biology, 2022, cited 27+ times). For scale, outdoor amphitheater venues are commonly designed and permitted to operate near 98 decibels at the listening area (Pendarvis Farm Amphitheater conservation planning study, Portland State University, 2024), and long-standing community-acceptance research on outdoor concert sound has found that an increase of just 5 decibels over ambient background noise is enough to generate sustained resident complaints (Cavanaugh & Tocci, Inter-Noise Proceedings, 2002).

Artificial light at night is separately a well-documented driver of nocturnal bird disorientation nationally. Manresa Island sits directly on a Long Island Sound migratory corridor, so hotel, amphitheater, and parking-structure lighting operating during spring and fall migration — the same seasons the developer's own memo shows heavy visitation — would add light exposure at exactly the time local migratory species are most vulnerable.

Part 2: Community Risk

2.1 Traffic, Event Impact & Emergency Access

The applicant's own memo projects 792,000 new annual visitors (94–95% by car) and 10,800+ weekend vehicle trips on Woodward/Longshore once Phase 3 is built. As noted above, those figures come from AKRF, the applicant's own paid traffic consultant, dated May 22, 2026 — not an independent or real-time count of current conditions — a distinction worth weighing when assessing how much confidence to place in the projected volumes. Research specifically analyzing traffic from planned major events — concerts, festivals, large venues — finds that arterial roads in the immediate venue zone absorb the concentrated brunt of event-driven congestion (Giuliano & Lu, Transportation Research Record, 2021), which is exactly the dynamic an amphitheater, live-music venue, and performing-arts theater would create on a single two-lane access corridor. Woodward and Longshore Avenues are the only vehicular access to the island; that same corridor is also the only route in or out during a storm or emergency, a real concern given the site was largely flooded by Hurricane Sandy in 2012.

2.2 Air Quality and Public Health Near Roadways

More than 45 million Americans live within 300 feet of a major roadway, and EPA-funded research (including work with the Health Effects Institute) links exposure to vehicle emissions with reduced lung function, asthma, cardiovascular disease, and premature death — with children, older adults, people with pre-existing cardiopulmonary disease, and lower-income residents facing elevated risk. This is general national research, but it describes exactly the exposure pathway that tens of thousands of additional weekly vehicle trips would create on Woodward and Longshore.

2.3 Noise Exposure and Resident Health

The World Health Organization's 2018 Environmental Noise Guidelines (cited 1,480+ times) estimate that long-term environmental noise exposure causes 12,000 premature deaths and 48,000 new ischemic-heart-disease cases per year in the EU, with a documented dose-response relationship. A live-music venue, amphitheater, and performing-arts theater generating sustained evening noise, layered on projected traffic volumes, would add both event noise and idling-vehicle noise to residential blocks not built or zoned for that load.

2.4 Environmental Justice: Village Creek

Village Creek, the neighborhood directly bordering the development's only access route, is listed on the U.S. National Register of Historic Places (2010). Established in 1949, it is historically distinctive as one of the first planned communities in the country to intentionally maintain a racially and ethnically integrated membership through its homeowners' association, at a time when race-restrictive deed covenants were the norm elsewhere. It would absorb the earliest and most concentrated traffic, noise, and construction-phase impact — a specific environmental-justice consideration for the Commission to weigh.

Bringing It Together

The strongest evidence here is Tier 1 — the project's own numbers, the site's own documented contamination history, and the actual text of the zoning application — because none of it depends on analogy. Tier 2 shows that Long Island Sound's ecological and economic value, and its birds' vulnerability to exactly this kind of island, are independently documented by name, not by inference. Tier 3 supplies the general scientific mechanisms, including research on this specific category of venue (outdoor amphitheaters and music festivals), that explain why the numbers in Tiers 1 and 2 matter. Together, they support a specific, evidence-based case against this scale of commercial/entertainment build-out on this site.

Full Source List

Project & Application Documents

Manresa Neighborhood — community information hub — https://manresaneighborhood.com

Norwalk P&Z Application #2026-41 R/M — https://www.norwalkct.gov/3896/Manresa-Wilds---2026-41-RM

Transportation Strategy Memorandum (developer-submitted) — https://www.norwalkct.gov/DocumentCenter/View/39353/Manresa-Island-MP_Transportation-Strategy-Memo

Site History, Ownership & Local Reporting

Manresa Island — background and site history (Wikipedia) — https://en.wikipedia.org/wiki/Manresa_Island

"Thorough Manresa Island cleanup cost pegged at $31M to $60M" — Nancy on Norwalk (2017) — https://www.nancyonnorwalk.com/2017/05/thorough-manresa-island-cleanup-cost-pegged-at-31m-to-60m/

Village Creek (Norwalk, Connecticut) — National Register listing (Wikipedia) — https://en.wikipedia.org/wiki/Village_Creek_(Norwalk,_Connecticut)

"Norwalk couple plans to turn abandoned power plant site into a public park" — Connecticut Public (October 1, 2024) — https://www.ctpublic.org/news/2024-10-01/norwalk-couple-plans-to-turn-closed-down-power-plant-into-a-public-park

Source of Allison McChord's "we don't want to increase traffic, noise" quote and the original 2024 park/beach/pier description.

"Manresa Wilds seeks its own zoning district from Norwalk planners" — Nancy on Norwalk (June 8, 2026) — https://www.nancyonnorwalk.com/manresa-wilds-seeks-its-own-zoning-district-from-norwalk-planners/

Source of the SD-MW zoning specifics (height/coverage/parking caps, hotel as "potential future use," amphitheater special-permit threshold), the AKRF consultant detail, and Jessica Vonashek's quote.

McChords unveil final vision for Manresa Wilds — Westfair Communications (February 27, 2026). Source of Austin McChord's "the values come through" quote.

Long Island Sound & Connecticut-Specific Research

Trumbull, N., & Ebbin, S.A. (2017). "Navigating towards Tomorrow in the Urban Sea: The Challenges and Opportunities of Marine Spatial Planning in Long Island Sound." Sea Grant Law & Policy Journal. (Cites Long Island Sound Study economic valuation of $5B+.)

Seslar, C. (2021). "Evaluating the Economic Impact of Water Quality Changes on Recreational Fisheries in the Long Island Sound." Doctoral research. (Recreational fishing contributes $1.36B directly.)

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U.S. EPA — Nonpoint Source Pollution: Urban Areas — https://www.epa.gov/nps/nonpoint-source-urban-areas

Note on the deer/coyote tracking-collar point raised in testimony drafts: I don't yet have a citable public source for this (e.g., a specific wildlife monitoring report from Manresa Island Corp. or a state DEEP study). If you have the source, send it over and I'll add it here with full attribution — I'd rather flag the gap than present it without a reference in a document meant to hold up as evidence.

Dear Planning & Zoning Commission,

I am writing to **SUPPORT** the "special district" status for Manresa Wilds.

My understanding is that this designation requires the organization to identify all potential uses so the Commission can assess feasibility and financial viability. I believe that approach is appropriate for thoughtful long-term planning for our city. I'm most excited about the possibility of a showcase space to promote the beautiful city of Norwalk.

The McChord family's purchase of Manresa Wilds is a generational opportunity for Norwalk. Our Long Island Sound coastline is a defining asset, and Manresa will enhance it.

However, success will depend on coordinated city and state actions especially around access. Woodward Avenue is currently the sole entry point, which will not be sufficient for a major destination.

I strongly encourage the Commission and city to proactively plan and fund **multi-modal access** from the outset, rather than treating it as an afterthought. This should include:

- **Reduced parking** available on the site with advanced purchase of parking; no drive-ins allowed (similar to many of our national and state parks systems).
- **Ferry service** with direct connections from New York (e.g., SeaStreak or similar, which was just instituted to Citi Field for Mets games), and potentially local routes linking the Maritime Aquarium, South Norwalk, and other waterfront points. A special day trip could be offered for Sheffield Island as well.
- **Propane fueled** trolleys or buses dedicated to connecting transit hubs (South Norwalk Metro-North, downtown, and parking areas, Wall Street area and District Music Hall, Cranbury Park, the SONO Collection, Lockwood Mathews Mansion, the Norwalk Art Space, and the Norwalk River Valley Trail to name a few) to Manresa.
    - Think of all the hubs of Norwalk that would receive funds from visitors and families alike, while enjoying their offerings in terms of activities, recreation, leisure and increased restaurant traffic.
- **Water taxi or shuttle service** or **Duck Tour service** to distribute arrivals and reduce pressure on a single roadway, navigating the historical areas of Norwalk.
- **Integrated last-mile planning**, with reliable, frequent service timed to peak visitation and events.

These options are not just enhancements—they are essential to protecting surrounding neighborhoods and ensuring the project's success. Reducing reliance on Woodward Avenue should be a core priority.

I have a sincere hope that this project catalyzes long-overdue improvements to street flooding, parking management, and sightline safety along SR136 and connecting roads, which already experience significant strain.

My other hope is to have a premier event space, worthy of the Mayor's Ball, which cannot be held in any space in Norwalk and must be held in Stamford due to the limitations of meeting space in the city.

Thank you for your earnest consideration of this project – this gift – for Norwalk.

This is an exciting project for Norwalk. Please, let's get it right.

--
April Wennerstrom
Ox Yoke Lane

7-13-26

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 Shauna Lagatol , and I live at 3 Oliver St norwalk in Harborview. I have lived in HV for 16 years.

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. I am not asking the Commission to endorse or reject these uses today — I am asking that if the developer ever brings forward a concrete design for any of them, it 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.

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 — [optional: add your own experience of traffic on these streets today, e.g., difficulty pulling out of your driveway, walking/biking safety, etc.]

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.

WE ARE ALSO EXPERIENCING THIS NOW WITH CONSTRUCTION TRUCKS!

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.

Thank you for your time and consideration.

Respectfully,

Shauna Lagatol, 3 Oliver St, Norwalk | Harbor Beach Company resident

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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,
Matt Davis
1 Lincoln Avenue Norwalk, CT

Dear Mr. Kleppin and Members of the Planning & Zoning Commission,

As a South Norwalk resident, I am writing to express my strong support for the proposed Special District (SD-MW) status for Manresa Wilds. While I understand the valid community concerns regarding local traffic, I firmly believe that rejecting this application is not the answer. Instead, creating this Special

District provides the exact regulatory framework the Commission needs to work with Manresa Wilds to implement creative, adaptive traffic mitigation alternatives. Rather than viewing traffic as an insurmountable obstacle, I urge the Commission to use its oversight within the new district rules to explore and mandate multi-modal alternatives, such as:

Dedicated Shuttle Infrastructure: Partnering with the applicant to run electric shuttles connecting the South Norwalk Train Station and local municipal parking garages to the park, minimizing the number of single-occupancy vehicles entering the neighborhood.

Water Access and Micro-Mobility: Utilizing Norwalk's unique coastline to introduce seasonal water taxi or ferry connections, alongside robust bike-share infrastructure and safe, continuous pedestrian corridors.

Dynamic Demand Management: Implementing reservation-based parking caps or timed-entry ticketing for peak-use facilities like the proposed amphitheater to actively smooth out visitor volume throughout the week.

Approving this Special District gives the City of Norwalk a seat at the table to dictate these modern, eco-friendly transit solutions. I urge the Commission to APPROVE the application and launch a collaborative planning process that balances an incredible new public park with smart, forward-thinking neighborhood mobility.

Thank you for your time, your public service, and your continued dedication to Norwalk's future.

Sincerely,

Kathy Olsen
38 Shorefront Park
South Norwalk

EMAIL: skleppin@norwalkct.gov
Marian Pierce
136 Newtown Avenue, #5
Norwalk, CT 06851
July 14, 2026
Steven Kleppin
Director of Planning and Zoning
City of Norwalk
125 East Avenue
Dear Director Kleppin,

I am writing to express my strong support for the application to create the Special District–Manresa Wilds (SD-MW) and to apply it to the former Manresa Island site.

I have been a Norwalk resident for 35 years and have always appreciated our community as a wonderful place to raise a family, enjoy its rich cultural opportunities, and now spend my retirement. One of the things I value most about Norwalk is its abundance of public open spaces, where residents can experience and appreciate the area's diverse natural environments.

When I first learned about the Manresa Wilds project, I was thrilled. A property that I have long viewed as an industrial eyesore has the opportunity to become a remarkable community asset—a place where residents and visitors alike can connect with nature, learn about environmental stewardship, and enjoy one of the most beautiful stretches of our coastline.

The proposed district provides the framework to remediate a contaminated brownfield, restore valuable natural habitats, and reopen nearly two miles of Long Island Sound shoreline that has been inaccessible to the public for approximately 75 years. Equally important, this transformation will be privately funded, at no cost to Norwalk taxpayers. The proposed district also establishes standards that are more protective than the property's current zoning.

This application has been developed through the appropriate public process and reflects more than a year of engagement with the Norwalk community. I respectfully urge the Planning and Zoning Commission to approve the Special District–Manresa Wilds application and help make this extraordinary vision a reality.

Thank you for your time and thoughtful consideration.

Sincerely,

Marian Pierce

136 Newtown Ave., #5

Norwalk, CT 06851Norwalk, CT 06851
Re: Letter of Support — Manresa Wilds, Special District (SD-MW) — #2026-41 R/M (Public Hearing, June 24, 2026)

Dear Director Kleppin:

I am writing to express my support for the application to create the Special District–Manresa Wilds (SD-MW) and to apply it to the former Manresa Island site.

I have been a Norwalk resident for 35 years and love our community as a wonderful place to raise a family, participate in cultural activities, and now to retire. I especially love the many public spaces where residents can get out in nature and take advantage of many types of environments. When I learned about the Manresa Wilds project, I was overjoyed. What I long considered an eyesore will now be a beacon for the community and a place for education, environmental awareness and enjoyment of natural resources.

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. Its standards are more protective than the property's current zoning.

This is the appropriate public process for a project of this kind, and the application reflects more than a year of engagement with the Norwalk community. I respectfully urge the Planning and Zoning Commission to approve it.

Thank you for your consideration.
Respectfully,
Marian Pierce

Dear Director Kleppin,

I am writing to express my strong support for the application to create the Special District–Manresa Wilds (SD-MW) and to apply it to the former Manresa Island site.

I have been a Norwalk resident for 35 years and have always appreciated our community as a wonderful place to raise a family, enjoy its rich cultural opportunities, and now spend my retirement. One of the things I value most about Norwalk is its abundance of public open spaces, where residents can experience and appreciate the area's diverse natural environments.

When I first learned about the Manresa Wilds project, I was thrilled. A property that I have long viewed as an industrial eyesore has the opportunity to become a remarkable community asset—a place where residents and visitors alike can connect with nature, learn about environmental stewardship, and enjoy one of the most beautiful stretches of our coastline.

The proposed district provides the framework to remediate a contaminated brownfield, restore valuable natural habitats, and reopen nearly two miles of Long Island Sound shoreline that has been inaccessible to the public for approximately 75 years. Equally important, this transformation will be privately funded, at no cost to Norwalk taxpayers. The proposed district also establishes standards that are more protective than the property's current zoning.

This application has been developed through the appropriate public process and reflects more than a year of engagement with the Norwalk community. I respectfully urge the Planning and Zoning Commission to approve the Special District–Manresa Wilds application and help make this extraordinary vision a reality.

Thank you for your time and thoughtful consideration.

Sincerely,

Marian Pierce

136 Newtown Ave., #5

Norwalk, CT 06851

Dear Director Kleppin,

I am writing to express my strong support for the application to create the Special District–Manresa Wilds (SD-MW) and to apply it to the former Manresa Island site.

I have been a Norwalk resident for 35 years and have always appreciated our community as a wonderful place to raise a family, enjoy its rich cultural opportunities, and now spend my retirement. One of the things I value most about Norwalk is its abundance of public open spaces, where residents can experience and appreciate the area's diverse natural environments.

When I first learned about the Manresa Wilds project, I was thrilled. A property that I have long viewed as an industrial eyesore has the opportunity to become a remarkable community asset—a place where residents and visitors alike can connect with nature, learn about environmental stewardship, and enjoy one of the most beautiful stretches of our coastline.

The proposed district provides the framework to remediate a contaminated brownfield, restore valuable natural habitats, and reopen nearly two miles of Long Island Sound shoreline that has been inaccessible to the public for approximately 75 years. Equally important, this transformation will be privately funded, at no cost to Norwalk taxpayers. The proposed district also establishes standards that are more protective than the property's current zoning.

This application has been developed through the appropriate public process and reflects more than a year of engagement with the Norwalk community. I respectfully urge the Planning and Zoning Commission to approve the Special District–Manresa Wilds application and help make this extraordinary vision a reality.

Thank you for your time and thoughtful consideration.

Sincerely,

Marian Pierce

136 Newtown Ave., #5

Norwalk, CT 06851

July 13, 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 Mark Hollis, and my wife Pamela and I live at 10 Harbor View Ave near the Manresa Wilds site / in the Harbor View neighborhood. We are new residents to the neighborhood since 2021 when we purchased the property and built our new “forever home” We invested in the neighborhood enticed by the somewhat remote access, nature, and waterfront access.

I am writing to share our views on the pending Manresa Wilds zoning application.

Our 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. I am not asking the Commission to endorse or reject these uses today — I am asking that if the developer ever brings forward a concrete design for any of them, it 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.

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. The current base line with construction trucks, oversized loads, buses, squeezing through parked cars on both sides is already a daily battle.

I ask that any traffic study for this project explicitly account for queuing along the full Woodward-to-Longshore corridor, and that it specifically models 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. Calf Pasture across the harbor has 4 lanes to accommodate the traffic. We merely have two, and it’s down to one when we have to let trucks and buses pass first.

The danger for pedestrians is significant once coming onto Longshore from Woodward Ave as there are no sidewalks for the many people and animals.

3. Infrastructure accountability.

I ask the Commission to hold the City accountable to confirm, before approval, that state and city infrastructure can support the increase in traffic this project will generate at full build-out.

Thank you for your time and consideration.

Respectfully,

Mark and Pamela Hollis
10 Harbor View Ave
Harbor Beach Company resident / neighbor

Good Evening Planning & Zoning Commission,

Thank you for the opportunity to express my concerns over Manresa Wilds special permit application. My name is Jessica Petronella and I live at 69 Lincoln Ave Ext in Norwalk and I am against Manresa’s special permit request. My house is walking distance to Manresa. Three to four times a week, I walk in the neighborhood.

From the onset, the community was told that the developers would listen to community input regarding the development of Manresa. I hope that is still the intent but the special permit request that they have submitted to Planning and Zoning leaves me skeptical.

I was surprised and disappointed to learn that the developers are looking for a permit that would allow them to potentially build a hotel, parking garage, amphitheater and among other things. Though, I was surprised, I shouldn’t have been. The potential to make money always supersede the communities desire.

If this special permit request is approved the developers could turn Manresa into an attraction changing our neighborhood forever. It will increase traffic flow to an overwhelming amount. This will endanger our children, pedestrians and pets. We will have to sit in Manresa traffic just to get home from work which will take away more time from our families. It will turn our neighborhood into the new Misquamicut, with one road to get in and one road to get out. However, it will be worse, because Misquamicut is a beach. Manresa would be an attraction.

I strongly urge the Planning and Zoning Commission to deny the special permit request until an independent traffic study is completed and the community's concern and questions are addressed. If the special permit is approved, the surrounding neighbor's questions will go unanswered and our neighborhood could have a lasting negative impact.

Thank you,

Jessica Petronella
69 Lincoln Ave Ext
Norwalk, CT 06854

NORWALK RIVER VALLEY TRAIL

July 13, 2026

Norwalk Planning and Zoning Commission
City of Norwalk
125 East Avenue
Norwalk, CT 06851

RE: Application #2026-41 R/M/SP – Manresa Osprey LLC – Manresa Wilds

Dear Chair and Members of the Planning and Zoning Commission:

On behalf of Friends of the Norwalk River Valley Trail (NRVT), inc., I am writing to express our organization's strong support for Application #2026-41 R/M/SP, which would establish the Special District–Manresa Wilds (SD-MW) zoning district and approve the Development Park Master Plan for the Manresa Wilds project.

The NRVT is a nonprofit organization working to create a 30-mile, universally accessible multi-use trail connecting Norwalk, Wilton, Redding, Ridgefield, and Danbury. With more than 13 miles completed, including nearly 10 miles in Norwalk, we recognize the transformative value that public access to natural landscapes, waterfronts, and open spaces brings to communities.

The proposed Manresa Wilds project represents a once-in-a-generation opportunity to permanently preserve and provide public access to approximately 125 acres of ecologically significant coastal habitat while creating a destination that will benefit residents, visitors, and future generations. The project aligns with many of the same goals that guide the NRVT: expanding public access to nature, promoting environmental stewardship, improving quality of life, encouraging healthy outdoor recreation, and strengthening connections between people and the natural environment.

Of particular interest to the NRVT is the potential for future multimodal connectivity between Manresa Wilds, South Norwalk, public transportation, and the regional trail network. The South Norwalk Train Station is one of the most important transportation hubs in southwestern Connecticut. As planning progresses, we encourage continued exploration of safe, non-vehicular connections linking the station, surrounding neighborhoods, and Manresa Wilds. Such connections could ultimately support a future extension, spur, or terminus of the NRVT, providing equitable, free public access to this remarkable waterfront destination in the same spirit as the NRVT's northern terminus at Tarrywile Park in Danbury.

We also recognize the importance of ongoing efforts to improve resilience and ecological function in the Longshore Avenue corridor and adjacent marsh systems. Investments that enhance pedestrian and bicycle connectivity while supporting restoration of tidal flow, habitat quality, and flood resilience will create lasting environmental and community benefits.
Manresa Wilds has the potential to become one of Connecticut's premier examples of conservation, public access, environmental education, and sustainable recreation. We commend the applicant, project partners, and City of Norwalk for advancing this vision and respectfully urge the Commission to approve Application #2026-41 R/M/SP.

Sincerely,

Andrea Gartner
Executive Director
Friends of the Norwalk River Valley Trail

Dear Steve,

I am writing to be clear that I am NOT in support of the Special District for Manresa Wilds.

Manresa has been a tragedy since 1960. The best outcome would be elimination of the buildings and smokestack
and remediation of the contamination.

The development planned for this special district is NOT in Norwalk’s best interest. Beaches, nature walks, marina are great.

The crazy concept of a “regional” entertainment area is not feasible at this location. It is hard to believe that it has gotten this far in
discussions with the town. South Norwalk is a flood zone with just extreme high tides nevermind storms.

I hope you will take these thoughts into consideration.

Deirdre Cavanagh

Dear Mr. Kleppin and Members of the Planning & Zoning Commission,

As a South Norwalk resident, I am writing to express my strong support for granting Special District (SD-MW) status for Manresa Wilds.

The McChord family's purchase of Manresa Wilds is one of the greatest gifts Norwalk has received in generations. Our Long Island Sound coastline is one of the city's greatest assets, and preserving this remarkable property while creating public access is an extraordinary opportunity for Norwalk's future.

I understand there are legitimate concerns about traffic, but I don't believe rejecting the Special District application is the solution. My understanding is that the applicant has been required to identify all potential future uses of the property as part of this process. Granting Special District status doesn't

approve every possible use—it creates the regulatory framework that allows the Planning & Zoning Commission, the City, and the applicant to work together to determine what is appropriate, environmentally responsible, and financially viable for the site.

The success of Manresa Wilds will also depend on the City's and State's commitment to improving access. Today, Woodward Avenue is the only point of entry, and I have firsthand experience with the transportation challenges in this area. Several times each month (depending on the full moon and high tide schedules), my travel along Route 136 and connecting streets—including Meadow, Burritt, and Water Street—is delayed by flooding, on-street parking, or limited sight lines while traveling to and from my home in Shorefront Park.

Rather than viewing these issues as reasons to stop this project, I hope they become the catalyst for solving long-standing infrastructure challenges. This project presents an opportunity to address flood mitigation, parking management, and traffic circulation in ways that will benefit both residents and visitors.

I also encourage the Commission to work with the applicant to require innovative transportation solutions that reduce dependence on personal vehicles. Electric shuttle service from the South Norwalk Train Station and municipal parking garages, seasonal water taxis or ferry service, improved bicycle and pedestrian access, and demand-management strategies such as reservation-based parking or timed entry for major events could all help reduce congestion. Great waterfront cities invest in multiple ways for people to reach their destinations, and Norwalk should do the same. Perhaps even partnerships with services like SeaStreak could one day bring visitors directly by water.

This project is still years away from full realization, which gives the City ample time to thoughtfully plan and implement these improvements. Approving the Special District gives Norwalk a seat at the table and the ability to shape a project that balances environmental stewardship, public access, neighborhood quality of life, and smart mobility.

Manresa Wilds is an exciting opportunity for Norwalk. Let's work together to get it right.

Thank you for your time, your service, and your thoughtful consideration.

Sincerely,

Linda Dunsmore

43 Shorefront Park, South Norwalk

July 14, 2026

Steven Kleppin, Director of Planning and Zoning
Members of the Planning and Zoning Commission
City of Norwalk
125 East Avenue
Norwalk, CT 06851

Re: Application #2026-41 R/M, Special District - Manresa Wilds (SD-MW), Manresa Osprey LLC

Dear Director Kleppin and Members of the Commission,

I am a homeowner in Shorefront Park, one of the neighborhoods that sits along the route to Manresa Island. I am writing in support of Application #2026-41 R/M and the creation of the SD-MW zone.
I want to acknowledge at the outset that neighbors who oppose this application are raising fair questions, and they have organized their case carefully at https://manresaneighborhood.com/. Traffic, environmental safety, and the scope of permitted uses all deserve close review by the Commission. I read the same materials they did, I live on the affected side of town, and I reach a different conclusion.

The applicant has engaged with the neighborhood directly. Last year, Allison and Austin McChord spent two hours presenting to the Shorefront Park Improvement Association, our neighborhood's homeowners association, and taking questions. They stayed for the objections, not only the friendly questions, and they answered them in person rather than sending a representative. I was there. Owners who intend to push a project past a neighborhood do not generally sit in a room and absorb its complaints for two hours. That record is relevant to the Commission's judgment about how this site is likely to be managed over the long term, which is the question at the center of the concerns about a customized zone.

The site is currently an unused, contaminated liability. Manresa Island has been closed to the public since the plant stopped operating in 2013. The property is subject to a DEEP stewardship permit that imposes cleanup obligations and long term monitoring. The realistic choice before Norwalk is not between a park and open space. It is between a remediated, publicly accessible shoreline and a fenced industrial parcel that stays as it is.

The benefit to families in South Norwalk is direct. A restored shoreline with trails, water access, a pool, and an education program would sit minutes from Shorefront Park, Village Creek, and the surrounding neighborhoods. Families here currently drive to Westport, Fairfield, or beyond for comparable facilities. Putting this within walking and biking distance of children in South Norwalk is a benefit that this part of the city has not been offered before.

Property values in South Norwalk stand to improve, and I say that as someone who will absorb the traffic. I do not dispute that a park drawing this many visitors will bring more cars onto the roads near my home. That is a real cost, and it will be paid by the neighborhoods closest to the site, mine among them. I have weighed it. Proximity to a maintained waterfront park and public open space is one of the more reliable drivers of residential value, and the current view from many homes here is of a closed power plant on a contaminated site. Replacing that with a restored shoreline changes what buyers see, and it changes it for the neighborhoods nearest the island first. As an owner in this community, I believe the benefit of having an attraction of this quality within walking distance outweighs the cost of the traffic it brings. I would rather live near a busy park than near an abandoned power plant, and I do not think I am alone in that.

Washington Street needs the visitors. This is the point I would most like the Commission to weigh. Washington Street has been a revival project for at least fifteen years. It has the bones of a downtown that could stand alongside anything in Westport, Fairfield, or Greenwich, and it would do it with a character those places cannot copy. What it does not have is a reliable base of customers. Walk it on a weekday and there appear to be more smoke shops and vacant storefronts than restaurants that have held their lease more than two years. That is not a failure of effort by the businesses or the city. It is arithmetic. Restaurants and independent retail need a steady flow of people with time and money to spend, and Norwalk's residential base alone has not supplied it in the volumes required.
A regional attraction on Manresa Island changes that arithmetic. Visitors who come for a day at a restored shoreline park do not go home hungry. They eat, they shop, and a portion of them come back. Manresa Island sits a short distance from Washington Street, close enough that the two can be connected by shuttle, bike route, or signage as part of the site planning process. The visitor projections that concern my neighbors read very differently from a Washington Street storefront, where they describe customers. If the Commission wants a downtown that sustains itself rather than one that is revived every decade, it needs a reason for people outside Norwalk to make the trip. This application is that reason.

A recommendation: study parking and transit in the South Norwalk business district now. The traffic concern raised by my neighbors and the vacancy problem on Washington Street have a common solution, and I would ask the Commission to direct attention to it as part of this process. If most visitors drive directly to Longshore Avenue, park on the island, and drive home, then Woodward Avenue absorbs the full load and South Norwalk gets nothing. If instead the city studies existing and potential parking capacity in the South Norwalk business district, and pairs it with a shuttle, expanded Norwalk Transit District service, and connections from the South Norwalk train station, then a meaningful share of those visitors park in SoNo, walk Washington Street, and ride to the island. Fewer cars reach the residential streets, and the businesses downtown see the foot traffic.

I would ask that the Commission request, as a condition or as a companion study, the following: an inventory of parking supply and utilization in the South Norwalk business district, an assessment of shuttle and transit options between the train station, Washington Street, and Manresa Island, and a target for the share of visitors arriving by means other than a private car directly to the site. Manresa Wilds is the

magnet. The city's interest is in making sure the visitors it attracts spend time in the rest of Norwalk rather than passing through the neighborhoods to get to a parking lot.

Traffic can be managed through conditions, phasing, transit, shuttle service, and the design of the access road. These are engineering and permitting questions, and the Commission retains authority over site plans within the SD-MW zone. The opportunity to remediate and open 125 acres of Norwalk shoreline, by contrast, is not one the city is likely to see again.

I respectfully urge the Commission to approve Application #2026-41 R/M, with whatever conditions on traffic management and future site plan review it deems appropriate.

Thank you for your time and for your service to the city.

Sincerely,
Emanuel Santa-Donato
118 Shorefront Park, Norwalk, CT 06854

Dear Director Kleppin and Members of the Norwalk Planning and Zoning Commission:

My name is Daniel Ryan; I live at 23 Sable Street, Norwalk. I am writing to request that the commission **deny** Manresa Osprey, LLC's application #2026-41 R/M as filed and delay imposition of any conditions on the application until completion of a Traffic Impact Analysis, as without such an analysis it is impossible for the Commission to consider appropriate conditions and their affect upon the public health, safety and welfare of the neighborhood and surrounding area.

If approved as filed, the proposed zone would allow consideration of development too intense for the site, which would irreparably harm the quality of life in the surrounding neighborhoods and marshlands. The applicant's own evidence regarding the amount of traffic that will result from its development requires the Commission to deny the application for a Special Permit.

As I am sure the Commission is aware, to grant the application, Norwalk's Zoning Regulations, specifically Article 8, G. 1. c., requires you to determine that the proposed use will not adversely affect other properties in the area. And Article 8, G. 2. b. requires that you find that ingress and egress to the site will not adversely impact the normal flow of traffic or safe conditions of our roadways. Although I am sure there are other Zoning Regulations in play, applicant's inability to comply with these requirements alone are fatal to their request for a Special Permit.

The May 22, 2026 "Transportation Strategy Memorandum" by akrf submitted with the application, estimates that with the completion of phase 3 of Manresa Wilds, there will be **792,000** visitors to Manresa Island each year (Table 1). And although akrf looked at other modes of transportation, its conclusion is that upon completion, 94% of the 792,000 visitors will be arriving in vehicles (Table 5).

I urge the commission to pay particular attention to the "Daily Vehicle Trip Estimates" to and from Manresa Island contained on pages 5 and 6 of the "Transportation Strategy Memorandum". Table 6, which states it contains "Daily Vehicle Trip Estimates" is misleading. In the comment preceding the table, akrf notes that since each vehicle is going to and from Manresa, **the actual number of vehicle trips contained in the table would be double.**

Using the correct number, it is applicant's estimate that upon completion of phase 3 (of 4) of their development, on summer Saturdays there will be more than 5,600 vehicle trips to and from Manresa; on summer Sundays, close to 5,200 vehicle trips: almost 11,000 each summer weekend.

Although weekends are busiest, significant traffic is anticipated throughout the week. Weekly in Summer, **22,560** vehicle trips to Manresa Island; more than **17,300** in Fall and more than **16,500** weekly in Spring. In total, for three of the four seasons, upon completion of phase 3 of the applicant's development, more than **56,360** vehicle trips over our local roads are anticipated. And this does not account for any increased traffic generated by phase 4 of their project.

Whether these vehicles come on the Merrit Parkway, Route 7 or 136, off I-95 via exits 12, 13, 14, 15 or 16, through Tokeneke, Rowayton, East Norwalk or Saugatuck, each of these 56,360+ vehicle trips will

eventually funnel onto Woodward and Longshore Avenues via the two-lane residential roads feeding into them.

To access Manresa Island, vehicles *must* travel on Woodward Avenue and onto Longshore- there is no other access. These two-lane roads are the only access for hundreds of homes on Baxter Dr.; Neptune Ave.; Naromake Ave.; Burwell St.; Sable St.; Yost St.; and the Village Creek and Harborview neighborhoods. If you live in any of these neighborhoods, the only way to or from your home is via Woodward, and if you live in Harborview, then onto Longshore Avenue.

Woodward is already inadequate for existing traffic. Commercial vehicles and pickup trucks are continually parked on the West side of a significant portion of Woodward, effectively reducing a large stretch to a lane and a half. Residents share this tight corridor with school and city buses, emergency vehicles and a fleet of W.B. Mason trucks and tractor trailers working out of the two commercial buildings just North of Woodward Park.

I respectfully submit that it is impossible for the Commission to find, as required by Article 8., G. 1. c., that Manresa Wilds' addition of this amount of vehicular traffic will "not adversely affect other properties in the area in which it is located." Nor can you find, as required by Art. 8, G. 2. b., "that ingress and egress to the site will not adversely impact the normal flow of traffic and safe conditions of our roadways."

Simply based on traffic considerations, the application should be denied.

Development of MI should reflect its unique location on Long Island Sound while also acknowledging the limitations inherent in developing such a site. The Northern Forest and its walking trails are admirable and impressive, consistent with the location. But I submit it will never be appropriate to build a hotel, brew pub, parking garage or venue for large events or amplified music at this site. Overnight accommodation for small groups of students, researchers, and staff, with cafeteria or snack bar type facilities to service on-site visitors are appropriate, but there are existing restaurants, hotels and businesses in South Norwalk.

As currently proposed, Manresa Wilds will be self-contained, providing little, if any, benefit to existing businesses in Norwalk. Should it not be encouraged to compliment the existing offerings in SoNo so that the entire area benefits? Perhaps the current Marriott Hotel and an association of SoNo restaurants should be among the applicant's strategic partners?

The primary beneficiaries of the development of Manresa Island should be the citizens of Norwalk who will bear the financial and other burdens of its development. Offering landlocked communities access to Long Island Sound should not be the function of a private park, particularly at the cost of Norwalk residents. There is a State Park with 235 acres of beach, wetlands, and coastal forest about 5 miles away at Sherwood Island. Admission is free for Connecticut vehicles and $15 to $22 for out-of-state vehicles. Sherwood Island State Park also has a dedicated exit off I- 95 that puts you on the four-lane Sherwood Island Connector that takes you directly to the park, about a mile away. https://ctparks.com/parks/sherwood-island-state-park will also point to local hotels, restaurants, and other attractions in the area.

Why deliberately create a zone to allow development intended to draw traffic and visitors from the entire region when the only access for 94% of visitors is via two- lane, residential roads? Why would it ever be appropriate to allow a hotel, restaurants, brew pub, amphitheater, performance theater, event space, live music, and two-level parking to be built on Manresa Island?

Please carefully consider that the permitted uses allowed in any new zoning district will define South Norwalk for generations and long outlive the intentions of the current developer. Manresa Island will ultimately be developed by the current or ***next*** owner to the maximum extent zoning allows. That zone will stay in place regardless of who owns Manresa Island and will never be less than you allow.

Thank you for your consideration.

Dan Ryan
23 Sable Street
Norwalk, CT 06854

Director of Planning and Zoning
City of Norwalk
Norwalk, CT 06851

Dear Director Kleppin:

I have the privilege of living in Harbor View, which abuts Manresa Wilds. I am writing to express my wholehearted support for the application to create the Special District to accommodate the exciting plans for Manresa Wilds.

I have only lived in Norwalk for 19 years, but in my opinion, Manresa Wilds is the best thing to happen to our city since the discovery of the oyster.

During the public hearing, you are going to hear a lot of reasons why this application should be denied or scaled back. I want to thank you and the Commissioners for your patience and professionalism throughout this process. I have every confidence you will make the right decision as you seek the best possible outcome for Norwalk.

I am humbled by generosity of the McChords. I trust their good intentions. Manresa Wilds is not a billionaire's ego trip, as it has been characterized on social media. It is an extraordinary gesture by a good neighbor who wants to do the right thing for our community.

Respectfully,

Robin Hogen

61 Neptune Ave

Norwalk, CT. 06854

Morning Steve,

Hope you are doing well.

Please find the attached letter of support for the Manresa Wilds project. We are very excited about the prospect of these new learning environments and wanted to ensure our support is formally shared.

Please let me know if I should submit this through another channel, or if this email is sufficient.

Regards,

Ralph Valenzisi
Assistant Superintendent of Digital Learning and Innovation
Norwalk Public Schools
125 East Ave.
Norwalk, CT 06852

To: City of Norwalk Zoning Commission

RE: Letter of Support for Manresa Wilds – City of Norwalk Application #2026-41 R/M

Dear Members of the Commission,

On behalf of Norwalk Public Schools (NPS), I am writing to express our enthusiastic advocacy for the proposed zoning district designation for Manresa Wilds (Application #2026-41 R/M). As a proud founding partner of the Research & Education Station at Manresa Wilds (R.E.S.A.), our district clearly foresees the extraordinary educational advantages this initiative will deliver to Norwalk's students and the community at large.

The evolution of this 125-acre site into a dynamic "living lab" creates unparalleled possibilities for place-based learning. A core feature of this master plan that deeply aligns with our educational vision is the integration of outdoor learning spaces. For our district, these areas are far more than just communal gathering points, they represent fundamental open-air learning spaces.
NPS aims to utilize these designated outdoor learning spaces to enrich our academic programming by:

- Hosting Large-Scale Outdoor Learning Environments: Providing a structured, dedicated environment where complete student cohorts can gather for immersive instruction on local ecology, coastal resilience, and Long Island Sound marine systems prior to dividing into smaller field-research groups.

- Facilitating Partner Presentations: Creating an accessible, functional venue where our R.E.S.A. consortium partners—such as Wesleyan University, Sacred Heart University, and the Woods Hole Oceanographic Institution—can present their active environmental research and findings directly to our students.

- Showcasing Student Achievements: Offering a public platform for NPS students to display their own ecological data, collaborative scientific analyses, and environmental stewardship projects to both their peers and the broader Norwalk community.

These outdoor learning spaces will serve as the physical link bridging traditional, indoor school instruction with real-world scientific inquiry along the shoreline. They offer the vital infrastructure required to safely, comfortably, and effectively educate large student groups within an inspiring, natural ecosystem.
NPS strongly believes that endorsing this new zoning district is a vital step toward realizing the full potential of Manresa Wilds as a year-round hub for education, discovery, and civic life. We respectfully urge the Commission to approve Application #2026-41 R/M.
Thank you for your time, leadership, and consideration of this transformational project.
Sincerely,

Ralph Valenzisi Assistant Superintendent of Digital Learning and Innovation Norwalk Public Schools

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Director Kleppin:

I am writing to express my support for the application to create the Special District–Manresa Wilds (SD-MW) and to apply it to the former Manresa Island site. We recently toured the site and left with so much excitement around what this will bring to the community.

Projects like Manresa Wilds create valuable spaces where families, neighbors, and visitors can connect with nature and one another. Expanding access to well-designed outdoor areas strengthens our community by providing places for recreation, wellness, education, and shared experiences for people of all ages. As our communities continue to grow, preserving and creating accessible public spaces that encourage outdoor activity and bring people together is an investment in our quality of life.

I believe Manresa Wilds has the potential to become a meaningful community asset that future generations will enjoy.

I respectfully urge the Planning and Zoning Commission to approve it. Thank you for your time and thoughtful consideration of this project.

Thank you for your consideration,
Kelly

Kelly Ahmed
Managing Partner

To the Members of the Norwalk Planning and zoning Commission,

We are writing as residents of Quintard Avenue regarding the proposed Manresa Island redevelopment and its potential impact on our neighborhood.

First, we want to express our support for the overall vision for Manresa Island. Transforming a former industrial site into a public waterfront destination is an exciting opportunity for Norwalk, and we believe this project has the potential to become a tremendous asset for residents and visitors alike.

Our concern is not with the redevelopment itself, but with how traffic generated by the project will impact the surrounding residential streets—particularly Quintard Avenue.

Today, Quintard Avenue is a quiet residential street where families walk with their children, neighbors walk their dogs, and residents enjoy a safe, walkable neighborhood. Over the past five years, the Shorefront Park and Quintard Avenue area has seen a significant increase in young families, dog owners, and residents using the neighborhood to walk, exercise, and access the waterfront. As the area has evolved, pedestrian activity has increased substantially, making it even more important to preserve the safety and residential character of these streets.

According to the Manresa Island Transportation Strategy Memorandum dated May 22, 2026, the project is expected to attract approximately 792,000 visitors annually once Phase 3 is complete. The report projects as many as 586 vehicle trips during peak summer weekend hours and more than 2,800 vehicle arrivals on a peak summer Saturday. These are significant numbers that will inevitably impact the surrounding road network.

Importantly, the transportation memorandum identifies Woodward Avenue as the primary access corridor for the project and recommends several improvements along Woodward Avenue, including a traffic signal at Woodward Avenue and Meadow Street, pedestrian improvements, bicycle infrastructure, transit enhancements, and traffic-calming measures.

These recommendations reinforce that Woodward Avenue is the appropriate route to accommodate project-related traffic.

Quintard Avenue, by contrast, is a residential neighborhood street that was never designed to function as an access route for a regional destination. Unlike Woodward Avenue, Quintard has no commercial uses, limited roadway width, and primarily serves residents accessing their homes, Shorefront Park, and the waterfront. Increased visitor traffic or cut-through traffic would negatively impact pedestrian safety, neighborhood quality of life, and the residential character of the area.

We respectfully request that any approval of the project include the following protections:

Traffic Routing Requirements
All project signage, wayfinding, and visitor communications should direct traffic to Manresa Island via Woodward Avenue rather than neighborhood streets.

GPS Navigation Coordination
The applicant should coordinate with Google Maps, Apple Maps, Waze, and other navigation providers to establish Woodward Avenue as the preferred route to the site.

Residential Parking Protections
The City should establish and enforce residential parking protections on Quintard Avenue and nearby neighborhood streets to prevent visitor parking impacts.

Traffic Monitoring and Mitigation
The City should require baseline traffic counts before the project opens and ongoing monitoring afterward. Objective thresholds should be established for traffic volumes, speeding, and cut-through traffic. If those thresholds are exceeded, additional mitigation measures should be required. This should include preserving the option to close the southern end of Quintard Avenue at Lowndes Street if future traffic patterns demonstrate that it has become a cut-through route for visitors.

Event and Construction Traffic Management
Large events should have traffic management plans to prevent spillover traffic and parking impacts on residential streets. Construction traffic should also be routed through appropriate access points, primarily Woodward Avenue whenever feasible.

Our requests are consistent with the Transportation Strategy Memorandum itself, which identifies Woodward Avenue—not neighborhood streets—as the primary access corridor and recommends infrastructure improvements accordingly.

Finally, the Transportation Strategy Memorandum is clear that it is a preliminary analysis and that a more comprehensive Traffic Impact Study will be completed in the future. Given the scale of this project and the uncertainty around future traffic patterns, it is important to establish neighborhood protections now rather than attempting to address problems after they occur.

The neighborhood surrounding Shorefront Park has changed considerably in recent years. What was once an area with limited pedestrian activity has become a vibrant residential area with many young families, dog owners, and residents who regularly use these streets to enjoy the waterfront. Any transportation plan should reflect how this neighborhood functions today—not how it operated when the area was primarily industrial.

This project has the potential to become one of Norwalk's premier public destinations, and for that reason it is essential that its transportation plan succeeds. The success of Manresa Island should not come at the expense of surrounding neighborhoods. With thoughtful planning, the City can create an outstanding waterfront destination while preserving the safety, livability, and residential character of the communities that surround it.

We respectfully ask the Commission to ensure that Woodward Avenue remains the primary access corridor for Manresa Island and that meaningful protections are incorporated to preserve Quintard Avenue and the surrounding residential neighborhood.

Thank you for your time and consideration.

Sincerely,

Chris & Caroline Lockwood
Quintard Avenue 06854

TO: Norwalk Planning & Zoning Commission
CC: Steve Kleppin, Director of Planning & Zoning

RE: MANRESA WILDS #2026-41 R/M

I am writing to you as a private citizen, and not in any other capacity. Once again, Norwalk is faced with a contentious Zoning request that has pitted an enthusiastic "For" camp against an equally passionate "Against" camp. I write today to ask the Commission to avoid the cliché of throwing the baby out with the bathwater. In other words, if the vast majority of the opposition to the proposed special district on Manresa Island is directly related to traffic concerns (as it seems to be), your decision should directly require the requester to institute the proper traffic controls (e.g. limiting the number of cars allowed on-

site) as opposed to altering the requested land use in the hope of potentially reducing traffic.

Modern advances offer many ways to limit private vehicles on a site, and it stands to reason that the requesters themselves would be eager to preempt negative experiences at their site due to traffic. A multi-modal strategy that incorporates mass transit, ferry service, and real-time technology (as detailed in their proposal itself) can go a long way in reducing the reliance on private car trips.

I also don't have to remind the Commission that approving the Master Plan outlined in this proposal does not mean approving any actual construction—and that further developments on the site would require exhaustive traffic studies that would need to be reviewed by both the City of Norwalk and the state of Connecticut, due to its coastal location.

I am the co-owner of a property within 500 feet of Manresa. I understand the traffic concerns as well as anybody. I am asking the Commission to address those concerns specifically. It would be disappointing to preclude other exciting possibilities for Norwalk in the interest of addressing one solvable concern. Throw out the bathwater—control the traffic. Keep the baby—a privately funded space that opens up Norwalk's beautiful shoreline for public waterfront access.

Thank you for your thoughtful consideration of this matter.

Best,
Colin Hosten
Norwalk, CT

WOODS HOLE **OCEANOGRAPHIC** INSTITUTION

Robert Munier, Vice President for Marine Facilities and Operations

July 14, 2026

City of Norwalk
Planning and Zoning Commission
125 East Avenue, Room 129
Norwalk, CT 06856

Attention: Steven Kleppin, Director

Subject: Manresa Wilds #2026-41 R/M

Dear Mr. Kleppin

The purpose of this letter is to provide enthusiastic support for the new zoning district for Manresa Wilds, which is the subject of the referenced file.

Manresa Wilds presents an opportunity to repurpose an extraordinary yet inaccessible stretch of Connecticut coastline to one that will benefit the public. The primary objective of Manresa Wilds is the development of a publicly accessible waterfront park. The development will be enhanced with a Research and Education Station at Manresa Wilds (RESA). By virtue of its location and site characteristics, Manresa has the potential to become a center-of-excellence for coastal urban oceanography, advancing knowledge relevant to the specific site while contributing to our broader understanding of these unique and important environments. The Woods Hole Oceanographic Institution (WHOI), a founding member of the RESA consortium, is the world's leading independent, non-profit organization dedicated to understanding the ocean and communicating that understanding for the public good. WHOI is bringing these capabilities to Manresa Wilds and has developed a strategic science plan that provides for short, medium and longer term initiatives. We have already deployed advanced sensors at the site that will provide a crucial time series of changes in sea level.

We heartly endorse the creation of the Special District-Manresa Wilds, which will be a key step towards fulfilling the multi-layered vision the site will enable.

MS #37 • Woods Hole, MA 02543 USA • Phone: 508.289.3335 • E-mail: rmunier@whoi.edu

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Dear Steven Kleppin,

I've been living across the marsh from Manresa for 20 years. When I first heard that a wealthy young couple had purchased it and planned to turn it into a park, I was delighted. It was like a dream come true. As I've followed the progress and the McChords plans for Manresa Wilds - the plans have grown and grown and grown. A few weeks ago I read that MW was looking for a zoning change from residential to their own personal zone.

The new designation appears to set the stage for commercial/special use. I am opposed to this zoning change as it gives MW a foothold to build commercial entities such as a hotel, amphitheaters, a 2 level garage, a huge event space that will running at all hours, year-round.

I love the idea of a nature/educational park at Manresa but this proposed intensive usage of this property would cause nightmare traffic, noise, light & car pollution. It would be terrible for the wildlife and our residential neighborhood. I'm requesting that that the zoning officers pause - take plenty of time to review this request very carefully as there are many unresolved issues and concerns.

All best,

Jessica Huse

24 Sable St. 06854

To: Norwalk Planning and Zoning Commission
From: Lynnelle Jones, 10 Point Road, Norwalk CT 06854
Date: July 14, 2026
Subject: Procedural Inquiry & Comment regarding Manresa Wilds Rezoning Application

Dear Chairperson and Members of the Commission,

While the idea of a billionaire donating a public park is appealing, the process behind Application #2026-41 R/M/SP to establish the Special District–Manresa Wilds zone, raises a number of concerns and is seen by many as damaging to the Public Trust. Describing this project as a "public park" is misleading insofar as right from its inception, the goal of this project, in the words of the applicant, has been to create an "otherworldly destination" that we now understand is projected to eventually generate over one million annual visitations.

It is well known that the applicant's Executive Director is the very person who, until recently, as a city official managed multiple city departments with jurisdictions over this project, including the department overseeing and advising this volunteer commission. This certainly has created the appearance of a conflict of interest, and even the appearance of a conflict leads to public distrust of government. I urge the commission to maintain independent oversight, prioritize the concerns of neighboring residents, and pay careful attention to required state and agency referral laws and procedures.

Pursuant to the Connecticut General Statutes, the Planning and Zoning Commission is statutorily mandated to refer any proposed zoning text or map amendment within the coastal boundary to the Connecticut Commissioner of Energy and Environmental Protection (CT DEEP) for review, and to notify the Norwalk Harbor Management Commission (NHMC) of any such proposal at least 35 days prior to the opening of the public hearing on this matter. This latter statutory requirement is so the NHMC may then

request a copy of the proposal for review with respect to the Harbor Management Plan. Such proposals have been provided to the NHMC as standard practice by the P&Z Department.

As a member of the public reviewing the official application file and letters submitted, I have found no record confirming that these mandatory referrals and notifications were transmitted, nor have any formal comment letters or reports from DEEP, the NHMC or the Norwalk Shellfish Commission (NSC) been made available to the public. A referral to the NSC may not be statutorily required but would seem to be appropriate and a matter of good planning practice insofar as all of Manresa Island is surrounded by court-established natural shellfish beds subject to the authorities of the NSC.
Because failure to strictly adhere to the coastal referral and notification requirements constitutes a jurisdictional defect under Connecticut land use law—which could invalidate any subsequent vote or approval—I respectfully ask the Commission to place the following into the record:

The exact dates the P&Z Commission notified and/or referred the application package to the CT DEEP, NHMC, and NSC.

Proof of receipt or any correspondence from these agencies regarding this specific rezoning framework.

If records do not exist showing the statutory referral and notification requirements have been met, I request that this Public Hearing be continued to a future date to ensure Norwalk avoids costly jurisdictional errors and guarantees proper environmental oversight.

Approving a specialized, highly flexible 'Special District' zoning amendment to accommodate a massive project negotiated and managed by a former city official creates a glaring appearance of a conflict of interest if not of impropriety, particularly when there has been NO proposed wastewater management clarification for such an environmentally sensitive area. Not only would wastewater management need to be reviewed by CT DEEP, but stormwater, all drainage into LI Sound, should involve not only CT DEEP's required review but also review by the NHMC and NSC. None of this has occurred.

Thank you for your time and your attention to the procedural necessity of CT DEEP, NHMC, and NSC review of shoreline zoning changes, stormwater management, drainage, and wastewater management. Approving this massive proposal in this fashion now being followed sets the unfortunate precedent that Norwalk's zoning regulations can be customized and rewritten for specific developers and proponents, rather than applied to serve the uniform safety, traffic, and structural interests of the surrounding neighborhoods and overall public interest. Shouldn't the principles of equity and fairness apply throughout the planning and zoning process? Why should the applicants with the most money and political connections have an advantage or at least appear to have an advantage over those with lesser resources? And what is the true purpose of this big project? Is it to create a lasting monument for the designers or to serve the people who live here now?

Thank you for recognizing the importance of a clear and fair process and your responsibility to protect the domain of the public trust, particularly when no wastewater (sewage/septic) clarification has been shared.
Sincerely,
Lynnelle Jones

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:

1) Previous studies warn against disturbing the buried radioactive coal ash.
Runoff from parking lots into Long Island Sound produce toxins and can cause profound ecological damage.
Norwalk has a thriving Oyster industry. Imagine the damage to our Oyster festival when it becomes known we are letting potentially radioactive toxins flow into our oyster fields?

2) We are seeing a significant reduction in the local coastal bird population from the present activity. Some of these birds are endangered species.

3) The adjacent beaches in Village Creek are one of the few spawning areas in the nation for Diamondback Terrapin Turtles. These creatures are adversely affected by light pollution, they become confused which affects their spawning cycle.

4) What they've shown us so far - Neighbors noticed the toxic groundwater produced during rainstorms while the large oil storage tanks were removed weren't contained. If this is how this project is to be conducted, how do we trust them going forward? Our outdoor pets will be the first to develop tumors and cancers from drinking standing water.

5) Why is not the adverse effect on the quality of life in the surrounding neighborhoods being considered? We pay way above the average costs for our homes and our local taxes. We should get some protection for all that money.

6) The stress on city services. With 2500 more cars per day, coming from anywhere? At the very least it will affect emergency and sanitation services. How much will our taxes be raised to offset this?

7) Traffic - Wherever you live, how would 2500 more cars on your street per day affect your life, your commute? Now throw in the extra trucks and busses. Who's going to clean up the usual litter which accumulates?

This proposal should never have even been considered. Norwalk is betraying its citizens for promises which carry a heavy burden.

Clayton Wheat
5 Dock Rd.
Norwalk, Ct.

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.

In addition, our property located on Dock Road in Village Creek borders Woodward Avenue. We already are experiencing the very loud noise of the to and from, Monday-Friday large construction trucks on Woodward Ave, not to mention the added air pollution emitted by these trucks and the future volume of car traffic. At least twenty large dump trucks go by in less than an hour. I often walk down Woodward along Longshore and the marsh towards Harbor View and past Manresa, and I now avoid walking there during the week due to the large construction trucks that roar down these narrow roads. It's now become

not only a safety issue for pedestrians, but also a quality of life issue. I can imagine how awful it will be when the park opens up fully to the thousands of cars traveling daily and weekly down Woodward and Longshore, not to mention all the other small side roads in South Norwalk. We love the peaceful community where we live and we've considered moving given how the enormity of the proposed commercial development will detrimentally affect our community, surrounding neighborhoods and South Norwalk forever. The enormous scope of this development should be significantly scaled back for all the reasons put forth in this letter.

● **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. Moreover, coal ash waste is known to be highly radioactive — many times more radioactive than its' nuclear counterparts, as per studies cited in Scientific American. I am very concerned that disturbing and removing some of the contaminated soil could adversely affect the wildlife, coastal ecosystem and marine life, let alone, potentially human health.

● **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.

● **Conservation of this delicate coastal, flood prone habit** should be paramount, with more limited public access (not thousands of daily visitors) for passive recreation for walking on trails, viewing birds and other critical wildlife, education for all to learn about this beautiful coastal habitat, etc., NOT building an "eco" amusement park with all the commercial plans this developer wants and the thousands of daily visitors the developer envisions. This is not a Brooklyn Yards — this is not an urban setting, but a setting of peaceful, residential neighborhoods. More is not more — LESS is more.

Thank you for your time, leadership, and dedication to protecting our community.

Sincerely,

Diane H. Pearson

5 Dock Road
Norwalk, CT 06854

EMAIL: skleppin@norwalkct.gov

Kevin Kennedy
230 New Canaan Ave Unit 18
Norwalk CT 06850

July 14, 2026

Steven Kleppin
Director of Planning and Zoning
City of Norwalk
125 East Avenue
Norwalk, CT 06851

Re: Letter of Support — Manresa Wilds, Special District (SD-MW) — #2026-41 R/M (Public Hearing, June 24, 2026)

Dear Director Kleppin:

I am writing to express my support for the application to create the Special District–Manresa Wilds (SD-MW) and to apply it to the former Manresa Island site.

I know my entire family will benefit greatly benefit as Manresa fulfills its vision over the next years. What an incredible addition to Norwalk.

This is the appropriate public process for a project of this kind, and the application reflects more than a year of engagement with the Norwalk community. I respectfully urge the Planning and Zoning Commission to approve it.

Thank you for your consideration.

Respectfully,

Kevin Kennedy
230 New Canaan Ave 18
Norwalk Connecticut

Dear Planning & Zoning Commission,

I am writing to SUPPORT the 'special district' status for Manresa Wilds.

It is my understanding that Manresa Wilds has had to list any and all potential and/or possible uses for the property in order to get P&Z 'special district' status and start seriously planning for what will or will not work on the site and what is financially viable.

The McChord's purchase of Manresa Wilds is the greatest gift Norwalk has received in multiple generations. Our Long Island Sound coastline is Norwalk's greatest asset and Manresa Wilds will add to it.

However, the success of Manresa also requires the support and cooperation of the city and state, particularly as it applies to site access.

Currently, Woodward Avenue is the sole access point. As a personal reference, several times a month, my travel on the state road SR136 and its connecting streets of Meadow, Burritt and Water Street is interrupted, due to flooding, on street parking and/or blocked lines of sight, when trying to access my home in Shorefront Park.

It's my hope that this project will force the city and state to address both street parking and flood mitigation along these streets and others, if Manresa becomes the mecca they've forecasted (which is still 5-7 years and likely longer away.) Great cities around the world utilize and invest in support of their waterfront.

I also hope the city supports ferry and trolley service from the Maritime Aquarium or water taxies. Maybe SeaStreak brings New Yorkers by water. Every measure should be made to ensure alternative access means are utilized and available to mitigate Woodward Avenue traffic.

This is an exciting project for Norwalk. Let's get it right!

Lisa Brinton
19 Shorefront Park

I want to express my support for the special district status for this project.

I think this will be a positive thing for the city.

Dear Director Kleppin and Members of the Planning and Zoning Commission,

As the work on Manresa progresses and the detour on Woodward is in full swing, the truck traffic has been beyond insane. I live on a little street, Lowndes Ave. between Woodward and Quintard. The truck traffic from Manresa and the bridge project, busses, dump trucks and all other traffic has caused an accident and created so much noise and danger for pedestrians. The Cariati Dump trucks and the flat beds are going so fast and have been unresponsive to attempts and calls for them to slow down. It has been a small taste of what is to possibly come.
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:

T**raffic 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.

Karen Wappler
7 Lowndes Ave

Norwalk, CT 06854

To the Planning and Zoning Committee:

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 significant 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 critical and significant concerns regarding how this new zone will impact our home and local community.

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. As a resident I can state that even before this application the narrow roads with parked cars on both sides, leading to Manresa especially Woodward and Longshore were inadequate given the nearby industrial park and normal resident traffic on Narrow roads that do not truely allow large vehicles such as trucks and buses to safely pass oncoming cars.

The Applicants spokespeople have repeatedly stated to the local homeowners and to other local organizations, their commitment to a nature preserve, education and sensitivity to the limitations of the property location. This included statements that activities would be limited to a dawn to dusk type schedule. These were the basis I believe for a not for profit designation.

The submission of a far reaching commercial enterprise including hotel, amphitheater and large events with thousands of people is completely out character for the location and are inconsistent with the original presentations and claims of the Applicants.

The applicants have repeatedly stated that all the issues outside their gates were not under their control and we infer not their problem even as they are a root cause of the future problems environmental, security, noise and **cost**.

Lastly the issue of what benefits are there to the communities most impacted as well as Norwalk at large seem vague, and the cost to taxpayers and potential impact on future budgets already stressed have not been addressed.

Prior studies indicated a clear path for a Nature Center and educational use similar to other areas such as on Cape Cod why have all these prior reports been disregarded? Please vote to restrict and deny these egregious requests that will likely endanger our budgets and quality of life.

Thank you for your time and dedication to protecting our community.

Mark A. DeWyngaert. PhD MBA
16 Harbor View Ave.
Norwalk CT. 06854

Good afternoon Steve,

I am a resident of the Harbor View community (17 Harbor View Avenue) and am writing in support of the application for Special District designation for Manresa Wilds.

I have known Austin McChord for nearly 14 years, both professionally and personally, and have witnessed firsthand his extraordinary ability to transform an industry while positively impacting the lives of those around him. His contributions extend far beyond financial success; they reflect a genuine commitment to improving people's quality of life and creating lasting value for communities.

I have no doubt that the McChords' remarkable gift and vision for Manresa Wilds will prove to be a seminal moment in Norwalk's evolution. This unique development will enrich the lives of residents and visitors alike while preserving and enhancing the natural environment that makes this area so special.

Thank you for your consideration of this important initiative.

Sincerely,

Colin Reilly
17 Harbor View Avenue
Norwalk, CT

Hi Steve,

Please enter this petition into the public comment (or appropriate) section of tomorrow's P&Z meeting record. It's our understanding that when 20% or more of property owners within 500 feet of an applicant's property protest the application then a 2/3 super majority of Commissioners are needed to approve it instead of a simple majority.

Also included are comments from the petition signators that should also become part of the public comments.

Thank you,

PROTEST PETITION & OBJECTION TO PROPOSED MANRESA ZONE CHANGE

To the Planning and Zoning Commission of the City of Norwalk, Connecticut:

We, the undersigned legal property owners in Norwalk, Connecticut, within 500 feet of the proposed zoning change, respectfully submit this formal protest petition under the provisions of **Connecticut General Statutes § 8-3(b)** and the **Norwalk Building Zone Regulations**.

1. We oppose the application currently before the Commission, and ask that it be denied:
Application #2026-41 R/M/SP, for a Zone Change from CD-15S to Special District-Manresa Wilds (SDMW) zoning district and special permit application for a Development Park Master Plan for the property located at Longshore Avenue Norwalk, Connecticut 06854 Assessor's Map — 17NE, District 5, Block87, Lots 1 & 2 submitted by Manresa Osprey, LLC of 50 Day Street Norwalk, CT 06854.

2. This proposed change is opposed because the project as described in the application:

a. Is incompatible with the character of surrounding established residential neighborhoods.
b. Will create excessive traffic on residential streets, not only in the immediately surrounding areas but throughout all of Norwalk southeast of I-95.
c. Has not provided sufficient impact studies on traffic, noise, flooding/runoff, wildlife and site ecology.
d. Is insufficiently defined as to the future uses of the property, and the impact those uses may have on the surrounding neighborhoods and the city at large.

3. The petition is signed by owners of 20% or more of the area, as defined in CGS § 8-3(b), and we ask the Commission to recognize the two-thirds vote requirement and reject the proposed zone change. The 500-foot map provided by Manresa Wilds in their application (attached below) shows approximately 89 total properties within 500 feet of Manresa. 20% of 89 would be 18properties, and we have 67 unique signators from 67 eligible properties, or 75% of all eligible properties.

Eligible Properties (within 500 feet of Manresa)

<u>Harbor Shores</u>
Yost St numbers 2,3,6,8,10,12 & 14
Woodward Ave numbers 180,182 & 184

<u>Harborview</u>

Longshore Rd/Elm Broad Lane numbers 1,3,5,7
Morningside Place numbers 1,2,3,4,6
Harborview Ave numbers 35-61
Channel Ave numbers 30-36
Greenwood Place numbers 1,3

Village Creek
Dock Rd all except 36 & 38
Outer Rd all
Splitrock Rd numbers 2,4, then odd numbers from 7-35

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:
Since Phase 1 Manresa Wilds was approved, construction activity has intensified, yet the surrounding and
lacking infrastructure has not been improved. The Longshore/Woodward Avenue corridor, combined with the ongoing bridge project, is already struggling to safely accommodate current traffic. It is impossible to have the more than 2500 cars expected when phase 3 opens on our residential roads.
Last Wednesday July 8th, while walking our dogs out of Harborview, my friend and I were cut off by a construction truck entering Manresa. Moments later, another truck sped past us, crossing the double yellow
line, and the driver responded with a middle finger when we motioned for him to slow down. Many more trucks passed us as we walked down Woodward, going to and leaving Manresa Wilds, many of them speeding and over the yellow line to avoid pedestrians and parked cars. On our return walk from Baxter, more than ten work trucks and triaxle dump trucks passed us on Longshore/Woodward Avenue in a matter
of 15 minutes. The most alarming moment came at 8:16 AM at the Causeway. Seven of the construction trucks were queued in the road on Longshore, extending by the blind curve at Harborview while waiting to enter the Manresa Wilds site (see pictures attached) The gate attendant had to stop each truck individually
for check-in, leaving pedestrians, cyclists, vehicles, and residents to share a single 2-way lane for more than 15 minutes.
I was so concerned about the danger of an accident waiting to happen, that I filed a report #2600041026 (attached) with the Norwalk Police Department that morning.
I pressed the intake Officer Darrow To order patrol for the area, to ensure our streets safety. His response was clear that the safety and infrastructure is the cities responsibility, not the Norwalk police departments. This is not simply an inconvenience—it is a public safety issue.
At a minimum, I am asking you Commissioners to enforce the following:
1.All trucks/cars waiting to access the site must queue inside the Manresa property, not on Longshore Drive.
2.Manresa Wilds to hire Police traffic detail immediately to be directing traffic at the causeway during all periods of heavy construction. If this is random, then Manresa Wilds should have police detail on the causeway during all hours of operation.
3.TMP to be monitoring scheduled and random traffic and ensure police detail.
4.A protected sidewalk along the Causeway from Woodward Avenue to the Manresa entrance should be created today and treated as an immediate priority & not a future improvement. All Construction should be put on hold until a sidewalk is created.
5.Before any additional approvals for hotels, an amphitheater, structured parking, or other commercial development are considered, the City must demonstrate that the roads, sidewalks, and traffic infrastructure can safely handle today’s construction traffic. A separate and improved plan would need to be created for future expanded traffic studies.
I respectfully ask:
What are the City’s immediate plans to address these safety issues, and how can any future phases be considered before the existing infrastructure is made safe for the people who already live here?
Kim Tromba

203-550-6039
Kim@FixandFashion.com
1 Twilight Place HarborView Norwalk, CT 06854

Norwalk Police Department
One Monroe Street Norwalk CT 06854
(203) 854-3000

Report # 2600041026 - 00065587

CASE/INCIDENT REPORT

SUPPLEMENTARY ☐

CFS NO	DAY	INCIDENT DATE	TIME	DATE OF RPT	TIME OF RPT	TYPE OF INCIDENT	INCIDENT CD	INVESTIGATING OFFICER	BADGE NO
2600041026	4	07/08/2026 07/05/2026	10:08	07/08/2026	10:13	MV COMPLAINT	31A	Patrol Officer Darrow, Kaden	0036

DIVISION	DIVISION NO	REFERENCE DIVISION	REFERENCE DIVISION NO	CASE X-REFERENCE	UNIT ID	DATE TYPED	TIME TYPED
					DESK	07/08/2026	10:13

STREET NO	STREET NAME AND TYPE	APT NO	INTERSECTING STREET NAME AND TYPE	PREMISES NAME	STATUS	TOWN CD
	WOODWARD AVE/LONGSHORE AVE Norwalk			WOODWARD AVE/LONGSHORE AVE		

STATUS CODE C=COMPLAINANT V=VICTIM A=ARRESTEE J=JUVENILE H=OTHER M=MISSING W=WITNESS O=OFFENDER D=DRIVER S=SUSPECT P=POLICE OFFICER T=TOT

STATUS	NAME	SEX	RACE	D.O.B	TELEPHONE	ADDRESS	DR STATE & NO
C	TROMBA, Kimberly G	F	W	11/25/1972	Hom [redacted]	1 Twilight Pl Norwalk CT	[redacted]

On July 8, 2026, while working the front desk at the Norwalk Police Department, I was met by a Kimberly Tromba who reported a Motor vehicle Complaint.

Ms. Tromba stated today that around 0816 hours while walking in the area of Woodward Ave and Longshore Ave, multiple work trucks were in the roadway waiting to enter the job site. She reported that with the roadway not having sidewalks, it was a hazard for the walkers. She requested officers check the area and see if anything can be done. She reported she also will report the issue to City Hall.

A note was made for the department to have officers check during the time if any violations occur. She was given a case card containing a report number.

Nothing further.

THE UNDERSIGNED, AN INVESTIGATOR HAVING BEEN DULY SWORN, DEPOSES AND SAYS THAT I AM THE WRITER OF THE ATTACHED POLICE REPORT PERTAINING TO THIS INCIDENT NUMBER; THAT THE INFORMATION CONTAINED THEREIN WAS SECURED AS A RESULT OF (1) MY PERSONAL OBSERVATION AND KNOWLEDGE, OR (2) INFORMATION RELAYED TO ME BY OTHER MEMBERS OF MY POLICE DEPARTMENT OR OF ANOTHER POLICE DEPARTMENT OR (3) INFORMATION SECURED BY MYSELF OR ANOTHER MEMBER OF A POLICE DEPARTMENT FROM THE PERSON OR PERSONS NAMED OR IDENTIFIED THEREIN, AS INDICATED IN THE ATTACHED REPORT; THAT THE REPORT IS AN ACCURATE STATEMENT OF THE INFORMATION SO RECEIVED BY ME

INVESTIGATOR SIGNATURE	INVESTIGATOR I.D #	SIGNED DATE	SUPERVISOR SIGNATURE	SUPERVISOR I.D #
/PO. Kaden Darrow/	0036	07/08/2026	/LT. David B O'Connor/	0002

Dear Mr. Kleppin:

I am writing with regards to the public hearing scheduled for Wednesday, July 15 regarding #2026-41 R/M/SP.

I would like to express support for creating the Manresa Wilds (SD-MW) zoning district and approving a special permit application for a Development Park Master Plan. I had the opportunity to tour the site last month and was very impressed with the commitment the Manresa Wilds team has put in to designing and planning the execution of the park and its accompanying amenities. As a coastal Fairfield County native, I

have long dreamed of public access to our incredible shoreline and am thrilled at the prospect that this opportunity presents.

I would like to acknowledge the concerns my neighbors have raised regarding the potential traffic congestion brought about by the park; I believe that by working with Norwalk Transit District to provide bus service to the park every 10 minutes, planning for and executing the creation of a wide, paved, biking and walking path to the park from South Norwalk and the Norwalk River Valley Trail, and developing an expansive bike share program, the threat of traffic can be mitigated. I am excited for my colleagues at Sustainable Streets Norwalk to discuss this in further detail with you at tomorrow night's meeting.

Thank you for your consideration.

Warm regards,

Dan Darbandi
20 Ambler Dr
Norwalk, CT 06851

Dear P&Z Commissioners,
I was amazed and delighted when I first heard that a wealthy young couple were out kayaking and decided to buy Manresa Is. and turn it into a park. What a Cinderella story! I first heard that it was to be a passive walking environmental and educational, park — they would create a place where visitors and the 200 species of migrating water birds, sea turtles and other wildlife would co-exist.

As MW started bringing in donors, contractors, architects and others, the scope of the project increased and grew from a natural/educational park to a regional entertainment venue, with ecology features. I love the plans for the north forrest and am glad they're teaming up with Norwalk schools, Woods Hole and Wesleyan Univ. but I am NOT in favor of the recent application for a unique zone change. This flexible zone change would pave the way for a future hotel, restaurant, amphitheater, large event space 2 story parking garage and more commercial ventures.

MW's very own traffic study said that 94% of visitors would travel by car. The roadways, esp. Woodward Ave. can not support additional traffic especially for a high-volume year-round regional park with many amenities & large events. Visitors who are turned away because their parking is full (or don't want to pay parking fees) will park up/down Woodward Ave. and on side streets which are already crowded with cars. This is also a flood zone. Busses and emergency vehicles can barely pass as it is now. We can not accept "we'll figure out transportation issues later" As zoning officials, it's essential that every detail of the MW enterprise is thoughtfully studied and that theoretical ideas dealing with traffic, parking, lighting, noise, wildlife — are not theoretical - and actually work.

MW can do plenty within the zoning that it already has. Manresa has 100 acres of (capped) coal ash - which should not be disturbed. It is also an extraordinary 125 acre waterfront parcel situated right in the middle of the Stewart McKinney Wildlife Refuge and on the north/south bird migration route. It should not be granted flexible zoning rights - which could pave the way for future commercial development.
Thank you,
Trudy Hodenfield
21 Yost St. 06854

7/14/26
To Steve Kleppin and the Planning and Zoning Commission:

Please see attached photos (1,2,3) of salt-water tidal flooding on 1/13/24 that blocked Woodward Ave in 3 places, which is the only access to Manresa Island. One of the flood locations is on the causeway directly in front of Manresa Island's entrance. This represents a serious threat to public health and safety, if the projection of over a million visitors a year with the current master plan is approved. Flood levels are predicted to increase with sea level rise, as shown in the 2050 flood map in photo 7, so this roadway flooding that completely cuts ingress and egress to Manresa Island will only get worse in coming years.

Photo 4 shows a public response (represented in simple red and green dots) from one of the Manresa public meetings in 2025, before the applicant claimed they "scaled back the project in response to public feedback". However, despite the number of red dots representing disapproval of keeping the power plant

and stack, no changes or reductions were made to the power plant proposal in the revised plan, except that the indoor water park in the largest building (called the boiler building" was turned into a "to be determined" in a separate Phase 4.

I find this unacceptable as you are expected to vote for a Special Permit without knowing what you're actually voting for. And it shows the public feedback on removing the power plant eyesore was ignored. Of course this was a small sample, but it reveals there is public disapproval of saving the huge 20-story eyesore and 35-story (350 foot)stack. Bridgeport has already removed their huge ugly coal-fired power plant last year, and they will remove their 500-foot stack next year, so the claim the applicant has made in their presentation that the stack has to remain because it's an FAA beacon is false. We're also soon removing the 250-foot tall catenary towers on the Walk Bridge, which are also a navigation aid shown on charts, so this only further confirms that this FAA requirement is a false claim made by the applicant, one of many I might add that I'll address in a moment.

Photos 5,6,7, and 8 show the current 100-year flood map, and the proposed "resilient corridor" in the 2023 Resilient South Norwalk Plan that includes raising Woodward Ave by 4 feet, and also parts of Loundes, Quintard, Water, and Concord Streets. This plan was estimated to cost around $8 million in 2022, so with inflation that would likely by around $10 million now, but it appears from reading the estimate that associated utility work was not included, only actual street work. The estimate therefore may be as high as $20 million as an educated guess. Who will pay for that if it's decided this work is necessary?

A huge problem with raising all of these streets is apparent in the last photo, that shows the relationship of the raised street to surrounding buildings that remain at their original height. The fatal flaw of this proposal is that flood pathways, as shown by blue arrows on the flood maps, will be interrupted by this artificial dike built across these former salt marshes filled in the 19th century, trapping floodwater on both sides that will be prevented from dissipating naturally. This will actually increase flooding in neighborhoods on both sides of Woodward and other streets, affecting hundreds of commercial and residential properties. I believe it is an unfeasible plan, and unlikely to ever happen.

I'll also add that the claim made by the applicant in their Special Permit application, that "this project achieves all of the goals for Manresa Island set forth in the POCD" is not accurate. In fact it's an outrageous claim based on the record which is available in hundreds of hours of recordings and minutes to confirm. I helped write the POCD over several years of long meetings as a Planning Commissioner, (I served from 2008 to 2023 with 2 years off in between to start the Bike/Walk Task Force, so a total of 13 years as an appointed commissioner, first Zoning, then Planning, then combined P and Z after 2021). This POCD process included many public hearings, all in person as it was before the pandemic. I remember the meetings vividly, and not once was the desire ever discussed to create a regional park for the 18 million people who live within 60 miles of Norwalk, or about an hour's drive, as shown in the applicant's consultant submission from Orca, Figure 17 on page 54. The POCD was written by and for Norwalk residents only, and in two major studies with public surveys, the 2017 Manresa Power Economic Study and the 2019 POCD, the expressed desire by an overwhelming majority of Norwalk residents for passive open space and nature trails and waterfront access at Manresa was always intended to be meant for Norwalk residents only. We did not survey the 18 million people within an hour of Norwalk because our comprehensive planning process did not include this huge regional population by design. In fact, all of these studies were paid for by Norwalk taxpayers, and in the case of the 2017 Economic Study, half was paid by taxpayers and the other half by local residents who belonged to the Manresa Island Association. I therefore submit that the claim made by the applicant that our POCD supports their plan for a huge regional park drawing 80% of total visitors numbering over one million per year is blatantly false.

Furthermore, the application is clearly not "in harmony with the general purpose and intent" of our Special Permit regulation as required in Section 8.4.8.G.1.e, and in fact violates a majority of the conditions that the Planning and Zoning "shall" (not "may") consider in your decision, including but not limited to 8.4.8.G.2.a): "density of use and bulk of buildings", b.): "….ingress and egress does not adversely impact the normal flow of traffic or normal safe conditions if the roadway", l): "impact on neighborhood properties, as compared to uses, buildings, and structures permitted as of right, l.): "compliance with these regulations and the POCD", j.): "existing land use in the area", n.) "conservation of wetlands, watercourses, and other ecologically valuable lands".

I therefore respectfully request that you not approve the Special Permit application until the project is significantly scaled back to respect these serious threats to public health, safety, and welfare, and property values of the neighborhood, as you are entitled to do in accordance with Sections 8.4.8.G.1 and 3.

Or, I suggest you approve the Special Permit with two conditions, again as you are specifically entitled to do as described in the last paragraph:

1) The power plant and stack are removed, eliminating a deadly eyesore that has existed since 1960 and killed thousands of Norwalk residents with its cancer-causing coal and oil emissions (as determined in a 2023 EPA and NIH study), which will also eliminate a pre-existing violation of the CT CAM Act Section 22a-93.15.F, that defines an adverse impact of coastal resources as “degrading visual quality through significant alteration of the natural features of vistas and viewpoints”, and eliminating one of the main traffic generators on the site, with a 1500-2000 guest event space (their consultant Orca’s claim made on page 78, despite their use of an 800-guest capacity to calculate traffic by their consultant AKRF), and indoor water park or some other intensive use to be determined in Phase 4. This would be a win/win for Norwalk residents and the applicant, as it would also eliminate a huge operating expense of hearing and cooling the massive building year-round, therefore reducing the pressure to generate operating revenue through increased visitorship, as their consultants and website describe the event space will be relied upon to do.

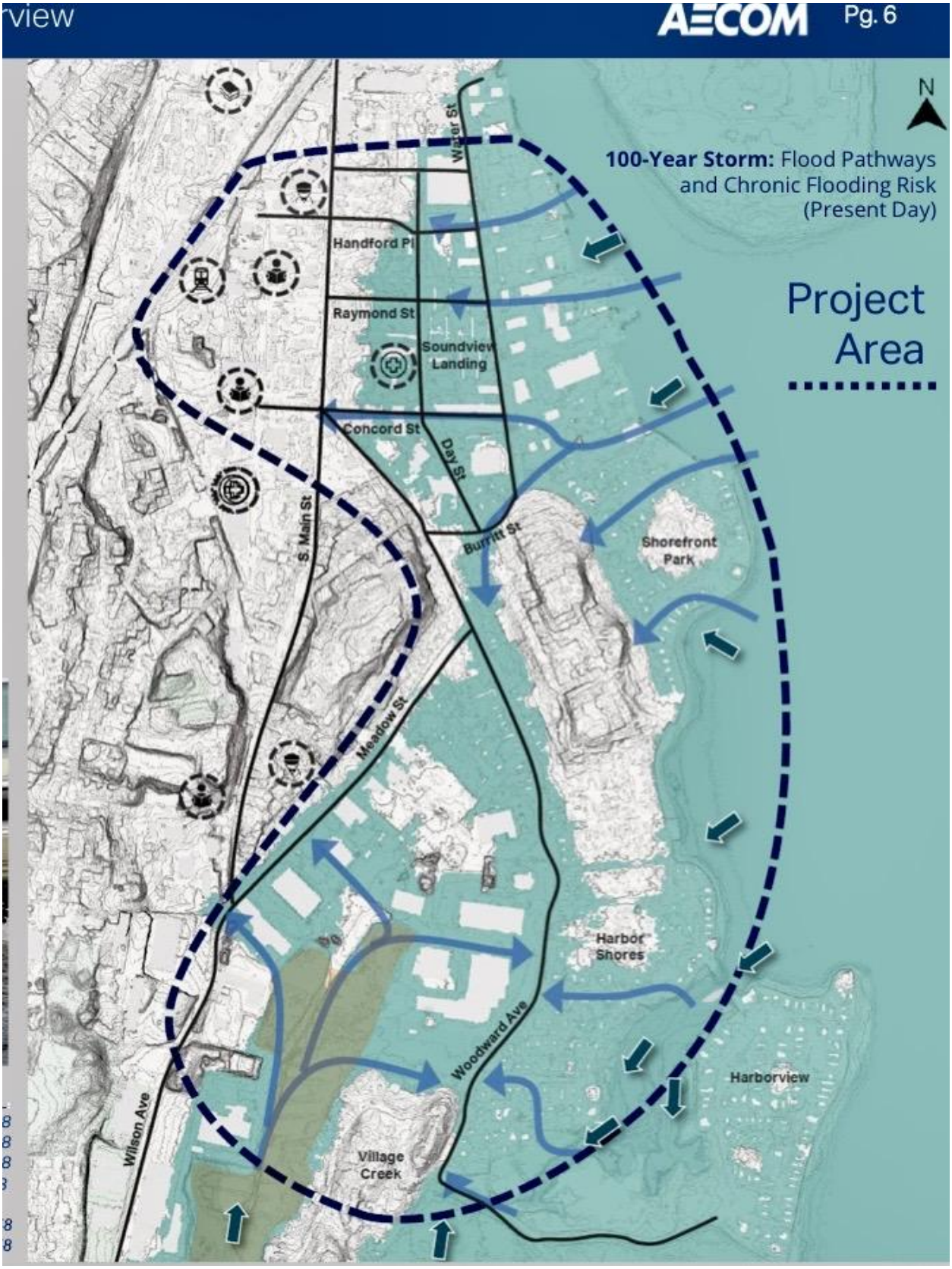
2) Limit free admission to Norwalk residents only, restoring the intent of our POCD which was written by and for Norwalk residents only, and charging a comparable rate to Calf Pasture Beach and surrounding towns for both out-of-town and out-of-state residents, which is now $42/car on weekdays and $72/car on weekends. This will significant reduce visitors and traffic, and increase alignment of this project with the goals of our POCD, Harbor Management Plan, and the CT CAM Act.

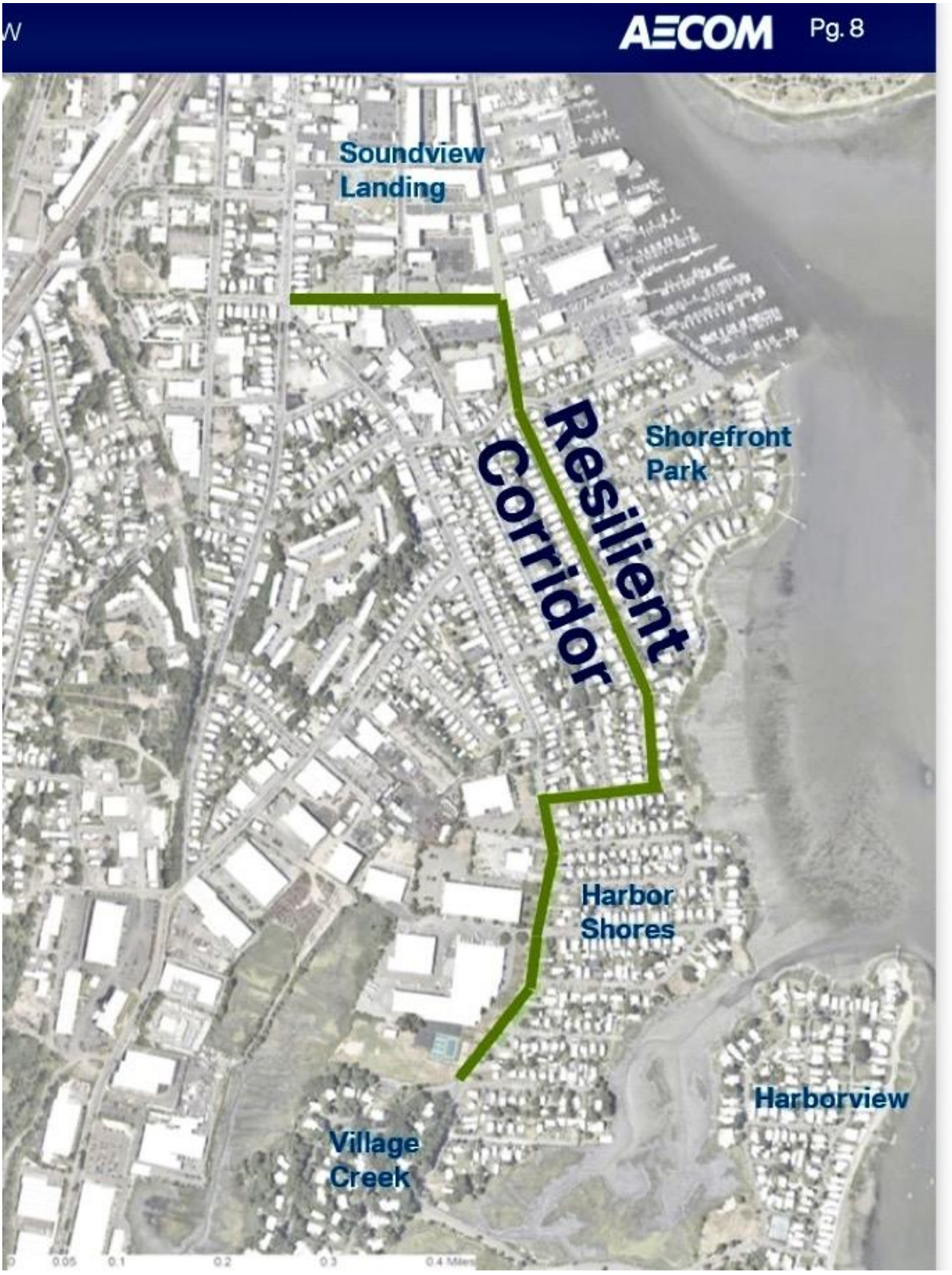
Thank you for your time and consideration of this request.

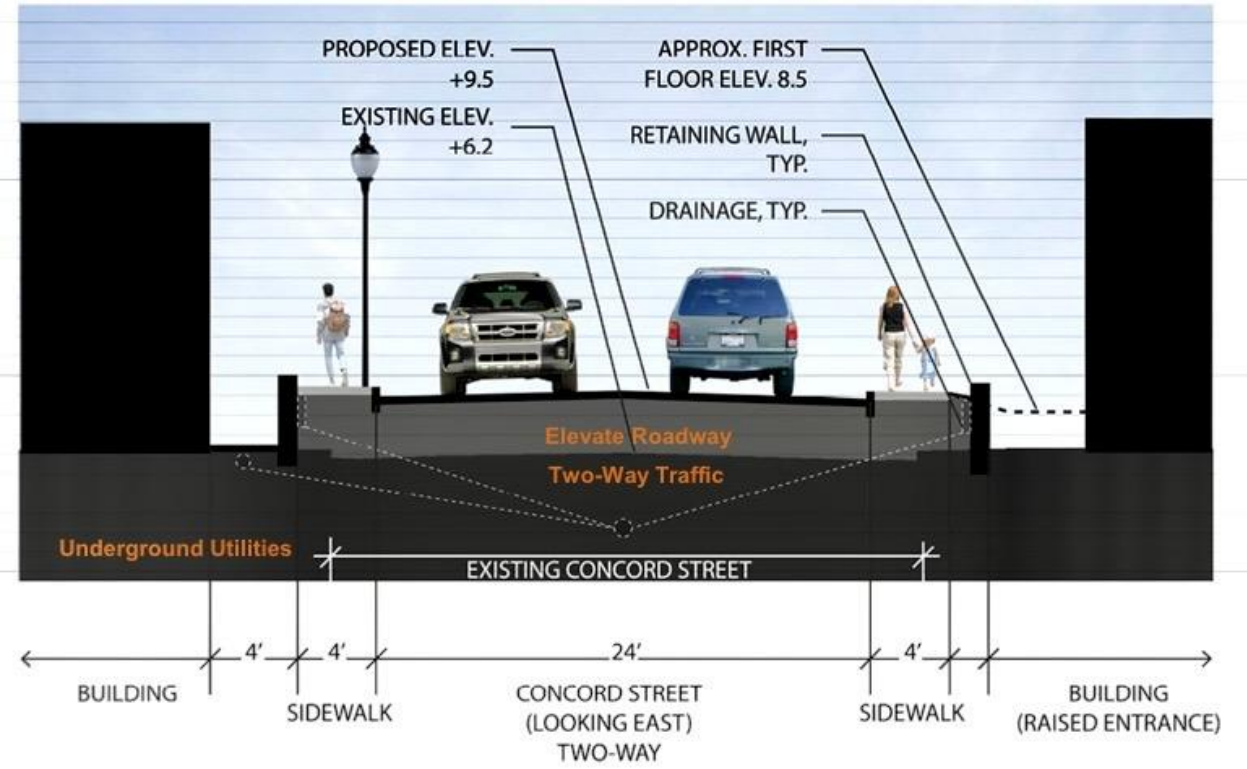
Mike Mushak, ASLA
50 Elmwood Ave, Norwalk, CT

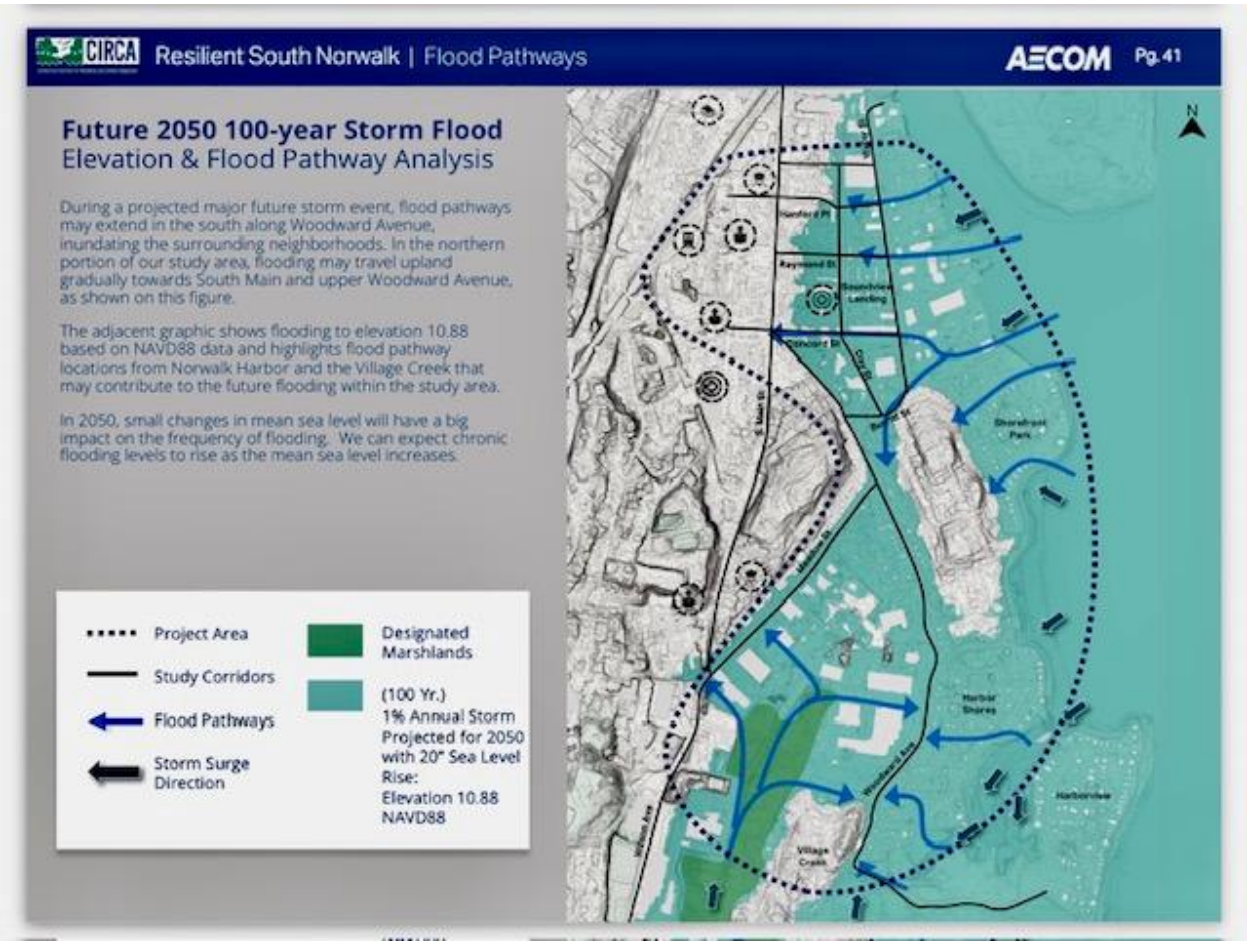
WOODWARD

PARK + PLANT
PAINT SMOKESTACK LIKE LIGHTHOUSE
I don't have any red stickers!


rview
AECOM
Pg. 6
N
100-Year Storm: Flood Pathways and Chronic Flooding Risk (Present Day)
Project Area
Water St
Handford Pl
Raymond St
Soundview Landing
Concord St
Day St
Burritt St
S. Main St
Meadow St
Shorefront Park
Harbor Shores
Woodward Ave
Harborview
Wilson Ave
Village Creek


AECOM
Pg. 8
Soundview Landing
Resilient Corridor
Shorefront Park
Harbor Shores
Harborview
Village Creek


PROPOSED ELEV.
+9.5
EXISTING ELEV.
+6.2
APPROX. FIRST
FLOOR ELEV. 8.5
RETAINING WALL,
TYP.
DRAINAGE, TYP.
Elevate Roadway
Two-Way Traffic
Underground Utilities
EXISTING CONCORD STREET
4'
4'
24'
4'
BUILDING
SIDEWALK
CONCORD STREET
(LOOKING EAST)
TWO-WAY
SIDEWALK
BUILDING
(RAISED ENTRANCE)


CIRCA
Resilient South Norwalk | Flood Pathways
AECOM
Pg. 41
Future 2050 100-year Storm Flood
Elevation & Flood Pathway Analysis
During a projected major future storm event, flood pathways may extend in the south along Woodward Avenue, inundating the surrounding neighborhoods. In the northern portion of our study area, flooding may travel upland gradually towards South Main and upper Woodward Avenue, as shown on this figure.
The adjacent graphic shows flooding to elevation 10.88 based on NAVD88 data and highlights flood pathway locations from Norwalk Harbor and the Village Creek that may contribute to the future flooding within the study area.
In 2050, small changes in mean sea level will have a big impact on the frequency of flooding. We can expect chronic flooding levels to rise as the mean sea level increases.
Project Area
Study Corridors
Flood Pathways
Storm Surge Direction
Designated Marshlands
(100 Yr.) 1% Annual Storm Projected for 2050 with 20" Sea Level Rise: Elevation 10.88 NAVD88
N

Norwalk River Watershed Association, Inc.

PO Box 7114
Wilton, CT 06897
norwalkriver.org

July 14, 2026

Dear Planning & Zoning Director Kleppin and Commissioners:

I write on behalf of the NRWA Board of Directors and the over 3000 NRWA members and participants who help us protect water quality and wildlife habitat in the Norwalk River Watershed.

Many of our members have volunteered to help plant hundreds of trees and shrubs at Woodward Avenue Park over the years after many were taken out by hurricane Sandy and Eversource in the aftermath. Last spring our community helped plant over 1000 trees and shrubs on Meadow Street creating Norwalk's first Miyawaki micro-forest.

NRWA focuses on this part of South Norwalk because of its diminished tree canopy, relatively high heat index, and frequent flooding events, but also because of the surprisingly abundant bird and pollinator populations and the need for quality green space in the neighborhood.

We know from the 2018 Norwalk Power Economic Impact Analysis that Manresa Island contains unique or sensitive habitats including:

- Salt Marsh (esp. high marsh)
- Intertidal flats
- Freshwater emergent wetlands
- Coastal shrubland
- Coastal forest
- Essential Fish Habitat

We also know from the 2018 report that these species of greatest conservation need are present:

- Common Tern (SC) (Foraging)
- Least Tern (T) (Foraging)
- Bald Eagle (T) (Winter foraging)
- Peregrine Falcon (T) (Foraging)
- Great Egret (T) (Foraging)
- Snowy Egret (T) (Foraging)
- Yellow-crowned Night-heron (SC) (Breeding)
- Diamond-backed Terrapin (SC) (Breeding)

NRWA board members have also seen and voiced concern about protections for:

- Marsh Wren (Breeding)
- Willet (Foraging)

Because of NRWA's long-term investment in projects to restore habitat and improve water quality in this part of Norwalk, we have a strong interest in ensuring that future redevelopment builds upon the ecological resources that remain in the area.

We write today in support of the Manresa Wilds project and the important remediation it includes, but also to request that an independent environmental impact assessment be completed and publicly reviewed before Planning & Zoning approves the next stages of development.

An assessment of the potential direct and cumulative effects on water quality, wildlife habitat, and long-term ecological function of the area created by greatly increased foot traffic, added exterior lighting,

possible use of pesticides, and increased expanses of impervious surface and vehicle traffic would help ensure that the project's conservation and restoration goals are fully informed by the site's existing ecological conditions. An EIA would also provide the public with confidence that potential impacts have been thoroughly evaluated.

Thank you for the opportunity to comment. We believe careful environmental review will strengthen the project and help ensure that Manresa Wilds becomes a model for balancing ecological restoration with public access.

Sincerely,

Louise Washer, President
Norwalk River Watershed Association

Kenneth Aviles
18 Avenue B Apt. 2
Norwalk CT
Kenneth1752@outlook.com

July 14, 2026

To the Director of Planning & Zoning, Public Comment regarding the creation of a special district for Manresa Wilds

Dear Mr. Kleppin:

Our City has been given an unbelievably rare opportunity to clean Manresa Island and turn it into a new landmark for all Norwalkers to enjoy without the need of any Taxpayer fund which is being met with much opposition despite this project being beneficial for everyone in the city and surrounding towns by providing access to an additional mile of coastline that has been closed off to the public and undoing a mistake that was made 73 years ago by the Zoning Commission, there solutions to some of the arguments that people will be making and have been over the past week or two.

My First Argument for the zoning to be approved for this project is the overall benefit for Norwalk, Ive already mentioned how this will open up the shoreline to the public but this will also be a developmental opportunity for those of us in South Norwalk such as those who do not (as well as aren't able to) drive as we would have access to closer amenities such as a forest, a beach, recreational docks, and much more that can not only encourage the community to get outside but also learn a new activity/hobby which could help the mental and physical health of the neighborhood. Additionally, there are proposals to build a Research & Education center in collaboration with our public schools and local universities to teach students of all ages about the local environment and perhaps encourage students in the High School & Middle School to look at studying the Natural Sciences and career opportunities in caring for nature. Finally, We have Economics, I am not sure how the final plan of this park will look but I know that this will be mostly Privately Run and as such a lot of people may be needed to run this place such as Park Rangers, Maintenance Workers, Janitors, First Aid, Parking Attendants, Information desks, Concession Stand workers, Seasonal Lifeguards, Dock Workers and so much more, there would be plenty of jobs in the community for those who are starting in the workforce as well as those who already are established.

There are many comments I've been seeing when this project comes up especially to those who live in the immediate area "There will be too much traffic" "The Streets will be full of parked cars" "Too much noise in our neighborhood" and there can be solutions made to address these concerns, solutions that both P&Z and the Manresa Island Stakeholders can do. The First would be Parking, This has been a problem that has come up with any project in the City of Norwalk, As much as Manresa Wild may want to create lots of parking space, there may be a chance that they could be underestimating how many people will be coming in by car as has been the case with the SoNo Collection (from my POV, I have never seen the large parking structure full but I've seen many walk to it).

But in the event that they do get all the parking they want, it risks the traffic that those concerned residents have been talking about but I don't believe it will be 2,000 cars a day or week. Now the most

simple solution would be for Manresa to create a paid parking system that discourages people from driving in and park and for the city to implement a 2hr (or no) parking in neighboring streets which has been a success around the SoNo Collection where on Garner Street parts of it are 2hour parking and part of it is no parking as to discouraged the construction workers at the time from parking there and later discouraged Mall Patrons from parking there which provided a less congested road. If Manresa wants to achieve its goal of high attendance, they could partner with the community by providing a water taxi from the Maritime to the Island (potential partner could be the seaport assoc. who already provide Ferry Service to Sheffield Island), Additional or more reliable Bus Service from different points of the city to the island (potential partner could be Norwalk Transit District who already maintain a bus route through Woodward Avenue), Additional Walkways (By partnering or funding the South Norwalk Rail Trail which proposes connecting Manresa Island to the SoNo Train Station), A New Bikeshare service (Partnership similar to those seen in New Haven or NYC), and help maintain any potential burdens of overflow public parking like at the train station, Webster Lot, Maritime Garage, and SoNo Collection Parking (This garage is private but a partnership can work between the two entities).

For the Noise complaints, I believe that the plan of keeping the forest in the northern part of the island can provide a natural barrier for noise which would be focused in the southern part of the island. Additionally, since the focus of the noise would be in the south where the former power plant is, it would be around a quarter mile from any homes which is farther than the industrial areas of Wilson Avenue and Meadow Street. To reduce further noise if events are to be hosted at later hours they can host them in the former plant. There is much that can be done and solved after this zoning is approved.

The Redevelopment of this Island has been long overdue and one of the pieces to get this done is for the approval of zoning. As a life long resident of Norwalk, Ive always imagined what that piece of land can be used for other then polluting the air and water back in the day and now there is a proposal that will do so without providing much disruption to the environment and city which I am fully in support of as they have done their research. And I know that the people will approve of this because the city has engaged in this before in 2017, the NORWALK POWER ECONOMIC IMPACT ANALYSIS made by the city surveyed the Village Creek neighborhood and provided public workshops where residents mostly agreed that the site must no longer be vacant, have public access, have a marina, have trails, have a beach, should have a water taxi as an alternative way to get there, and a visitor center but also agreed that the area should not be overdeveloped with residential buildings and have a great impact to traffic. Furthermore, changes to the development of this park can be done with public input, but this zoning application will be a start.

Thank you,
Kenneth Aviles

Dear Director Kleppin:

I am writing as a Norwalk resident and as the founder of Latinos Unidos Norwalk to express my support for the application to create the Special District–Manresa Wilds (SD-MW) and apply it to the former Manresa Island site.

A publicly accessible park at this location is something Norwalk residents have sought for generations. The proposed district provides a framework to remediate a contaminated brownfield, restore the natural landscape, and reopen nearly two miles of Long Island Sound shoreline that has been closed to the public for approximately 75 years. This work would be privately funded and completed at no cost to Norwalk taxpayers. The proposed standards would also provide greater protections than the property's current zoning.

This is the appropriate public process for a project of this significance, and the application reflects more than a year of engagement with the Norwalk community. I respectfully urge the Planning and Zoning Commission to approve the application.

Thank you for your consideration.

Respectfully,

Iliana Zúñiga-Miranda
Founder
Latinos Unidos Norwalk

To the Members of the Norwalk Planning and Zoning Commission,

I am writing as a resident of Quintard Avenue regarding the proposed Manresa Island redevelopment and its anticipated impacts on our neighborhood.

I support the overall vision of redeveloping Manresa Island. This is an exciting opportunity for Norwalk, and I appreciate the effort that has gone into planning this project.

My concern is with impacts on traffic and conditions of my street and surrounding streets / the overall community.

The Transportation Strategy Memorandum estimates that, upon completion of Phase 3, Manresa Island will attract approximately 792,000 annual visitors, including more than 2,800 vehicle arrivals on a peak summer Saturday. While the memorandum appropriately identifies Woodward Avenue as the primary access corridor and recommends significant investments there, including traffic signals, pedestrian improvements, bicycle infrastructure, transit enhancements, and traffic-calming measures, I believe it is unrealistic to expect that these improvements alone will prevent increased traffic on nearby residential streets.

Even if every effort is made to route visitors along Woodward Avenue, Quintard Avenue will still experience additional traffic. Some will seek alternate routes during congestion, and some visitors will simply explore surrounding streets. This is the reality of placing a major regional destination adjacent to an established residential neighborhood.

Quintard Avenue is not designed to accommodate increased traffic. It is a narrow residential street where neighbors walk with children, walk their dogs, ride bicycles, and enjoy a quiet neighborhood. Even the temporary closure of Woodward over the last 2-weeks to replace the water pipes in the street caused a ton of traffic, noise, and safety concerns. This makes my neighbors and me even more worried about Manresa's impact on traffic.

I respectfully ask that the Commission require a dedicated neighborhood mitigation program as part of any project approval. Rather than waiting for problems to emerge after the project opens, the City and applicant should proactively improve existing conditions on Quintard Avenue and nearby residential streets before traffic increases.

Specifically, I request that the Commission consider requiring:

- A dedicated budget for neighborhood traffic safety improvements on Quintard Avenue and other nearby residential streets.
- Baseline traffic studies and pedestrian safety evaluations before construction is complete so future changes can be measured accurately.
- Proactive traffic-calming measures, such as speed humps, raised crosswalks, curb extensions, improved signage, pavement markings, and other engineering improvements appropriate for residential streets.
- Safer pedestrian and bike access on the street, bike lanes, sidewalks that run the length of the street
- Residential parking protections to prevent event and visitor parking from spilling into neighborhood streets.
- Ongoing post-opening traffic monitoring with clearly defined thresholds that trigger additional mitigation measures if traffic volumes, speeding, or safety concerns increase
- Event traffic management plans that minimize neighborhood impacts during large gatherings.
- Evaluation of longer-term measures, including the possibility of eliminating the Quintard Avenue/Lowndes Street cut-through if future traffic conditions warrant.

Importantly, the Transportation Strategy Memorandum itself acknowledges that it is a preliminary planning document and that a more comprehensive Traffic Impact Study will follow. That future analysis should not delay protections for the neighborhoods that will bear the project's impacts. Instead, it should be accompanied by a commitment and funding to improve neighborhood safety in advance of the project's opening.

The improvements proposed for Woodward Avenue recognize that accommodating a destination of this scale requires investment in surrounding infrastructure. I believe the same principle should apply to adjacent residential streets. If the project will bring hundreds of thousands of visitors each year, the neighborhoods surrounding it should receive proactive investments that preserve safety and quality of life.

I respectfully request that the Commission ensure that, alongside improvements to Woodward Avenue, a dedicated neighborhood mitigation program is established and funded before the project opens so that residents are not left waiting for problems to develop before action is taken.

Thank you for your time and consideration.

Sincerely,

Erica Hutchings

Dear Director Kleppin and Members of the Planning and Zoning Commission,

I am writing you with my concerns about traffic projected for the Manresa Wilds project. My name is Alexandra Kimball. My husband and I bought our house at 41 Harbor View Avenue in Harborview about thirty years ago; before that we rented on Dock Road in Village Creek.

I've lived here long enough to remember when the guards at the power plant would allow me to go for walks in the grounds with a kid in the stroller or, when our roads were flooded, to cut across part of the rocks and their pathway and rocks to make my way home. It's an amazing property with so many environmental challenges. We were thrilled when the McChords declared their interest in helping people connect with nature and the Sound. We know they have invested a lot already for environmental mitigation and we very much appreciate it.

At first, their plan seemed to be mostly walking paths and an educational center in the old power plant. Now, however, the project—or at least their possible projections of the project—has grown. The chart they presented at the meeting estimated 7425 visitors on a summer Saturday. Using their calculation of 2.5 people per car, that's 2,970 cars on a summer Saturday.

Did I correctly understand the expert at the meeting say he thought putting in a traffic light at the intersection of 136 (Meadow and Woodward) and synchronizing the lights through Norwalk would be sufficient to deal with the estimated traffic?

This claim leaves me bewildered and dubious. Traffic lights might help with flow, but they don't change the volume of cars and its effects on the way the streets are used and work around here.

I'm no expert about traffic patterns in general, but I am kind of a local expert with these roads in particular. For thirty years I have driven them every day at different times of day. Maybe this plan seems ok in some abstract way, looking at a map from above, but it just doesn't seem to match my experience of what these streets feel like on the ground as a driver and pedestrian.

At some length, this is what it feels like when I'm driving the 1.5 miles from the train station to Harborview:

From the train station/police station to the 5-way intersection (South Main, Concord, Woodward)

Here the road is wide enough not to feel compressed and there are good wide sidewalks. While both the streets and sidewalks are busy, it feels safe. There are churches, a funeral home, and the charter school, Side by Side.

From the 5-way intersection to the 3-way intersection of 136 (Meadow) and Woodward

This part of Woodward becomes increasingly quite narrow with cars parked along one side. The block has a few small construction-related businesses with smallish trucks that pull out and back in during the day. Then all traffic briefly halts. But the real activity, day and night, is people—walking to and from the laundromat and liquor store, hanging out and socializing on the sidewalks. People—particularly kids—also walk down to the C&S bodega at the intersection.

This block has 3 small feeder streets that add to the confusion: Larson and Grove on the west side, and Burritt on the east. Even though there are stop signs, the sight lines are poor so drivers often creep past the stop line, making the road feel narrower and more stressful for both drivers and pedestrians. I might note that when I've been teaching my children to drive, I have often had them avoid this block (at, say, 5 in the afternoon) when there are a lot of parked (and sometimes double-parked) cars and people hanging out and crossing the street where it's convenient for them—it is just a little bit too much going on for inexperienced drivers to process comfortably.

The intersection of 136 (Meadow) and Woodward to Lowndes:

There are definitely lots of people and kids along this stretch.

The street narrows and has a slight curve. It is made narrower with cars parked along one side. The street feel tight. When a school bus or truck from the warehouses along Woodward is coming in the other direction, it usually has to cross the midline and I need to slow and pull over to my right because of the parked cars.

Because the houses were built a long time ago, their driveways don't allow enough space for the number of cars we own now when both parents drive and multiple working people live in the same house. It doesn't seem fair—in fact I think it would be a real practical and economic hardship—for the people who live there to lose their on-street parking.

The connecting street from Quintard, Sheridan, isn't used that much unless there's a detour, but it has terrible a terrible sight line at the stop sign and drivers definitely creep into the road. Bicyclists often don't stop at all and fly into the traffic on Woodward.

Lowndes to Village Creek

The street widens again, but there is still a lot going on. The west side has driveways for the

The feeder road Lowndes has a very tight sight line for traffic coming from the right, and the sight line from the left isn't so great either since there's a curve and cars are coming a bit faster along the wider street. I teach my children they need to look at least 5 times (L-R-L-R-L) before pulling out onto Woodward. It's my impression that the people who live on the corner have had to replace their picket fence multiple times from people driving into it.

Besides cars, there are people walking to and from the bus stop, riding their bikes, jogging, walking their dogs, taking their kids to the playground, and parking in the new official spaces the City carved out and crossing the street for the sports field and pickleball courts (nice new signage, by the way!).

The curve as Woodward turns into Longshore

It is a very tight turn! Even the sign for a lower speed (15 mph) doesn't solve the problem. *Without a conscious effort*, everyone shaves it to the left or swings wide to the right. Trucks particularly have this problem, and the bigger the truck the bigger the problem. Our longtime UPS driver, I've noticed, drives it excellently, but every truck I've noticed going in and out of Manresa has trouble negotiating it.

This is what it feels like to drive along those streets with ordinary traffic now. I have a few further observations:

A note on Water Street

I often drive on Water Street rather than on South Main because it's less stressful, but as I'm sure you know it floods at the low point at slightly higher than usual tides even where there is no storm. To avoid driving through the salt water, many cars and trucks back up or do a U-turn to get to the appropriate one-way cross street back to South Main. It can be confusing and congested.

The traffic on Water Street also backs up a long way in the summer when the bridge is up for boat traffic.

A note on Quintard Street

It is hilly, with curves and speed bumps, and cars parked irregularly on both sides. People walk and run here. It already requires more attention to drive. When it becomes an official detour (as it has the last few weeks when there have been more trucks coming from Manresa), the traffic backs up the hill from the stop sign.

A note on Meadow Street

There are *many* trucks and buses along this industrial road. The road is lined on both sides with parked employee cars. It's worse at the moment from the construction for new apartments, but when they're done (59 of them?) there will presumably be more driving and walking associated with them.

There are several problem with the odd intersection of Meadow, South Main, Meadow Street Extension, and Wilson Avenue. First, it's low and floods in heavy downpours. Then there's the further consideration of the walk school now named in honor of our eminent Village Creek neighbor, Dr. Ruby Shaw. The city (I assume) tried to mark off a path for parents and children to walk with little white posts on the corner to signal drivers to be careful. Some posts were knocked down the first week—it's a good thing they weren't some kids.

Problems and emergencies

I've lived here long enough to have experienced problems with the single access road into Harborview. Just in the last few years the peninsula has been impassable in both directions for more than an hour from a downed tree, an accident, and a housefire.

A note on signs

The City of Norwalk has put up signs on Woodward indicating a bike route following the path of 136. I think it's already dangerous for bikes; 2000 more cars won't help.

The City of Norwalk has very recently put up signs along Woodward after the intersection with 136 reminding trucks not to use air brakes because it's a residential neighborhood. Presumably 2000 more cars would increase the noise pollution—ironic on the way to a nature center.

I urge you all to experience how these streets are used for yourselves. Take half an hour to drive in this area from the train station to the Manresa peninsula, using both the one main street but also taking side streets. It's the summer, so you'll have to use your imagination to add in all the schoolbuses!

At the meeting on June 24th (which I watched on Zoom), Manresa Wilds said "success depends on being a good neighbor to SoNo." I just don't see how these roads can take much more traffic. Maybe the experts can figure out how to make these roads absorb 2000 more cars and maybe Norwalk has a fund of money to make that happen short of, say, taking 3-4 blocks by eminent domain. But I can't see it and I know I'm not alone.

Sincerely,

Alexandra Kimball

41 Harbor View Avenue

Dear Members of the Planning and Zoning Commission,

I am writing in support of the proposed Manresa Island redevelopment and the vision it represents for the future of our community.

From an economic perspective, this project offers important benefits for Norwalk. A revitalized waterfront destination has the potential to attract visitors, support local businesses, create jobs, and encourage additional investment in our community. By thoughtfully managing access through limited reservation-based parking while encouraging walking, biking, transit, and future water transportation, the plan balances accessibility with neighborhood quality of life.
I also appreciate the extensive community outreach that has shaped this project. Through public meetings, tours, surveys, and direct conversations, the development team has created opportunities for residents to share concerns and ideas. This collaborative approach gives me confidence that the project will continue to evolve responsibly as additional phases move through the City's review process.

The educational and environmental partnerships are another exciting aspect of this vision. The ongoing collaboration with researchers, universities, and Norwalk students through the R.E.S.A. partnership creates unique opportunities for hands-on learning, environmental stewardship, and scientific research. Providing local students with access to these experiences can inspire future generations while strengthening our community's connection to Long Island Sound.
Finally, I believe one of the strongest aspects of this proposal is that the park's restoration, environmental cleanup, and public amenities are being privately funded rather than relying on city or state tax dollars.

Manresa Island represents an opportunity to transform a long-underutilized industrial site into a vibrant public space that supports recreation, education, environmental restoration, and economic growth. I respectfully encourage the Commission to continue moving this community-focused project forward.
Thank you

Shannon O'Toole Giandurco
President and CEO
Greater Norwalk Chamber of Commerce

July 14, 2026

Steven Kleppin, Director

Norwalk Planning & Zoning Commission

125 East Avenue

Norwalk, CT 06851

Re: Application #2026-41 R/M, Proposed Special District, Manresa Wilds

Dear Director Kleppin and Members of the Planning & Zoning Commission,

I have lived in the neighborhood adjoining Manresa Island for more than twenty years and, over the past decade, have closely followed its evolution from NRG to Argent Ventures and now Manresa Wilds. During that time, I have stood before your Commission asking that this extraordinary property receive thoughtful consideration. I am doing so again today.

After carefully reviewing Application #2026-41 R/M, I support establishing the proposed Special District, Manresa Wilds (SD-MW).

Over the years, I have come to realize that the question before the Commission has never simply been whether the Manresa property should change. It has always been *how* it should change. The answer has never been simple.

What has become increasingly clear, however, is that Manresa Island cannot be thoughtfully governed under conventional zoning. Over the past decade this property has evolved from a decommissioned power plant, to what many believed would become a residential waterfront community, and now to an ecological restoration and public park. Through each chapter, one thing has remained constant: this peninsula is unlike any other property in Norwalk. It deserves a zoning framework that reflects its unique history, geography, ecology, and relationship to Long Island Sound.

Having followed each proposal closely, I believe the current application provides the strongest planning framework I have seen to date. I have not supported every vision for Manresa Island. My support for this application comes from comparing it carefully with those that came before it.

The Argent Ventures Overlay proposal thoughtfully sought to balance residential development with preserved open space, conservation, and shoreline access. It represented a serious attempt to solve a difficult planning challenge. The current proposal, however, shifts the emphasis toward ecological restoration, environmental education, scientific research, adaptive reuse of the historic industrial landscape, and meaningful public access to Long Island Sound. In my judgment, those priorities represent the highest and best long-term use of this remarkable peninsula.

As I reviewed the application, I paid particular attention to the three issues that have generated the greatest public discussion: traffic, overnight accommodations, and the proposed amphitheater.

Like many of my neighbors, I recognize that traffic is the most significant concern. Harbor View and the surrounding neighborhoods have one point of access, and preserving neighborhood safety must remain central to every phase of this project. I was encouraged that the application acknowledges this challenge directly and proposes a comprehensive transportation strategy that includes phased traffic analysis, transit enhancements, off-site parking, shuttle service, bicycle infrastructure, residential parking protections, and continued monitoring as the project evolves. I believe future phases should continue to be evaluated against measurable traffic performance standards, with additional mitigation required where necessary. Good planning acknowledges impacts, requires solutions, and does not assume challenges will resolve themselves.

The proposed allowance for overnight accommodations also deserves careful consideration. After reviewing the application and learning more about its intended purpose, I better understand its potential role in supporting educational programming, scientific research, artists-in-residence, and similar mission-driven activities. I also recognize that a limited number of thoughtfully designed overnight accommodations could enhance the visitor experience without changing the essential character of the park. If the Commission determines that overnight accommodations are appropriate, I encourage clear parameters governing their purpose, scale, and operation so that future interpretations remain consistent with the project's educational and environmental mission.

The term "amphitheater" has understandably generated concern throughout the community. Having reviewed the application closely, my understanding is that the terminology is intended to accommodate outdoor classrooms, gathering spaces, and small public presentations rather than a traditional entertainment venue. If approved, I encourage the Commission to ensure that the regulations clearly distinguish educational gathering spaces from high-capacity entertainment uses so that the zoning language accurately reflects the project's stated intent.

This, to me, is one of the Commission's most important responsibilities.

Good zoning should not rely solely on the good intentions of today's applicant. It should establish clear standards that protect both the public interest and the character of this remarkable landscape for generations to come. Applicants change. Leadership changes.

Ownership may someday change. The zoning remains.

For that reason, I encourage the Commission to adopt regulations that are as durable as the landscape they are intended to protect.

Long Island Sound is Connecticut's defining natural resource, yet remarkably few places invite people to truly understand it. Manresa Wilds has the opportunity to become far more than a public park. It can become a living classroom where students study coastal ecology, researchers monitor environmental

change, families experience restored shoreline, and future generations develop a deeper appreciation for Long Island Sound, which has shaped our region for centuries.

Supporting this application does not require setting aside legitimate neighborhood concerns. It requires believing those concerns can and should be addressed through thoughtful planning while preserving an opportunity that may not come again.

For these reasons, I respectfully encourage the Commission to approve Application #2026-41 R/M while continuing to ensure that the regulations clearly reflect the long-term vision, public benefit, and stewardship that this extraordinary place deserves.

Thank you for your thoughtful consideration.

Respectfully,

Jennifer Butler

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. I'm sure you've seen the numbers elsewhere, so I'll spare you the details, but as a resident adjacent to Flax Hill Road, we experience a significant amount of traffic and road noise already, with the only seemingly quiet time remaining in the middle of the day. The Manresa Wilds project will not help this.

● 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. As a kayaker, I've seen the Osprey nests from the water. There's a reason people know to keep their distance, as not to disturb the birds. They probably won't stick around with all of the proposed construction and foot traffic.

● 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,
Craig Palermo
Resident, Frances Ave

Dear Norwalk Planning & Zoning Commission,

Thank you for your continued service and for the time you are dedicating to the Manresa Wilds application.

My previous letter addressed the direct impacts already being experienced by nearby residents. This letter focuses on a broader concern: hopes that the PZ Commission will responsibly ensure that a project of this magnitude is fully evaluated before granting any permanent new zoning district, and expanded development rights.

The proposed SD-MW district is unlike any zoning district in Norwalk and would introduce a level of development for which this area is not prepared for. It will attract one million visitors (Or more) annually on a coastal FEMA floodplain, served by a single access road, while many critical questions remain unanswered.

I believe the following issues deserve enforceable answers before proceeding:

- Traffic & Infrastructure: Independent analyses of traRic, parking, emergency access, and supporting infrastructure should be completed and publicly reviewed before approval.
- Flood Resilience: The site is located within a FEMA-designated floodplain and has a documented history of flooding and hurricane blows. Long-term resilience, emergency evacuation, and storm recovery should be fully addressed before additional development rights are granted.
- Environmental Stewardship: Manresa is one of Norwalk's most environmentally sensitive coastal areas. The long-term impacts of lighting, noise, storm water runoff, maintenance practices, large scale toxic pesticides for mosquito control, and increased human activity on surrounding wetlands, protected wildlife, and neighboring communities deserve careful, independent evaluation.
- Neighborhood Compatibility: As surrounding residents, we are already experiencing significant impacts (below). The Commission has a responsibility to ensure that the health, safety, welfare, and quality of life of existing neighborhoods are protected.
- Taxpayer Protection: Manresa Wilds is presented as a privately funded public park. If future flood damage, hurricane damage, infrastructure failure, or operating deficits occur, who bears the financial responsibility? Will Norwalk taxpayers ever be expected to subsidize repairs, maintenance, emergency response, or future capital improvements?
- Financial Sustainability: If event venues, a hotel, and restaurants are necessary to support operating costs, has the Commission really been presented with a public park—or with a commercial entertainment district whose success depends on maximizing attendance?

A regional destination with a hotel, amphitheater, restaurants, large event spaces, and future commercial development is a fundamentally different proposal than a public nature park.

Impacts Already Being Experienced by Nearby Residents:
(Video and images can all be provided for the below)

- Hundreds of construction truck trips through our neighborhood, creating increased traffic, noise, and disruption.
- Constant heavy equipment noise and backup alarms carrying across the marsh.
- Growing parking concerns, already existing demand from Woodward Park pickleball courts.
- Removal of mature trees that previously provided a critical sound buffer, exposing homes to increased noise, including boat traffic that can now be heard from the harbor.
- Construction vehicle headlights shining directly into homes.
- New floodlights (as of July 4th) at the guard entrance shining into residences at night; lights are not downward-facing and remain on overnight.
- Loss of wildlife habitat and disruption of the natural ecosystem through extensive clearing and site disturbance.
- Significant degradation of the quiet residential character of the neighborhood.

Once these development rights are granted, they cannot easily be reversed. I urge the Commission to require complete, independent analysis of all long-term impacts and establish clear, enforceable limits before approving the proposed SD-MW zoning district. Finally, I ask the Commission to carefully consider nighttime operations. The park should close at night to minimize lighting, noise, traffic, and security impacts on the surrounding residential neighborhoods.

We support thoughtful public access to Manresa. We simply ask that the Commission draw a clear line between responsible stewardship and overdevelopment, ensuring that this unique property remains compatible with its surrounding neighborhoods and the City of Norwalk.

Thank you for your thoughtful consideration.

Sincerely,

Adonis & Margot Martin
19 Yost St.
Norwalk CT 06854

July 14, 2026

Dear Mr. Kleppin and the Norwalk Planning and Zoning Commission,

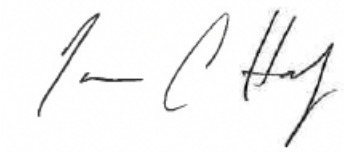
I am writing in support of Manresa Island Corp.'s application to create a new zoning district called Special District – Manresa Wilds (Manresa Wilds #2026-41 R/M). I am an Assistant Professor at Sacred Heart University (SHU) in the Biology Department, and my area of expertise is aquatic ecology, with a particular focus on coastal restoration. As a scientist, I have been very impressed by Manresa Island Corp.'s thorough and thoughtful approach to ecological restoration of the site, which includes both input from a highly qualified team of experts and feedback from the Norwalk community. It is a visionary endeavor grounded in science, experience, and community, and an incredible opportunity for the public to reclaim access to a beautiful site with a variety of valuable ecosystems.

As a researcher and educator, I am thrilled that SHU is a member of the R.E.S.A. partnership and grateful for the many opportunities Manresa Wilds has already created for SHU faculty and students. Manresa Island Corp. has committed to providing unique place-based, hands-on learning opportunities for undergraduate students in five courses, giving 75-100 students the chance to engage in a real-world project and directly apply and experience concepts learned in restoration ecology, conservation biology, coastal management, marine biology, and more. In Fall 2025, I brought my Restoration Ecology class to Manresa Island, and multiple students described it as one of the most memorable field trips of their entire time at SHU. To me, this is only the tip of the iceberg in terms of impactful educational experiences provided by Manresa Wilds. At a recent event celebrating the launch of the R.E.S.A. partnership, I started conversations with multiple partners about how SHU faculty and students could partner with organizations in Norwalk to bring unique educational opportunities to K-12 students and undergraduate students at Manresa Island.

I am grateful to Manresa Island Corp. for their impressive vision for the site, which includes input from a diverse team of experts, a passionate group of academic partners, and most importantly, the Norwalk community. Manresa Wilds has already created meaningful and impactful opportunities for so many students, partners, and community members, and this is truly just the beginning. *For all of the reasons outlined above, I respectfully ask the Commission to approve the Special District so that Manresa Wilds can continue through the approval process.*

This is a unique opportunity to benefit the community and the environment, and to teach students how collaboration and communication can result in something truly special.

Sincerely,



Torrance Hanley, Ph.D.
Assistant Professor, Biology Department
Sacred Heart University

Hi Steven,

My wife and I are artists from NYC who bought a house in Shorefront Park three years ago. We chose South Norwalk because of its proximity to the sound and we LOVE the local art community which really drew us to this area. I like the idea of converting the old Manresa plant into a nature preserve destination for people to enjoy, but many people in the area are very concerned about traffic. Shuttle buses to and from the train station, ferry service and other ideas to mitigate the concern, should really be stressed to the public, because people around here are really upset about it. The proposed zoning I don't mind, but

with caveats that keep their plans simple, small and smart with the community involved and they MUST work closely with local artists to incorporate the art community and dedicate space and resources there for local art. I have volunteered to meet with them in August to help make this happen, but it would really help if the local officials stressed this upon them as well, as none of their current plans mention art, which is one of the pillar stones of SONO, plus it would simply add local flavor to the location and give the local community a sense of pride, involvement and add beauty to the whole project. Nature, art and science all go hand-in-hand, and that's what this should all be about... Thanks for listening.

Sincerely,
Ed

Edward Haas
Haas Productions NYC
(917) 833-2956

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.

As a lifelong resident of South Norwalk for the past 46 years, I was initially very optimistic when I first heard about the possibility of developing Manresa Island. Having lived in this neighborhood my entire life and often walked near the area, I have always wondered what it could become and what opportunities it might offer our community.

However, after reviewing the proposed plans for “Manresa Wilds,” I find it deeply disheartening to think about the potential loss of such a beautiful natural area. I have always enjoyed walking nearby and seeing deer along the fence lines, often wondering about the many other species of wildlife living beyond them. Rather than intensive development, I believe this area presents an incredible opportunity to create a nature and wildlife preserve that residents and future generations could enjoy and learn from.
Norwalk has very few remaining opportunities to preserve large open spaces for public enjoyment. Many surrounding communities have embraced hiking trails, walking paths, and natural preserves that provide residents with peaceful places to connect with nature. By overdeveloping Manresa Island, I believe we risk losing the chance to create a truly special and unique destination — a hidden gem that would benefit the entire city while preserving its natural beauty.

In addition to the environmental concerns, I am deeply worried about the impact increased traffic would have on our neighborhoods. Today, when you walk or drive through our streets, you see children playing outside, riding bicycles, and families taking walks together. The character and safety of our community depend on those quiet residential streets. A constant flow of traffic into a large-scale development would dramatically change that environment and diminish the quality of life for the families who live here.
I love my neighborhood and the surrounding area, and I would hate to see it overwhelmed by large-scale development and increased traffic. I respectfully ask the Commission to help preserve the safety and character of our neighborhoods and ensure that our children continue to have safe spaces to play and our residents continue to enjoy the community we cherish.

I strongly believe that the Commission should prioritize the safety, peace, and environmental health of Norwalk’s residential neighborhoods before approving a custom zoning district tailored entirely to support a single developer’s long-term commercial vision.

Thank you for your time, leadership, and dedication to protecting our community.

Sincerely,

Valentina Iacono
50 Baxter Drive, Norwalk, CT

Dear Director Kleppin and Members of the Planning and Zoning Commission,

I am writing as a resident of South Norwalk to formally submit my Public comment regarding Application #2026-41 R/M, submitted by Manresa Osprey LLC.

As a resident of Norwalk for most of my life and a homeowner in South Norwalk for 49 years, I think that this new proposal by the developer of "Manresa Wilds" is a very bad idea and very unfair to the residents of the nearby neighborhoods that will be impacted.

As is the traffic in Norwalk is horrendous around town, and this proposed development will cause even more traffic and congestion in small neighborhoods where children currently enjoy bike riding, family walks and just the peace of spending quality time with neighbors.
My own children travel from out of town on the weekends to visit and I can't imagine them having to fight through traffic all the way to my front door, and forget about being able to walk my grandchildren to the park!

Repurposing the land of Manresa Island into a Nature Preserve or family friendly park would be amazing, but creating yet another overdeveloped area in Norwalk and destroying the beauty of the neighborhoods would be devastating to all the local residents.

Thank you for your time, leadership, and dedication to protecting our community.

Sincerely,

Frances Iacono
50 Baxter Drive, Norwalk, CT 06854

Dear Director Kleppin and Members of the Planning and Zoning Commission,

As a concerned Norwalk resident, I am writing to formally submit my public opposition to Application #2026-41 R/M, filed by Manresa Osprey LLC. This application seeks a zoning regulation and map amendment to establish a new “Special District - Manresa Wilds (SD-MW)” zone encompassing Longshore Avenue and Manresa Island. I strongly urge the Commission to deny or heavily restrict this specialized zone change due to the severe, adverse impacts it will have on our surrounding neighborhoods and local community infrastructure.

My primary concern regarding the Manresa Wilds application is the severe traffic impact it will bring to our quiet residential streets. My husband and I purchased our home in 2019, choosing this specific neighborhood to raise a family in a safe community where our children could play freely and enjoy Woodward Community Park without the danger of heavy traffic. Currently, my three-year-old son plays outside every evening on our street and at the Woodward playground with six neighboring friends, all under the age of five.If this custom zoning is approved, those irreplaceable childhood milestones—like riding bikes and exploring safely—will be stripped away by safety concerns. The applicant’s own estimate of roughly 792,000 annual visitors, with up to 95% arriving by car, is terrifying for our children's safety. Beyond the immediate threat to our kids, this massive influx will paralyze our daily routines, from running simple errands to returning home from work. Our narrow, local residential roads are fundamentally incapable of sustaining this level of commercial traffic, and I urge the Commission to reject this proposal to protect our neighborhood's safety.

Beyond traffic, I am deeply concerned by the dangerously broad allowances sought in this zoning application. By requesting a specialized district without providing a concrete, binding development plan, the Commission is essentially writing a blank check. This leaves our community vulnerable to unchecked over-development and massive entertainment venues that will shatter our neighborhood’s peace and introduce further safety risks to our children.

Furthermore, the environmental implications for this 125-acre coastal site are alarming. Manresa Island remains heavily contaminated with coal ash. Granting a flexible zoning shift that permits intensive redevelopment poses a massive ecological threat. Any major disturbance to this toxic footprint risks

leaching hazardous materials into our fragile local wetlands, marine life, and the broader Long Island Sound ecosystem.

As the Commission reviews the proposed Special District-Manresa Wilds (SD-MW) zone, I ask that you place the safety, quiet enjoyment, and ecological health of Norwalk's coastal neighborhoods ahead of the developer's long-term commercial goals. Specialized zoning should serve the public interest, not create a blueprint for overdevelopment that compromises our local infrastructure and environment.

Thank you for your leadership, time, and commitment to safeguarding our community.

Sincerely,

Vanessa Kowalski
11 Naromake Ave, Norwalk, CT 06854

Dear Director Kleppin and Members of the Planning and Zoning Commission,

Please see the attached official public comment letter from the Village Creek Homeowners Association (VCHOA) Board of Directors on behalf of the residents of Village Creek regarding Application #2026-41 R/M (Manresa Osprey LLC Zoning change).

Regards,

Andrew Conrad
VCHOA Secretary

Norwalk Planning & Zoning (P&Z) Committee

125 East Ave
Norwalk, CT 06851

July 24, 2026

Dear Steve Kleppin,

The Village Creek Homeowners Association (VCHOA) would like to officially comment regarding the proposal to **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.

The VCHOA Board of Directors represents 66 homes in Village Creek, a community listed on the National Register of Historic Places, and whose homes represent the closest geographical neighbor to the Turbine Hall, the heart and largest building of the Manresa Wilds' development.
We are urging the Commission to **Deny** this current zoning change request due to several critical concerns regarding how this new zone will impact our local community:

- **Traffic Safety Concern:** The narrow local roads leading to Manresa Island (such as Woodward Avenue) were not designed to support traffic for such a large massive public attraction. Moreover, a proper traffic study cannot be done because the scope of the MW development keeps expanding. Large increases of traffic flow from industrial vehicles and private vehicles represent a significant safety concern for local residents. We note that city officials expressed concern regarding traffic impacts of the adjacent roadways
    - "*The City is concerned with the potential for traffic and parking impacts on the adjacent roadway network. The Strategy Memo already outlines locations where mitigation may be needed. However, it is impossible to determine the full scope of mitigations that may be required, based on the Master Plan, without the more accurate and holistic Traffic Impact Study (including a parking study) being finalized*."[1]

- **Parking Capacity Concern:** We note that despite aspirations to shuttle guests to MW from offsite locations, MW's own traffic study estimates that 94% of guests will still arrive by personal vehicles [1]. Additionally, MW expects to build a parking lot with 380 vehicle capacity [1]; however, an hour-by-hour analysis derived from MW's own traffic study data [2] indicates that the number of vehicles entering the park minus the number of vehicles leaving the park will exceed the 380 vehicle parking capacity during the hours of noon - 5pm every Saturday and Sunday (see below), peaking at 561 vehicles at 4pm on Saturdays, even after accounting for offsite shuttle participation. Concerns regarding parking are shared by the peer reviewed traffic study:
    - "*While the overall trip generation estimates appear to be reasonable, the parking supply is expected to be the limiting factor for the Project*." [3].
- **Unauthorized Parking in Village Creek Concern**: Manresa Wilds is currently planning to construct fewer parking spots than their expected trip planning estimates require. This reality will create cascading problems including a desire for eager visitors to park in nearby neighborhoods including Village Creek. This concern is substantiated by Norwalk City officials:
    - "*In the absence of increased parking capacity or a well-formed Transportation Demand Management (TDM) plan (i.e. shuttle system from off-site parking, parking reservation system, etc.), it is likely that either people will park in the nearby neighborhood and walk to the site due to lack of parking, or visitor dissatisfaction with the lack of available parking will reduce visitation to the site over time*." [1]
- **Noise Concern:** As the closest community to MW, this places a unique burden on our residents for the large attraction for construction noise, late night events, parties, and outdoor concerts. This is difficult to quantify; however, reduced hours of operation could potentially assuage noise concerns from neighboring communities.

In light of these concerns, we urge the Commission to make the following actions regarding the rezoning application:

● Deny **Application #2026-41 R/M**

Regards,

VCHOA Board of Directors
(On behalf of the Residents of Village Creek)

[1] TMP Review of "Manresa Island Master Plan – Transportation Strategy Memo" for Special Permit Application #2026-41 R/M
[2] "Manresa Island Master Plan – Transportation Strategy Memorandum"
[3] Amanda LaRosa, PE "Traffic Review #1 for Manresa Wilds Redevelopment (#2026-41 R/M); CM Project No. R261267.05"

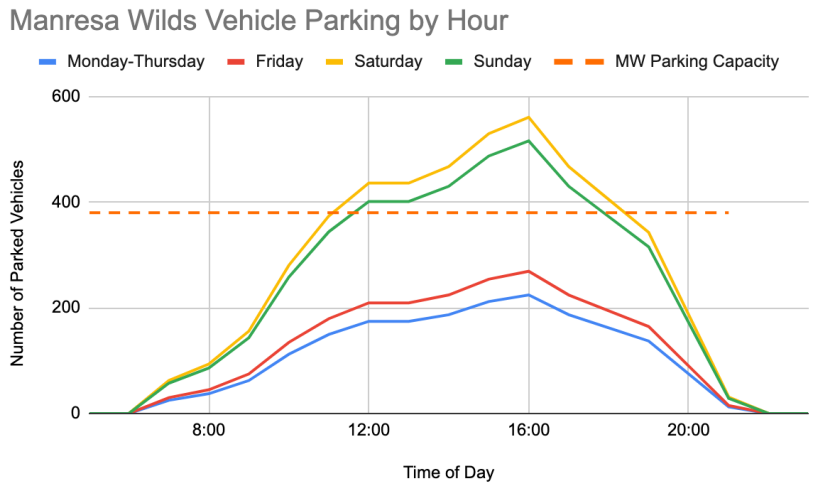


Figure 1. Expected number of parked vehicles in Manresa Wilds during Phases 3-4 in the summer season. Data derived from Tables 7 and 23 [2]. This analysis indicates that in the current proposal, parked vehicles will exceed parking capacity of 380 spots [1] during the hours of noon-5pm every Saturday and Sunday during the summer season

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Hi Steve,

I am writing in support of creating this master plan.

While I think most people will agree Manresa Wilds will be a wonderful addition to Norwalk I also understand some neighbors may have concerns about the impact it may have on traffic in their neighborhood.

As a member of the Board of Directors of the Friends of the Norwalk River Valley Trail, I am one of our board members working with Manresa Wilds to establish multimodal access to the property. We are planning an event in September which will include a bicycle ride connecting the Manresa Wilds property to our trail in Norwalk. In addition to promoting both Manresa Wilds and the NRVT, the event will demonstrate one way to visit the property by bicycle.

Nancy Rosett

Dear Members of the Norwalk Planning & Zoning Commission,

I previously wrote in support of the vision for Manresa Wilds and am writing again to support its application for a new Zoning Special District to realize that vision because I believe it is important that the Commission hear from residents who support this extraordinary opportunity for our city.

I appreciate that many neighboring residents have concerns about traffic. Those concerns deserve careful consideration, and I encourage the Commission and the City to continue to work with Manresa Wilds and the local neighborhoods to hone the thoughtful multi-point traffic management and mitigation measures that Manresa has previously submitted. Good planning means acknowledging impacts and collaborating with the critical stakeholders to address them responsibly.

But in the meantime, I believe we should give Manresa Wilds the ability and flexibility to execute on its Master Plan which has excited and energized thousands of our residents while the collaborative work on traffic solutions continues *and* the Commission preserves the right to review, consider and decide on specific speculative plans that Manresa may -- or may not -- put forward in the future.

At the same time, I hope the Commission will weigh the concerns of the local neighborhood against the remarkable and lasting public benefits this project will provide for all of us. In my opinion, Long Island Sound is our greatest natural resource. Manresa Wilds represents the transformation of a long-industrialized, contaminated waterfront into an accessible coastal public resource that will benefit the entire City of Norwalk and the surrounding region. The proposal envisions ecological restoration, expanded public access to the shoreline, educational opportunities, recreation, and the preservation of a unique landscape that has been inaccessible for generations. In addition, let's not forget that visitors will frequent our restaurants, bars and other South Norwalk and City businesses spurring economic prosperity for our city.

Projects of this significance inevitably generate concerns about change. The Commission's responsibility, however, is to consider the interests of the entire community, both today and for future generations. While traffic impacts can be managed through thoughtful planning, this unique opportunity to create a world-class public waterfront park on this site is one that may never come again and should not be put at risk.

I respectfully urge the Commission to approve the Special District application. Doing so will allow Norwalk to realize a once-in-a-generation gift that will enrich our community for decades to come.

Sincerely,

Douglas Michelman

102 Old Saugatuck Road, Norwalk, CT. 06855

Dear Steve –

Please accept this testimony by me on behalf of The Maritime Aquarium at Norwalk in support of the rezoning request by Manresa Wilds.

Please let me know if you have any questions.

Thanks so much,
Jason

Public Comments of The Maritime Aquarium at Norwalk
Before the Norwalk Planning and Zoning Commission
On the Special District

July 15, 2026

The Maritime Aquarium at Norwalk (the Aquarium) is in strong support of the submission by the Manresa Island Corp. (MIC), to create a new zoning district for Manresa Wilds, and urges the Norwalk Planning and Zoning Commission to approve the request as well as the conceptual master plan for the site.
The Aquarium is the second most visited family attraction in Connecticut, with about 500,000 visitors annually. Our education programs throughout the region reach about 60,000 students and children. Our conservation initiatives are conducted with more than 40 partners throughout Long Island Sound, and include field research, laboratory study, conservation projects, and advocacy, on a wide range of issues, such as monitoring and restoration of salt marsh habitats, shoreline restoration in Veteran's Park, removal of abandoned/lost lobster traps in the Sound, study and protection of horseshoe crabs. The Aquarium maintains two vessels for exploration of the Sound, and conducts a large number of community science activities across beaches, marshes, forests and rivers for the public. Through all of its programs and offerings, as determined through an independent analysis in 2023, the Aquarium generates $56 million annually for the City of Norwalk, and $89 million annually for the State of Connecticut. The mission of the Aquarium is to ignite a connection to Long Island Sound and the ocean to enrich the lives of all people, and inspire action to protect our blue planet.

What the MIC is seeking to do on Manresa, in converting the site of a decommissioned power plant, on private land and off limits to the public, into a public park with restored natural habitats and recreational areas for the public to enjoy, is nothing short of multi-generationally and multi-dimensionally transformative. The State of Connecticut, and especially Fairfield County, has a small fraction of its coastline open to access by the public. And only a small fraction of this coastal habitat, whether private or public, has been protected from development and conversion. The creation of the public park will be a benefit to both the communities of the region in significantly expanding public access to the beautiful coastal areas of Long Island Sound, and to the environment of Long Island Sound by protecting and

restoring those coastal areas in their natural state for native flora and fauna. Benefiting both people and the environment is entirely consonant with the mission of the Aquarium.

In order to fully realize its ambition, MIC is requesting that this Commission create a new zoning district for Manresa Wilds, and approve a conceptual master plan for the site. The property is currently zoned for single-family housing, which precludes MIC from moving forward with its plan to create Manresa Wilds as a public park benefitting both the community and the environment. MIC's conceptual master plan for Manresa Wilds offers a thoughtful, deliberate, and stepwise approach that appropriately prioritizes the need for remediation and ecological restoration so that public access is safe, and the habitat is restored to a healthy system, as well as seeking to address standards and logistical considerations that take into account the surrounding neighborhoods and the island itself.

In terms of the public process, and solicitation of public comments – long before required for various regulatory processes – the MIC conducted a series of stakeholder and community meetings to solicit thoughts, ideas and feedback from the immediate neighbors and larger community. Staff from the Aquarium have attended many of these meetings, and the Aquarium has hosted several of them. We believe that the proposed plan incorporates the positive support for establishing a public park, while taking into account feedback and concerns on traffic and logistics.

In terms of the public benefit that will come with the creation of Manresa Wilds, it will go beyond offering opportunities for recreation among natural landscapes previously not available. The Maritime Aquarium is working closely with the MIC and other parters to establish educational programming for students visiting the Northern Forest. The hands-on learning, using living animals and taking place among natural habitats, is a hallmark of the Aquarium's extensive educational programming, and one that sets us apart and makes us a national STEM education leader. Given its history and its unique ecosystem, Manresa Wilds offers a unique and exciting venue for our educational programs.

For all these reasons, The Maritime Aquarium at Norwalk enthusiastically supports the rezoning request and the conceptual master plan for Manresa Wilds, and strongly encourages this Commission to support this request as well.

Respectfully,
Jason M. Patlis

President and CEO

Dear Director Kleppin,

I am writing to express my strong support for the application to establish the Special District–Manresa Wilds (SD-MW) and apply it to the former Manresa Island site.

This proposal represents the appropriate and transparent public process for a project of this significance and reflects more than a year of thoughtful collaboration with the Norwalk community. For generations, residents have envisioned public access to this unique waterfront. The proposed district provides a responsible framework to transform a long-contaminated brownfield into a publicly accessible natural destination by restoring the landscape and reopening nearly two miles of Long Island Sound shoreline that has been inaccessible for approximately 75 years.

Importantly, this transformation will be privately funded, requiring no taxpayer dollars, while establishing development standards that are more protective than the property's existing zoning. The SD-MW district

balances environmental restoration, public access, and long-term stewardship in a way that will provide lasting benefits for both current and future generations.

I respectfully urge the Planning and Zoning Commission to approve this application and help make this long-awaited vision a reality.

Thank you for your time and consideration.

Respectfully,

Sara Circelli

Janer Danforth Belson
230 New Canaan Ave. #16
Norwalk, CT 06850

July 10, 2026

Steve Kleppin
Director of Planning and Zoning, City of Norwalk
125 East Avenue
Norwalk, CT 06851

Re: Letter of Support-Manresa Wilds, Special District (SO-MW)# 2026-41 R/M (Public Hearing, June 24, 2026)

Dear Director Kleppin:

I am writing to strongly express my support for the application to create the Special District-Manresa Wilds (SD-MW) and to apply it to the former Manresa Island site.

I feel the creation of the Special District would be an appropriate transformation for the 125-acre former industrial waterfront. It would remediate a coastal brownfield, restore the landscape to a more natural state, and reopen nearly two miles of shoreline to the public. The current single-family zoning designation does not accommodate any benefit for the public good.

This application reflects more than a year *of* engagement with the Norwalk Community. I respectfully urge the Planning and Zoning Committee *to* approve it.

Very truly yours

Janer Danforth Belson
President of the Wilton Garden Club/Advanced Master Gardener

Dear Mr. Kleppin and Members of the Norwalk Planning and Zoning Commission,

For decades, Manresa Island sat behind a fence as an industrial site, cut off from the public it could have served. This project finally reverses that: turning 125 acres of long-inaccessible waterfront into public beach access, trails, an urban ecology center, and open green space for the whole city to enjoy. That’s a once-in-a-generation opportunity, and I don’t think Norwalk should let it slip by over zoning technicalities that a custom district is specifically designed to solve.

I understand the new SD-MW designation is tailored only to this property and won't set a precedent elsewhere in the city, which addresses the concern about opening the door to unwanted development pressure. I urge the Commission to approve the zone change and the accompanying text amendment so this project can keep moving forward.

Thank you for your time and consideration.

Sincerely,

Victor Coppola
40 Esquire Road

Norwalk, CT

Please add the names of

Rosalie Rinaldi
Mary Rinaldi

in support of the Manresa Island Project. The property is large; and a public park would be a beneficial use of this site.

Thank you.

Rosalie Rinaldi

Re:Special District - Manresa Wilds

Dear Director Kleppin:

I am writing to express my support for the application to create the Special District-Manresa Wilds (SD-MW) and to apply it to the former Manresa Island site.

At this unsettling time, an endeavor such as the one put before us, seems to many to be one more deceptive maneuver, which in the end will negatively impact the quality of life for the members of the community. This perspective is completely understandable, for we do not have to look far to find the evidence of greed, dishonesty and manipulation.

Therefore, my support comes with a willingness to suspend my disbelief, to choose to trust in the vision of a place where people can come to rest, to learn and to enjoy the beauty of nature.

Respectfully,
Sara Olivia Garcia, EdD
230 New Canaan Ave
Unit 18
Norwalk CT 06850

I am in support of the Manresa Wilds project. It's the best thing to happen to Norwalk in a long long time.

JD JoAnn Dzubak <dzubak@mail.com>
To Kleppin, Steven

Reply | Reply All | Forward | ...
Wed 7/15/2026 4:38 PM

[You don't often get email from dzubak@mail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

CAUTION: EXTERNAL Email: Don't open links or attachments from untrusted senders

Sent from my iPhone

To Whom it May Concern:

We support the Manresa Wilds Project because of what it is going to provide to the City of Norwalk. It will provide access to the shore, environmental awareness and conservation as well as education, and revenue possibilities.

Sincerely,

Zachary Fisher

To Whom it May Concern:

We support the Manresa Wilds Project because of what it is going to provide to the City of Norwalk. It will provide access to the shore, environmental awareness and conservation as well as education, and revenue possibilities.

Sincerely,

Fairfield County Locksmith

I am writing to the commission supporting the Special District and Manresa Wilds. The McChord's purchase of Manresa Wilds is the greatest gift Norwalk has received in multiple generations. Our Long Island Sound coastline is Norwalk's greatest asset and Manresa Wilds will add to it.

While there is much to sort out as to the logistics and development which is still in the early stages of planning, this is an exciting project for Norwalk to support and move forward.

Please support the project.

Dona

---

dear Steve Kleppin,

It's nice that the McCords have bought the property and put a plan in place to reclaim it.
However, the applications for a giant event space and related enterprises, brew pub, restaurant, docks and so on, are completely out of scale for the neighborhood that surrounds the property.

I think Norwalk Planning and Zoning must ask for revisions to their applications so that the development of the property is in line and scale with the surrounding properties and the City of Norwalk in general.

The anticipated traffic alone is a no go.

Plus, what if climate change, (notice the Canadian wildfire smoke outside today?) disrupts the kind of patronage they anticipate to cover the costs of running such elaborate facilities? Who then covers the financial gaps? Norwalk tax payers should not be the billionaire McCord's Plan B, C or D.

I am not in favor of the McCords applications.

They need to be revised and scaled to the wishes of the neighborhood and existing infrastructures. Sustainability without tax payer support should dictate approval of the revised applications.

Thanks,
Melissa Slattery
Norwalk native

186 Sunrise Hill Road
Norwalk, CT 06851

Steven Kleppin
Director of Planning and Zoning
City of Norwalk
125 East Avenue
Norwalk, CT 06851

Re: Letter of Support — Manresa Wilds, Special District (SD-MW) — #2026-41 R/M

Dear Director Kleppin:

I am writing to express my support for the application to create the Special District–Manresa Wilds (SD-MW) and to apply it to the former Manresa Island site.

Since September 2025, volunteering at Manresa Wilds has been a truly magical experience. Witnessing the awe on people’s faces as they explore these grounds and see the future take shape never gets old. Even more inspiring is presenting to students; it’s powerful to see them grasp what’s in store for their community’s future.

The true heartbeat of this project is our community. We are sustained by an extraordinary collective of volunteers, whose vast expertise and varied life experiences form the very foundation of this dream.

We aren’t just reclaiming a power plant; we are building a replicable, world-changing template for the future. The McChords are brave, visionary change-makers, and I am all in. This is the "change we want to see in the world," and I’m honored to be part of it.

This is the appropriate public process for a project of this kind, and the application reflects more than a year of engagement with the Norwalk community. I respectfully urge the Planning and Zoning Commission to approve it.

Thank you for your consideration.

Respectfully,

Jody Kennedy
230 New Canaan Ave 18
Norwalk CT 06850

Dear Norwalk P&Z Commission, (Attachment in file & posted online)

“Insofar as they affect the CAM Area, the POCD and the City’s Building Zone Regulations are the two principal components of Norwalk’s state-approved Municipal Coastal Program (MCP). The MCP, approved by the Connecticut Department of Environmental Protection (now Department of Energy and Environmental Protection) in 1988, was established by the City to implement the policiesand provisions of the Connecticut Coastal Management Act (CCMA), including policies to protect coastal resources and support water-dependent development.”

The CT Statute, below, authorized Municipal Coastal Programs. Norwalk’s Municipal Coastal Program was approved in 1988 by CT DEEP and the then Norwalk Common Council. Amending zoning regulations to create this special Manresa Island zone is, in effect, ignoring/violating our current DEEP approved Norwalk’s Municipal Coastal Program, which the City of Norwalk formally adopted.

Please confirm that this email and attachment have been shared with volunteer commissioners. Thank you, volunteer commissioners, for taking the time to review the attached, which was created before CIRCA came uninvited to Norwalk to warn about rising sea levels, how development in the coastal flood zone is a transfer of risk to future taxpayers who will be paying to clean up storm damage.

Thank you,
Lynnelle Jones
203-866-5503

Sec. 22a-101. Municipal coastal programs. (a) In order to carry out the policies and provisions of this chapter and to provide more specific guidance to coastal area property owners and developers, coastal municipalities may adopt a municipal coastal program for the area within the coastal boundary and landward of the mean high water mark.

(b) A municipal coastal program shall include, but is not limited to: (1) Revisions to the municipal plan of conservation and development under section 8-23 or special act, insofar as it affects the area within the coastal boundary, such revisions to include an identification and written description of the municipality's major coastal-related issues and problems, both immediate and long-term, such as erosion, flooding, recreational facilities, and utilization of port facilities and to include a description of the municipal boards, commissions and officials responsible for implementing and enforcing the coastal program, a description of enforcement procedures and a description of continuing methods of involving the public in the implementation of the municipal coastal program; (2) revisions to the municipal zoning regulations under section 8-2 or under special act and revisions to the following regulations and ordinances if the municipality has adopted such regulations or ordinances, and insofar as such regulations or ordinances affect the area within the coastal boundary: (A) Historic district ordinances under section 7-147b; (B) waterway encroachment line ordinances under section 7-147; (C) subdivision ordinances under section 8-25; (D) inland wetland regulations under subsection (e) of section 22a-42 and section 22a-42a; (E) sewerage ordinances under section 7-148; (F) ordinances or regulations governing filling of land and removal of soil, loam, sand or gravel under section 7-148; (G) ordinances concerning protection and improvement of the environment under section 7-148; and (H) regulations for the supervision, management, control, operation or use of a sewerage system under section 7-247.

Hi Steve,
My name is Tom Devine, I am a life time resident of Norwalk, and I am a proponent of the Manresa project. It is very exciting for Norwalk to have such a park as part of its profile. To see it developed any other way would be a shame; just another piece of property being developed. But with this property as an attraction, a park, I believe Norwalk will be viewed as forward thinking leader among all the cities and towns along the waterline.
So , I believe zoning should be changed to support the needs of this park.
Thank you,
Tom Devine

Hi Steven,

I'm reaching out to voice my support for the **rezoning the Manresa Wilds property** to the proposed Special District–Manresa Wilds (SD-MW) in application #2026-41 R/M.

I see a number of compelling reasons to rezone:

1. It transforms an abandoned industrial brownfield into a public asset

Manresa was a coal-fired power plant for decades. Rather than leaving a contaminated, inaccessible industrial site, the rezoning allows the land to become publicly accessible while environmental remediation proceeds.

3. It dramatically increases public waterfront access

One of Connecticut's biggest challenges is the lack of publicly accessible shoreline. This rezoning will provide Connecticut families the opportunity to appreciate the natural beauty of Norwalk shores and hopefully encourage more environmental activism for future generations.

4. It is privately funded

This is such a huge gift from the McChord family. They've already demonstrated how much they care about this city through their philanthropy. Most billionaires are really shitty people. They're the opposite. This is going to benefit both Norwalk residents and local businesses, without pulling from taxpayer funds.

5. The adaptive reuse both preserves history and supports environmental restoration

Unlike many rezonings that increase development intensity, this proposal dedicates much of the property to restoring wetlands, meadows, forests, wildlife habitat. Yet it will still include repurposed remnants of the old power plan re-utilized for public education and recreation, showcasing how industrial waste sites can be evolved.

5. It will bolster Norwalk's reputation and encourage tourism

Part of what I love about living in Nowalk is our diversity, progressivism, and activism compared to surrounding Fairfield county cities. While other towns promote exclusivity, Norwalk promotes inclusivity. It's a place where people of all backgrounds can feel at home vs. just serving the extremely wealthy. I see this new park project as the next step in continuing to make Norwalk more inclusive. A place where all can visit without having to be a member of a private club or exclusive HOA. Where kids from all socio-economic backgrounds can interact and learn from each other, and build a stronger community together.

6. I'm confident the traffic congestion concerns will be addressed in a responsible way

I know a lot of people in my neighborhood (Rowayton), Village Creek, and Harbor View are concerned about the traffic congestion, which is valid. But I believe that the Manresa Wilds development team and the city can work together and come up with creative solutions to allow for increased traffic flow without negatively impacting the lives of local residents. Cities need growth and progress to survive. Norwalk will figure it out, they always have.

I'm beyond excited about this project. Thank you.

Julian Ramsey

I am not in favor of Manresa Wilds. We need to be figuring out ways to lessen our tax burdens and traffic, not add to it. I can't attend the meeting today because I have an infant at home but I am a Norwalk resident who cares about the direction our city goes in. I will swiftly relocate if the city passes this.

Kind Regards,
Marissa Florio, Esq.
Franco & Associates
125 Elm Street
New Canaan, CT 06840

Good afternoon.
I will be attending tonights meeting in support Manresa Wilds and encourage the Commission to approve Application #2026-41 R/M while continuing to ensure that the regulations clearly reflect the long-term vision, public benefit, and stewardship that this extraordinary place deserves.

Thank you!
Christine McGee
7 Logan Place
Norwalk, CT 06853

Greetings Steve,

I have been renting a house and working in Norwalk for the past 4 years. The Manresa Wilds project happening recently is the first thing in this town that has made me want to put down roots, buy a house and become a proper resident. Surely there are more like me who are excited about this project and what it can do for the town we call home. Thank You.

-Sam Hanson
165 Ponus Ave.

Dear Members of the Planning and Zoning Commission,

I live in Village Creek and am extremely concerned about the proposed development of Manresa Wilds and its inevitable impact on traffic on Wilson, Woodward, Water and Main Streets and all of South Norwalk.

As it is now, travelling across town, between the neighborhoods of Woodward Avenue and the Merritt, Route 7 and I-95 can be challenging and poses many obstacles. Typically on a daily basis you have to navigate around the multiple roadwork sites, school bus stops, public transit bus stops, road closures for festivals, pedestrians with children, SONO mall, rush hour traffic, restaurants and shops on Washington St. etc. With so many additional cars travelling on our roads north, south, and west to reach Woodward Avenue and Manresa, I don't understand how this cannot possibly have a tremendous adverse effect on our community.

At all the public hearings with Manresa Wilds, the staff consistently says that traffic is <u>not</u> in their purview.

I cannot stress enough that this MUST be the primary concern for the zoning and planning board.

Thank you for your consideration.

Patrice M.Hunt

To the Norwalk Planning and Zoning Commission,

I support the new Special District, Manresa Wilds, through a zoning regulation and map amendment along with a special permit for a Development Park Master Plan on the site.

While I understand that there are many obstacles and logistics to overcome, the McChord's purchase and development of the site is a gift to Norwalk's future.

Please support the future of Manresa Wilds.

Thank you,

Lisa Henderson
Appletree Lane
Norwalk

(Please forward my support to the commission and acknowledge receipt of the email. Thanks!)

Hi Steven,

I'm writing in support of the Manresa Wilds project, I spent a lot of time in Norwalk and have seen the city continue to grow over the years. As more people move here, having accessible natural spaces becomes even more important. I think Manresa Wilds would be an incredible addition to the community – a place where people can get outside, connect with nature, and enjoy everything that makes Norwalk great.

I hope you'll support this project, thanks for the consideration.

Lindsey

Dear Members of the Planning and Zoning Commission,

I live on Splitrock Road and am extremely concerned about the development of Manresa Wilds and its impact on traffic on Wilson, Woodward, Water and Main Streets. Already, to travel across town, between the neighborhoods of Woodward Avenue and the Merritt, Route 7 and I-95 one encounters all manner of obstacles. On a daily basis one must navigate around roadwork, school bus stops, public transit bus stops, road closures for festivals, pedestrians with children around the aquarium, SONO mall, rush hour traffic and the traffic for the attractive restaurants and shops on Washington St. With so many additional cars funneling through arteries north, south, and west to reach Woodward Avenue and Manresa, I don't understand what is to be the future of South Norwalk at large.

The Kykuit museum in Pocantico Hills, Tarrytown, does not have onsite parking for guests. One makes reservations and takes a shuttle from a museum on Rt. 9.

At all the public hearings with Manresa Wilds, the staff, when questioned on traffic, say that Traffic is not in their purview. Please, may it be of primary concern for the zoning and planning board.

Thank you,

Elizabeth Hiden

16 Splitrock Rd, Norwalk

I am an architect researching a site within the City of Norwalk, in the role of a code consultant for another architect. In my practice, I make it a strict rule to trace the "provenance" of any state or local code citation or administrative rules back to the state and/or city codes and, by extension, to their constitutions/charters. In trying to conduct this process for your jurisdiction, I have been confounded by your new zoning regulations, adopted on February 19, 2024.

can easily access the text of these new regulations, as they are posted (broken down by chapters) at this location: https://www.norwalkct.gov/3445/Zoning-Regulations-Map However, when I access the City's charter and Code ("Ordinances") at this site I find that the text in Chapter 118, "Zoning" does not match that of the new regulations as posted. I suspect that I am looking at the old 1929 zoning ordinance. Another site purporting to be an official portal of the State of Connecticut also shows the 1929 ordinance.

For every jurisdiction within the USA that I have researched, regulations have been codified in three divisions: (a) the (federal or state) constitution or city charter; (b) the federal or state code (organizing regulations that have been enacted by a legislative body), and (c) rules or regulations enacted at an administrative level, as authorized by the appropriate legislative body. Just as the laws or ordinances are organized into a state or city code, the rules or regulations are published into a code of regulations (e.g., Code of Federal Regulations, Regulations of Connecticut State Agencies). However, I cannot find a published/posted version of the Norwalk City Regulations, of which I would presume the new Zoning Regulations would be a component.

Please advise me of the regulatory structure of your city, so that I may place these new zoning regulations in their proper context, and tell me where I could find the full set of city regulations posted online. Thank you

Paul E. Náprstek, AIA, Principal
PEN Architectural Consulting

I know you want this to be a facility that is good for people. But you will hurt the people who live nearby! There are many children in the surrounding neighborhoods, hence the new playground on Woodward Avenue.

Please take us into account as you go forward.

For many of us, our homes are our biggest asset, people who worked all their lives to buy and maintain a home.

We don’t need a hotel.That would guarantee 24 hour sound. There’s a huge Marriott right downtown.

And we have many, many local restaurants who deserve the extra business.

I would like a beautiful botanical garden, like the Brooklyn Botanical Garden.

Please do not push this as far as you possibly can. We are people, too.

Sincerely,
Terry Simms
16 Dock Road
Norwalk

Dear Mr. Kleppin,

I want to provide public comment ahead of the P&Z meeting on Manresa Wilds. I live close to the future location and want to provide my strong support for the project. It's a rare opportunity for amazing development in South Norwalk and will be a treasure for future generations to cherish.

I am excited about how public transit options including enhanced local bus service, a mixed use walk/bike trail with the SoNo Rail Trail team, and traffic calming measures along Woodward can help the area endure any traffic concerns. This is a net win for the area.

Sincerely,
Jennifer Chen
Burwell St
South Norwalk

Dear Director Kleppin,

I am writing to express my strong support for the application to establish the Special District–Manresa Wilds (SD-MW) and apply it to the former Manresa Island site.

This proposal represents the appropriate and transparent public process for a project of this significance and reflects more than a year of thoughtful collaboration with the Norwalk community. For generations, residents have envisioned public access to this unique waterfront. The proposed district provides a responsible framework to transform a long-contaminated brownfield into a publicly accessible natural destination by restoring the landscape and reopening nearly two miles of Long Island Sound shoreline that has been inaccessible for approximately 75 years.

Importantly, this transformation will be privately funded, requiring no taxpayer dollars, while establishing development standards that are more protective than the property's existing zoning. The SD-MW district balances environmental restoration, public access, and long-term stewardship in a way that will provide lasting benefits for both current and future generations.

I respectfully urge the Planning and Zoning Commission to approve this application and help make this long-awaited vision a reality.

Thank you for your time and consideration.

Respectfully,

Sara Circelli

Dear Mr. Kleppi,

I am writing as a Stamford resident living at 18 Claremont Street, Apt. 1, Stamford, CT 06902, to express my strong support for the Special Permit Application, Zone Text Amendment and Zoning Map Amendment (#2026-41 R/M) submitted by Manresa Osprey, LLC.

I believe the proposed Special Zoning District represents an innovative and thoughtful approach to bringing an extraordinary public amenity to our community. The concept of establishing a conceptual master plan that can be implemented over time, while continuing to address community impacts as the project evolves, is a practical and forward-looking strategy. It encourages responsible development while allowing flexibility to respond to community needs throughout the process.

Projects like this strengthen our region by creating publicly accessible spaces that improve quality of life, promote mental and physical well-being, and foster stronger connections between neighboring

communities. The vision for a publicly accessible waterfront park is exactly the kind of investment we should encourage.

As an attorney who works in Stamford, I frequently travel to Norwalk for recreation, dining, and to spend time with friends. I consider Norwalk an important part of my community, and I am excited about the opportunity to enjoy this remarkable waterfront destination in the future. I cannot wait to visit once it is complete.

I encourage the Commission to support this application and embrace an innovative development process that allows this project to evolve thoughtfully while continuing to engage with and benefit the community. This approach will help create a lasting regional asset that enhances our quality of life and makes our communities even stronger.

Thank you for your consideration.

Sincerely,

Mara Kravitz

18 Claremont Street, Apt. 1
Stamford, CT 06902

As a member of the Norwalk GARDEN CLUB, I am thrilled to see the plans for Manresa Island. This project will benefit everyone in the area not just Norwalk and is a huge improvement to our ecological balance on the water. Thank you for all the effort, time and money that you are putting into it. As President elect I look forward to the GARDEN CLUB being involved in the future.

Respectfully
Jennifer Rumbelow

Good morning Mr. Kleppin,

I am a resident of Norwalk and am writing to voice my support for the proposed Manresa Wilds project.

In my career, I have worked as a fundraiser for both the Beardsley Zoo and the Bruce Museum (which operates the Bruce Museum Seaside Center in Greenwich Point Park). In these roles, I was able to work with organizations like DEEP and Save the Sound which showed me just how important coastal vitality is. The proposed remediation to address the pollution caused by the former power plant is vital to the health of the Long Island Sound so that generations to come can enjoy the beautiful coastline that we are lucky to experience every day. Furthermore, the proposed coastal ecology education programs will be an invaluable resource for our youth. Each summer, at the Bruce Museum Seaside Center, roughly 10,000 children and families encounter the biodiversity of the Sound through inquiry-based, hands-on learning programs. However, these programs are only available to Greenwich residents because of its location in Greenwich Point Park. Programs like this can change a child's life, and children from all over Connecticut should be able to access programs like these, regardless of their zip code.

Additionally, this project will bring much needed tourism to Norwalk. Before living here, I lived in Baltimore City for 27 years and I experienced firsthand how beneficial the museums, parks, and festivals that brought in tourists were to the city. Local businesses thrived, artists were able to support themselves, crime went down because kids had something to do after school. I think the City of Norwalk struggles because we don't have that major draw outside of children's activities (Stepping Stones and Maritime Aquarium). I would love to see a public park that partners with both of these organizations, but also local restaurants, artists, arts organizations, and community organizations to create a place that truly everyone

feels welcome. I know this is the vision for Manresa Wilds and I look forward to living in a town that can boast a project like this.

I sincerely hope you will grant this wonderful project permission to move forward.

If you have any further questions for me, please feel free to contact me.

Best regards,
Meghan Allis
165 Ponus Ave, Norwalk, CT

Dear Mr. Steve Kleppin and Members of the Planning and Zoning Commission,

I am a Norwalk resident writing in support of the proposed zoning change for Manresa Wilds.

Manresa Wilds represents a tremendous opportunity for Norwalk. It has the potential to become a unique public asset that benefits not only Norwalk residents, but also visitors from across the region. By creating greater access to nature, restoring the landscape, and providing opportunities for recreation, education, and community engagement, Manresa Wilds will enhance the quality of life for current and future generations.

The requested zoning change does not eliminate oversight or give unlimited authority to develop the property. Instead, it creates a zoning framework appropriate for a public park while still requiring review and approval for significant future projects. Removing unnecessary barriers will allow this important project to move forward thoughtfully and responsibly.

In addition to its environmental and recreational benefits, Manresa Wilds will strengthen Norwalk's reputation as a city that values conservation, public spaces, and investments that serve the broader community.

I respectfully encourage you to approve this zoning change and help make the vision for Manresa Wilds a reality.

Thank you for your thoughtful consideration.

Sincerely,

Caity Moseman Wadler
165 Ponus Avenue

Hey Steven hope you are well. Just wanted to reach out as I understand you guys are looking over the manresa island project, and I felt compelled to give my two cents in support of the undertaking. I hope this isn't uncouth or presumptuous as I deeply respect your office and the incredibly difficult job you guys have in managing a rapidly growing city like Norwalk. I truly believe that, beyond projects like my own which simply add housing and maybe retail to a community, a significant utilization of our shoreline like this would make Norwalk a premier location along the "gold coast" for generations to come, and to set a wonderful precedent for what individuals who have benefited from our great communities can do to give back, and enhance the lives of thousands of locals.

I am happy to speak on this further with you and your colleagues if necessary, and sincerely hope this project is allowed to proceed to put Norwalk at a level unmatched by our surrounding townships! Thank you so much for your time!

--
Patrick Eldredge - Principal
Eldco Development, LLC.

Dear Mr. Kleppin,

I am writing to provide public comment ahead of the Planning & Zoning meeting re: Manresa Wilds.

I live a five-minute walk from the future Manresa Wilds location. I cannot be more excited for the development and wish to log my strong endorsement of the project. I am extremely excited to cycle with my wife and son to watch the sunset, swim in the water, or grab a weekend lunch at the cafe there. Our area lacks amenities within reasonable walking distance and this development will be a great step towards allowing local residents to eat, drink or play without needing a car.

Like all residents, I share some concerns about the potential for increased traffic, but I don't see them as insurmountable. I strongly encourage both the city and Manresa Wilds to invest in transportation infrastructure:

- Manresa Wilds should subsidise the local bus service (Route #2), boosting frequency up to every 10 minutes (from every 20 min today). Frequency makes bus service attractive, and a fast and frequent link between Manresa Wilds and the rest of town will draw huge ridership, guaranteed.
- The city must invest in traffic calming street design along Woodward, including less on-street parking, wider sidewalks and speed bumps.
- The city should invest in developing a mixed use walk/bike trail, working with the SoNo Rail Trail team, from SoNo station down to Manresa along the old railway alignment.

Thank you for considering my comment.

David Tattersall
Burwell St, Norwalk

Rachel Haddon
5 Rockland Rd. Apt A3
Norwalk, CT 06854
rachelelizabethhaddon@gmail.com
July 15, 2026

Dear Director Kleppin:
My name is Rachel Haddon, a life-long Norwalk resident, and I am writing to express my support for the application to create the Special District–Manresa Wilds (SD-MW) and to apply it to the former Manresa Island site.

Manresa Wilds and their plans for the site will be a net positive on Norwalk. Adding more public access to the shoreline in a county where most shoreline is private, creating more community spaces, collaborating with local organizations and institutions for education and research, all while having private funding, will only make Norwalk a better place to live.

Thank you for your consideration.

Respectfully,

Rachel Haddon
Norwalk Resident

Dear Director Kleppin,

Attached below in a pdf format, and witten in the body of this email is the BIIA public comment for Manresa Wilds. Please confirm receipt of this document and include it on public record. Thank you.

Planning Considerations Before Adoption of the Special District – Manresa Wilds (SD-MW)

Submitted by the Bell Island Improvement Association

For Consideration by the Norwalk Planning & Zoning Commission

Scope of this Memorandum

This memorandum is respectfully submitted by the Bell Island Improvement Association (BIIA) to assist the Planning & Zoning Commission in its consideration of the proposed Special District – Manresa Wilds (SD-MW).

Its purpose is to identify planning, zoning, governance, and long-term implementation questions that may warrant further consideration before adoption of a new zoning district and approval of the associated Development Park Master Plan.

- The proposed zoning framework
- The Development Park Master Plan
- Long-term governance and implementation
- Public access and planning standards
- Operational standards
- Cumulative land use impacts
- Public process and transparency
- Long-term enforceability of the zoning framework

It does not address environmental remediation, coastal permitting, wetlands regulation, habitat restoration, or other technical environmental matters that are subject to review by DEEP, the Conservation Commission, or organizations with specialized environmental expertise.

The following planning considerations are organized by topic and are intended to facilitate discussion rather than advocate for a predetermined outcome.

Planning Topic	What the Application Proposes	Planning Question	Why It Matters	Possible Considerations
Long-Term Vision	Creates a new SD-MW district with a broad range of permitted uses.	Does the zoning faithfully implement the public vision?	The zoning adopted today will guide future development for decades.	Consider whether every permitted use is necessary or whether some should require future legislative review.
Operational Standards	Many operational details are deferred to future applications.	Should objective standards be established now?	Clear standards provide predictability for applicants, neighborhoods and future Commissions.	Consider measurable standards for attendance, hours, event frequency, lighting, parking and noise.
Development Park Standards	Existing Development Park standards are modified or omitted.	What is the planning rationale for these changes?	Established standards provide consistency and predictability.	Consider retaining existing standards unless there is a demonstrated planning rationale for modification.
Public Access	Property is described as a privately owned public park.	How is long-term public access protected?	Public access is central to the project's identity.	Consider whether long-term public access commitments should be more explicitly reflected in the zoning framework.
Master Plan	The Master Plan is conceptual and anticipated to evolve.	Is it sufficiently defined to establish the long-term framework?	The Commission is approving the framework for future development.	Consider defining thresholds for future amendments requiring Commission review.
Commercial Activity	Commercial uses are intended to support long-term park operations.	Is the relationship between commercial activity and the park mission sufficiently defined?	Maintaining the balance between public benefit and commercial activity is essential.	Consider additional standards defining the scale and purpose of commercial uses.
Cumulative Impacts	Future studies will accompany individual applications.	How will cumulative impacts be evaluated?	Incremental approvals can collectively alter the project's character.	Consider cumulative analysis of traffic, parking, lighting and operational impacts.
Long-Term Protection	The zoning framework will guide future development.	Will today's approvals preserve tomorrow's vision?	Planning decisions should endure beyond current ownership.	Consider whether the zoning contains durable long-term protections.

Conclusion

The Commission has before it a decision unlike most zoning applications.

This is not simply a request to approve a development proposal. It is the creation of an entirely new zoning district and approval of a conceptual Master Plan that together will establish the legal framework governing one of Norwalk's most extraordinary properties for generations.

The environmental vision for Manresa Wilds has inspired this community. The Commission's responsibility is to determine whether the legal framework being adopted today faithfully protects that vision—not only under today's ownership, but under future ownership; not only under today's Commission, but under future Commissions; and not only for today's generation, but for those that follow.

If the Commission concludes that the proposed SD-MW district already provides that level of clarity and protection, it can move forward with confidence. If it does not, this is the opportunity to improve it.

Once adopted, the zoning district becomes the framework that future applicants, property owners, Commissioners, and residents will rely upon. That is why clarity matters. That is why objective standards matter. That is why long-term protections matter.

The vision for Manresa Wilds has earned the community's enthusiasm. The legal framework should earn the community's confidence.

The Bell Island Improvement Association respectfully asks the Commission to ensure that the zoning adopted today is not only sufficient for the project before it, but worthy of the remarkable vision it is intended to preserve.

Respectfully submitted,

Bell Island Improvement Association

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.Please find my letter attached.

Thank you for your time, leadership, and dedication to protecting our community.

-Julia Rae Hodenfield

Dear Director Kleppin and Members of the Planning and Zoning Commission,

My family has lived in Norwalk for four generations, and I hope to raise a fifth here in the years ahead as my fiancé and I build our forever home in Norwalk. I am writing to formally submit my public comment regarding Application #2026-41 R/M, submitted by Manresa Osprey LLC.
I was raised swimming in the saltwater marsh near Harbor Shores, befriending the snails and turtles, marveling at the bioluminescent jellyfish, and watching ospreys perch on our rooftops as they devoured freshly caught fish. While the Manresa project offers many positive additions to our community, I respectfully urge the Commission to deny or significantly restrict this zoning change request due to several critical concerns about how this new zoning designation will impact our local community.

Traffic and Noise Impact: There is only one narrow road serving the site, yet the project anticipates hundreds of thousands of visitors each year. I have personally picked up debris from that road after it flooded—not only during storms, but even during high tides accompanied by a strong easterly wind. In 2026, we can afford to think creatively. I strongly encourage the Commission to significantly limit vehicle access to employees and special guests while utilizing ferry transportation as the primary means of bringing visitors to the site. A simple drive down the side streets leading to Manresa reveals an existing overabundance of parked cars, creating unsafe traffic conditions for residents. I ask that the Commission carefully evaluate the projected number of visitors arriving by car and prioritize the safety and quality of life of the neighbors who have lived in this area long before this development was proposed.

Environmental and Infrastructure Strain: If we want to create a world that future generations can enjoy, we must prioritize protecting the remarkable biodiversity of this area. The surrounding salt marshes provide critical habitat for wildlife and serve as natural buffers against flooding. We are already seeing environmental impacts from the current construction, and additional development risks placing even greater strain on both the ecosystem and local infrastructure.

Permitted Uses and Long-Term Scale: The proposed SD-MW zoning text allows for a broad range of future uses. Granting such a specialized zoning district could open the door to future commercial expansion, overdevelopment, or large-scale entertainment venues that are inconsistent with the vision of a peaceful, nature-focused community destination.

Lack of Public Oversight: Creating a customized zoning classification for a single property removes the standard protections provided by existing zoning regulations and grants unprecedented long-term flexibility to a private developer and any future owner. Such a significant departure from established zoning deserves careful scrutiny and strong safeguards to ensure that future changes remain accountable to the community.

I respectfully urge the Commission to prioritize the safety, environmental stewardship, and character of Norwalk's residential neighborhoods before approving a custom zoning district designed to accommodate a single developer's long-term commercial vision.
Thank you for your time, your leadership, and your continued dedication to protecting our community.

Sincerely,

Julia Rae Hodenfield

Norwalk Planning & Zoning (P&Z) Committee
125 East Ave
Norwalk, CT 06851

July 15, 2026

Dear Steve Kleppin,

My name is Andrew Conrad, and I live in Village Creek, 26 Splitrock Rd, located 432 meters from the entrance of Manresa Wilds. I have a PhD in Electrical and Computer Engineering.
I am writing in support of the rezoning change by Manresa Wilds with the following two conditions:

- A “more accurate and holistic Traffic Impact Study (including a parking study) being finalized”[1] as suggested by Norwalk’s Transportation, Mobility, and Parking (TMP).
- Zoning approval for programming at Manresa Wilds which is commensurate with the capacity of the supporting traffic infrastructure of South Norwalk as determined by this holistic traffic and parking study.

The Manresa Wilds represents a transformative vision that is a first-of-its-kind adaptive reuse of decommissioned power plants that will serve as a pioneering model for the country. As Artificial Intelligence (AI) places additional demands on our power grid, coal

and oil burning power plants will likely be replaced by smaller green microreactors which will lead to the closing of similar legacy power plants around the country in the future. The pioneering work at Manresa Wilds serves as a model for how other communities can navigate similar transitions.

As with all adaptive reuse projects, the scope of the new development is intrinsically limited by the capacity of the supporting infrastructure. Careful consideration needs to be made regarding the expected traffic capacity of South Norwalk, and the planning of future upgrades (if necessary). I'm greatly encouraged to see careful due diligence being made towards this goal by Norwalk's P&Z Commissioners, Norwalk's TMP, the Peer-Reviewed Traffic Study, and traffic analysis from the applicant.

In my opinion Manresa Wilds is in the public interest, and I urge the City of Norwalk to make assess the current capacity and make any necessary infrastructure upgrades in South Norwalk to enable the success of Manresa Wilds, surrounding neighborhoods, and the City of Norwalk.

Regards,

Andrew Conrad

Andrew Conrad, PhD
26 Splitrock Rd. (Village Creek)
Norwalk, CT 06854

[1] TMP Review of "Manresa Island Master Plan – Transportation Strategy Memo" for Special Permit

Application #2026-41 R/M

Dear Director Kleppin and Members of the Planning and Zoning Commission,

I have attended all but the first of Manresa's numerous workshops/presentations, including the one in Harbor View- initially with enthusiasm, then with open-minded good will, but now with increasing and urgent alarm.

I have also studied Manresa's zoning change proposal and attended the complete hearing on 6/24/26 via Zoom.

Manresa's masterful public relations campaign repeatedly promises the city a natural (privately owned) public park, but the legal reality of Manresa's current request is an effectual blank check for a tax-exempt conference/event center- with a projected million visitors/year, and a free pass on traffic studies an/or improvements.

At each Manresa community feedback meeting, many people have patiently expressed legitimate concerns about the untenable traffic increase. The attached photo taken on 5/8/25 is just one example of our ongoing expression of great concern.

Frankly, Woodward Ave, the only street to and from Manresa, is like a slalom course as is. Kids on bikes dodge cars backing out of driveways, with sight-lines impaired from the parallel parked cars that clog this multifamily housing area. Heavy box trucks crowd into oncoming lanes, stopping traffic, especially when there are snow banks. Woodward has public school bus stops, and narrow intersections that require wide swings for these buses and other oversized vehicles. My own daughter was a passenger in a car involved in a frightening side swipe here. Additionally, intractable flooding occurs on Woodward between Lowndes Ave and Meadow St. We have been told by Manresa time and again various versions of "the traffic study is in the works" and "visitors will come by shuttle," and "traffic issues are out of our control and not our problem."

I am alarmed by the casual notion expressed by some PZC members, that they might approve the zoning change as requested, and then somehow backtrack (?!) after the traffic studies come out. I can only imagine the lawsuits. Thankfully, Mr. Louis Schulman noted that it is against protocol to consider a zoning change designation without thorough traffic studies. He also expressed his discomfort with the cosy, untimely meetings between the your membership and the Manresa team.

Please remember, your first duty is to Norwalk citizens' public safety. It is sadly becoming obvious to anyone who lives or travels here frequently that the traffic studies have not been provided because they would halt the Manresa project at this scope and scale immediately. Approving regular events 'as of right' at Manresa will cause traffic gridlock that will impede emergency vehicles (there is currently no shoulder, let alone an emergency lane.) We experienced two separate life threatening events on the Harbor View tennis courts in the past few years, where the prompt, unhindered arrival of emergency services saved both lives.

I feel many Norwalkers have extended the McChords a genial trust and benefit of the doubt for our hometown, self-made couple. Many others may be awed (or cowed) by their wealth. But sentiment is growing exponentially, that with this sudden, extraordinarily brazen zoning change proposal, Norwalk is fast running out of time to save itself from becoming the victim of an egregious bait and switch.

Manresa Wilds, as proposed to you here and now, is in no way wild. Norwalkers have repeatedly, overtly rejected events, parking, lodging, and drinking establishments for this property. Meanwhile, across the nation, research laboratory zoning designations are cracking the door open to Data Center construction and lawsuits. Norwalkers favor walking trails, water access, wildlife, peace, quiet, and nature. Please don't ignore our concerns as Manresa has. Less development here, with your firm guidance, could really be so much more.

Please deny/delay Manresa's zoning change requests this month. Thank you in advance for your thorough stewardship of our health and safety.

Katya Kopaskie
51 Neptune Ave
Norwalk, CT 06854

NORWALK Transit District

Commissioners: David L. Jaeger, Jr., Alice McQuaid, Esq.
Chief Executive Officer: Matt Pentz, CPA
275 Wilson Avenue, Norwalk, CT 06854
Tel: 203-852-0000 • Fax: 203-299-5166
www.norwalktransit.com

July 15, 2026

Steve Kleppin
Director
Planning and Zoning
City of Norwalk
125 East Avenue
Norwalk, CT 06851

RE: Manresa Wilds – Letter of Collaboration

Dear Mr. Kleppin,

I am writing to you as the Chief Executive Officer of the Norwalk Transit District (NTD) to confirm our ongoing collaboration with Manresa Wilds as part of planning for the anticipated phased opening of the park.

As you know, the Norwalk Transit District (NTD) operates local bus service in Norwalk on 7 local routes and the regional Coastal Link, carrying over a million trips annually.

In anticipation of the park opening, NTD has been in ongoing communication with Manresa leadership and design consultants of the site. As an initial service enhancement, we plan to extend our Route #2 (Norwalk Community College – SoNo Station – Woodward Ave) to the Manresa park entrance in 2027.

This route modification will provide Manresa visitors with an easy link to the transit system which includes a connection to the SoNo train station every 30 minutes.

NTD recognizes the important role that reliable multimodal transportation should play to alleviate traffic in the community as the park ultimately evolves into an attractive regional destination.

It's important to note that further evaluation of Woodward Ave will be critical if the time comes for increased bi-directional bus service to the park. As it exists, competing travel space on Woodward Ave creates operational challenges for our vehicles and safety concerns. Coordination should occur with TMP on any traffic related issues, especially as additional bus service is considered.

NTD is excited for the unique nature of the park and we look forward to continued collaboration with Manresa. We are committed to playing a supportive role as the public transit provider in the community and are encouraged that Manresa has included NTD in planning discussions for their bus stop at the park and future route considerations.

Sincerely,

Matt Pentz
Chief Executive Officer

Hi, my name is Gail Favano, responding to you regarding Manresa Wilds. My opinion regarding the project in motion is wonderful!!!! Very exciting ,just wish it could all happen today!

Sharon Giese

168 Gillies Lane
Norwalk, CT 06854
(203) 866 4774
sharongiese@sbcglobal.net

RECEIVED
JUL 17 2026
CITY OF NORWALK
PLANNING & ZONING

July 10, 2026

Steven Kleppin
Director of Planning and Zoning
City of Norwalk
125 East Avenue
Norwalk, CT 06851

Re: Letter of Support for Manresa Wilds, Special District (SD-MW)

#2026-41 R/M (Public Hearing, June 24, 2026)

Dear Director Kleppin:

I am writing to express my support for the application to create the Special District–Manresa Wilds (SD-MW) and to apply it to the former Manresa Island site.

The district will help to remediate a contaminated brownfield, restore the landscape, open almost 2 miles of Long Island Sound shoreline closed to the public for almost 75 years, all at no cost to taxpayers. This district will be more protective than the Island's current zoning. It sets rules under which each phase insures approval by the City and public input. The public, ecological, and educational uses of this site should be supported, and gladly not its current single-family zoning, with most of the property remaining natural open space.

This application reflects more than a year of engagement with the Norwalk community including open public meetings, and meetings with public and private groups able to input their thoughts and hopes for this property.

I respectfully urge the Planning and Zoning Commission to approve it.

Thank you for your consideration.

Respectfully,

Sharon Giese
Norwalk Resident

Dear Steve and Brian,
Please pass this on to the members of the P&Z Commission. Thanks so much,
Kimmi Krieger, 3 McAllister Ave., South Norwalk

****

Dear Planning and Zoning Commissioners,

The redevelopment of Manresa Island is a once-in-a-generation opportunity to reclaim our waterfront for the public. If done thoughtfully, Manresa Wilds can become not only a destination for residents and visitors but also an economic engine that brings new foot traffic to South Norwalk, the SoNo Collection, and businesses throughout the area.

Most Norwalk residents are excited about the vision for Manresa Wilds. The proposed park would feature a public beach, small watercraft access, walking trails, and potentially an amphitheater and other recreational amenities—transforming a long-inaccessible shoreline into a vibrant public space.

The concern isn't the park itself. It's the traffic.

Only one road, Woodward Ave. serves Manresa Island and the neighboring communities of Village Creek, Harbor View, and Harbor Shores. Woodward is already narrow, lined with parked vehicles, and heavily used by industrial traffic. The surrounding residential streets are even narrower, with many dead ends. Without thoughtful planning, a significant increase in vehicle traffic could create congestion, safety concerns, and serious challenges for emergency response.

Fortunately, every challenge presents an opportunity.
Rather than expanding parking at Manresa, the City should consider limiting on-site parking and reserving it primarily for Norwalk residents. Visitors from outside the city could instead be directed to locations that already have ample parking and would benefit from increased activity. By connecting those locations to Manresa through attractive public transportation options, Norwalk can solve two problems at once: reduce neighborhood traffic while strengthening local businesses.

The SoNo Collection is a perfect example. Located directly off Exit 15 on I-95, it offers abundant parking and sits adjacent to the Norwalk River. A water taxi operating every 20 minutes between the SoNo Collection, the Maritime Aquarium, and Manresa Wilds could be established. This transportation should be funded by the park or its operator rather than taxpayers. This would reduce traffic and add an attraction for local businesses in its own right. Visitors would naturally spend time shopping, dining, and exploring South Norwalk before or after their trip.

Another opportunity already exists at the South Norwalk Train Station. A public bus currently travels along Woodward Avenue, and plans for Manresa Wilds include a traffic circle that would allow buses to enter the park directly. Visitors arriving by Metro-North could simply transfer to the bus, eliminating the need to drive altogether while encouraging them to explore SoNo's restaurants, breweries, and small businesses.

Looking ahead, the proposed SoNo Rail Trail could provide another outstanding connection. Linking the South Norwalk Train Station to Wilson Point along the former railroad corridor would give residents and visitors a safe, scenic way to reach Manresa by bicycle or on foot.

Manresa Wilds represents far more than a new park. It is an opportunity to rethink how people experience Norwalk. By using smart transportation planning, we can protect nearby neighborhoods, support local businesses, encourage transit, and create a destination that benefits the entire city.

As Norwalk continues to review zoning and planning for this transformative project, city leaders should embrace creative transportation solutions that address legitimate traffic concerns while keeping this exciting project moving forward.

Planned correctly, Manresa Wilds won't just be a beautiful park, it will be a catalyst for a stronger, more connected, and more vibrant Norwalk.

The Norwalk Republican Town Committee

Hello,

As a resident of our vibrant City of Norwalk, I wanted to email you to let you know that I support the Manresa Island project. I personally love that someone is taking a portion of the CT coastline and turning it into a public space within our community. The Ospreys are so gorgeous and were made better through conserving and learning about them. Having a space like this is also an incredibly preferable option to creating another private community the rest of the taxpayers can’t be part of.

I would also like to speak, as a taxpayer, on the separate topic of the public streets of Woodward Ave and Longshore Ave. I noticed they are full of garbage signs that are sure to be an environmental hazard left on what is largely the city encroachment and have reason to believe they may have originated with a “Mike Mushak” who resides within the Harbor View community. Will he and his neighbors be paying for their cleanup or will is be evenly distributed among the larger community as usual? Just curious. Perhaps they could purchase both roads and pay taxes on them if they want to have a say about how frequently they’re accessed.

I hope our City doesn’t pass up one of the rare opportunities where something beautiful is being offered to the community at large. It makes Norwalk a place that I want to continue to talk about on the world stage. The Manresa Islands Organization has a plan to deal with traffic, please do not bend to a small and vocal minority because their neighborhood is experiencing density increases like the rest of ours. If it does, our city is never shy about starting a new road project to deal with it.

Respectfully,
Josh Bleggi,
1 Mill Brook Dr

Steve,

I've lived in the Silvermine area of Norwalk my whole life.

I was excited to hear that someone is planning to make Manresa into a public use / park. That would be great for Norwalk.

I've heard very high estimates of car traffic into Manresa. I don't know if they are accurate. I read that the Manresa Wilds group is planning to do a traffic study next year. Given the massive impact this could have on all of South Norwalk, I don't see how any decisions to proceed can be made before having a transparent, impartial, public traffic study done to consider the impact.

There are limited roadways in and out of Manresa. I play pickleball at Woodward park frequently. There is limited parking around that park. Norwalk Parks and Rec said that there have been issues with traffic and parking due to a few dozen pickleball players some days. The Manresa Wilds traffic could cause much deeper issues, including stopping movement on Woodward and other roads at peak times.

Please make sure there is a study done on this before any further approvals are passed.

Thank you,
Ted Rawson
120 Silvermine Ave
Norwalk

Dear Mr. Lindsay,

I want to advance our conversation on a more "heartening" note. Manresa has the potential to be an enormous benefit to Norwalk and the region. Yet, if not properly developed, it could be a disaster. The site was a quiet neighbor for over twenty years. And the site was a fallow environmental nightmare during that time. Not one developer would undertake the cleanup.

Thus far, the improvements undertaken by Manresa follow current zoning. The restoration of the birch forest, a nature trail, the costly cleanup of the shoreline, and the establishment of a new cooperative marine teaching program are a few examples. They also offer maximum benefit and require minimal intrusion into surrounding streets and neighborhoods. These activities will benefit the finished project, whatever it may be.

The applicant has no inherent right to many other uses it proposes. I am concerned about the impact of a development of this magnitude on quality of life, including traffic, public transportation, access to

emergency services, noise, light pollution, displacement (from humans to micro-organisms), socio-economics, tourism, the burden on utilities and public works, education, tax revenue, visual effects, and the costs to the city if the project should fail. The impacts - good or bad - may be profound. You and I share many concerns, all of which should be addressed, and the applicant and its expert consultants should offer mitigating measures to the satisfaction of P&Z. As the process unfolds, P&Z and the public will be better equipped to evaluate the proposal's benefits and drawbacks. It is at that time that I will weigh in as a private citizen, as I am entitled to do.

Do stay involved, speak at meetings, and write. The more factually grounded your comments are, the more impact your voice will be.

I would be happy to continue the conversation if you wish.

Sincerely,

Jan Degenshein
District D Representative
Norwalk City Council
City of Norwalk, Connecticut
125 East Avenue
Norwalk, CT 06856-5125

Dear Mr. Kleppin,

As a 30+ year Norwalk resident and homeowner, I ask you to please direct Norwalk's Planning & Zoning Commission to deny approval of the Manresa Wilds project unless it is vastly scaled back.

It is nonsensical to try to put a hotel, restaurants, swimming pool and water park, and event space accommodating thousands on this fragile and polluted peninsula. If this land is too polluted with residual waste from the coal-fired plant to be cleaned up for housing or a public school, then how can it be clean enough for a hotel and restaurants? Who would want to sleep there or eat there with the existing pollution?

My late husband once worked at that plant, and he told me that the clothing worn to work could not be cleaned. You had to have a certain set of clothes for work at the plant, and throw them away after about a week of use.

I agree with the many Norwalk residents who have already opposed the project, citing concerns about transportation and specifically traffic congestion, parking, noise, pollution, and negative impact on property values. As proposed, this oversize development would cause chaos and harm to Woodward Avenue and the surrounding South Norwalk area, with knock-on bad effects on Norwalk as a whole.

I appreciate the McChords' good intentions, but I think they have gotten way over their heads. The project needs to be scaled back to restoring the ecology to make the peninsula a public park for passive use, not anything more.

Sincerely,

Elsa Peterson Obuchowski
41 East Avenue, Norwalk, CT 06851

THE NORWALK CONSERVATORY OF THE ARTS

69 Wall Street, Norwalk CT 06850

TO: Norwalk Planning & Zoning Commission
CC: Steve Kleppin, Director of Planning & Zoning

RE: MANRESA WILDS

I am so excited that we have an opportunity to say yes to something transformative, not just for our beautiful coastline, but for all the residential and commercial communities of Norwalk. I am less excited that we might lose out on some of these possibilities because of concerns about things like traffic that can be solved. I hope the Commission finds a way to address these concerns without compromising the overall vision of what could be a generational addition to Norwalk, experientially, financially, and otherwise.

My understanding is Manresa Wilds has already proposed a number of preemptive solutions, including a shuttle service, water access, and other ways of using technology to avoid an excess of private cars. I'm sure having less traffic would help them tremendously, too. Yes, let's do the traffic studies. Let's engage local and state authorities at every stage of approval. But let's not cripple this unique project before it even has a chance to succeed for all of us as a community and as a city.

I am excited for Manresa Wilds. I know I'm not alone. I am also not a fan of excess traffic. I'm not alone in that, either, but one does not have to exclude the other. I trust our P&Z Commission to find a way to move this project forward AND address the valid concerns about traffic.

I appreciate the work you all do!

Best,

Danny Loftus George
President
The Norwalk Conservatory of the Arts

Hi Steve,

As you might recall, I was the one who was surprised that P&Z could not address businesses' hours of operation. Is this true of Manresa Osprey's application? Does the fact that it is a park allow more oversight? From the very first meeting Austin McChord told me, directly, that everything would be closed from dusk to dawn. He later changed that to "we will be keeping regular park hours." Now they want to stay open 24/7.

It is very important for the local and abutting communities to have a say in Manresa Wild's hours of operation. It is a matter of "quality of life" for all these communities. Is this at all possible through P&Z?

Is it P&Z who allows restaurants and bars, even in a location where neither restaurants nor bars have ever existed? I realize they will need food retail during the day, but can P&Z say no food & drink retail in the evening?

It sounds to me that P&Z will basically be making a new set of rules from scratch, specifically for Manresa Wilds. Because there has never been anything like this on this property, would it be possible for P&Z to tell them they have to close from dusk to dawn, or at least keep "regular park hours?" It seems it would be suitable for the gates to close and all lights out by 11pm nightly. Is this something P&Z can address?

When I speak on Wednesday, I want to make sure I address only issues P&Z controls.

Thanks much for your time.
Miguel

Miguel Frasconi
VCHOA President

Good afternoon

My name is JF Benoist d'Etiveaud, and I have lived at 9 Harbor View Avenue since 2017. My family chose this community because of its quiet character, family-friendly atmosphere, and the unique quality of life that the peninsula provides.

Professionally, I manage construction projects around the world and have extensive experience with zoning, permitting, and land-use regulations. I understand how these processes work and how project scopes can gradually evolve beyond what was originally presented to the public.

When MW purchased this property, the information shared with the community emphasized generosity, environmental stewardship, respect for nature, and consideration for the surrounding neighborhood. Those commitments were an important part of gaining public trust.

However, the most recent zoning request represents a significant departure from that original vision. It expands the property's use into what is effectively a fully commercial operation. What was initially presented as a nature preservation project has evolved into a large-scale commercial development featuring a water park, concert venue, and other attractions designed to generate substantial revenue. This transformation will come at the expense of the surrounding neighborhoods. Increased traffic, noise, and environmental impacts will diminish the peaceful character of our community, reduce residents' quality of life, and ultimately have a negative effect on property values.

I strongly oppose the commercial expansion of this operation. The proposal before the Commission is fundamentally different from what the community was originally led to expect.

MW chose to pursue an exceptionally ambitious project. In my view, they underestimated its complexity, failed to conduct adequate due diligence, and did not seek the appropriate planning and development guidance from the outset. The financial and logistical challenges they now face are the result of those business decisions.

The solution should not be to shift those consequences onto the surrounding neighborhood.

Expanding the project into a much larger commercial operation would impose increased traffic, noise, and other impacts on residents who relied on the original vision presented to them. The community should not be asked to bear the burden of compensating for a project that was inadequately planned.
For these reasons, I respectfully urge the Commission to reject this expansion and preserve the character, livability, and integrity of our neighborhood.

Yours truly

J-F Benoist d'Etiveaud

Hi,

I was wondering how the one lane each way traffic would work with emergency vehicles. Say if someone in Harbor View needed an ambulance. Would an emergency vehicle be able to get through Woodward Ave? Would emergency response times be negatively impacted?

Thanks,

William K Haffner

Dear Zoning Board Members,

I am a concerned 18-year Norwalk resident who wants Manresa Wilds to succeed, however in a scaled back version from what was submitted in their recent zoning modification request Application #2026-41 R/M and a clear/funded traffic sollution. **The current version should be denied.** Norwalk needs to provide a detailed plan that is executable to support a major venture like this and any significant zoning change which requires major resource commitments such as tax increases, infrastructure spending,

flooding remediation, security, compliance monitoring, ecological impact monitoring, traffic and parking management, transportation and parking plan/availability. Norwalk should not fast track this change without a plan, with major questions unanswered and in the middle of the summer with many residents on vacation.

I have attended most of the public community meetings, public hearings and reviewed the many letters submitted so far (created a data base). Overwhelmed by all of the information the volunteer zonings board members have to digest, review and act on, I tried to summarize what is relevant in four key areas that I hope are helpful:

- What should the zoning board consider doing
- Procedural and process concerns that should stop/slow down quick decision making
- Reasons why Norwalk is not ready to support this major zoning recommendation
- Top resident concerns about the proposal in its current state

What should the zoning board consider doing
The zoning commissioner and board members should not treat this as a simple yes-or-no popularity vote. They should treat it as a generational land-use decision that must be based on the full record, resident feedback, public safety, legal standards, infrastructure reality, environmental responsibility, and long-term enforceable protections on a city and state level.
What the Zoning Board Should Do

1. **Slow the decision down if the record is incomplete.** The Commission should not approve a broad new zoning district until all required studies, referrals, agency comments, and public responses are complete and publicly available.
2. **Require an independent traffic impact study before approval.** Given the projected visitor and vehicle volume, the Commission should require a full independent traffic study covering Woodward Avenue, Longshore Avenue, Quintard Avenue, Lowndes Avenue, Meadow Street, Route 136, emergency access, event peaks, construction traffic, queuing, parking spillover, and flood-related road closures.
3. **Separate the public park vision from future high-intensity uses.** The Commission should distinguish between passive public access, conservation, education, and restoration uses and more intense potential uses such as a hotel, amphitheater, event space, brew pub, restaurant, structured parking, or large-scale entertainment.
4. **Limit or condition the zoning text now.** If the Commission is inclined to approve anything, it should narrowly define allowed uses and require separate public hearings, special permits, traffic studies, environmental review, and neighborhood-impact analysis for any future high-intensity use.
5. **Require enforceable infrastructure commitments.** The City should not rely on vague future promises of transit, shuttles, ferries, sidewalks, flood mitigation, traffic calming, parking controls, or police details. Any approval should include written, funded, enforceable infrastructure plans with responsible parties, timelines, and performance standards.
6. **Protect residential neighborhoods first.** Resident feedback identifies repeated concerns about cut-through traffic, pedestrian safety, construction trucks, speeding, noise, parking, emergency access, and quality of life. The Commission should require protections for Quintard Avenue, Lowndes Avenue, Harborview, Village Creek, Shorefront Park, Woodward Avenue, and Longshore Avenue before expanded use is allowed.
7. **Resolve environmental and coastal review questions.** Because this is a former industrial coastal site with coal ash, stormwater, wetlands, shellfish, wildlife habitat, flooding, and Long Island Sound impacts, the Commission should ensure that DEEP, Harbor Management, Shellfish, environmental, stormwater, wastewater, and coastal-resilience reviews are complete before action.

8. **Confirm the City's financial exposure.** Before approving zoning that could require major public investment, the Commission should ask who pays for road improvements, flood mitigation, sidewalks, traffic enforcement, transit service, parking management, emergency planning, and long-term maintenance.
9. **Use resident feedback as evidence, not background noise.** The volume and specificity of neighborhood comments matter. Residents are identifying real existing conditions, including narrow roads, construction-truck conflicts, flooding, lack of sidewalks, queuing, speeding, spillover parking, and quality-of-life impacts. Those concerns should shape conditions or justify denial or restriction.
10. **Avoid locking Norwalk into irreversible zoning rights.** Zoning outlives the current applicant. The Commission should assume that the property may someday be controlled by different owners and developed to the maximum extent allowed by the zoning. Therefore, it should approve only what it is comfortable allowing for decades.
11.

Bottom-Line Recommendation

Do not approve the zoning request as filed. Either deny it without prejudice pending a complete record, or approve only a substantially narrowed version that preserves the public-access, conservation, education, and environmental-restoration vision while excluding—or requiring separate future review for—high-intensity commercial, entertainment, hotel, amphitheater, structured parking, and large-event uses. **The strongest responsible position is not to stop Manresa Wilds. It is to support the restoration and public-access vision while refusing to grant broad generational zoning authority until Norwalk proves that the infrastructure, traffic system, environmental protections, emergency access, funding plan, and neighborhood safeguards can actually support it.**

Procedural and Process Concerns that should stop quick decision making

If reviewing this record from the perspective of a zoning board, the following would be the top procedural and process concerns, ranked by apparent importance based on frequency of public feedback, potential legal or procedural risk, and the degree to which each issue could affect the defensibility of any approval.

1. **Whether all required coastal referrals and agency notifications were completed.** This is the highest process concern because public comments raise whether the application was properly referred or noticed to CT DEEP, the Norwalk Harbor Management Commission, and possibly the Norwalk Shellfish Commission. If required referrals were missed or not documented, that could create a serious procedural vulnerability.
2. **Whether the Commission has enough independent traffic analysis before approval.** Many letters argue that the applicant's transportation memorandum is preliminary and applicant-funded, not a full independent Traffic Impact Analysis. Since traffic is the dominant issue in the record, approval before a complete analysis could make the record appear underdeveloped.
3. **Whether future high-impact uses are being pre-authorized without separate review.** Repeated concerns focus on a hotel, amphitheater, event space, restaurant or brew pub, structured parking, live music, and commercial recreation uses. The process risk is that broad zoning approval could be interpreted as approving future impacts before site-specific plans, hearings, and studies exist.
4. **Whether the public understood the true scope of the zoning request.** A recurring theme is that earlier outreach emphasized passive open space, ecology, education, and waterfront access, while the zoning text allows broader commercial and entertainment uses. Even if legally permissible, this creates a public-trust issue.
5. **Whether the hearing record contains sufficient environmental review.** Letters raise concerns about coal ash, stormwater runoff, wetlands, shellfish beds, wildlife, lighting, noise, flood pathways, and wastewater. The process concern is whether the Commission has a complete enough environmental record before creating a flexible zoning district.
6. **Whether site access, emergency access, and queuing have been fully tested.** Several comments describe Woodward Avenue and Longshore Avenue as the only effective access corridor and raise flooding, construction-truck queuing, narrow lanes, parked vehicles, blind curves, and lack of sidewalks. This is not only a traffic-volume issue; it is also a safety and emergency-access issue.

7. **Whether the Commission is relying too heavily on later site-plan review.** Some supporters argue that later review can solve traffic and design questions. Opponents argue that zoning is the moment that defines allowable intensity for decades. The Commission should be cautious about approving broad rights now while deferring core feasibility questions.
8. **Whether the special district gives excessive discretion or long-term rights to current or future owners.** Many comments note that zoning runs with the land and may outlast the current owners' stated intentions. The process issue is whether the SD-MW text is precise enough to bind future development and prevent unintended intensification.
9. **Whether community engagement was broad, timely, and transparent enough.** Supporters praise more than a year of engagement, while opponents argue key changes surfaced during vacation season, were not widely understood, or were not aligned with prior meetings. The board should evaluate whether the record shows meaningful notice and opportunity to respond to the actual application.
10. **Whether protest-petition and supermajority requirements have been verified.** The document includes a protest petition claiming enough nearby property-owner signatures to trigger a two-thirds approval threshold. The Commission should verify eligibility, ownership, distance calculations, signature validity, and the required voting threshold before acting. **It should be the zoning boards and developers concern that 75% of the residents in this zone signed a petition to deny this major zoning request, and this must be submitted to the record.**

Reasons Norwalk Is Not Prepared to Support This Zoning Recommendation

1. **No complete, independent traffic impact analysis.** The record relies heavily on a preliminary transportation memorandum prepared for the applicant, while the project's own figures project very high visitor and vehicle volumes. Before Norwalk can responsibly approve or support the recommendation, it needs an independent, full-corridor traffic study that addresses peak events, seasonal demand, construction traffic, queuing, cut-through traffic, pedestrian safety, emergency access, and cumulative impacts.
2. **Existing road infrastructure is already inadequate.** Woodward Avenue, Longshore Avenue, and connecting residential streets are narrow, constrained, flood-prone in places, and already challenged by parked vehicles, buses, trucks, construction traffic, and limited sight lines. Norwalk has not demonstrated that these roads can safely absorb the additional traffic expected from a regional destination.
3. **No confirmed funding plan for public infrastructure improvements.** Many of the improvements needed for success—road upgrades, sidewalks, flood mitigation, traffic signals, parking management, transit service, shuttle operations, police details, and traffic calming—would require public funding or public coordination. Norwalk has not identified who will pay, how much it will cost, what grants or state support are available, or when improvements would be completed.
4. **Emergency access and evacuation risks remain unresolved.** The site depends on limited access routes that also serve nearby neighborhoods. If traffic, flooding, storms, construction activity, or large events block Woodward or Longshore, residents, visitors, emergency vehicles, and public safety personnel could face serious access problems. This risk must be resolved before approval or financial support is provided.
5. **Flooding and coastal resilience questions are not settled.** The surrounding corridor is vulnerable to tidal flooding, storm surge, and sea-level-rise impacts. Raising or redesigning roads could be costly and may create unintended flooding impacts for adjacent properties. Norwalk is not prepared to support the recommendation until a realistic, funded, engineering-based resilience plan is in place.
6. **Environmental review and remediation issues remain incomplete.** The site has a documented industrial history, coal ash concerns, shoreline containment issues, wetlands, shellfish resources, wildlife habitat, stormwater risks, and potential impacts to Long Island Sound. Norwalk should not provide support until environmental review, remediation obligations, stormwater management, wastewater plans, and agency referrals are complete and publicly available.
7. **The proposed zoning framework allows future uses beyond the public vision presented.** The SD-MW framework appears broad enough to permit or enable future uses such as a hotel,

amphitheater, event space, structured parking, restaurant or brew pub, and other high-intensity activities. Norwalk is not prepared to support this unless future uses are clearly limited or subject to separate public hearings, traffic studies, environmental review, and approval.

8. **Neighborhood protections are not yet enforceable.** Residents have raised credible concerns about cut-through traffic, spillover parking, construction trucks, speeding, noise, lighting, pedestrian safety, and quality of life. Norwalk has not yet established enforceable protections such as routing requirements, residential parking controls, GPS coordination, objective traffic thresholds, traffic calming, construction rules, event-management plans, or post-opening mitigation triggers.
9. **Public process and referral questions need to be resolved.** Several comments raise concerns about whether required referrals, agency notifications, coastal reviews, harbor-management review, shellfish review, and conflict-of-interest safeguards have been fully addressed. Norwalk is not prepared to act until the record clearly shows that all procedural requirements have been met and that the public has access to the relevant responses.
10. **The City has not defined its long-term operating responsibility.** A project of this scale may require ongoing City involvement in traffic enforcement, transit coordination, road maintenance, flooding response, emergency planning, sanitation, public safety, parking management, and neighborhood monitoring. Norwalk should not provide financial or infrastructure support until it understands the long-term staffing, operating, maintenance, and taxpayer implications.

Top Resident Concerns About the Proposed Manresa Wilds Zoning Change in current state
Purpose of this section: This summary ranks the principal concerns raised by residents about Application #2026-41 R/M and the proposed Special District–Manresa Wilds zoning framework, from most important to least important based on frequency, intensity, and potential impact reflected in the letters reviewed in this document.

1. **Traffic volume, roadway capacity, and access constraints.** The dominant concern is that the proposed zoning could enable a regional destination drawing very large numbers of visitors onto Woodward Avenue, Longshore Avenue, and nearby residential streets that residents describe as narrow, flood-prone, already constrained by parking, trucks, buses, construction activity, and limited sight lines, and unsuitable for peak-event traffic.
2. **Pedestrian, cyclist, child, pet, and emergency-safety risks.** Many residents focus on safety rather than inconvenience, citing missing sidewalks, blind curves, trucks crossing center lines, queued vehicles near the causeway, construction-truck conflicts, school buses, emergency-vehicle access, dog walkers, children, cyclists, and residents who already walk the neighborhood regularly.
3. **Broad commercial and entertainment uses beyond the public park vision.** A repeated objection is that residents were introduced to a conservation, education, trails, shoreline-access, and nature-park concept, while the proposed special district could allow more intensive future uses such as a hotel, amphitheater, event space, live music, restaurant, brew pub/distillery, performing arts venue, boat rentals, commercial recreation, and structured parking.
4. **Concern that the zoning change creates a long-term “blank check.”** Residents worry that once a custom zone is approved, future owners or future phases could build to the maximum allowed under the zoning, even if the current applicant’s stated intentions are narrower. This concern is especially strong where writers ask that future uses receive separate hearings, separate impact studies, and separate approvals.
5. **Need for independent and complete traffic analysis before approval.** Several letters object to relying on a preliminary applicant-submitted Transportation Strategy Memorandum and ask for a full Traffic Impact Study, event-peak modeling, queuing analysis, construction-traffic controls, parking and spillover analysis, emergency-access review, and enforceable mitigation before the Commission acts.
6. **Environmental contamination, coal ash, stormwater, wetlands, shellfish, and wildlife impacts.** Residents raise concerns about legacy coal ash, contaminated soils, stormwater runoff into Long Island Sound, wetlands, shellfish beds, marine habitat, migratory birds, turtles, and whether construction or future impervious surfaces could disturb contaminants or degrade sensitive coastal resources.

7. **Flooding, sea-level rise, resilience, and single-route vulnerability.** Several comments emphasize that Woodward Avenue and the approach to Manresa already experience tidal flooding and storm flooding, and that a destination relying on a single low-lying access corridor could create public-safety, evacuation, and emergency-response problems during high tides or storms.
8. **Neighborhood quality of life and residential character.** Residents fear noise, lighting, litter, air pollution, idling vehicles, nighttime activity, visitor parking spillover, construction disruption, longer commutes, loss of quiet residential character, and the transformation of Harborview, Village Creek, Shorefront Park, Quintard Avenue, Lowndes Avenue, Sable Street, Dock Road, and nearby streets into access corridors for a regional attraction.
9. **Public oversight, process integrity, and trust.** Some letters raise procedural concerns about required referrals, coastal and harbor review, shellfish and wetlands oversight, wastewater and stormwater review, possible conflicts or appearances of conflict, protest-petition voting thresholds, and whether the public record is complete enough for a valid vote.
10. **Cost, infrastructure accountability, and who bears the burden.** A final recurring concern is that the project may require public road, flood, traffic, police, sanitation, transit, parking, and emergency-service investments while the burdens fall most heavily on nearby residents and taxpayers rather than on the applicant or regional visitors.

For all of the reasons above, I submit this as a concerned resident who is afraid the city will make major, broad generational commercial land-use decisions, hastily, without sufficient information, similar to approving the building of the powerplant many years ago. I feel there is high support for the conservation effort, nature trails, park, public water access for swimming and nature and scientific research as long as there is a viable solution to our current traffic and flooding issues. This is a challenge Norwalk currently faces and that any future developer will face who will wants to bring large volumes of people to this location.

Brian Lindner
7 Harbor View Ave
Norwalk Ct

To the members of the Planning and Zoning Commission:

I respectfully ask the Commission to deny the special application or, at minimum, pause consideration until complete traffic and cost studies have been conducted and shared with Manresa, the city, and affected residents.

Traffic is at the center of this application for good reason. Manresa, nearby residents, and city departments have all acknowledged that traffic is the largest obstacle to responsibly planning or approving any phase of development on the property, making it important to consider how each affected party would be expected to absorb the impact.

Manresa has an interest in being a good neighbor to nearby residents and the city of Norwalk, while also ensuring that the park is accessible to the guests who would like to visit. But access cannot be considered in isolation, because making the site work for visitors would require the city to take on significant infrastructure and public-safety responsibilities.

The city of Norwalk would have to plan and fund major infrastructure and public-safety changes, including sidewalks, bike lanes, widened streets, police coverage, possible eminent domain proceedings, traffic lights, electronic signage, and bus routes. That would require substantial planning, cause significant disruption, and place a major financial burden on the city, especially because Manresa Wilds would not be contributing tax revenue to offset those costs. Those citywide impacts would be felt most directly by the nearby residents who live on and around the limited access routes.

Residents are concerned because the only access route is a small residential street surrounded by other small residential streets. If visitors park in the areas outside Manresa, already narrow roadways could become difficult to pass, traffic backups could increase, and emergency access could be compromised. These day-to-day traffic impacts would not be separate from the financial question; they would likely drive the very infrastructure and public-safety costs residents may be asked to help absorb.

For residents already facing substantial tax increases, any additional taxes required to support those infrastructure and public-safety costs would place a significant burden on the people most affected by the development. The recent cumulative increases are shown below.

Total Cumulative Change (FY 2024-25 to FY 2026-27)

- **District 2:** (Shorefront Park, Woodward) Increased by **32.26%** overall.
- **District 4:** (Harbor Shores) Increased by **22.11%** overall.
- **District 5:** (Village Creek, Harbor View) Increased by **18.27%** overall.
- **District 6:** (Rowayton) Increased by **23.90%** overall.

For these reasons, I urge you to deny the special application or, at the very least, pause consideration until complete traffic and cost studies have been conducted and shared with Manresa, the city, and affected residents.

Alexandra Lindner
7 Harbor View Ave, Norwalk
July 26, 2026

Subject: Public Comment – Application #2026-4-1/RM

Dear Members of the Planning & Zoning Commission,

I am writing to express my concern regarding Application #2026-4-1/RM and respectfully ask the Commission to reconsider the overall scale of the proposed development for Manresa Island.

While I appreciate the desire to revitalize this property and create a destination for Norwalk, I believe the current proposal is simply too large for this unique location. Manresa Island is accessed by essentially one road in and one road out, through an established residential neighborhood. That infrastructure was never designed to support the volume of visitors this project could attract.

Rather than approving such an expansive development, I urge the Commission to require a significantly smaller-scale project that is more compatible with the site's access limitations. A more modest development would reduce traffic congestion, improve public safety, lessen impacts on nearby residents, and better preserve the character of the surrounding community.

I am also deeply concerned about the environmental consequences. The Manresa peninsula is a sensitive coastal area, and increased traffic, parking demand, commercial activity, and visitor volume will have lasting impacts on local wildlife, coastal habitats, water quality, and the overall environment. Once these impacts occur, they cannot easily be undone.

This is an opportunity to create something that benefits Norwalk while respecting the people who live nearby and the natural resources that make this area so special. I respectfully ask the Commission to require a substantially smaller project that balances redevelopment with environmental stewardship and the quality of life of neighboring residents.

Thank you for your time and for considering my comments.

Sincerely,

Christine Vaughn
Norwalk Resident

Hello,

Formally asking that the **Manresa Wilds - #2026-41 R/M application be DENIED** until such time as:

1. All aspects of the project have been clearly articulated
2. Full traffic and environmental studies have been completed
3. Protections for nearby residents are fully developed and coordinated between Manresa Wilds and the City of Norwalk

Thank you
--
Rachel Maley
Harbor Shores Homeowner

Dear Sir,

We understand that there could be numerous economic benefits to Norwalk and as long time residents are very supportive of that. However, the project was always promoted as environmentally supportive and sensitive, protecting animal habitats and maintaining the peaceful character of the neighborhoods on and around the water.

As you may know, noise travels over water and concerts and water parks while fun for participants are disruptive for residents who value quiet. They are also disruptive to animals and birds. These uses appear to be detrimental to vs supportive of the beautiful wetlands that exist now.

Similarly, the traffic volume that will be encouraged with multi story parking structures and the disruption to quiet surrounding streets is a huge concern. Originally it was proposed that buses would be used to bring visitors to the site from South Norwalk. Surely the lots in the center of town could be a gathering point for buses and then would encourage patronage of the businesses in that area.

I know you have difficult decisions and multiple considerations but it would be a shame not to try and preserve the fragile and beautiful wetlands and peaceful character of this neighborhood.

Thank you for your consideration,

Caroline Wellman

Thanks - we do support the project overall and want Norwalk to flourish. Just would like to conserve the peace and quiet!

Dear Director of Planning & Zoning Steve Kleppin,

I am writing to express my strong support for the development of the Manresa Wilds project, as well as any necessary infrastructure required to accompany it.

This project will serve as an important environmental and community observation initiative, providing significant benefits to our area. I believe it represents a valuable opportunity for our community, and I urge the planning and zoning department to support its approval and implementation.

Thank you for your time, consideration, and dedication to the development of our community.

Best regards,

Stephen Sawch

Dear Director Kleppin

I understand that there is to be a Public meeting tomorrow to consider a zoning change for Manresa Wilds which would permit lodging, commercial amphitheaters and event spaces, commercial recreation establishments (waterpark), two story parking structures, brew pub/distillery and restaurants, marina and boat slip storage, commercial boat dock and harbor/port facilities, and cellular and commercial communication antennas.

Such a dramatic zoning change is unprecedented and grants a licence for Manresa Wilds to do anything it likes without regard for the environment or local communities. The impact on both will be huge and will be irreversible.

I an writing to ask that the Zoning Board reject **Application 2026-41 R/M be DENIED** until such time as all aspects of the project have been clearly articulated, full traffic and environmental studies have been complete, and most importantly, that protections for nearby residents, w**ho need the Zoning Board's**

protection from over development of the site, are fully developed and coordinated between the City and Manresa Wilds. Residents surely have a right to enjoy their homes peacefully and safely. Applications granted are hard to recall. Noise, light and traffic pollution should be a major concern to a Board that has banned the private use of fuel powered leaf blowers.

I am unable to attend the meeting in person but hope to be able to connect by Zoom.

Sincerely yours
Application 2026-41 R/M b
Anne Wellman
22 Dock Road
Norwalk, CT 06854

TO : Director Steven Kleppin and Members of The Norwalk Planning & Zoning Department -

We request that the Planning & Zoning Commission deny Manresa Wilds - #2026-41 R/M application and any other Manresa Wilds zoning changes until: (i) full traffic and environmental studies have been completed; (ii) the Applicant agrees to limit parking at (and vehicle access to) the Site to employee shuttles, service and emergency vehicles, and vehicles with state-issued disability parking permits; and (iii) the Applicant and the City develop adequate protections for nearby residents.

Putting aside that dodging parked cars and oncoming large trucks while driving down Woodward Avenue already is like threading a needle, it cannot seriously be disputed that the projected additional vehicle traffic to and from the Site will have a material adverse impact on the quality of life of hundreds of area residents. While many of the purported Site benefits presented by the Applicant's well-paid advocates are packaged as beneficial to the area (not unlike colorful shiny lures designed to attract a variety of unsuspecting fish) the existing roadways cannot – and cannot adequately be modified to – handle the projected visitor vehicle traffic. Regardless of the attractiveness of the Applicant's pitch, the Department should not and must not ignore the fundamental mandates set forth in Article 8 of the City's Zoning Regulations, which include (in Section 8.4.8 (G)(1)):

> b. The proposed Use, Building, or Structure must be so designed, located, and proposed to be operated ***that the public health, safety, and welfare will be protected***;
>
> c. The proposed Use, Building, or Structure ***must not adversely affect other property in the area in which it is located***

(Emphasis and underlining added.) In addition to the above mandatory requirements, Section 8.4.8 (G)(2) requires that:

> 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 each applicable reviewing authority for review and recommendations.

(Emphasis and underlining added.) While the Traffic Impact Analysis regulations contain many specific technical criteria, a simple drive down Woodward Avenue at a moderately busy time makes it obvious that existing geographic and other physical limitations and barriers, as well as current resident uses (parking, bike lanes, a City park) preclude sufficient traffic mitigation possibilities. Extension of the current City bus line, shuttle busses from central locations (SoNo Mall, Maritime Aquarium, etc.), ferry and water taxis, and other modes of mass/public transportation are the only viable options to avoid, as prohibited by Section 8.4.8 (G), "adverse[ly] affecting other property in the area" and harming "public health, safety, and welfare." (In connection with this application have the Commission and Department members personally driven down Woodward during busy periods to the Site?)

While our comments above focus on the serious and undeniable detrimental effects of increased traffic to and from the Site, other public comments have identified serious wildlife, environmental, and other concerns

associated with the creeping commercial aspects of what originally was touted as a nature and wildlife preservation project. We request that the Department, Commission, and other City regulatory bodies look past the bright and shiny purported benefits of the Site and consider the everyday, real-life burdens and material detriments to hundreds of Norwalk residents in neighboring households and to area wildlife.

Thank you. Thomas and Teresa Piekara, 8 Outer Road

Dear Mr. Kleppin ; As a homeowner in the SoNo Historic District, I am especially concerned about the efforts of the syndicate behind the "Manresa Wilds" to obtain a "Special District" designation for their development .
This amounts to being a carte blanche to do virtually anything to advance their agenda , regardless of how negatively it affects the City of Norwalk .

The Planning and Zoning Board needs to consider every aspect of this request , especially as it will involve traffic throughout SoNo .
The spokespeople for the project are very glib and reassuring , speaking at a public meeting , but I feel that Norwalk's best interests are not being served here . Why would Norwalk give a developer open-ended permission to do anything they want ???

Sincerely Yours ; Toni Van Loan 44 Bayview Ave Norwalk 06854

Hello Director Kleppin and members of the Norwalk Planning & Zoning Commission,

As a (South) Norwalk resident, I am writing to express my support for the proposed Special District (SD-MW) status for Manresa Wilds.

My name is Kerry-Ann Watt and I have been living in Norwalk for a little over 12 years. We've established our family in this city and we've really felt at home here. Whether we're eating at a restaurant, riding our bikes, enjoying the beautiful ocean breeze at Calf Pasture or strolling at Veterans Park, we're always doing something active in the city.

Adding Manresa Wilds would do wonders for the community. As we serve a diverse group of people who have varying interests, this project will have something for everyone. I'm thinking about enjoying the swimming pool or the beach front. Families need different ways to enjoy their community and this would be a big contribution to those efforts.

I am respectfully asking the Commission to approve the Special District zoning so this park can move forward through the required approvals.

Thank you for your time, your public service, and your continued dedication to Norwalk's future.

Sincerely,

Kerry-Ann Watt
6 Ingalls Ave.
(South) Norwalk CT

July 27, 2026

Dear Director Kleppin and members of the Planning and Zoning Commission:

I am writing to submit my comments regarding Application #2026-41 R/M submitted by Manresa Osprey LLC, a for-profit corporation, to create a new Special District – Manresa Wilds (SD-MW) zone on Longshore Avenue and Manresa Island. I strongly request that the Commission either deny the application, allowing the normal process of vetting and approving to take place, or restrict each element of the plan until independent studies can be completed and shared with the public. It doesn't make sense to me to approve or oppose anything before having sufficient information to make a decision.

Despite our different opinions and points of view. I believe we are all united in wanting Manresa Island to be developed in a way that preserves the environment and benefits the Norwalk community, while respecting the concerns and needs of local communities and Norwalk in general. As a longtime resident

of Norwalk (since 1973) and having lived with the sight of that big blue power station structure for decades I certainly feel this way. As many have pointed out, the impact of some of the proposed development potentially has city-wide and even regional impact.

I attended the July 15 meeting by Zoom and it seemed to me that we were all trying to come up with solutions before really studying the perceived problems – putting the cart before the horse. Do we really know what the full impact will be on the infrastructure (roads, transportation and so on), environment (air, land and sea), wildlife/plant life, taxes and financial burden, etc.?

Is it not our responsibility as Norwalk residents and, in particular the Planning and Zoning Commission, to have the information which can only come from truly independent studies in these areas? We may find that there are implications of the proposed development that we haven't even thought of. Therefore I urge the Commission to require such studies before making a decision that can have a profound and long-lasting effect on Norwalk and beyond.

Thank you for your consideration,

(Mrs.) Sushila Gillis,
35 Splitrock Road, Norwalk, CT 06854

Dear Director Kleppin and members of the Norwalk Planning & Zoning Commission,

As a (South) Norwalk resident (and business owner), I am writing to express my support for the proposed Special District (SD-MW) status for Manresa Wilds.

My name is Mark Bardowell, owner of Grease Trap Care, operating out of Norwalk. Not only do I have a business here; my family and I relocated here in January, 2014. My daughter was about 4 months old when we moved here. She is now 12 years old. Over the years, we've done many recreational activities in Norwalk and we have come to really love and appreciate this City.

I think the addition of Manresa Wilds will be a huge uplift to the city. I would be looking forward to the trail for walks/rides with my family as we love outdoor activities.

I respectfully ask the Commission to
approve the Special District zoning so this park can move forward through the required approvals.

Thank you for your time, your public service, and your continued dedication to Norwalk's future.

Sincerely,

Mark Bardowell
6 Ingalls Ave,
(South) Norwalk CT
Contact info optional

I lived in Harborview since 2004 and Woodward has always been a mess. Obviously it's 100 times worse now. I support Manresa up to a point - with zero commercial establishments.
Sono is a mess. Washington street is an embarrassment . Restaurants have shuttered everywhere and 50 Percent of street is vacant. Tell the Mcchord they can put their distillery there along with the other unnecessary editions being considered.

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, in particular:

● 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. Negative environmental impacts would be difficult, if not impossible, to easily remediate.

● 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 represent a 'blank check' given to the developer that will open the floodgates to unexpected long-term commercial developments, over-development, or massive entertainment spaces that do not align with a community park or area resources.

● Lack of Public Oversight: Moving the land into its own completely customized, private zoning classification gives unprecedented long-term control to a private developer and any future owner, at the detriment of the City of Norwalk.

I strongly believe that the Commission should not cede such power to a single developer's long-term private commercial interests.

Thank you for your time, leadership, and dedication to protecting our community.

Sincerely,
Mary Kathryn Harrity
65 Wolfpit Ave - Apt 1B, Norwalk 06851

To Whom It May Concern:

I am a longtime Rowayton resident (30+ years) and have lived on Bell Island for the past 6 years. My husband, Toshi Bekku, and I are deeply concerned about the proposed changes submitted to P&Z for commercial use of Manresa Island. The whole idea of commercializing the space and installing a hotel, restaurants, amphitheater, etc. would be so detrimental to the environment in terms of pollution, excess traffic, and public safety. We are very concerned about traffic congestion but more importantly, environmental damage to what could otherwise be a pristine parkland. We strongly urge you to deny the commercial use application of Manresa Island. Thank you for your consideration.

Respectfully yours,

Kerry O'Mahony and Toshi Bekku
12 Westmere Ave
Rowayton, CT 06853

To the Planning and Zoning Committee:

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 significant zoning regulation and map amendment to create a new "Special District -Manresa Wilds (SD-MW)" zone on Longshore Avenue and Manresa Island.

I am continuing to request the Committee get significantly more information for public review especially since the original concept as proposed by the Osprey Team has morphed from a nature center to enrich educational opportunities in Norwalk to a regional commercially oriented hotel, distillery, amphitheater, two story parking garage ? Say no to any "Special District".

Some simple questions, what is the value to the citizens of Norwalk and what will be the costs both financially and to our quality of life. The area has limited access and ability to absorb even small increases in traffic. Who will absorb and pay not only for the capital improvements but the ongoing maintenance required for this projects access. Who really benefits certainly not the local residents and people whose lives will be disrupted south of Route 95 by the potential hundreds of thousands of visitors arriving by car negotiating narrow residential roads. What are the near and long term environmental impacts?

I beg the Committee to deny or significantly modify the is application until this ever changing project is properly scoped, taking into account independent environmental and traffic analysis, fiscal responsibility for all related aspects of the project and the impact on the citizens of Norwalk most acutely those in proximity to Manresa Wilds.

Sincerely

Mark A. DeWyngaert PhD,MBA

Manresa Wilds
Land Use, Tax Treatment & Ownership Briefing

Norwalk, Connecticut | Three separate questions that should not be conflated

Executive framing: The Manresa decision involves three legally different issues: (1) land-use and zoning entitlements, (2) property-tax treatment, and (3) ownership/control of the land and project entities. A zoning approval does not itself grant a charitable property-tax exemption. Conversely, a later sale generally does not extinguish a valid special permit because Connecticut treats special permits as running with the land.

PART 1 - LAND USE: WHAT MANRESA IS ASKING PLANNING & ZONING TO APPROVE

The application is best understood as three coordinated land-use approvals, all filed by Manresa Osprey LLC. The City's application page lists a zoning map amendment, zoning text amendment, and Special Permit.

A. Create a new zoning district specifically for Manresa

Manresa Osprey asks Norwalk to change the approximately 120-125 acre property from CD-1S to a newly created **Special District-Manresa Wilds (SD-MW)**. The applicant describes this as creation of an "entirely new zoning classification" for the property.

This matters because the Commission is not merely deciding whether a park fits within existing zoning. It is being asked to establish a new zoning regime tailored to the Manresa property and the proposed Manresa Wilds development framework.

B. Amend Norwalk's zoning regulations to accommodate Manresa

The zoning-text application would add SD-MW throughout the regulations and establish uses, dimensional rules, review thresholds, and exceptions that would apply inside the new district. Proposed or contemplated uses include:

- commercial recreation and indoor/outdoor recreational facilities;
- restaurants, event space and live music;
- amphitheaters;
- boat rentals, passenger ferry service, marina/water-dependent and harbor uses;
- educational and research uses, offices and institutional collaborations;
- parking structures and other park-support facilities; and
- other uses listed in the proposed SD-MW use tables and Master Plan.

The proposed rules also determine the level of later review. Examples include:

- Commercial recreation from 5,000 to 20,000 square feet: Site Plan review; above 20,000 square feet: Special Permit.
- Amphitheater with more than 150 seats: Special Permit.
- Restaurant over 7,500 square feet: Site Plan application.
- A proposed SD-MW building with a footprint of 15,000 square feet or more, or gross floor area of 40,000 square feet or more: Site Plan review unless the use itself requires a Special Permit.

A separate financial exception is embedded in the zoning text. The proposal says Norwalk's inclusionary-zoning housing fee for qualifying new nonresidential construction over 25,000 square feet—$10 per $1,000 of

construction cost—**"does not apply to the SD-MW zone."** This is a zoning-fee exception, not a property-tax exemption.

C. Approve the overall property as a "Development Park"

The Special Permit asks the Commission to approve a "development park and conceptual Master Plan" for the property. The applicant calls the Master Plan a "roadmap" for future development and use and states that it is intended to be flexible.

The application says that as particular uses are finalized, Manresa Osprey would return for coastal site plan, site plan, or Special Permit applications as required. It also says the conceptual Master Plan may later be revised or modified to respond to changing needs, uses, and operations.

The proposed SD-MW district text likewise provides that each phase of the conceptual Master Plan is subject to Site Plan review or Special Permit review depending on the Table of Uses, and that later improvements must comply with the conditions, plans, and documents filed on the Norwalk Land Records.

Practical effect: The Commission is being asked to approve the basic zoning entitlement and long-term development framework now, while substantial details about individual buildings, uses, traffic impacts, and later phases would be determined through future applications. That is broader than simply approving a "park permit."

D. Traffic and visitation: studies completed, projected usage, and mitigation

Traffic is a major unresolved component of the land-use review. The materials filed to date contain preliminary traffic and visitation analyses, but the City's Transportation, Mobility & Parking (TMP) Department and its independent peer reviewer have both said that a more complete Traffic Impact Study (TIS), including parking analysis and a broader study area, is still needed. As of July 27, 2026, the City's published Manresa application page does not list a completed full TIS.

Studies and reviews completed to date

Date / document	Prepared / reviewed by	What it covers
Dec. 12, 2025 - North Forest Traffic Statement	Tighe & Bond	Phase 1 operating traffic, 44-space parking lot, existing road conditions and a five-year crash review. It estimated about 104 daily vehicle trips in peak-season weekdays for the North Forest, with sensitivity testing at 208 trips.
Jan. 21, 2026 - North Forest Construction Traffic & Hauling Memo	Tighe & Bond	Phase 1 construction traffic and truck routing. It projected roughly 10-20 daily worker vehicle trips and, during the busiest hauling periods, about 40 inbound heavy trucks per day plus their outbound return trips.
Mar. 26, 2026 - Visitation & Visitor Utilization Projections	ORCA Consulting	Forecasts annual, seasonal and daily visitation, travel mode assumptions, parking demand and event programming. This study is incorporated into the May transportation memorandum.
May 22, 2026 - Transportation Strategy Memorandum	AKRF	Preliminary trip generation, trip distribution, intersection capacity, multimodal access and travel-demand-management strategies. The quantitative intersection analysis focuses principally on build-out through Phase 3; Phase 4 is treated as a more speculative scenario.

Date / document	Prepared / reviewed by	What it covers
June 19 & June 23, 2026 - Peer review and TMP review	Creighton Manning / City of Norwalk TMP	Independent and City review of the preliminary work. Both identify additional analysis and mitigation needs. TMP states that the full TIS, parking study and expanded peak-period analysis are necessary before the full scope of mitigation can be known.
July 15, 2026 - Applicant presentation	Manresa Wilds project team	Updates the proposed operating approach: a 400-space on-site parking cap, reservations/timed entry, off-site parking and shuttles, employee shuttling, transit and technology-based traffic management. Some items are presented as commitments; others are labeled possible options.

The June City reviews also endorsed expanding data collection to 29 intersections, with updated spring and summer traffic, bicycle and pedestrian counts. TMP's June 23 memorandum said typical summer counts would not be collected until mid-July and that the full TIS might not be ready for review until at least August 2026.

The Phase 1 traffic statement also reviewed five years of crash data (June 2020-June 2025) and identified 324 reported collisions in the study area, including six pedestrian collisions. Woodward Avenue at Burritt Avenue and Woodward Avenue at Meadow Street had the highest intersection totals in that review, with 19 reported collisions each. Those figures describe existing conditions and are not attributed to Manresa traffic.

What Manresa projects for daily usage

The current projections are substantial and highly seasonal. The AKRF/ORCA forecasts assume that, after Phase 3, approximately 94% of visitors arrive by private vehicle, 4.5% by transit/shuttle/ferry and 1.5% by walking or bicycle, with an assumed average vehicle occupancy of 2.5 people. The forecasts do not yet credit future reductions from the traffic-management strategies discussed below.

Scenario	Annual stabilized visitation	Typical summer weekday	Summer Saturday	Summer Sunday
Through Phase 3 (stabilized 2037)	792,000 visitors/year	2,970 visitors; ~1,129 vehicles arriving	7,425 visitors; ~2,822 vehicles arriving	6,831 visitors; ~2,596 vehicles arriving
Full Phase 4 scenario (stabilized 2040; preliminary)	874,500 visitors/year	3,279 visitors; ~1,246 vehicles arriving	8,198 visitors; ~3,115 vehicles arriving	7,543 visitors; ~2,866 vehicles arriving

Important: the vehicle figures above are vehicles arriving at the site, not total roadway movements. AKRF states that the figures should be doubled to reflect an arrival and a departure. On the Phase 3 summer-Saturday scenario, that is approximately 5,644 vehicle movements over the day. Under the preliminary Phase 4 summer-Saturday scenario, it is approximately 6,230 movements.

Peak-hour traffic is also material. Through Phase 3, AKRF projects 586 vehicle movements during the summer weekend PM peak hour (307 entering and 279 exiting). The preliminary Phase 4 scenario increases that to 647 movements during the summer weekend PM peak hour. The Phase 4 scenario is explicitly less certain because the Boiler/Main Power Plant program and event schedule remain more speculative.

Briefing takeaway: the proposed park is not being modeled as a low-volume neighborhood park at full build-out. The applicant's own projections contemplate roughly 7,400 visitors on a summer Saturday through Phase 3 and more than 8,000 under the preliminary Phase 4 scenario. The traffic question is therefore whether enforceable parking, reservation, transit, shuttle and roadway measures can keep private-vehicle demand within the capacity of Woodward Avenue and the surrounding network.

Traffic concerns identified so far

- Woodward Avenue at Meadow Street: the preliminary Phase 3 analysis identifies this as the intersection that meets the City's stated threshold for a traffic operational impact. A traffic signal is the principal proposed mitigation if signal warrants are met.

- Woodward Avenue at Burritt Avenue: the westbound approach is projected to experience congestion. The preliminary Phase 3 analysis does not find a signal warranted, but AKRF says Phase 4 could trigger the need for a clustered signal treatment involving Burritt/Grove.
- Washington Street at North Main Street/South Main Street: signal timing and coordination changes are proposed; the Phase 4 scenario may require additional mitigation.
- Parking and spillover traffic: the City's peer reviewer calls parking supply a likely limiting factor and emphasizes preventing visitors from driving directly toward Manresa without a confirmed parking destination, which could create unnecessary traffic on Woodward Avenue.
- Large events: the City's peer reviewer asks for a grand-opening traffic management plan, stress testing for Phase 2 events, and a maximum-capacity event analysis for Phase 4, where the proposed indoor event venue could concentrate arrivals and departures.
- Pedestrian/bicycle safety and neighborhood effects: City reviewers have requested additional sidewalk and bicycle analysis, wayfinding to avoid mistaken trips into Harborview, and review of transit access and pedestrian connections.

How the project proposes to manage traffic

The mitigation concept is a combination of physical roadway improvements and active management of who is allowed to drive to the site on busy days. The principal measures identified in the May transportation memorandum, City reviews and July 15 presentation include:

- Cap on-site parking at approximately 400 spaces. In the July 15 presentation, Manresa characterized this as a continuing commitment intended to constrain private-vehicle demand.
- Parking reservations and timed entry, especially during peak periods, so visitors do not drive to the site without a space and so arrivals can be shifted away from the busiest hours.
- Dynamic parking pricing and other demand-management tools, including incentives for carpooling, transit use and off-peak weekday visitation.
- Off-site parking and shuttle service. The SoNo Collection garage is identified as a possible remote-parking location; the South Norwalk station area may also affect routing and parking strategy.
- Transit: coordination with Norwalk Transit to extend Route 2 to the Manresa entrance, providing a direct connection with South Norwalk Station.
- Ferry/water-taxi access in Phase 3, together with walking and bicycle improvements, to reduce reliance on private vehicles.
- Employee traffic management. The July 15 presentation says roughly 100 employees may be on site on a summer day, with about 30 year-round staff parking on site and seasonal employees/ambassadors largely parked off site and shuttled in.
- Real-time information and wayfinding: parking availability, alternative lots, shuttle tracking, transit information and signage intended to intercept visitors before they continue down Woodward Avenue.
- Intersection improvements: potentially a signal at Woodward/Meadow, signal timing/coordination changes downtown, and other applicant-funded improvements if the final TIS establishes that they are required.
- Event-specific operating plans, including grand-opening management, stress testing and maximum-capacity scenarios.

The July 15 presentation also identifies a possible operating model in which the City would set a maximum number of private-vehicle visits per day and potentially a per-vehicle visitation fee collected by Manresa and remitted to the City. That slide is labeled as a possible option; it should not be described as an approved requirement unless it is incorporated into the final zoning resolution, a recorded condition, or another enforceable agreement.

The central unresolved question is enforceability. A voluntary 400-space cap, reservation system or shuttle program is different from a binding condition specifying a maximum daily private-vehicle count, event capacity, monitoring protocol, required mitigation and consequences if traffic exceeds the assumptions. The final Commission resolution and later site-plan approvals will determine which measures are legally binding on Manresa Osprey and any successor owner.

E. Traffic capacity, City cost exposure, admission, and the 400-space question

The traffic-management concept depends on limiting how many private vehicles reach Manresa, turning over a relatively small number of on-site parking spaces throughout the day, and shifting other visitors to transit, shuttles, walking, bicycling, ferry/water access, or remote parking. The applicant has proposed a number of strategies, but several key operating details and cost allocations remain unresolved.

SUMMARY BOX - KEY INCONSISTENCIES / UNRESOLVED ITEMS

- Parking count is not stated consistently: the City's June review discusses approximately 380 spaces; the July 15 applicant presentation says parking is capped at 400 spaces; the current Manresa Wilds FAQ describes 365-420 on-site spaces.
- Phase 3 mode-share math does not exactly reconcile: the transportation memorandum states 94% of Phase 3 visitors drive and assumes 2.5 people per vehicle. Applied to 7,425 summer-Saturday visitors, that is about 2,792 arriving vehicles, while the report's Table 6 states 2,822. The latter corresponds almost exactly to a 95% drive share.
- The project projects about 7,425 visitors on a Phase 3 summer Saturday and about 2,822 vehicles arriving, yet proposes only about 400 on-site spaces. That means the operating plan depends on substantial parking turnover and/or reliable off-site parking, reservations, shuttles, and other alternatives.
- The City says the off-site parking / shuttle / reservation strategy is not yet a committed Transportation Demand Management plan. TMP also says a full parking study is still required to determine when off-site parking and reservations would be necessary.
- The project publicly says there will be no general entry cost, but the July 15 presentation separately presents a possible City-set fee for each private-vehicle visit. Those concepts are compatible only if the distinction between free admission and a vehicle/parking charge is made explicit.
- The City says the full Traffic Impact Study, including the parking study, is needed before the full scope of required mitigation can be determined, while the broader SD-MW zoning and Special Permit applications are already under review.
- The 2,822-vehicle summer-Saturday figure is an arrivals figure, not the total daily roadway movement count. Using the applicant's stated methodology, those arrivals become about 5,644 inbound-and-outbound movements over the day, before separately accounting for any additional drop-off, pickup, shuttle, service, or other vehicle trips that are not already embedded in the estimate.
- Drop-off and shuttle traffic is not clearly reconciled with the reported vehicle totals. ORCA assigns 3.5% of Phase 3 visitors to a combined 'Bus / Drop-off' category, but the AKRF daily vehicle estimate is derived from the private-vehicle drive share. The filings do not clearly separate bus passengers from rideshare, taxi, family drop-offs, remote-parking shuttles, or employee shuttles, so the full TIS should identify whether and how those vehicle movements are counted.

Admission and possible vehicle charges

Manresa Wilds currently states on its public FAQ that there will be no entry cost. That does not necessarily mean that parking or arriving by private vehicle will be free. The May transportation strategy discusses parking pricing as a demand-management tool, and the July 15 presentation labels as a 'Possible Option' a model in which the City would set a daily private-vehicle cap and a fee for each private-vehicle visit, with Manresa collecting the fee and remitting it to the City.

For briefing purposes, the distinction should be stated clearly: general park admission is currently represented as free, while a parking or private-vehicle visitation charge remains a possible traffic-management mechanism rather than an approved requirement.

How visitors are projected to arrive

Phase 3 travel mode	Share assumed in May 2026 transportation memorandum
Private vehicle	94%
Transit / shuttle / ferry	4.5%
Walk / bicycle	1.5%

Phase 3 travel mode	Share assumed in May 2026 transportation memorandum
Total alternatives to private vehicle	6%

The model also assumes 2.5 people per private vehicle. Therefore, the submitted Phase 3 traffic model is still overwhelmingly car-oriented even though the operating strategy seeks to shift visitors to alternative modes over time.

The 7,425-visitors / 400-space question

For a stabilized Phase 3 summer Saturday, the transportation memorandum projects 7,425 visitors and states that 2,822 vehicles would arrive at the site. Because each arriving vehicle also leaves, the report says total vehicle trips are approximately double that figure, or about 5,644 roadway movements over the day.

If the on-site supply is capped at roughly 400 spaces, 2,822 arriving vehicles would require each space to serve, on average, about seven different vehicles over the course of the day if all those vehicles parked on site. At 2.5 people per vehicle, 400 occupied spaces represent roughly 1,000 people at one time. The feasibility of serving 7,425 daily visitors therefore depends on length of stay, turnover, reservations, off-site parking, shuttles, transit, and other non-auto access.

Norwalk TMP has specifically required a parking-accumulation analysis to determine the hours, days, and seasons when parking reservations, off-site parking, and Transportation Demand Management would be needed. TMP also noted that for large events of 1,500-2,000 people, approximately 380 spaces would require four to five people per vehicle unless a robust remote-parking and shuttle system is operating.

Drop-offs, rideshare, buses, and shuttle circulation

The visitation assumptions expressly include a combined 'Bus / Drop-off' category. For Phase 3, ORCA assigns 3.5% of visitors to that category. On a 7,425-person summer Saturday, that represents roughly 260 visitors. The published materials do not clearly break that group into transit buses, school/group buses, rideshare or taxi passengers, family drop-offs, or other passenger-loading activity.

This matters because drop-offs can reduce parking demand without necessarily reducing traffic. A visitor vehicle that parks generally produces one inbound and one outbound movement. A vehicle that drops passengers off, leaves, returns for pickup, and leaves again can produce four roadway movements for the same party. Remote-parking and employee shuttles also create repeated circulation trips.

The Phase 1 plan provides a bus drop-off/turnaround area, but the full-build transportation materials reviewed to date do not clearly quantify the number, size, frequency, staging, loading time, or roadway movements of rideshare vehicles, passenger drop-offs, remote-parking shuttles, employee shuttles, and buses. Norwalk TMP has requested that the final analysis address shuttle volumes, vehicle sizes, frequency, staging, and passenger-loading locations.

Accordingly, the full Traffic Impact Study should reconcile the 2,822 arriving-vehicle estimate and the approximately 5,644 corresponding arrival/departure movements with all separate drop-off, pickup, bus, rideshare, shuttle, employee, service, and event-related traffic, identifying which categories are already included and which generate additional trips.

Potential traffic-related cost exposure for Norwalk

Potential cost / burden	Why it may arise	Current allocation status
Traffic signals / intersection work	Traffic analysis identifies locations where mitigation may be required.	City may require applicant-funded mitigation; final scope is not yet known.
Roadway, sidewalk, bicycle, and wayfinding improvements	More visitors, construction traffic, pedestrian/bicycle demand, and neighborhood wayfinding.	Specific improvements and long-term maintenance responsibility remain to be finalized.
Police / Traffic Authority management for large events	Events of 1,500-2,000 people may create concentrated arrival/departure surges.	City review may be required for events; who pays recurring public-safety/traffic-control costs should be made explicit.
Parking enforcement / neighborhood protection	Overflow parking or drivers denied entry could affect Woodward Avenue and nearby neighborhoods.	TMP says neighborhood parking is not a substitute for TDM and applicant should implement TDM at its own cost.

Potential cost / burden	Why it may arise	Current allocation status
Transit service	Project proposes expanded bus access and relies partly on transit to reduce private vehicles.	Funding for added service, stops, frequency, and long-term operating support should be specified.
Off-site parking and shuttle operation	400-space cap is insufficient for all projected arriving vehicles without turnover or alternatives.	Applicant proposes remote parking/shuttles; TMP says there is not yet a committed TDM plan.
Monitoring, technology, and enforcement of vehicle caps	Reservations, timed entry, real-time parking information, and possible daily vehicle caps require ongoing administration.	Who pays for systems, staffing, audits, and enforcement should be established as a binding condition.
Maintenance of applicant-triggered improvements	Signals, signs, curb changes, or other mitigation can create recurring maintenance costs.	Capital funding alone does not answer who bears future operating/replacement costs.

The City's June 23 review expressly states that residential parking is not a substitute for high-quality Transportation Demand Management and that the applicant should be responsible for implementing TDM at its own cost. The independent peer review also contemplates applicant-sponsored off-site mitigation. The unresolved issue is whether the final approval will make both capital and recurring transportation costs enforceable obligations of Manresa Osprey LLC and successor owners.

KEY DECISION QUESTION

Should Norwalk approve the overall SD-MW zoning entitlement and Development Park Special Permit before the complete Traffic Impact Study and parking-accumulation analysis establish that peak-day visitation can be accommodated, identify the full mitigation package, and specify which capital and operating costs will be paid by the applicant rather than the City?

F. Regional traffic routing and I-95 corridor pressure

The applicant's preliminary traffic analysis provides useful directional information, but it does not yet assign final project volumes to specific I-95 interchanges such as Exits 12, 14, or 16. The full Traffic Impact Study may refine these routing assumptions. The map below therefore combines the applicant's own local-route percentages with its municipality-based regional distribution to show where traffic pressure is likely to be directed, while clearly distinguishing corridor context from a final exit-by-exit assignment.

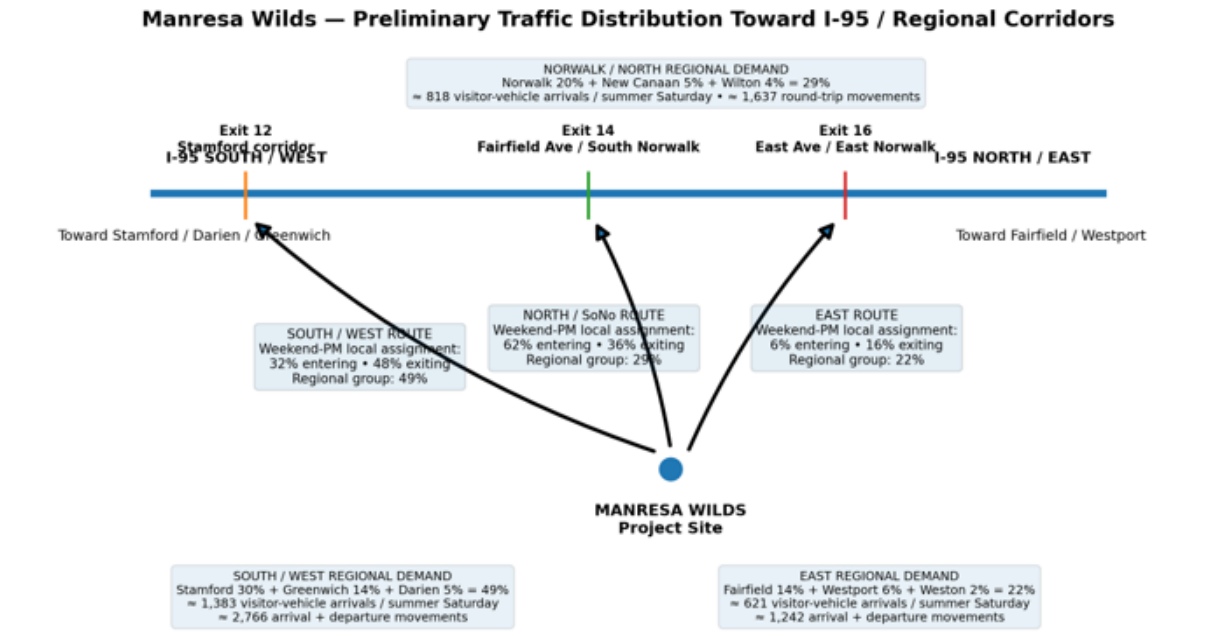

Figure: Preliminary Manresa traffic distribution toward I-95 and regional corridors (schematic; not an exit-specific traffic assignment).

Regional direction	Municipalities in applicant's Table 9	Regional share	Approx. summer-Saturday visitor-vehicle arrivals	Approx. arrival + departure movements
South / West toward Stamford corridor	Stamford, Greenwich, Darien	49%	≈ 1,383	≈ 2,766
East toward Fairfield / Westport corridor	Fairfield, Westport, Weston	22%	≈ 621	≈ 1,242
Norwalk / North / SoNo access	Norwalk, New Canaan, Wilton	29%	≈ 818	≈ 1,637

Important limitation: The figures above are not predictions of how many vehicles will use Exit 12, Exit 14, or Exit 16 specifically. AKRF's May 2026 memorandum assigns traffic to local approach corridors and says trip distribution may be adjusted or refined in the full TIS. The applicant's Figure 1 assigns Weekend-PM traffic locally as 62% entering / 36% exiting through the north route, 32% entering / 48% exiting through the southwest route, and 6% entering / 16% exiting through the east route. CT DEEP's South Norwalk access guidance identifies Exit 14 as a principal approach from the west and Exit 16 as a principal approach from the east, which is why those exits are shown as corridor reference points.

Question for the full TIS: How many Manresa-generated vehicles are projected to use each I-95 interchange — particularly Exits 14, 15, 16, and the southbound corridor toward Stamford — during the summer weekend peak hour and over a full peak day, and what is the resulting percentage increase in ramp and mainline volumes?

If Norwalk approves it, could Osprey later sell the property with the zoning benefits?

Generally, yes—with important qualifications. Under Connecticut law, a Special Permit is ordinarily a land-use status attached to the parcel, not a personal privilege owned by the original applicant. Connecticut's Supreme Court has stated that a transferee succeeds to the benefits of a Special Permit and is also bound by its conditions. Connecticut law also requires Special Permits to be recorded in the municipal land records before becoming effective.

That means there are two different sale scenarios:

Scenario	What changes	Likely zoning effect
Osprey sells the real estate	A new owner takes title to the parcels.	A valid Special Permit generally continues with the land; the buyer succeeds to both benefits and recorded conditions. The SD-MW zoning classification would also remain unless later lawfully changed.
Ownership/control of Osprey LLC is sold	The LLC remains the record owner, but its members/control may change.	The landowner of record is still Osprey, so the zoning status generally remains in place; a change of corporate control does not itself erase a land-use approval.

What Osprey would not ordinarily "own" as a separate asset is the permit detached from the land. The entitlement generally travels with the parcel. A successor also inherits the restrictions and conditions, and material changes in character or intensity can require a new Special Permit under Norwalk's regulations.

Norwalk's current regulations also contain an expiration rule: a Special Permit becomes null and void if all improvements are not completed within five years of its effective date, unless the Commission grants an extension of up to five additional years. How that rule would apply to a conceptual, multi-phase Manresa Master Plan is a question that should be answered expressly in any final resolution.

No owner-specific no-sale restriction was identified in the Special Permit and SD-MW zoning materials reviewed for this briefing. That does not establish that no deed restriction, conservation easement, environmental obligation, financing covenant, or future approval condition could limit a transfer. It means the zoning package itself should not be assumed to lock ownership permanently into the current entities.

Key policy question: If the public rationale for SD-MW is a permanently accessible public park, what recorded instrument—not merely the identity or stated mission of today's owner—will bind future owners to public access, conservation commitments, and the approved park framework?

PART 2 - TAX: A SEPARATE PROPERTY-TAX QUESTION

The pending land-use applications do not themselves establish a property-tax abatement, PILOT, tax-stabilization agreement, 2% property-tax cap, or charitable exemption. Property-tax status is a separate legal and administrative question.

The important distinction

There are potentially three very different outcomes:

Treatment	Effect on Norwalk
Ordinary taxable property	Manresa pays normal property taxes based on assessment and mill rate.
Negotiated abatement / PILOT	Manresa pays an agreed amount, potentially below normal taxes.
Charitable exemption under CGS §12-81	Qualifying property could pay no conventional property tax while the statutory ownership/use requirements are satisfied.

No evidence identified of a special 2% property-tax deal

The public zoning materials reviewed do not identify a Manresa-specific 2% property-tax cap, PILOT, negotiated tax abatement, or tax-stabilization agreement. The inclusionary-zoning housing-fee exception discussed above is different: it is a zoning fee rule written for the SD-MW zone, not a property-tax agreement.

Charitable exemption would not work like the zoning entitlement

Connecticut CGS §12-81(7) ties charitable property-tax exemption to qualifying ownership and qualifying use. Norwalk states that the Assessor determines exemption status and requires the claimant to demonstrate ownership by an eligible organization and exclusive exempt use, among other requirements.

Therefore, a later sale does not automatically carry a charitable property-tax exemption in the same way a Special Permit generally runs with the land. A sale to an ordinary for-profit owner, or a change in use away from qualifying exempt purposes, could remove the statutory basis for exemption and should trigger review by the Assessor. A transfer to another qualifying nonprofit could present a different result, but eligibility would still depend on the statute and the actual use.

Likewise, if Norwalk ever enters a PILOT, abatement, stabilization agreement, or other negotiated tax arrangement, whether that benefit can be assigned to a purchaser would depend on the actual agreement and the legal authority under which it was granted. The zoning approval alone would not answer that question.

Potential fiscal impact

Norwalk's FY2027 Fifth Taxing District real-estate mill rate is approximately 24.2743 mills. At that rate, every $1 million of assessed value removed from the taxable Grand List represents approximately $24,274 in annual property-tax revenue.

Tax-Exempt Assessed Value	Approx. Annual Tax Revenue Forgone
$10 million	$242,743
$20 million	$485,486
$30 million	$728,229
$40 million	$970,972
$50 million	$1,213,715

These figures are illustrative, not a statement of Manresa's current assessment or tax bill. The current 2025 Grand List assessment and any exemption determination remain necessary to calculate the actual fiscal impact.

PART 3 - OWNERSHIP: WHO OWNS THE LAND AND WHO OPERATES THE PROJECT?

The names used around Manresa are not interchangeable. "Manresa Wilds" is the project/park name; the legal landowner and nonprofit operating entities are different.

Who is who?

Name	What it appears to be	Role
Manresa Wilds	Project / park name	Proposed privately owned, publicly accessible park; not the record landowner.
Manresa Osprey LLC	Delaware LLC / legal landowner	Owner of record of the approximately 125-acre property and applicant for the SD-MW zoning package. The latest publicly located New Venture Fund Schedule R lists Osprey as a disregarded entity directly controlled by New Venture Fund.
Manresa Island Corp.	501(c)(3) private operating foundation	Nonprofit developing/operating the Manresa Wilds project; Connecticut DEEP described it in February 2026 as a subsidiary of Manresa Osprey LLC.

Name	What it appears to be	Role
New Venture Fund	501(c)(3) public charity	Latest publicly located Schedule R lists New Venture Fund as the direct controlling entity of Manresa Osprey LLC. Current governance/control should still be confirmed from corporate records.

"Public park" does not mean "publicly owned park." The current Norwalk filings repeatedly describe Manresa Wilds as a privately owned public park, and the Special Permit identifies Manresa Osprey LLC as both applicant and owner of record.

A useful way to visualize the current structure

NEW VENTURE FUND - 501(c)(3) public charity **Latest public Schedule R: direct controlling entity of Manresa Osprey LLC**
↓
MANRESA OSPREY LLC - legal owner of the real estate / zoning applicant
↓ Connecticut DEEP describes Manresa Island Corp. as an Osprey subsidiary
MANRESA ISLAND CORP. - 501(c)(3) private operating foundation / project operator **MANRESA WILDS - name of the park/project**

Why the ownership structure matters

Calling Manresa Osprey simply a "private company" can be misleading. It is a privately held LLC and the private record owner of the land, but the latest publicly located New Venture Fund federal filing identifies it as a disregarded entity directly controlled by a 501(c)(3) public charity. Manresa Island Corp. is separately recognized as a 501(c)(3) and is described by DEEP as an Osprey subsidiary.

This layered structure is exactly why the land-use and tax questions must be separated. Zoning regulates the parcel and generally follows the land. Charitable tax exemption depends on qualifying ownership and use. Corporate control can change without the deed changing at all.

Hypothetical sale: what could carry forward?

Item	Would it generally survive a sale?	Reason / caveat
SD-MW zoning designation	Yes, generally	The zoning map classification applies to the parcel unless lawfully changed later.
Recorded Special Permit / Development Park approval	Yes, generally	Connecticut law treats a Special Permit as running with the land. Successor receives benefits and conditions; Norwalk expiration and modification rules still apply.
SD-MW zone-wide zoning exceptions, including the proposed housing-fee carveout	Likely while the zoning text remains in force	The proposed language applies to the SD-MW zone, not by name only to today's owner. Future legal changes or conditions could alter the result.
Charitable property-tax exemption	Not automatically	Depends on qualifying ownership and exclusive exempt use; the Assessor must determine eligibility.
Any future PILOT / negotiated tax abatement	Depends on agreement	Assignment, change-of-control and termination terms would have to be read in the actual agreement.
Public-access / conservation obligations	Depends on how they are secured	A recorded easement, covenant, permit condition, environmental restriction, or similar instrument can bind successors; stated intent or nonprofit identity alone is not the same thing.

FINANCIAL BENEFICIARIES AND NORWALK'S NET FISCAL POSITION

The proposed development would create substantial economic activity, but the financial benefits would not flow only to Norwalk. The City should distinguish between private-sector project spending, revenue retained within the nonprofit/project structure, economic activity benefiting local businesses, and the City's own net fiscal position.

The approximately $410 million project creates clear private-sector beneficiaries

Manresa has stated that approximately $410 million in initial private investment is expected for remediation, habitat restoration, infrastructure, and development of the project. A substantial portion of that investment would necessarily be paid to designers, architects, environmental consultants, engineers, attorneys, contractors, construction firms, equipment suppliers, and other professional and service providers.

Manresa publicly identifies firms including BIG, SCAPE, HR&A, AKRF, Tighe & Bond, TYLin, and others as members of the project team. These firms and future contractors are among the clearest private-sector financial beneficiaries of the development. Receiving market-rate compensation for professional services or construction work is not inherently problematic; the point is that a large private capital program creates substantial economic beneficiaries outside the City itself.

Who else could receive project-related revenue?

Party / category	Potential financial benefit	Key question
Manresa Osprey LLC	Potential increase in the value and flexibility of the land if the new SD-MW zoning and Special Permit are approved.	How is any increase in land/entitlement value ultimately held or used within the ownership structure?
Manresa Island Corp. / nonprofit project structure	Revenue from permitted park, recreation, event, rental, food-service, parking, or other activities may support operations and programming.	Which revenue streams will be retained by the nonprofit, and which activities will be leased or contracted to third parties?
Private concessionaires / tenants	Potential profits from restaurants, events, recreation, lodging, rentals, or other commercial operations allowed by the zoning.	Which facilities will be privately operated, and on what financial terms?
Professional firms / contractors	Fees and contract revenue associated with the approximately $410 million capital program.	What portion of project spending is expected to go to Norwalk-based or Connecticut-based firms and workers?
Norwalk businesses and workers	Visitor spending, jobs, purchases, and possible secondary economic activity.	Has the City quantified how much economic activity is expected to remain in Norwalk?

What about Norwalk?

Norwalk could benefit financially from taxable property, permit and other fees, employment, visitor spending, and a possible future private-vehicle visitation fee if such a program is adopted. At the same time, Norwalk could forgo revenue or incur costs through a charitable property-tax exemption, the proposed inclusionary-housing-fee exception, traffic and infrastructure mitigation, Police/Fire/EMS and transit demands, enforcement, maintenance, and long-term municipal oversight.

Potential revenue / benefit to Norwalk	Potential revenue forgone / City cost
Property taxes on taxable portions	Property-tax revenue forgone if some or all of the property becomes exempt
Possible City private-vehicle visitation fee	Proposed inclusionary-housing-fee exception
Permit and application fees	Traffic signals, roadway, pedestrian, bicycle, and other infrastructure costs if not fully applicant-funded
Employment and visitor spending in Norwalk	Police, Fire, EMS, traffic-control, transit, parking-enforcement, and emergency-management costs

Potential revenue / benefit to Norwalk	Potential revenue forgone / City cost
Possible increased local economic activity	Ongoing monitoring, enforcement, maintenance, and municipal staff oversight

NET FISCAL TEST FOR NORWALK

Revenue to Norwalk - tax exemptions - fee waivers - infrastructure costs - transportation costs - municipal-service costs - long-term oversight/maintenance costs = net fiscal impact.

Until the City has quantified each side of this equation, the briefing should not assume that Norwalk is a net financial winner.

A full fiscal-impact statement should distinguish one-time construction activity from recurring annual City revenues and costs, and should model at least 5-, 10-, and 20-year scenarios under fully taxable, partially exempt, and substantially tax-exempt property-tax outcomes.

ADDITIONAL DUE DILIGENCE BEFORE APPROVAL

The three core questions - land-use entitlement, tax treatment, and ownership/control - should be supplemented by several cross-cutting issues that affect the long-term public interest. These issues focus on the maximum rights being created, whether public benefits are permanent, environmental and infrastructure obligations, and the financial durability of the project.

What is known, promised, proposed, and legally binding?

Category	How to treat it in the briefing
Known / documented	Items established in deeds, filed zoning applications, City or DEEP records, adopted regulations, permit documents, or other official records.
Promised / represented	Public statements by Manresa about free admission, long-term stewardship, parking limits, philanthropic funding, public access, or operating practices. Important, but not necessarily enforceable unless incorporated into a binding instrument.
Proposed / possible	Concepts still under review, such as vehicle fees, remote parking, shuttle arrangements, future transit changes, individual phases, hotels/lodging, or traffic-management options.
Legally binding	Conditions in the final Special Permit, recorded zoning documents, conservation/public-access restrictions, DEEP permits, enforceable agreements, tax determinations, or other instruments that bind Manresa Osprey LLC and successor owners.

FIVE ISSUES TO RESOLVE BEFORE FINAL APPROVAL

- Maximum entitlement: What is the largest and most intensive development the new SD-MW zoning could ultimately permit - not merely the Master Plan illustrated today?
- Permanent public benefit: What recorded instrument guarantees continued public access and conservation commitments if ownership or control changes?
- Environmental permanence: Who remains legally and financially responsible for contamination, engineered controls, monitoring, and remediation over decades?
- Infrastructure and municipal cost: Who pays for traffic, transit, wastewater, emergency services, monitoring, maintenance, and other impacts throughout the life of the project?
- Approval sequencing: Should the fundamental zoning entitlement be granted before complete traffic, parking, drainage, wastewater, environmental, emergency-access, and full-build-out analyses are available?

1. Maximum development rights versus the current Master Plan

The City should evaluate not only the attractive conceptual Master Plan currently presented, but also the maximum development that the proposed SD-MW zoning could legally support. The zoning amendment creates a new district and a menu of uses, while later phases and individual uses may return for separate site-plan or Special Permit review.

A useful safeguard would be a maximum-build-out or development-envelope analysis showing, at minimum, the maximum potential building area, event capacity, overnight accommodations, employees, daily visitors, parking, impervious coverage, wastewater generation, traffic, and infrastructure demand that the new district could ultimately produce.

2. The permitted-use menu is broader than a conventional park

The proposed district contemplates more than trails and open space. The filings include or contemplate restaurants, event space, amphitheaters, theaters, commercial recreation, offices, educational and research uses, marina/water-dependent uses, parking structures, dormitory-type accommodations, and hotel/inn/lodge uses subject to the applicable review requirements.

For each material use, Norwalk should identify the maximum size or attendance, whether the use is permitted by site plan or requires a Special Permit, and whether it is part of the current public-purpose rationale or simply a future zoning entitlement.

3. Ownership descriptions should be formally reconciled

The filed zoning applications identify Manresa Osprey LLC as the owner of record and applicant. Manresa Wilds public materials have also described Manresa Island Corp. as owning and operating the site. Because ownership, operation, tax status, environmental responsibility, insurance, and zoning obligations can attach to different legal entities, the City should require a clear current organizational chart and an explanation of any lease, management agreement, subsidiary relationship, or other arrangement between them.

4. A future sale would not treat every obligation the same way

The briefing already distinguishes zoning rights from charitable tax treatment. A third category is environmental permitting: the DEEP Stewardship Permit contains transfer requirements and does not simply become a personal promise that disappears with a change of ownership. A prospective purchaser must be addressed through the permit-transfer process and the environmental obligations associated with the property.

Accordingly, any sale analysis should separately track: (1) zoning entitlements and recorded conditions, (2) DEEP environmental permits and restrictions, (3) property-tax exemption status, (4) any negotiated PILOT or tax agreement, and (5) public-access or conservation obligations.

5. What makes the public-access promise permanent?

Manresa Wilds is presented as a privately owned public park. The central long-term question is whether the public benefit is secured by a recorded and enforceable instrument, rather than depending solely on the mission or intentions of the current owner and nonprofit operator.

- Must the property remain open to the general public?
- Are minimum days and hours of public access guaranteed?
- Can admission or vehicle-access charges be imposed in the future?
- Can major portions of the property be closed for private events or member-only uses?
- What happens if the nonprofit dissolves, changes mission, or the property is sold?
- Who has standing to enforce the public-access obligation against a successor owner?

If Norwalk is creating a durable property-specific zoning entitlement in reliance on a public-park benefit, the public-access obligation should be comparably durable and bind successor owners.

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6. Environmental remediation and long-term stewardship

The former power-plant site has extensive coal-ash fill and requires continuing environmental investigation, remediation, institutional/engineering controls, monitoring, and DEEP oversight. The analysis should distinguish contamination that will be removed from contamination that will remain in place under engineered controls.

- What contamination will remain permanently in place?
- What caps, barriers, groundwater controls, or land-use restrictions will protect visitors and workers?
- How will erosion, flooding, sea-level rise, or future construction affect those controls?
- What inspection and monitoring obligations continue for 10, 25, 50, or more years?
- What financial assurance is required, and is it adequate for the full long-term remedy?
- Do higher-exposure uses - including children's recreation, swimming, employees, restaurants, or overnight lodging - trigger different remediation requirements?

7. Wastewater treatment and utility responsibility

Wastewater treatment is a significant infrastructure issue for a destination that may ultimately contain restaurants, pools, events, educational facilities, employees, and possible lodging. City review materials have requested clarification of the proposed wastewater-management approach, while project materials contemplate on-site treatment and reuse.

- What is the maximum daily and peak wastewater flow at full build-out?
- What treatment technology will be used, and which agency will permit and regulate it?
- Who owns, operates, inspects, replaces, and pays for the system over its useful life?
- What happens during a power failure, flood, storm surge, equipment failure, or emergency shutdown?
- Where will treated water and residual waste ultimately go?

8. Flood resilience, sea-level rise, and emergency evacuation

Coastal flooding should be analyzed together with emergency access and evacuation, not solely as an engineering-design issue. At peak attendance the site could contain thousands of visitors, employees, vehicles, boats, and event participants.

- Can access roads support simultaneous public evacuation and emergency-vehicle entry?
- What happens if severe coastal weather develops during a large event?
- Are wastewater, electrical, fuel, communications, and remediation systems protected against future flood conditions?
- What shelter-in-place, emergency notification, marina/ferry, and evacuation plans are required?
- What sea-level-rise and storm assumptions are used over the expected multi-decade life of the project?

9. Public safety and emergency-service cost

The fiscal analysis should include potential demands on Police, Fire, EMS, marine rescue, traffic enforcement, and emergency management associated with swimming, boating, large gatherings, events, food service, ferry/marina operations, and possible lodging.

The key fiscal question is not simply whether the project meets code, but whether incremental annual public-service costs are identified, monitored, and allocated so they do not become an unexamined municipal subsidy.

10. Noise, lighting, event intensity, and private use

Design intent should be translated into measurable conditions where neighborhood impacts are material. Potential conditions include maximum attendance, number of major events per year, event ending times, amplified-music hours, measurable noise limits, lighting standards, service/loading hours, and rules for private rentals or closures.

11. Long-term operating funding and the endowment

Manresa has represented that long-term operation will be supported by private philanthropy and an endowment. For a project intended to operate in perpetuity, Norwalk should understand whether that funding model is sufficient for routine operations and large recurring obligations such as environmental monitoring, wastewater, shuttles, security, buildings, pools, marina facilities, technology, and major capital replacement.

- Is the endowment legally restricted to Manresa and protected from use for unrelated purposes?
- What full-build-out annual operating budget is assumed?
- What capital-reserve and replacement assumptions are built into the model?
- What happens if investment returns, donations, or operating revenues fall short?
- Does Norwalk have any financial exposure if the owner or operator becomes insolvent?

KEY QUESTIONS FOR NORWALK

Land use and transferability

1. Exactly what land-use rights become effective upon approval of the SD-MW map amendment, text amendment, and Development Park Special Permit?

2. Which rights are established now, and which uses/buildings still require later Site Plan, Coastal Site Plan, or Special Permit approval?

3. How much may the conceptual Master Plan be "revised or modified" without a new public hearing?

4. How does Norwalk's five-year Special Permit completion/expiration rule apply to a conceptual Master Plan designed for development in multiple phases over many years?

5. If the property is sold, does the City agree that a successor owner would inherit the SD-MW zoning and Special Permit benefits and conditions?

6. Is any approval conditioned on continued public access, park use, nonprofit control, or ownership by the current entities? If so, what recorded instrument makes that obligation enforceable against successors?

7. Will the City require a recorded public-access easement, conservation covenant, deed restriction, or other mechanism to protect the public purpose if ownership changes?

8. Why is SD-MW proposed to be exempt from the inclusionary-zoning housing fee, and what is the estimated value of that exception over full build-out?

9. Are there other SD-MW-specific exceptions, fee reductions, dimensional allowances, or procedural benefits that would remain available to a successor owner?

Traffic and transportation

10. Will the Commission approve the SD-MW district and Development Park Special Permit before the full Traffic Impact Study is complete and publicly reviewed?

11. What is the enforceable maximum number of private vehicles that may enter Manresa on a typical day and on a peak summer or event day?

12. Is the 400-space parking cap a binding zoning condition recorded against the property, or a voluntary operating commitment that a future owner could seek to change?

13. Will reservations and timed entry be mandatory on specified peak days, and who will determine when they are required?

14. What specific intersection, sidewalk, bicycle, transit, shuttle and signal improvements will be funded by the applicant, and at what phase must each be completed?

15. What maximum attendance will be permitted for large events, and will event-specific traffic plans or capacity limits require City approval?

16. How will the City monitor actual daily visitors, private-vehicle entries, queues, neighborhood spillover and parking violations after opening, and what corrective action can it require if actual traffic exceeds projections?

17. If off-site parking, shuttle, ferry or transit service is necessary to make the traffic plan work, what guarantees those services remain available and funded for the life of the project and after any ownership change?

18. What is the final enforceable on-site parking capacity: approximately 380 spaces, a 400-space cap, or a 365-420-space range?

19. How does the applicant reconcile the Phase 3 94% private-vehicle mode share with Table 6's 2,822 summer-Saturday arriving vehicles, which mathematically corresponds to approximately a 95% drive share at 2.5 persons per vehicle?

20. What average visitor length of stay and parking turnover rate is assumed to make approximately 400 on-site spaces compatible with 7,425 summer-Saturday visitors?

21. How many remote parking spaces are contractually available to Manresa, at which locations, and are binding agreements already in place with the owners of those facilities?

22. Who pays the capital, operating, staffing, enforcement, and long-term maintenance costs of shuttles, traffic signals, roadway changes, traffic-control personnel, parking technology, and any expanded transit service?

23. Will general admission remain free while private-vehicle access or parking may be charged, and who has authority to set or change any vehicle fee?

24. How many Phase 3 visitors are expected to arrive by rideshare, taxi, family drop-off, group bus, transit bus, remote-parking shuttle, and employee shuttle, separately rather than in a combined 'Bus / Drop-off' category?

25. Are drop-off/pickup, rideshare, bus, remote-parking shuttle, and employee-shuttle vehicle movements included in the reported 2,822 arriving vehicles and approximately 5,644 daily arrival/departure movements, or do they generate additional roadway trips?

26. What passenger-loading, queueing, turnaround, and staging capacity will be provided so drop-offs and pickups do not create queues on Woodward Avenue or other neighborhood streets?

27. What are the projected Manresa-generated traffic volumes at each relevant I-95 interchange (including Exits 14, 15 and 16) and on the southbound I-95 corridor toward Stamford, and what percentage increase do those trips represent over existing ramp and mainline traffic during peak summer conditions?

Property tax and fiscal treatment

28. What is the current 2025 Grand List assessment and current annual tax bill for each Manresa parcel?

29. Has Manresa Osprey LLC, Manresa Island Corp., New Venture Fund, or any related entity applied for a charitable/nonprofit property-tax exemption?

30. Has the Norwalk Assessor granted, denied, or partially granted an exemption, and what assessed value is affected?

31. How will restaurants, event space, rentals, pools, offices, parking facilities, and other revenue-producing portions be treated for property-tax purposes?

32. Does any PILOT, abatement, tax stabilization agreement, assessment agreement, or proposed 2% cap exist outside the zoning application?

33. What happens to any tax exemption or negotiated tax arrangement upon a sale of the real estate or a change in control of Manresa Osprey LLC?

34. What is the 5-, 10-, and 20-year fiscal impact under fully taxable, partially exempt, and fully exempt scenarios?

Ownership, control and public-purpose safeguards

35. Who currently owns or controls the membership interests in Manresa Osprey LLC?

36. Does New Venture Fund still directly control Manresa Osprey LLC, as shown in the latest publicly located Schedule R?

37. What precisely is the governance relationship between Manresa Osprey LLC and Manresa Island Corp.?

38. Is a transfer of title from Osprey to Manresa Island Corp. or another nonprofit contemplated?

39. Could control of Osprey be sold without changing the record owner of the real estate, and would the City receive notice of such a change?

40. What legal commitment guarantees that the site remains publicly accessible if the property or the LLC is sold?

41. If a successor sought more commercial use while remaining within the SD-MW use table, what level of new public review would be required?

42. Who will receive revenue from each revenue-generating component of Manresa Wilds, including restaurants, events, rentals, recreation, parking or vehicle fees, and any future lodging, and which activities will be operated by nonprofit entities versus private concessionaires or tenants?

43. Has Norwalk prepared an independent net fiscal-impact statement comparing recurring City revenues with property-tax exemptions, fee waivers, infrastructure, transportation, public-safety, transit, enforcement, maintenance, and oversight costs?

Additional due diligence before final approval

44. What is the maximum development envelope permitted by the proposed SD-MW district, including maximum building area, event attendance, lodging, employees, daily visitors, parking, impervious coverage, wastewater, and traffic?

45. Which uses in the proposed SD-MW use table are part of the current public-park plan, and which are future entitlements that a successor owner could later pursue?

46. Will the City require a current legal organizational chart identifying title ownership, control of Manresa Osprey LLC, the role of Manresa Island Corp., and any lease or management agreements between the entities?

47. What recorded instrument guarantees public access if Manresa Osprey LLC, its membership interests, or the real estate is transferred?

48. What minimum public-access days, hours, and areas will be legally guaranteed, and can a future owner impose admission charges or close portions for private events?

49. What contamination will remain in place, what engineering and institutional controls will be required, and who bears their inspection, repair, and replacement costs over the long term?

50. What financial assurance exists for environmental remediation and long-term stewardship, and is it sufficient for the complete build-out and future climate conditions?

51. What is the final wastewater-treatment strategy and maximum design flow at full build-out, and who pays to operate, maintain, replace, and respond to failure of the system?

52. What evacuation and emergency-access analysis demonstrates that thousands of visitors can be safely managed during a coastal storm, flooding event, fire, medical emergency, or other incident?

53. What incremental Police, Fire, EMS, marine-rescue, traffic-control, and emergency-management costs are projected, and which entity will pay them?

54. What enforceable limits will apply to event frequency, attendance, hours, amplified sound, lighting, private rentals, and temporary closures?

55. What evidence demonstrates that the long-term endowment and operating model can fund environmental, transportation, wastewater, public-safety, maintenance, and capital-replacement obligations without future City support?

56. Which commitments in the application are being made conditions of approval and recorded against the land, and which remain voluntary operating representations?

57. Why should the fundamental SD-MW zoning entitlement be approved before the City has complete traffic, parking, drainage, wastewater, environmental, emergency-access, and maximum-build-out analyses?

BOTTOM LINE

The three issues should be kept separate. Land use: approval would create a new SD-MW zoning regime and a Development Park Special Permit framework. Tax: there is no property-tax deal in the zoning approval itself; charitable exemption or any PILOT would require separate legal authority and review. Ownership: Manresa Osprey LLC is the record landowner, while nonprofit entities sit within the project structure. Most importantly, a valid Special Permit generally runs with the land, so a later buyer could ordinarily succeed to its zoning benefits as well as its conditions. A charitable property-tax exemption, by contrast, does not automatically follow a sale because eligibility depends on qualifying ownership and use.

The central public-policy question is therefore not only "Do we trust the current applicant?" but also: "What land-use rights are being attached to this property, and what enforceable protections will bind every future owner?"

SOURCE NOTES

- City of Norwalk - Manresa Wilds #2026-41 R/M application page
- Manresa Osprey LLC - Application for Zone Change / Creation of SD-MW, May 2026
- Manresa Osprey LLC - Special Permit / conceptual Master Plan application, June 2026
- Proposed SD-MW Article 4 district standards, revised June 9, 2026
- Manresa Osprey LLC - proposed zoning text amendments
- Norwalk Zoning Regulations, Article 8 - Special Permit records, changes and expiration
- Connecticut General Statutes § 8-3d - Special permits recorded in land records
- International Investors v. Town Plan & Zoning Commission, Connecticut Supreme Court (2022) - special permits run with the land
- Connecticut DEEP, Feb. 19, 2026 - Manresa Island Corp. described as a subsidiary of Manresa Osprey LLC
- New Venture Fund Form 990 Schedule R - Manresa Osprey LLC listed as disregarded entity directly controlled by New Venture Fund
- Connecticut General Statutes § 12-81(7) - charitable property-tax exemption
- City of Norwalk - Nonprofit Organization Information / tax exemption requirements
- Tighe & Bond - Traffic Statement, Manresa Wilds - North Forest (Phase 1), Dec. 12, 2025
- Tighe & Bond - Construction Traffic and Hauling Memorandum, Manresa Wilds - North Forest (Phase 1), Jan. 21, 2026
- City of Norwalk TMP - North Forest review comments, Jan. 27, 2026
- ORCA Consulting LLC - Manresa Island Visitation and Visitor Utilization Projections, revised Mar. 26, 2026
- AKRF - Manresa Island Master Plan Transportation Strategy Memorandum, May 22, 2026
- Creighton Manning - Traffic Review #1 for Manresa Wilds Redevelopment, June 19, 2026
- City of Norwalk TMP - Review of Manresa Island Master Plan Transportation Strategy Memorandum, June 23, 2026
- Manresa Wilds - Planning & Zoning Commission presentation, July 15, 2026
- City of Norwalk - Manresa Wilds #2026-41 R/M pending-application page, checked July 27, 2026
- Manresa Wilds FAQ - free entry and 365-420 on-site parking statement (checked July 27, 2026)
- City of Norwalk - Manresa Wilds July 15, 2026 Presentation - 400-space cap, possible vehicle fee, remote parking, employee shuttles
- AKRF - Manresa Island Master Plan Transportation Strategy Memorandum, May 22, 2026 - mode split, 7,425 visitors and 2,822 vehicles
- City of Norwalk TMP - June 23, 2026 review - incomplete TIS, 380-space issue, parking study, TDM responsibility and unresolved plan

- Creighton Manning - June 19, 2026 Traffic Review #1 - applicant-sponsored off-site mitigation may be required
- Norwalk - SD-MW District text and Development Park framework (June 2026)
- Norwalk - Manresa Wilds zoning text amendment application (June 2026)
- Manresa Wilds - public FAQ on ownership/operation, access, parking, and long-term funding
- Connecticut DEEP - final Manresa Osprey Stewardship Permit (Dec. 31, 2025)
- Connecticut DEEP - Manresa Island environmental factsheet / financial assurance materials
- Norwalk DPW / WPCA - comments regarding wastewater approach (June 22, 2026)
- Norwalk - North Forest Coastal Site Plan Review materials
- Manresa Wilds - community engagement summary addressing traffic, noise, and lighting
- Manresa Wilds - Fourth Community Event / project materials describing approximately $410 million in initial private investment
- Manresa Wilds - Design Team, identifying project firms including BIG, SCAPE, HR&A, AKRF, Tighe & Bond, TYLin and others
- AKRF - Manresa Island Master Plan Transportation Strategy Memorandum, May 22, 2026 (Table 9, Figure 1, Attachment C, and Table 6)
- Connecticut DEEP - Norwalk Coastal Access Guide (South Norwalk access directions identify Exit 14 from the west and Exit 16 from the east)
- City of Norwalk TMP - June 23, 2026 review noting that the full Traffic Impact Study and expanded study area remain under development

Briefing note: This document is an informational land-use and fiscal briefing, not a legal opinion. Final conclusions about transfer restrictions, tax status, or enforceability should be based on the final Commission resolution, recorded land records, current corporate records, any tax-exemption determination, and any separate agreements or easements.

I agree completely with this opinion written by David Lindsay and encourage P&Z to follow his suggestions.
Nan Miller
Harbor View

To the members of the Planning and Zoning Commission:

I am a resident of Harborview and live within 500 feet of the Manresa Wilds land. I am supportive of development at Manresa Wilds, but as I expressed in my comments at the July 15th meeting, I believe the development needs to be done slowly, in well thought out phases and in coordination with the town of Norwalk. This development will cause extensive changes for all of Norwalk and we need to ensure that proper infrastructure is in place to support this development. I believe the special zone should be scaled back and uses should be limited to just those being proposed in the next phase of the project. All development on this land should go through the most rigorous P&Z review process and allowing the extensive uses now (even though some have limitations or require a special permit) could lead to a less rigorous review in the future. I look forwarding to visiting this site for years to come and hope a scaled down special zone would permit for thoughtful, coordinated development of this land.

Regards,

Katie Hensel
4 Morningside Place

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28 July 2026

Mr. Steve Kleppin email:
skleppin@norwalkct.gov
Director, Norwalk Planning and Zoning
125 East Avenue
Norwalk, Connecticut 06851

Re: Support for the Vision of Manresa Island

Dear Members of the Planning & Zoning Commission,

I am writing in enthusiastic support of the vision for Manresa Island and the extraordinary opportunity it presents for the City of Norwalk.

For generations, Manresa Island was known primarily as the home of a power plant that served an important purpose in its time but ultimately left behind an industrial landscape disconnected from the natural beauty of our coastline. Today, we have the rare privilege of witnessing the transformation of this historic property into a place that can once again celebrate Norwalk Harbor, Long Island Sound, and the remarkable ecology that defines Connecticut's coast.

The generosity and long-term commitment of the McChord family to preserve this property for public enjoyment represents an investment not only in land, but in people, education, conservation, and the future of our community. Their willingness to create public access to a waterfront that has been inaccessible for decades is a gift that will benefit Norwalk residents and visitors alike.

Manresa Island has the potential to become one of the most significant coastal parks in New England. Its forests, shoreline, wetlands, and open spaces provide an extraordinary opportunity to restore native habitats, improve biodiversity, enhance coastal resilience, and reconnect people with the natural environment. Projects such as the North Woods (National Wildlife Federation Initiative) demonstrate how ecological restoration can preserve the site's character while creating meaningful outdoor experiences through walking trails, wildlife observation, environmental education, and quiet recreation.

These investments in nature produce lasting benefits that extend well beyond the property itself. Healthy coastal ecosystems improve water quality, reduce erosion, provide habitat for birds and marine life, capture carbon, and strengthen resilience to increasingly frequent coastal storms. They also improve public health by encouraging outdoor recreation, exercise, and opportunities for families to connect with nature.

The economic benefits are equally compelling.

Beautiful parks and restored waterfronts consistently increase surrounding property values, strengthen community identity and attract thoughtful private investment. Visitors support local restaurants, shops, hotels, and businesses throughout Norwalk, generating economic activity that benefits the entire city. A destination of this caliber can further establish Norwalk as one of Connecticut's premier waterfront communities while complementing existing attractions such as Calf Pasture Beach, Veterans Memorial Park, Sheffield Island, the Maritime Aquarium, and South Norwalk.

Equally important is the educational value of the project. Manresa Island can become an outdoor classroom where students, families, scientists, and visitors learn about coastal ecology, climate resilience, environmental stewardship, and the history of our working waterfront. Experiences like these inspire future generations to become responsible stewards of our natural resources.

Perhaps most importantly, this project represents a powerful example of transforming a former industrial site into an environmental asset. Across the country, communities are searching for ways to reclaim aging industrial properties. Manresa Island offers Norwalk the opportunity to demonstrate how conservation, public access, environmental restoration, and thoughtful design can work together to create something extraordinary.

The project also reflects a broader investment in quality of life. Access to parks, trails, open water, and beautiful public spaces contributes directly to the health and well-being of residents while strengthening the sense of community that makes Norwalk such a special place to live.

The opportunity before the Commission is about much more than approving a development proposal. It is about shaping a legacy.

Generations from now, children and grandchildren may walk these trails, observe osprey nesting along the shoreline, paddle through restored coves, attend environmental programs, and experience a waterfront that balances conservation with public enjoyment. They will benefit from decisions made today that recognize the enduring value of healthy ecosystems, accessible public spaces, and thoughtful stewardship.

I commend the McChord family, Manresa Wilds, the design team, and everyone who has contributed to this vision. Their investment in Norwalk reflects confidence in our community and a commitment to creating something that will serve residents for decades to come.

I respectfully encourage the Planning & Zoning Commission to continue supporting this remarkable transformation. By embracing conservation, education, recreation, and environmental restoration, Manresa Island can become a defining civic landmark—one that celebrates the beauty of Long Island Sound, strengthens Norwalk's economy, enhances our quality of life, and leaves a lasting legacy for future generations.

Thank you for your thoughtful consideration and for your continued service to the City of Norwalk.

Best Regards,

C. Eric Rains, ASLA
Principal

July 29, 2026

Chair Chapin Bryce
Commissioners Douglas Hempstead, John Hubers, Harvey Jones, Jacquen Jordan-Byron, Nicholas Kantor, Tammy Langalis, Diana Lenkowsky, Louis Schulman, Ana Tabachneck, Galen Wells, and Jaquell Wilson

Norwalk Planning & Zoning Commission
RE: Application #2026-41 R/M – Manresa Wilds Rezoning

Dear Chair Bryce and Members of the Norwalk Planning & Zoning Commission:

Thank you for your service to the City of Norwalk and for the extraordinary amount of time you have and will continue to devote to reviewing this important application.
My name is Kim Tromba, and I am a Harborview resident.

I support the cleanup of Manresa. Restoring the shoreline, creating meaningful public open space and water access are goals our community has hoped to see for generations.

My concern is not the cleanup. My concern is the permanent zoning.
The decision before you is not simply about today's applicant or today's proposal. It is about the legal rights that will remain with this property long after the current applicant is gone.

Future owners will inherit those rights, and the uses you authorize today may be exercised for decades to come.

Applicants may change. Owners may change. Visions may change. Zoning rights do not.

That is why this decision deserves the greatest care.

Connecticut General Statutes § 8-2 (Exhibit A) directs the Commission, in adopting zoning regulations, to lessen congestion in the streets, promote public health and the general welfare, and facilitate adequate transportation. Those statutory responsibilities cannot be fulfilled through assumptions—**they require evidence.**

Where an application seeks permanent zoning for a regional destination, I respectfully submit that a comprehensive, neighborhood and citywide cumulative traffic impact study is essential to provide the factual basis necessary to determine whether the proposed zoning satisfies those statutory objectives.

Today, during Phase 1 construction of the Manresa Wilds Northern Forest, the Washington Street Bridge project and numerous other construction projects occurring throughout Norwalk, residents are already experiencing speeding trucks, traffic backups, long truck queues (Exhibit B) and conflicts among pedestrians, cyclists, mopeds, commuters, and heavy construction vehicles along Longshore Avenue, Woodward Avenue, Water Street, and connecting roadways.

If construction activity alone creates these conditions today, how will these same roads safely accommodate hotel guests, employees, event attendees, deliveries, rideshare vehicles, buses, emergency responders, and thousands of additional visitors if this property becomes a regional destination?

As residents of a flood-prone neighborhood (Exhibit C) with one road in and one road out, emergency access is another significant concern. I respectfully request that the Commission require a comprehensive emergency evacuation plan and an ongoing traffic management plan before permitting higher-intensity uses on this property.

I am also deeply concerned about protecting Long Island Sound and the unique natural environment surrounding Manresa.

As both a mother and a neighbor, I treasure the harbor where our families boat, fish, clam, kayak, paddleboard, and swim. A destination attracting thousands of visitors will inevitably generate additional trash, wastewater, stormwater runoff, and maintenance demands. I respectfully ask the Commission to require a comprehensive waste management and water quality protection plan demonstrating how these impacts will be managed so they do not compromise our shoreline, our harbor, or the waters that define this community.

I also respectfully ask the Commission to clearly define the intended character and intensity of this project. If Manresa is envisioned primarily as a nature preserve and environmental education destination, that suggests a substantially different operational profile than a regional entertainment destination.

Before permanent zoning rights are granted, I believe the Commission should carefully evaluate and establish appropriate standards for hours of operation, nighttime lighting, amplified sound, and other operational impacts, not only for the surrounding neighborhoods, but also for the birds, marine life, and other wildlife that depend upon this unique coastal habitat. Stewardship of Manresa should include protecting both the restored landscape and the living ecosystem that surrounds it.

I recognize the significance of the decision before you and appreciate that there may be pressure to move this application forward. However, thoughtful planning decisions—especially those that permanently shape a community—deserve thoughtful deliberation.

Please do not rush this process.
Continue engaging the public. Walk Longshore Avenue, Woodward Avenue, Water Street, and the Causeway. Experience the traffic patterns, flooding concerns, blind curves, pedestrian activity with missing sidewalks, and ongoing construction firsthand. Meet the residents whose daily lives will be most directly affected by this decision.

85% of the Harborview homeowners whose properties abut this project have signed a petition expressing concerns regarding traffic, public safety, emergency access, and infrastructure. Those residents live with these conditions every day, and their experience provides valuable perspective that cannot be fully understood through reports, maps, or presentations alone.

We are not asking you to stop restoration. We are asking you to ensure that roads, infrastructure, environmental protections, operational standards, and emergency planning are in place before permanent development rights are granted.

We have one opportunity to get the zoning right. We will have to live with the consequences for generations.

Thank you for your thoughtful consideration, your commitment to public service, and your dedication to making a decision that will serve the City of Norwalk for generations to come.
Respectfully,
Kim Tromba

Harbor View Resident

Exhibit A
Connecticut General Statutes § 8-2 – Regulations (Relevant Excerpts) Connecticut General Statutes § 8-2(b) provides that zoning regulations shall:
(1) Be made in accordance with a comprehensive plan and in consideration of the plan of conservation and development adopted under section 8-23;
(2) Be designed to:
(A) lessen congestion in the streets;
(B) secure safety from fire, panic, flood and other dangers;
(C) promote health and the general welfare;
(D) provide adequate light and air;
(E) protect the state's historic, tribal, cultural, and environmental resources;
(F) facilitate the adequate provision for transportation, water, sewerage, schools, parks, and other public requirements;
(G) consider the impact of permitted land uses on contiguous municipalities and on the planning region in which such municipality is located

Exhibit B

Exhibit C	Exhibit D

Rain flooding on Woodward July 21, 2026

Please share with P&Z Commission

I support Manresa Wilds and consider the McChord's generosity, the gift of a lifetime to Norwalk's residents and coastline and support their Special District status.

I'm not surprised by the local neighborhood hostility, but claims of ulterior motives and villainization of the McChords is absurd and misdirected.

The traffic and/or flooding concerns expressed have been expressed by every neighborhood in Norwalk for a decade - to no avail. That didn't stop the two most notable projects: Cemetery St. and Spinnaker hotel/mixed use project on Water Street.

Ironically, the tone was set by opponent and former Planning & Zoning Commissioner, Mike Mushak. He continues to 'flood' social media with extreme language and fear mongering. His role in our decade of development has produced the very traffic jams, pedestrian accidents and parking anarchy across the city that he complains about.

What makes Manresa any different?

As I reflect on the July 15th Public Hearing, I wonder if attendee ire might be more appropriately directed at the City of Norwalk versus Manresa Wilds?

Why?

I have my own concerns re: traffic and flooding, (experienced daily), as I drive in and out of Shorefront Park. Cars are constantly, unsafely and illegally parked, blocking lines of sight at Burritt & Woodward. There is zero enforcement.

Angst over the project is as much about built up frustration over unaddressed traffic and parking concerns and lack of enforcement with other large projects in the city.

What remains problematic for the City of Norwalk with this project or any of the others that came before or will come after, is who leads or coordinates the initiatives between the siloed city departments of TMP, the Parking Authority NPD and Transit Authority?

IMHO, Manresa Wild's creates an opportunity for officials to execute an integrated transportation vision for our multiple parking garages/lots, bus transit and parking authority that is long overdue. Add to that, an overdue comprehensive flood mitigation plan.

All great cities (maybe not in CT) with a harbor such as ours has waterfront ferry & boat services. A visionary could build multiple ferry access docks, at points along the river & harbor near parking garages, starting at Wall St., to the Aquarium, to Vets Park, Water Street, Calf Pasture and finally Manresa.

If the city can't deliver, then admit it, but if you halt Manresa Wilds, then you need to halt other projects as well.

For over a decade, I've advocated for a professional city manager - a trained urban professional, with management & operations skills to integrate the numerous, silo departments and agencies that overlap and canabalize each other, while remaining unresponsive to a growing city and its residents.

Manresa Wilds presents an opportunity to fix overdue traffic & flood issues, but it's NOT the McChord's responsibility to fix Norwalk and a decade of neglect.

City leaders failed residents with their shortsightedness ~ 70 years ago when they voted NO on purchasing Manresa Island. Please don't fail residents again, by not stepping up and helping Manresa Wilds address neighbors' concerns. Let's not lose the McChord's or this once in a lifetime opportunity. My fear is they could deem Norwalk ' just too much trouble, risking resale to another developer, who'd just build thousands of apartments, producing the same degree of traffic issues, but forfeiting the public access to both the sound and added green space.

It's incredibly unrealistic to think the McChords would bankroll hundreds of millions of dollars in acquisition & remediation to simply let it be the adjoining neighborhoods own 'private Idaho' to Long Island Sound. It's important to remember that 4 out of every 5 acres stays green, with the active uses, gathered at the island's southern tip, keeping a quarter mile or more of forest, meadow, and marsh between heavier program areas and the nearest neighbors.

Manresa Wild's 7-10 year plan (or longer) may need to be scaled back - in accordance with what the city can support, but please don't lose sight of their overall vision.

Please work with them!!

Thank you,

Lisa Brinton
19 Shorefront Park

Steve Kleppin
Members of the Planning and Zoning Commission
City of Norwalk
125 East Avenue
Norwalk, CT 06851

Re: Manresa Wilds, Application #2026-41 R/M

Dear Members of the Commission:

On behalf of the Greens Ledge Light Preservation Society, I am writing in support of the core vision for Manresa Wilds and the continued effort to transform a long-neglected industrial property into an environmental, educational, and recreational asset for the Norwalk community.

Our experience at Greens Ledge Lighthouse gives us a particular appreciation for projects that initially appear too difficult, expensive, or complicated to accomplish. Before our organization became involved, the lighthouse was offered at no cost to local governments and qualified nonprofit organizations, including entities in Norwalk and Darien. All understandably declined. Greens Ledge was deteriorating rapidly, required an enormous renovation, and presented the added logistical challenge of maintaining a historic structure located a mile offshore.

The federal government ultimately placed the lighthouse at public auction, and a small group of local residents formed the Greens Ledge Light Preservation Society to take on the challenge. What followed was a five-year restoration costing approximately $2.5 million, funded entirely through private philanthropy. Thousands of individual donors contributed to the effort, while a small, focused, volunteer-led board worked through the structural, financial, and operational obstacles required to keep the lighthouse from being lost to history and the unforgiving conditions of Long Island Sound.

Greens Ledge demonstrates what can happen when private philanthropy, community support, and a practical “get it done” attitude come together around a shared civic purpose. Although the scale and circumstances are different, we see important similarities in what Allison and Austin McChord and the Manresa Wilds team are attempting. They have chosen to accept responsibility for a difficult property carrying substantial environmental, financial, and operational challenges, with the goal of turning it into something that can serve the public for generations to come. That commitment deserves recognition and support.

At the same time, we recognize one important difference between our projects: Greens Ledge has no immediate neighbors other than our resident osprey family, Ollie and Olivia. Manresa Wilds is surrounded by established residential communities whose daily lives will be affected by decisions. Several members of our board live in the adjacent Harbor Shores and Shorefront Park neighborhoods, so we have been closely attuned to concerns regarding access, traffic, parking, noise, lighting, and the intensity of future programming.

Our support for Manresa Wilds is grounded in the expectation that the City will establish clear, enforceable guidelines governing visitor capacity and traffic management. With thoughtful limits and a willingness to adapt operations as conditions warrant, we believe the project can expand public access while preserving the very qualities that make the site so special.

Based on our discussions with the Manresa Wilds team, we have found them thoughtful, accessible, and interested in practical collaboration, and we have every reason to believe they will remain responsive and adaptive as legitimate issues arise. Projects of this complexity cannot anticipate every challenge from the outset, which makes a demonstrated willingness to listen, adjust, and proactively develop solutions especially important.

One promising area of collaboration involves transportation by water. We have begun preliminary discussions about making our new passenger vessel, *Lightkeeper Charlie Erdmann*, available to support access to Manresa Island. This U.S. Coast Guard-inspected vessel offers high-speed passenger service and specialized beach-landing capabilities, allowing it to reach waterfront locations without conventional dock infrastructure. With appropriate planning, it could help transport visitors, students, researchers, and program participants from locations around the region without adding vehicles to the surrounding residential streets.

Greens Ledge Lighthouse itself is a product of an earlier era when Long Island Sound functioned as one of the region’s most important transportation corridors. Constructed in 1902 to guide vessels into Norwalk Harbor, the lighthouse stood watch as excursion steamships carried thousands of visitors from New York and elsewhere to Roton Point Amusement Park. Greens Ledge keepers signaled the arriving steamships safely into the harbor, where the vessels sometimes lined up five abreast at the Roton Point dock to unload their passengers. In many respects, the lighthouse exists because Norwalk’s waterfront was once reached as naturally by water as it is today by road.

While the days of steamships lining up five abreast along a Norwalk dock are unlikely to return, this history offers a useful reminder that Norwalk Harbor is more than the project's scenic backdrop. It is a historically significant transportation corridor that remains underutilized relative to its former role. Water access will not eliminate the need for careful roadway and traffic planning, but it can become a meaningful component of a broader strategy.

Relatedly, several public comments have suggested limiting on-site parking at Manresa Wilds to control traffic. Based on our experience with waterfront infrastructure in South Norwalk, we believe insufficient parking creates a greater, more persistent burden on the surrounding community than visitor volume itself. When demand exceeds available parking - or when the economics of admittance favor walk-in guests over cars - visitors tend to park in residential neighborhoods and eventually enter as "walk-in" visitors at discounted rates.

We therefore encourage Manresa Wild to invest in sufficient on-site parking infrastructure – an asset that is in short supply in the South Norwalk community and along the Woodward corridor in particular – and to consider the potential unintended effects of discounted "walk-in" rates on neighborhood parking patterns, recognizing that no amount of signage, off-site shuttles, or enforcement can entirely overcome basic human behavior, and more broadly, the natural draw of the beautiful Long Island Sound waterfront.

We are equally excited about the opportunity to collaborate on environmental research and marine education. Greens Ledge has installed an environmental monitoring platform that includes a water-quality sonde, tide and wave monitoring, and live weather instrumentation. These systems are already helping us turn the lighthouse into a working scientific observation platform, supporting hands-on educational programs.

Manresa Wilds has likewise begun developing live environmental monitoring and an ambitious coastal research and education program. We are discussing ways to connect these efforts through shared data, coordinated student programming, vessel-based field research, and educational partnerships. Together with The Maritime Aquarium and other local institutions, we believe Manresa Wilds and Greens Ledge can help establish Norwalk Harbor as a regional hub for Long Island Sound environmental research, coastal resilience, and marine education.

The story of Greens Ledge is ultimately a story about what private philanthropy and community determination can accomplish when conventional solutions have fallen short. Manresa Wilds presents Norwalk with another similar opportunity. We respectfully encourage the Commission, the City, the Manresa Wilds team, and the surrounding neighborhoods to continue working toward a balanced path that allows the project's core public promise to move forward.

Respectfully submitted,

Alex Pettee, 14 Burwell St, Norwalk CT 06854

On Behalf of the Board of Directors of Greens Ledge Light Preservation Society, Rowayton, CT 06853

7/29/2026

Good evening, Commissioners.

My name is Adam Derrick, I live at 21 Rocky Point Road.

I want to start by saying that I am wholeheartedly in favor of the extraordinary vision behind Manresa Wilds as a Public Park. The restoration of a contaminated property, creating public access, and preserving open space are all wonderful benefits to our community. My intention speaking today is not to sideline the project.

However, as the commissioners consider the application for the requested SPECIAL DISTRICT zoning amendment. I just want to raise the issue that the traffic considerations for the approved use adequately accounts for the CUMULATIVE effects of the extraordinary development occurring throughout Norwalk and neighboring towns.

Since the start of COVID (MARCH 2020) Norwalk has approved, completed or begun construction on over 4,000 apartment units. That is an extraordinary amount for a town of our size and is one of the most significant multifamily building booms in CT. This comes on top of our new SoNo Mall, Wegmans, Target, North 7 and other major developments.

I have been a Norwalk resident for 14 years. Like many of you I drive on our roads every day and spend hours daily both commuting and with local daily life. Over the years I've experienced traffic gradually becoming more and more intense. It hasn't happened overnight, the extra hours it takes to get around accumulated gradually and I adjusted to them one by one.

There is the parable about a frog sitting in water that is heated one degree at a time. The change is so gradual that the frog adapts to each small increase until eventually the water gets so hot it is no

longer adaptable. As we know, I-95 congestion has WAZE pushing traffic onto local roads including Rt 136 through Rowayton, past the new SoNo school and onto Woodward Avenue which leads to Manresa. My concern is the possibility of this new SD-MW zoning district which gives the developers the flexibility to add water park attractions, an ampitheater for concerts, host large events and add a hotel and restaurants. ANY of these uses will create a lot additional traffic, and with some of them, large volumes of traffic at concentrated times of day.

I BELIEVE WE NEED TO UNDERSTAND THE CUMULATIVE TRAFFIC IMPACT OF OUR TOWN'S GROWTH BEFORE WE ESTABLISH THE PERMANENT ZONING FRAMEWORK FOR A PROJECT THAT IS INTENDED TO BECOME A REGIONAL DESTINATION.

I am not criticizing the applicant, I'm simply asking that before any traffic assumptions are relied upon to support a PERMANENT ZONING FRAMEWORK, the Commission obtains an INDEPENDENT CUMULATIVE REGIONAL TRANSPORTATION ASSESSMENT THAT LOOKS NOT ONLY AT THE FEEDER ROADS, BUT THAT LOOKS AT THE SYSTEM AS A WHOLE.

The Commission should pause long enough to answer one important question before making a permanent zoning decision. Not "What traffic will Manresa generate?" But "What will the roads look and feel like when Manresa opens in the context of everything else that is already approved, under construction or reasonably forseeable throughout the region?"

If that assessment concludes that the network can accommodate this level of growth, the Commission, the applicant, and the public can move forward with greater confidence. If it identifies pressures or constraints that have not yet been fully recognized, those issues can still be addressed while decisions are being made—not after they become permanent.

Thank you for your time, consideration, & service to our community!

Dear Steve,

My name is Lori Baker. I reside at 9 Twilight Place in Harbor View, and I also own property just outside Shorefront Park and in Harbor Shores. I am reaching out again to express concerns over the potential implications with regard to Manresa Wild's current application. I strongly urge the Commissioners to take the time necessary to fully understand the long-term impacts of this proposal before making a decision. Given the significance of this application and its potential effects on traffic, infrastructure, wildlife, and the surrounding neighborhoods it is essential that

every aspect of the proposal be carefully evaluated to ensure it is in the best interest of Norwalk and it's residents. (I do believe early on the McChord's called it a gift to Norwalk not a gift to the region).

I do have a question about the hours of operation for Manresa Wilds. This should be a park like other parks that has specific hours and close at dusk. By doing this, we can attempt to preserve the quality of life for the surrounding residents, protect the wildlife from bright lights and nighttime noise, provide peace of mind for nearby residents that the area will not become a destination for late night gatherings, or people who depend on street parking won't lose their parking by visitors who are not able to gain access to the actual site. Restricting hours to daylight use would also help minimize additional evening traffic on an already fragile, transportation network extending from exit 12 through exit 16 down to the site.

I am also attaching a letter from the Audubon Society voicing their concern that a commercial entertainment development can negatively impact wildlife. I hope the commission will consider these concerns as part of their review of the application.

Thank you for your time and consideration.

Sincerely

Lori Baker
9 Twilight Place
Norwalk , CT

Dear Mr. Kleppin,

I am writing in support of the Manresa Wilds project. I hope that the application is approved by P&Z.

The effort to transform a contaminated wasteland into a vibrant community, educational and research facility is extraordinary. As a Norwalk resident and educator, I am excited by the prospect of this endeavor. I hope that P&Z approves the zoning application for the site. Thank you.

Eric Byrne
Fifth Street
Norwalk

SEAPORT

ASSOCIATION

Keepers of Sheffield Island Lighthouse

July 28th 2026

2026
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Robert Terpin Cory Visi Morgan Wetmore
Gerald B. Toni Executive Director

A 501 (c) 3 nonprofit

Norwalk Planning & Zoning Commission
125 East Ave
PO BOX 5125
Norwalk, CT 06856

RE: Letter of Support - Manresa Osprey LLC Application for Special District - Manresa Wilds (SD-MW) Zone Change and Related Text Amendment, 2 Longshore Ave

Dear Chair and Members of the Commission:

On behalf of the Norwalk Seaport Association (NSA), a 501(c)(3) organization dedicated to preserving and promoting Norwalk's maritime heritage and public access to the city's waterways, I am writing to express our support for the pending Special District-Manresa Wilds (SD-MW) zone change and text amendment application submitted by Manresa Osprey LLC.

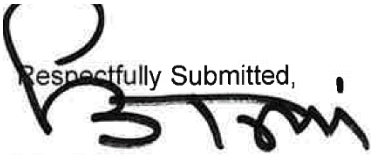
For nearly five decades, the Seaport Association has worked to connect Norwalk residents and visitors with the water - through Sheffield Island Lighthouse tours, the Norwalk Oyster Festival, and our ongoing advocacy for public waterfront access along Long Island Sound. The transformation of the long-shuttered Manresa Island power plant site into a publicly accessible park represents exactly the kind of once-in-a-generation opportunity our mission is built around. Converting 125 acres of industrial waterfront - closed off from the public for decades - into trails, natural habitat, and shoreline access is a direct benefit to the maritime and recreational fabric of this city.

We were encouraged to see the North Forest component of this project move through the special permit and coastal site plan review process earlier this year, and we look forward to the completion of walking trails, native landscaping, and public access points on the island. A durable SD-MW zoning framework is the necessary next step to allow the broader park concept to move from vision to reality.

The NSA's support for this application is grounded in its potential to expand public waterfront access, protect coastal wetlands and habitat, and create passive recreational opportunities on a site that has been closed to the public for decades. As the Commission finalizes the permitted-use table for the SD-MW district, we encourage a framework that keeps these public and ecological benefits at the heart of the project, ensuring Norwalk residents enjoy lasting access to this shoreline for generations to come.

We appreciate the thorough public process the Commission has run on this application, including the traffic, environmental, and land-use review still underway, and we trust that the conditions ultimately attached to any approval will reflect the concerns raised by residents and civic organizations throughout this process.

Thank you for your consideration. We would welcome the opportunity to discuss the Association's perspective further, and we look forward to the continued public hearing process.



Gerald Toni Executive
Director
Norwalk Seaport Association
Jerry.toni@seaport.org, 203-838-9444

PLANNING AND ZONING MEETING, WEDNESDAY, JULY 29, 2026
MANRESA

I would like to point out firstly that the City of Norwalk has never held an open meeting, with Q&A, for the residents to inform us of what Manresa Wilds is all about and how it would affect us personally and the city.

Rather, we have had a total of 4 sessions led by a McChord public relations/landscape firm, with no open discussion allowed.

Manresa as seen by the McChords concept is based on the ideas of previous centuries in the style of Ringling Brothers/Disney World.

After the decommissioning of Manresa Island in 2013 the Manresa Association was formed, made up mainly of residents of the neighboring properties, to which myself as president of NGO Sustainability was also a member. The concept was a conservation area similar to the local McKinley Islands to let the birds, other animals, and the birch forest flourish.

Then the City of Norwalk and the Manresa Association commissioned a study by Fitzgerald and Halliday as to the best use of the property for Norwalk.
Among the proposals was solar arrays on the most polluted toxic waste coal and oil areas, a normal evolution to renewable energy from decommissioned power plants.

Why solar? What have we in Norwalk been experiencing: more frequent heavy downpours, heat waves, flooding.What has the state been experiencing in addition: forest fires.

What has the US been experiencing: all of the above, including tornados, more intensely.

What has Europe been experiencing: extraordinary heat waves, draught, intense forest fires.

What has our neighbor to the north, Canada, been experiencing: intense forest fires,also polluting the air in the US.

In this 21st Century we live in a world quite different from the past. How do we meet our present needs in dealing with the natural disasters that are occurring with more intensity and frequency?

<u>Renewable energy</u>

Yes,on Manresa we can have nice walking paths, waterfront benches, tables, trees, leaving nature in peace.

But we can also provide inexpensive, reliable solar energy, especially for low income housing and all municipal buildings, saving many millions of dollars for the city each year.

This renewable energy, with battery storage, will give us better air quality, and help protect our planet from the devastation we are experiencing from climate change by the burning of fossil fuels.

Pope Francis devoted two encyclicals to our responsibility for the protection of our planet.

None of the proposals for facilities on Manresa from Manresa Wilds are things we need. Actually the research money would be better spent giving it to our underfunded educational institutions locally,including Save The Sound, the Maritime Center, and colleges statewide who have ongoing coastal research programs.

We do not need entertainment, especially not in the polluted, ugly power station. The building is a blight on our coast, and should be removed, especially because it will cost much too much to remediate. All the crowds and cars foreseen would further pollute the air and destroy the quality of life for South Norwalk.

Rather, what we need is a community garden so more residents can have a healthy gardening hobby and provide fresh food for their table.

You know we have two neighbors, to the south and to the north who have dealt with similar situations:

The 100 year old Cos Cob coal burning decommissioned power station, given to Greenwich by the state, was turned into beautiful walking paths and playing fields, never a word towards commercialization;

The 365 acre former Remington Arms Factory campus(Bridgeport-Stratford), through the good works of State Representative Joseph P. Gresko, will be a Solar Array, walking paths and trails, the largest such facility on the upper east coast. What a fantastic example for Norwalk! Where are our lower Fairfield County elected officials?

As true philanthropists the McChords would not seek this money making commercial venture, rather they would deed Manresa to the City of Norwalk with about a $500,000,000 budget for the city to do what the residents really want and need. I bet you cheap energy, and perhaps clean air, would top the list!

In addition, being dependent on the McChords to continue financing the Manresa operation could mean that one day Norwalk may be left to carry this significant financial burden

It should be noted that I have made suggestions to the director of Manresa Wilds, and had an aborted appointment to see Austin McChord, made presentations at Democratic Town Committees, gave a written statement to P&Z, so solar energy, community gardens, and elimination of the power station are not new thoughts. All was obvious from the onset.

Dear fellow residents, take heart! Let us rethink our 21st century responsibilities!!

Roma Y. Stibravy
Consultant

Dear Mr.Kleppin and Members of the Norwalk Planning and Zoning Commission,
As commissioners of the Sixth Taxing District, we are excited that Manresa will become a facility that can be used by families and improve the natural environment of Norwalk and it's coast lines. We appreciate the both the financial and community dedication of the McCords to create a space for residents to enjoy the beauty of the property but we have reservations about the impact to our already congested roads.

We are writing to respectfully urge the Commission to require additional, comprehensive traffic studies before making any decision on the proposed Manresa Wilds Project. We are particularly concerned about the potential impact that increased traffic will have on Route 136 as it passes through Rowayton. This corridor is already heavily traveled during peak hours and serves as a vital route for local residents, commuters, pedestrians, and cyclists.

Of special concern are the areas surrounding Rowayton School and the Rowayton Library. These locations experience significant pedestrian activity, including children walking to and from school, families visiting the library, dogs and dog park users and residents accessing nearby businesses and neighborhoods. Any increase in traffic could create additional congestion and raise serious safety concerns.

Before this project moves forward, we believe it is essential that the Commission require updated traffic studies that accurately assess:

- The impact of project-generated traffic on Route 136 through Rowayton.
- Traffic conditions during school arrival and dismissal times.
- Pedestrian and bicycle safety near Rowayton School and the Rowayton Library.
- Emergency Vehicle access to Manresa and the surrounding neighborhoods
- Potential mitigation measures to reduce congestion and improve public safety.

The Manresa Wilds Project has the potential to positively affect our community for decades but decisions regarding the zoning of the property must consider the traffic impact in the surrounding neighborhoods.

Thank you for your time, your consideration of these concerns, and your service to the City of Norwalk. We respectfully ask that you require additional traffic analysis before approving the Manresa Wilds Project.

Sincerely,
Sixth Taxing District Commissioners
Andy Meyerson 21 Covewood Drive
Jody Sattler 17 Highland Avenue
Alex Sparkman 7 Dancing Bear Road

Hi,

I am a long time resident of Norwalk. I have lived here for 26 years. The power plant at Manresa has always been an open wound.

I am writing to support the current proposal to redevelop the site. We need it to be redeveloped back into a wildlife refuge with waterfront access.

Thank you.

Sincerely,

Scott S.

Dear Zoning Board Members,
I am a concerned 18-year Norwalk resident who wants Manresa Wilds to succeed, however in a scaled back version from what was submitted in their recent zoning modification request Application #2026-41 R/M and a clear/funded traffic sollution. **The current version should be denied.** Norwalk needs to provide a detailed plan that is executable to support a major venture like this and any significant zoning change which requires major resource commitments such as tax increases, infrastructure spending, flooding remediation, security, compliance monitoring, ecological impact monitoring, traffic and parking management, transportation and parking plan/availability. Norwalk should not fast track this change without a plan, with major questions unanswered and in the middle of the summer with many residents on vacation.

I have attended most of the public community meetings, public hearings and reviewed the many letters submitted so far (created a data base). Overwhelmed by all of the information the volunteer zonings board members have to digest, review and act on, I tried to summarize what is relevant in four key areas that I hope are helpful:

- What should the zoning board consider doing
- Procedural and process concerns that should stop/slow down quick decision making
- Reasons why Norwalk is not ready to support this major zoning recommendation
- Top resident concerns about the proposal in its current state

What should the zoning board consider doing
The zoning commissioner and board members should not treat this as a simple yes-or-no popularity vote. They should treat it as a generational land-use decision that must be based on the full record, resident feedback, public safety, legal standards, infrastructure reality, environmental responsibility, and long-term enforceable protections on a city and state level.
What the Zoning Board Should Do

1. **Slow the decision down if the record is incomplete.** The Commission should not approve a broad new zoning district until all required studies, referrals, agency comments, and public responses are complete and publicly available.
2. **Require an independent traffic impact study before approval.** Given the projected visitor and vehicle volume, the Commission should require a full independent traffic study covering Woodward Avenue, Longshore Avenue, Quintard Avenue, Lowndes Avenue, Meadow Street, Route 136, emergency access, event peaks, construction traffic, queuing, parking spillover, and flood-related road closures.
3. **Separate the public park vision from future high-intensity uses.** The Commission should distinguish between passive public access, conservation, education, and restoration uses and

more intense potential uses such as a hotel, amphitheater, event space, brew pub, restaurant, structured parking, or large-scale entertainment.

4. **Limit or condition the zoning text now.** If the Commission is inclined to approve anything, it should narrowly define allowed uses and require separate public hearings, special permits, traffic studies, environmental review, and neighborhood-impact analysis for any future high-intensity use.
5. **Require enforceable infrastructure commitments.** The City should not rely on vague future promises of transit, shuttles, ferries, sidewalks, flood mitigation, traffic calming, parking controls, or police details. Any approval should include written, funded, enforceable infrastructure plans with responsible parties, timelines, and performance standards.
6. **Protect residential neighborhoods first.** Resident feedback identifies repeated concerns about cut-through traffic, pedestrian safety, construction trucks, speeding, noise, parking, emergency access, and quality of life. The Commission should require protections for Quintard Avenue, Lowndes Avenue, Harborview, Village Creek, Shorefront Park, Woodward Avenue, and Longshore Avenue before expanded use is allowed.
7. **Resolve environmental and coastal review questions.** Because this is a former industrial coastal site with coal ash, stormwater, wetlands, shellfish, wildlife habitat, flooding, and Long Island Sound impacts, the Commission should ensure that DEEP, Harbor Management, Shellfish, environmental, stormwater, wastewater, and coastal-resilience reviews are complete before action.
8. **Confirm the City's financial exposure.** Before approving zoning that could require major public investment, the Commission should ask who pays for road improvements, flood mitigation, sidewalks, traffic enforcement, transit service, parking management, emergency planning, and long-term maintenance.
9. **Use resident feedback as evidence, not background noise.** The volume and specificity of neighborhood comments matter. Residents are identifying real existing conditions, including narrow roads, construction-truck conflicts, flooding, lack of sidewalks, queuing, speeding, spillover parking, and quality-of-life impacts. Those concerns should shape conditions or justify denial or restriction.
10. **Avoid locking Norwalk into irreversible zoning rights.** Zoning outlives the current applicant. The Commission should assume that the property may someday be controlled by different owners and developed to the maximum extent allowed by the zoning. Therefore, it should approve only what it is comfortable allowing for decades.

Bottom-Line Recommendation

Do not approve the zoning request as filed. Either deny it without prejudice pending a complete record, or approve only a substantially narrowed version that preserves the public-access, conservation, education, and environmental-restoration vision while excluding—or requiring separate future review for—high-intensity commercial, entertainment, hotel, amphitheater, structured parking, and large-event uses. **The strongest responsible position is not to stop Manresa Wilds. It is to support the restoration and public-access vision while refusing to grant broad generational zoning authority until Norwalk proves that the infrastructure, traffic system, environmental protections, emergency access, funding plan, and neighborhood safeguards can actually support it.**

Procedural and Process Concerns that should stop quick decision making

If reviewing this record from the perspective of a zoning board, the following would be the top procedural and process concerns, ranked by apparent importance based on frequency of public feedback, potential legal or procedural risk, and the degree to which each issue could affect the defensibility of any approval.

1. **Whether all required coastal referrals and agency notifications were completed.** This is the highest process concern because public comments raise whether the application was properly referred or noticed to CT DEEP, the Norwalk Harbor Management Commission, and possibly the Norwalk Shellfish Commission. If required referrals were missed or not documented, that could create a serious procedural vulnerability.
2. **Whether the Commission has enough independent traffic analysis before approval.** Many letters argue that the applicant's transportation memorandum is preliminary and applicant-funded, not a full independent Traffic Impact Analysis. Since traffic is the dominant issue in the record, approval before a complete analysis could make the record appear underdeveloped.

3. **Whether future high-impact uses are being pre-authorized without separate review.** Repeated concerns focus on a hotel, amphitheater, event space, restaurant or brew pub, structured parking, live music, and commercial recreation uses. The process risk is that broad zoning approval could be interpreted as approving future impacts before site-specific plans, hearings, and studies exist.
4. **Whether the public understood the true scope of the zoning request.** A recurring theme is that earlier outreach emphasized passive open space, ecology, education, and waterfront access, while the zoning text allows broader commercial and entertainment uses. Even if legally permissible, this creates a public-trust issue.
5. **Whether the hearing record contains sufficient environmental review.** Letters raise concerns about coal ash, stormwater runoff, wetlands, shellfish beds, wildlife, lighting, noise, flood pathways, and wastewater. The process concern is whether the Commission has a complete enough environmental record before creating a flexible zoning district.
6. **Whether site access, emergency access, and queuing have been fully tested.** Several comments describe Woodward Avenue and Longshore Avenue as the only effective access corridor and raise flooding, construction-truck queuing, narrow lanes, parked vehicles, blind curves, and lack of sidewalks. This is not only a traffic-volume issue; it is also a safety and emergency-access issue.
7. **Whether the Commission is relying too heavily on later site-plan review.** Some supporters argue that later review can solve traffic and design questions. Opponents argue that zoning is the moment that defines allowable intensity for decades. The Commission should be cautious about approving broad rights now while deferring core feasibility questions.
8. **Whether the special district gives excessive discretion or long-term rights to current or future owners.** Many comments note that zoning runs with the land and may outlast the current owners' stated intentions. The process issue is whether the SD-MW text is precise enough to bind future development and prevent unintended intensification.
9. **Whether community engagement was broad, timely, and transparent enough.** Supporters praise more than a year of engagement, while opponents argue key changes surfaced during vacation season, were not widely understood, or were not aligned with prior meetings. The board should evaluate whether the record shows meaningful notice and opportunity to respond to the actual application.
10. **Whether protest-petition and supermajority requirements have been verified.** The document includes a protest petition claiming enough nearby property-owner signatures to trigger a two-thirds approval threshold. The Commission should verify eligibility, ownership, distance calculations, signature validity, and the required voting threshold before acting. **It should be the zoning boards and developers concern that 75% of the residents in this zone signed a petition to deny this major zoning request, and this must be submitted to the record.**

Reasons Norwalk Is Not Prepared to Support This Zoning Recommendation

1. **No complete, independent traffic impact analysis.** The record relies heavily on a preliminary transportation memorandum prepared for the applicant, while the project's own figures project very high visitor and vehicle volumes. Before Norwalk can responsibly approve or support the recommendation, it needs an independent, full-corridor traffic study that addresses peak events, seasonal demand, construction traffic, queuing, cut-through traffic, pedestrian safety, emergency access, and cumulative impacts.
2. **Existing road infrastructure is already inadequate.** Woodward Avenue, Longshore Avenue, and connecting residential streets are narrow, constrained, flood-prone in places, and already challenged by parked vehicles, buses, trucks, construction traffic, and limited sight lines. Norwalk has not demonstrated that these roads can safely absorb the additional traffic expected from a regional destination.
3. **No confirmed funding plan for public infrastructure improvements.** Many of the improvements needed for success—road upgrades, sidewalks, flood mitigation, traffic signals, parking management, transit service, shuttle operations, police details, and traffic calming—would require public funding or public coordination. Norwalk has not identified who will pay, how much it will cost, what grants or state support are available, or when improvements would be completed.

4. **Emergency access and evacuation risks remain unresolved.** The site depends on limited access routes that also serve nearby neighborhoods. If traffic, flooding, storms, construction activity, or large events block Woodward or Longshore, residents, visitors, emergency vehicles, and public safety personnel could face serious access problems. This risk must be resolved before approval or financial support is provided.
5. **Flooding and coastal resilience questions are not settled.** The surrounding corridor is vulnerable to tidal flooding, storm surge, and sea-level-rise impacts. Raising or redesigning roads could be costly and may create unintended flooding impacts for adjacent properties. Norwalk is not prepared to support the recommendation until a realistic, funded, engineering-based resilience plan is in place.
6. **Environmental review and remediation issues remain incomplete.** The site has a documented industrial history, coal ash concerns, shoreline containment issues, wetlands, shellfish resources, wildlife habitat, stormwater risks, and potential impacts to Long Island Sound. Norwalk should not provide support until environmental review, remediation obligations, stormwater management, wastewater plans, and agency referrals are complete and publicly available.
7. **The proposed zoning framework allows future uses beyond the public vision presented.** The SD-MW framework appears broad enough to permit or enable future uses such as a hotel, amphitheater, event space, structured parking, restaurant or brew pub, and other high-intensity activities. Norwalk is not prepared to support this unless future uses are clearly limited or subject to separate public hearings, traffic studies, environmental review, and approval.
8. **Neighborhood protections are not yet enforceable.** Residents have raised credible concerns about cut-through traffic, spillover parking, construction trucks, speeding, noise, lighting, pedestrian safety, and quality of life. Norwalk has not yet established enforceable protections such as routing requirements, residential parking controls, GPS coordination, objective traffic thresholds, traffic calming, construction rules, event-management plans, or post-opening mitigation triggers.
9. **Public process and referral questions need to be resolved.** Several comments raise concerns about whether required referrals, agency notifications, coastal reviews, harbor-management review, shellfish review, and conflict-of-interest safeguards have been fully addressed. Norwalk is not prepared to act until the record clearly shows that all procedural requirements have been met and that the public has access to the relevant responses.
10. **The City has not defined its long-term operating responsibility.** A project of this scale may require ongoing City involvement in traffic enforcement, transit coordination, road maintenance, flooding response, emergency planning, sanitation, public safety, parking management, and neighborhood monitoring. Norwalk should not provide financial or infrastructure support until it understands the long-term staffing, operating, maintenance, and taxpayer implications.

Top Resident Concerns About the Proposed Manresa Wilds Zoning Change in current state
Purpose of this section: This summary ranks the principal concerns raised by residents about Application #2026-41 R/M and the proposed Special District–Manresa Wilds zoning framework, from most important to least important based on frequency, intensity, and potential impact reflected in the letters reviewed in this document.

1. **Traffic volume, roadway capacity, and access constraints.** The dominant concern is that the proposed zoning could enable a regional destination drawing very large numbers of visitors onto Woodward Avenue, Longshore Avenue, and nearby residential streets that residents describe as narrow, flood-prone, already constrained by parking, trucks, buses, construction activity, and limited sight lines, and unsuitable for peak-event traffic.
2. **Pedestrian, cyclist, child, pet, and emergency-safety risks.** Many residents focus on safety rather than inconvenience, citing missing sidewalks, blind curves, trucks crossing center lines, queued vehicles near the causeway, construction-truck conflicts, school buses, emergency-vehicle access, dog walkers, children, cyclists, and residents who already walk the neighborhood regularly.
3. **Broad commercial and entertainment uses beyond the public park vision.** A repeated objection is that residents were introduced to a conservation, education, trails, shoreline-access,

and nature-park concept, while the proposed special district could allow more intensive future uses such as a hotel, amphitheater, event space, live music, restaurant, brew pub/distillery, performing arts venue, boat rentals, commercial recreation, and structured parking.

4. **Concern that the zoning change creates a long-term "blank check."** Residents worry that once a custom zone is approved, future owners or future phases could build to the maximum allowed under the zoning, even if the current applicant's stated intentions are narrower. This concern is especially strong where writers ask that future uses receive separate hearings, separate impact studies, and separate approvals.
5. **Need for independent and complete traffic analysis before approval.** Several letters object to relying on a preliminary applicant-submitted Transportation Strategy Memorandum and ask for a full Traffic Impact Study, event-peak modeling, queuing analysis, construction-traffic controls, parking and spillover analysis, emergency-access review, and enforceable mitigation before the Commission acts.
6. **Environmental contamination, coal ash, stormwater, wetlands, shellfish, and wildlife impacts.** Residents raise concerns about legacy coal ash, contaminated soils, stormwater runoff into Long Island Sound, wetlands, shellfish beds, marine habitat, migratory birds, turtles, and whether construction or future impervious surfaces could disturb contaminants or degrade sensitive coastal resources.
7. **Flooding, sea-level rise, resilience, and single-route vulnerability.** Several comments emphasize that Woodward Avenue and the approach to Manresa already experience tidal flooding and storm flooding, and that a destination relying on a single low-lying access corridor could create public-safety, evacuation, and emergency-response problems during high tides or storms.
8. **Neighborhood quality of life and residential character.** Residents fear noise, lighting, litter, air pollution, idling vehicles, nighttime activity, visitor parking spillover, construction disruption, longer commutes, loss of quiet residential character, and the transformation of Harborview, Village Creek, Shorefront Park, Quintard Avenue, Lowndes Avenue, Sable Street, Dock Road, and nearby streets into access corridors for a regional attraction.
9. **Public oversight, process integrity, and trust.** Some letters raise procedural concerns about required referrals, coastal and harbor review, shellfish and wetlands oversight, wastewater and stormwater review, possible conflicts or appearances of conflict, protest-petition voting thresholds, and whether the public record is complete enough for a valid vote.
10. **Cost, infrastructure accountability, and who bears the burden.** A final recurring concern is that the project may require public road, flood, traffic, police, sanitation, transit, parking, and emergency-service investments while the burdens fall most heavily on nearby residents and taxpayers rather than on the applicant or regional visitors.

For all of the reasons above, I submit this as a concerned resident who is afraid the city will make major, broad generational commercial land-use decisions, hastily, without sufficient information, similar to approving the building of the powerplant many years ago. I feel there is high support for the conservation effort, nature trails, park, public water access for swimming and nature and scientific research as long as there is a viable solution to our current traffic and flooding issues. This is a challenge Norwalk currently faces and that any future developer will face who will wants to bring large volumes of people to this location.

Brian Lindner
7 Harbor View Ave
Norwalk Ct

Hi!
I also saw that they wanted to develop all this property like allow hotels, etc. and also my question to you is what environmental laws are they trying to bypass that you guys need to be upholding? Technically you can't build on wetlands or on the direct waterfront if there's not already property there. People think Norwalk is pretty corrupt as far as city governments go so these are the kinds of laws that people in Norwalk care about and want to make sure that the city of Norwalk is not allowing a situation that allows laws to be broken just because a couple of developers want to make money. People in Norwalk are very well aware the fact that the city will accept payouts. I'm just bringing all this up because it seems like what they want to do would be in conflict with the laws. I would love to hear a response about this as well

because this is like wetlands, and the city of Norwalk is just going to allow developers to come in and develop the property and pollute long island sound with runoff and there's all these laws out there, federal and state laws and Norwalk and Norwalk has a legal requirement to uphold the laws at a minimum so I'm just asking these questions on behalf of Norwalk residence because this is what people are really concerned about. It's not really about the traffic. It's about everything that goes along with this and what they're actually allowed to do there. Thank you so much in advance for your answers! 🙏🏻

Monica Frate

Hi!
I heard about the meeting and I have a question. I know that Manresa is a total superfund site, just like what's in Bridgeport with all the factories. Are they paying for cleanup or what's going on with that because I know that you can't build what they're talking about without doing a total superfund site cleanup.
I would love to know the information about this because this is what people are wondering also and I don't know if this was talked about in the meeting.

Thank you!

Monica Frate

Dear Members of the Norwalk Planning & Zoning Commission, Mayor Smyth, Council President Goldstein and Planning & Zoning Director Kleppin,

I am writing to express my strong support for Manresa Wilds and to urge the City to support the project, including approval of its Special District status.

I believe the McChords' generosity represents a once-in-a-lifetime gift to the residents of Norwalk and to our coastline. This project offers an extraordinary opportunity to protect one of our community's most significant waterfront properties while providing public access, environmental restoration, and lasting benefits for future generations.

While I understand that nearby residents have genuine concerns about traffic, flooding, and neighborhood impacts, I believe it is important that we direct those concerns where they belong. These are not new issues. For more than a decade, neighborhoods across Norwalk have raised the same concerns as major developments have been approved throughout the city—many of which were supported by some of those now opposing Manresa Wilds.

The frustration many people feel today reflects years of inadequate planning, coordination, and enforcement—not simply this one project. I experience these problems every day. Cars are frequently parked illegally, blocking sightlines at intersections throughout Norwalk and creating unnecessary safety hazards, often with little or no enforcement.

Rather than treating Manresa Wilds as the problem, we should see it as an opportunity. This project gives the City a chance to finally develop a comprehensive strategy for transportation, parking, transit, and flood mitigation that benefits not only this neighborhood, but all of Norwalk. Our waterfront deserves a broader vision, including better connections between downtown, the harbor, our parks, and waterfront destinations.

The McChords should not be expected to solve decades of municipal challenges on their own. Their responsibility is to be a good partner—and from what I have seen, they have demonstrated a willingness to listen and work with the community. It is the City's responsibility to lead, coordinate, and address the infrastructure issues that have existed long before this proposal.

If we decide that Norwalk cannot support this project, then we should be prepared to apply that same standard consistently to future development. I believe there is a better path:

- Work with Manresa Wilds.
- Address the legitimate concerns.
- Improve the infrastructure.
- Do not lose sight of the extraordinary opportunity before us.

Nearly 80 percent of the property will remain open green space, with the more active uses concentrated at the southern tip of the island. The project may ultimately need to be phased or scaled to match what the City can support, but that should not cause us to abandon its long-term vision.

Most importantly, let us not allow misinformation and misguided fear to derail a once-in-a-lifetime opportunity for Norwalk. We owe it to ourselves to evaluate this project on its merits, not on exaggerated claims or rhetoric. The questions raised by neighbors deserve honest answers, but fear should not drive public policy.

Seventy years ago, Norwalk passed on the opportunity to preserve Manresa Island. Let us not make another decision we will regret decades from now. Let us work together to make this vision succeed—for today's residents and for future generations.

Thank you for your time, your consideration, and your continued service to the City of Norwalk.

Best Regards,
Erik Anderson

Hello,

My name is Danielle Service and I live at 33 Seaview Ave, Norwalk, CT 06855, Apt. 1A.

I am only for Manresa Wilds if it remains like the Central California Coastline I just returned from — a natural, open space.

Anything else is for profit and ridiculous.

Thank you,
Danielle Service

Mr. Kleppin,

I'm writing to unequivocally support the project at Manresa Wilds. I think the McChords gift to the city is an unprecedented opportunity for the Norwalk. They've already shown a willingness to work with local community concern re traffic, noise, etc.

I lived at 5 outer road for 35 years, until we could no longer afford to stay, and drastically hope to move back to village creek. My families former property would have been arguably the most directly effected by this project and still I write in complete support.

Thank you,

Bryan Kerschner

Dear Mr. Kleppin,

I am writing you because of my concern that the Manresa Wilds project is getting out of hand. The scope of the project is not even close to what was originally proposed and our 150-year-old local roads cannot support the projected volume of traffic. As a resident of Harborview, I envision a simple run for milk and eggs turning into a multi hour nightmare to return home. While I supported the McChord’s original vision, they are quick to point out their responsibility stops at the border of their property as mandated by their 501C status. This now leaves an enormous amount of other concerns on the shoulders of the City of Norwalk and its tax payers. Also, if this “Special District” zoning is granted, and should the McChord’s decide to sell the property one day, we could wind up with Six Flags Over Norwalk. By the way, and I have no idea, but I would be shocked if provisions for a potential future exit are not addressed in their long-range planning.

This plan, as it exists now, is not appropriate for this part of South Norwalk. Woodward and Meadow are a challenge to drive down now and I do not see where appropriate entrance lanes could be created. Additionally, many people coming from the south will use Rt136. Rowayton is very tight to get through on any given day and I fail to see how Rowayton Ave does not become paralyzed.

I strongly recommend not approving the Special District until after independent and comprehensive studies of traffic, fiscal impacts to the community, and environmental considerations have been completed. Protections for the surrounding neighborhoods should also be studied at this time as well.

While a park / preserve with walking trails, a beach, a pool and an event space in the Turbin Hall might work, adding hotels and other lodging, commercial amphitheaters, additional theaters, a waterpark, a brewery pub, restaurants, a marina with boat storage, two-story parking structures, and unspecified commercial recreation is way over the top for this location and the surrounding communities. For us Norwalk residents, the latest expanded scale of this plan will not work, is not a good idea, not the best use of the property, and will not end well.

Please give this situation careful consideration.

Thank you, and Best,

Don Atwell

Dear Steve,
A quick note to let you know how much I am in favor of this most exciting project. I do understand the traffic issues, but I think you and the committee will solve this problem.
This is the most exciting, wonderful project I have witnessed in the 53 years I have lived in South Norwalk.
I thank you all!!!
My best wishes,
Susanne Miller

Short email to voice full support for the Manresa Wilds as proposed by the McCords.

It is the City's job to partner with them to assure traffic issues are mitigated. Let professional private sector professionals do this right and please, get the city out of the way.

Do not enable the vocal minority to derail this once in a lifetime opportunity to elude us.

Garrett Friedrichsen
11 Crooked Trail
Norwalk, CT

I am a voting Norwalk resident and do NOT support the proposed Soecial Zoning expansion of this project to allow for commercial/event use (to include hotel, etc.). I live on Water Street in a luxury building and traffic throughout town is already becoming intolerable with all the new developments in the area. I cannot imagine how the increased traffic will negatively affect our town both on local streets and highways. It will seriously cause a significant decrease in quality of life to all local residents.

Please do not approve this project expansion from park to commercial/event use.

Doing so will only be further proof of our local elected officials abandoning their constituents for the sake of the almighty dollar.

Sincerely,
Maria Fortier

I have copied the sample letter here because it spelled out my thoughts in a succinct and factual way.

I’ve added [ ] a bracketed thought that is my own words.

Thank you for the opportunity to speak on this issue.

“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 aweek.

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 ishistorically 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, “[which is what I had understood was their initial idea when they spoke with the community here.]

“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, andenvironment 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.”

Mary Lou Barber
Arbonne Independent Consultant

RECEIVED
JUL 29 2026
CITY OF NORWALK
PLANNING & ZONING

skleppin@norwalkct.gov

[Name] Mark Watkins
[Street Address] 20 North Taylor Ave.
[City, State ZIP] Norwalk, CT 06854
[Email] markbwatkins@gmail.com

July 29, 2026
June [ ], 2026

Steven Kleppin
Director of Planning and Zoning
City of Norwalk
125 East Avenue
Norwalk, CT 06851

Re: Letter of Support — Manresa Wilds, Special District (SD-MW) — #2026-41 R/M (Public Hearing, June 24, 2026)

Dear Director Kleppin:

I am writing to express my support for the application to create the Special District–Manresa Wilds (SD-MW) and to apply it to the former Manresa Island site.

Thank you for your consideration.

Respectfully,

[Signature]
[Name] mark B. Watkins
[Norwalk resident / Title, Organization]

NORWALK
Public Schools

July 28, 2026
To: City of Norwalk Zoning Commission
RE: Letter of Support for Manresa Wilds – District Creation Application

Dear Members of the Commission,
On behalf of Norwalk Public Schools, I am writing to express our enthusiastic support for the creation of the new zoning district for Manresa Wilds. As a proud founding partner of the Research & Education Station at Manresa Wilds, our district recognizes the educational advantages that establishing this master-planned district will deliver to Norwalk's students and the broader community.

While our initial enthusiasm focused on Phase I (the Northern Forest project), the scope of this overall District Creation application unlocks potential for place-based K–12 education. The transformation of this 125-acre coastal site into a dynamic "living lab" creates a seamless bridge between traditional classroom instruction and real-world scientific inquiry.

Expanding the "Living Lab": District-Wide Educational Synergy:

By establishing the full district, our students will gain access to an array of physical environments and facilities, including the administrative building, turbine hall, beach, pool, scrub scramble, playground, berth, cedar swamp area, trails, and tidal pool area. These features create robust opportunities to enhance NPS academic programming and our Marine Science Pathway:

- Hands-On Marine Science & Field Work: Key zones such as the tidal pool, beach, berth, and cedar swamp offer natural settings for immersive study of local ecology, coastal resilience, and Long Island Sound marine systems.
- Outdoor Learning Spaces & Community Gathering: Dedicated open-air spaces across the park provide structured venues where full student cohorts can gather for large-scale lessons before breaking out into smaller field-study groups.
- Collaborative Scientific Inquiry: Repurposed structures like the turbine hall and administrative building, alongside the surrounding grounds, establish accessible venues where our R.E.S.A. consortium partners—including The Maritime Aquarium, Wesleyan University, Sacred Heart University, and Woods Hole Oceanographic Institution—can share active research and collaborate directly with our students on data analysis and field experimentation.

- Public Presentation & Student Voice: The park's public amenities offer an ideal stage for NPS students to showcase their own environmental research, data findings, and stewardship initiatives to their peers and the Norwalk community.

NPS is invested in ensuring this park functions as an active, accessible extension of our classrooms:

- Curricular & Advisory Alignment: NPS maintains dedicated elementary and high school educators on the Maritime Aquarium/Manresa Wilds Advisory Board to align our curriculum directly with R.E.S.A. programming.
- Equitable Access: We are committed to directing resources toward transportation, site-specific activity development, and educator support so that all Norwalk students can equitably participate in hands-on learning across the entire park.

NPS firmly believes that approving the District Creation is the vital step required to realize the full potential of Manresa Wilds as a year-round hub for coastal stewardship, scientific discovery, and public life. We respectfully urge the Commission to approve this landmark zoning application.

Thank you for your time, service, and leadership in advancing this transformational project for our city and our students.

Sincerely,

Ralph Valenzisi
Assistant Superintendent of Digital Learning and Innovation
Norwalk Public Schools

A Modest Proposal: Zero Private Cars on Manresa
To the esteemed Norwalk Planning & Zoning Commission:

The current debate surrounding the Manresa Wilds application presents what appears to be a zero-sum conflict: a choice between the McChords' world-class vision for a 125-acre park and the surrounding neighborhoods' legitimate concern about markedly increased levels of car traffic. The applicant's own projections estimate 792,000 annual visitors, which translates to over 10,800 vehicle trips on narrow, residential streets like Woodward Avenue during a typical summer weekend. Rather than viewing traffic as an insurmountable obstacle to the park's amenities, the Planning & Zoning Commission should treat this as an opportunity to fundamentally decouple regional access from automobile dependency. By mandating a "Zero Private Car" policy on Manresa Island, the Commission can align the incentives of all parties, transforming non-car transportation from a 5% "afterthought" into the primary engine of the park's success.

If the Commission grants the requested broad land-use rights—including the theater, event spaces, and restaurants—strictly on the condition of zero private visitor arrivals, the project's dynamic shifts instantly. The applicant would no longer be incentivized to merely "support" transit, but would instead be driven to create world-class, high-capacity alternatives that are fast and attractive enough to appeal to visitors who would otherwise think only of driving. Instead of the current model where 94% of visitors are assumed to arrive by car, the "Wilds" could become a national model for sustainable access. The arrival experience itself—via high-frequency electric bus service from SoNo, a shared e-bike ridden down a wide, separated, bike path, or an electric ferry—would become a core part of the "otherworldly" brand the applicant seeks to build.

The physical reality of the site makes this proposal not just provocative, but necessary. Woodward Avenue is a narrow, two-lane road that serves as the sole vehicular access point for over 400 households and is increasingly prone to tidal flooding. The applicant's current plan to cap parking at roughly 400 spaces while inviting 7,400 daily summer visitors is a step in the right direction, but will still produce substantial increases in car traffic volumes over today's baseline and has already produced vehement neighborhood opposition. A "Zero Private Car" mandate removes this conflict entirely, ensuring that the volume of private car traffic does not rise and emergency vehicle access to Harbor View and Village Creek is never compromised by park-related gridlock.

This is not a radical experiment; it is a proven strategy for high-intensity parks in sensitive locales. Locally, Governors Island in New York City—another "highly programmed" park—supports massive regional crowds entirely through ferry access. Regionally, the Kykuit museum in Tarrytown (a much more comparably suburban setting) successfully requires visitors to use a mandatory shuttle from a remote location, eliminating on-site parking friction. Global leaders like Copenhagen have demonstrated with projects like the Refshaleøen that when car access is restricted from the outset, the destination's brand becomes synonymous with safe, human-scale, and environmentally responsible exploration.

To be clear, a "Zero Private Car" policy is not a "Zero Vehicle" policy. On-site access should be strictly preserved for ADA-accessible vehicles, emergency responders, and essential staff. For everyone else, the park should utilize Norwalk’s existing assets, such as the almost 3,000 underutilized parking spaces at the SoNo Collection, as a transfer point for those who need to drive the first leg of their journey before boarding a bus, ferry, or bicycle. This "Park Once" strategy would turn a neighborhood burden into an economic engine for the South Norwalk business district while protecting the quiet residential character of the island's neighbors.
The Commission has the unique authority to write these enforceable traffic performance standards directly into the proposed SD-MW zoning text. By making the Special Permit contingent on a fully operational, zero-private-car access system, you can approve the "baby" (the world-class park) while throwing out the "bathwater" (the traffic nightmare). I urge the Commission to reject the status quo assumption of automobile dependency and instead mandate a visionary access strategy that truly matches the scale of the Manresa Wilds project.

Thank you for your consideration,

Tanner Thompson
16 Hillside Pl #K5
Norwalk

Disclaimer: these comments were prepared with the help of an LLM assistant. The ideas, views, and opinions herein are all mine, and I stand by them, but many word and phrasing choices were taken directly from the assistant after human review. This allowed me to submit polished written comment while juggling many other responsibilities.

Good morning,

I’m writing because I wanted to state my support for the plan to clean up Manresa Island and turn it into a public park for the people of Norwalk. I believe that removing the shuttered power plant that currently sits there and removing the coal ash from the soil, and opening the site to the public would be beneficial and it has my support.

Sincerely,
Michael Franco

Dear Director Commissioner Kleppin and Members of the Planning and Zoning Commission,

I am writing as a resident of Norwalk to submit my public comment regarding Application #2026-41 R/M/SP submitted by Manresa Osprey LLC. (I submitted my first public comment regarding this matter on

July 14th.) I ask that this zoning regulation and map amendment to create a new “Special District - Manresa Wilds - #2026-41 R/M/SP be **denied** for the following critical concerns.

I support restoring Manresa as a park/wildlife area for passive recreation, education and research. I support remediating the Northern Forest and creating walking trails, restoring the coastal ecology by planting native trees, shrubs and perennials and removing invasive plant species, but I strongly object to the enormous scope and scale the developer proposes for the southern portion where the power plant sits. The eco-themed, commercial amusement park the developer wants to build is unconscionable, and is completely incompatible with surrounding roadways and neighborhoods

It is not a “gift” to Norwalk residents —this is a privately owned property — it has not been gifted to Norwalk. It is designed to be a regional destination drawing crowds from out of state and beyond. This is not a Brooklyn Yards. The project should be vastly scaled back to protect this fragile, flood prone peninsula and to protect the surrounding established residential neighborhoods and all of South Norwalk and greater Norwalk.

Removing the unsightly eyesore of the power plant, which has only polluted the land it sits on and has marred the coastal landscape for many decades, would be a gift to Norwalk. Take down the smokestack, the turbine and boiler buildings and keep the mid century modern administrative building for community, education and research purposes. Restore the land under the power plant along the lines of what was created on Governors’ Island in New York. Create berms over the concrete foundations and plant native trees and other salt tolerant plants to help buffer flooding and support the wildlife, the Ospreys, Egrets, Herons, etc.. Imagine what a beautiful park that would be.

The increased traffic alone will ruin the quality of life in the surrounding neighborhoods of Village Creek, Harbor View, Harbor Shores, Shorefront Park and other neighborhoods along Woodward Avenue, Meadow Street, Quintard Ave. and beyond. Scale it back. 2,500 cars per day, as per the applicant’s projections, no way!

I respectfully ask that this application be rejected in its’ current form — until such time that the development be vastly scaled back, all aspects of the project have been clearly articulated, full independent traffic and environmental studies have been conducted, and protections for nearby residential neighborhoods are fully developed and coordinated between Manresa Wilds and the City of Norwalk.

Thank you for your time and consideration.

Sincerely,

Diane H. Pearson

Dear Mr. Kleppin:

I am writing to document my objection to this proposal. I am fortunate enough to play pickle ball at Woodward Park 7 days a week. I have had the opportunity to observe this area carefully. It is particularly ill-suited for a development the size of which is being proposed. There are numerous children playing in the area and on the playground at Woodward Park. They often cross the street from adjacent neighborhoods, between parked cars. This is a horrible location to add vehicular congestion such as would be required for this project. Further, this area is subject to periodic flooding. This would hamper ingress and egress under such conditions. Finally, the neighborhood is already overly congested. Parking is at a bare minimum Adding additional vehicles to the area would overwhelm it. The area is also very residential. Inhabitants have already complained about trucks using their air brakes, which has led to the posting of a sign preventing such use. The traffic required to service a facility of the size proposed would greatly increase the noise pollution to which these residents are subjected. In closing, my first hand observation of the area, every day of the week, leaves me certain that this development is incredibly ill-suited for the area. I strenuously oppose this and hope you will agree with me. I am asking the Commission to deny or continue application number 2026-41 RM until the full scope of the project is clearly defined, independent traffic and environmental studies are complete, and protections for surrounding neighborhoods are coordinated and in place.

Eric DaSilva

Dear Commissioners,

As you consider the proposed Special District – Manresa Wilds (SD-MW), I ask that you first consider the community that surrounds it.

Rowayton is a unique coastal village of approximately 6,000 residents within just two square miles. It is a walkable community where residents walk to the train, parks, beaches, village businesses, and each other's homes. Children ride bicycles, neighbors jog, families walk their dogs, and cyclists regularly use our roads.

The streets serving our community are narrow, two-lane residential roads with limited sidewalks, on-street parking, constrained sight lines, and frequent pedestrian crossings. They were designed to serve neighborhoods, not a regional destination.

Residents already experience increasing cut-through traffic as GPS navigation diverts motorists from Interstate 95 through Rowayton to avoid congestion. The applicant now projects approximately **800,000 annual visitors**, yet no independent Traffic Impact Analysis has been completed to determine how that level of visitation will affect neighborhood traffic, pedestrian and bicycle safety, emergency response, or the quality of life in one of Norwalk's most walkable communities.

This is not simply a question of traffic congestion—it is a matter of **public health, safety, and welfare**.

Connecticut General Statutes § 8-2 requires zoning decisions to lessen congestion in the streets, promote public health and safety, and facilitate adequate transportation. Those statutory responsibilities require evidence—not assumptions or future operational promises.

The environmental restoration of Manresa is a vision I support. The question before you is whether permanent zoning should be granted before the necessary evidence exists.

Accordingly, I respectfully request that the Commission deny the application as currently presented, or defer action until a comprehensive, independent Traffic Impact Analysis has been completed, publicly reviewed, and incorporated into the record. Only then can the Commission determine whether the proposed zoning satisfies its statutory obligation to protect the public health, safety, and welfare.

The zoning you adopt today will govern this property for generations. It should be based on facts, not assumptions.

Respectfully submitted,

Lauren Murray
1 Yarmouth Road
Norwalk, Connecticut

Dear Members of the Planning and Zoning Commission,

My name is Michael DePalma, and I live at 110 Perry Avenue in Norwalk. I am writing in support of Manresa Wilds #2026-41 R/M, and I respectfully urge the Commission to approve the Special District and conceptual master plan so this project can continue through the required review process.

As a Norwalk resident, I believe this proposal is a rare opportunity to give the community lasting public access to a stretch of shoreline that has been closed for nearly 75 years. Manresa Wilds would transform more than 125 acres of former industrial land into a publicly accessible waterfront park for nature, learning, recreation, and community use.

I also support the project because it addresses a long-neglected site in a responsible way. The materials explain that the property is a brownfield and that environmental cleanup and ecological restoration must come before public access, under state oversight.

From a neighborhood standpoint, I appreciate that the proposal has been shaped by community feedback and revised to better fit the surrounding area. The plan reduces active features, cuts lighting by more than half, moves trails and roadways deeper into the site, and relies on limited reservation-managed parking rather than neighborhood streets.

I also value that this is a privately funded project that does not depend on city or state tax dollars for development and long-term care. Just as importantly, approval of the district does not remove future oversight, because later phases and more intensive uses will still come back to the Commission for additional applications, hearings, and review.

Thank you for your time and consideration.

Sincerely,
Michael DePalma
110 Perry Avenue
Norwalk, CT

Dear Director Kleppin:

I am writing to express my support for the application to create the Special District–Manresa Wilds (SD-MW) and to apply it to the former Manresa Island site.

My name is Ed Gayer and I live at 7 Meeting Grove Lane. I moved with my family to Norwalk 21 years ago. Firstly, in full disclosure, I was hired to work in the Design & Construction Group at Manresa Wilds in June 2026. I have attended the June 24th and July 15th Planning and Zoning meetings and appreciate the hard work of the Commissioners and your staff on behalf of the people of our City.

Being that I am not an impartial observer**,** I will simply share an anecdote that I think would be informative to the Commissioners. One day during my first week working at Manresa, I was out for an evening walk and was passing Fox Run School just as a little league baseball game finished. I was passing a family loading into their car after the game and noticed they had a Manresa Wilds magnet on their car. I had to say something, so I asked if they had any connection to Manresa. They said no, but that 'they attended a presentation at their school and they can't wait for the park to open'. This exchange struck me because it validated my conviction that Manresa Wilds is a project that is undoubtedly serving the 'common good'.

As the Commission guides the growth of our City I believe it is important for the Commission to know that there are young families in broader Norwalk daydreaming about enjoying this amazing gift to our City. I respectfully request that the Planning & Zoning Commission and the professionals working for the City work to make the dream a reality before this generation of young families misses out.

Thank you for your time and consideration,

Ed Gayer

7 Meeting Grove Lane

Norwalk, CT 06850

July 29,2026

Bell Island Improvement Association

Statement of Position Regarding the Proposed Special District – Manresa Wilds (SD-MW)

Submitted to the Norwalk Planning & Zoning Commission

Purpose of this Memorandum

Following the Commission's public hearings, review of the application materials, testimony presented by the applicant and members of the public, and further deliberation by its Board of Directors, the Bell Island Improvement Association (BIIA) respectfully submits this statement of its position regarding the proposed Special District – Manresa Wilds (SD-MW), the associated Development Park Master Plan, and the requested zoning map amendment.

Unlike our initial memorandum, which identified planning considerations and questions for the Commission's review, this memorandum reflects the Board's conclusions after evaluating the information now contained in the record.

After careful review, the Bell Island Improvement Association Board of Directors has **unanimously concluded that it cannot support the application as currently presented.**

The Association continues to support the environmental restoration of the Manresa property, expanded public access, ecological stewardship, and the long-term vision of transforming this former industrial site into a public asset. Our concerns are directed not at the vision itself, but at the permanent zoning framework proposed to implement it.

Basis for the Association's Position

1. The Record Remains Incomplete

The Commission is being asked to establish an entirely new zoning district that will govern this property for generations.

The Association believes the record does not yet contain sufficient independent analysis, objective standards, or supporting documentation to justify adoption of permanent zoning regulations of this scope.

Several important issues—including transportation impacts, operational standards, long-term governance, and cumulative land-use impacts—remain dependent upon future studies or future applications rather than the regulations currently before the Commission.

Permanent zoning should not be adopted while significant planning questions remain unresolved.

2. The Proposed Regulations Rely Upon Operational Commitments Rather Than Enforceable Standards

Throughout the public hearings, the applicant has described numerous operational measures intended to reduce neighborhood impacts, including transportation demand management strategies, shuttle services, parking reservations, ferry service, and event management practices.

While these concepts may ultimately prove beneficial, they are operational practices—not zoning regulations.

Operational practices may change.

Ownership may change.

Management may change.

The zoning rights granted by this Commission will remain.

The Association believes that the regulations themselves—not future operational intentions—should provide the enforceable protections relied upon by neighboring property owners and future Commissions.

3. Traffic and Public Safety Require Independent Evaluation

The applicant has projected approximately **800,000 annual visitors**, creating a regional destination unlike any currently existing within this portion of Norwalk.

Yet no comprehensive independent Traffic Impact Analysis has been completed before adoption of the proposed zoning.

For Bell Island and Rowayton residents, this issue extends beyond congestion.

When Interstate 95 becomes congested, GPS navigation routinely diverts motorists through Exit 12 onto Rowayton Avenue, Wilson Avenue, Witch Lane, Route and other neighborhood streets.

These are not regional transportation corridors.

They are residential streets within one of Norwalk's most walkable communities, where residents walk to schools, the train station, the library, village businesses, parks, beaches, and the waterfront. Children ride bicycles, neighbors jog, families walk their dogs, and pedestrians routinely cross these streets throughout the day.

The Association believes the potential effects on pedestrian safety, emergency response, neighborhood character, and quality of life cannot be adequately evaluated without an independent Traffic Impact Analysis completed before permanent zoning is adopted.

4. The Commission Has a Responsibility to Create Durable Zoning

This application differs from most zoning matters before the Commission.

The Commission is not simply reviewing a development proposal.

It is creating a permanent legal framework that will govern one of Norwalk's most significant waterfront properties for decades to come.

The Association believes the zoning regulations should contain objective standards and clear limitations capable of protecting both the applicant's vision and surrounding neighborhoods regardless of future ownership or future operational decisions.

Procedural Considerations

The Association respectfully believes that the Commission should not approve the requested zoning until the record is sufficiently complete to support informed legislative action.

Specifically, the Association recommends that the Commission:

- Require completion of an independent Traffic Impact Analysis before adopting the SD-MW zoning district.
- Ensure that the regulations contain clear, objective, and enforceable operational standards rather than relying upon future management practices.
- Clarify development limitations, thresholds for future Commission review, and long-term governance provisions within the regulations.
- Ensure that the legislative record contains sufficient factual support to demonstrate that the proposed zoning is consistent with sound planning principles and adequately protects the public health, safety, and welfare.

Conclusion

The Bell Island Improvement Association remains enthusiastic about the restoration of Manresa and appreciates the extraordinary effort that has gone into developing this vision.

However, zoning decisions are permanent legislative actions.

They establish legal rights that will endure long after today's owners, operators, Commissioners, and residents.

The Association respectfully submits that approving a zoning district of this magnitude before the completion of independent supporting studies and before the regulations contain clear, enforceable standards would be premature.

Accordingly, the Bell Island Improvement Association respectfully requests that the Commission deny the application as presently drafted deny approval until the necessary supporting analyses have been completed and the proposed regulations provide the level of clarity, predictability, and long-term protection appropriate for a zoning district of this significance.

Respectfully submitted,

Bell Island Improvement Association

July 29, 2026

To: Norwalk P&Z

Re: Manresa Wilds, phase two

From: Miguel Frasconi, 26 Dock Road, Village Creek, Norwalk
I have lived in my house, parallel to the Manresa peninsula, for 68 years. Every window in my home has a view of the entire peninsula. My parents chose this location to build their ideal home because in 1958 Manresa was still an island and we had a clear view of Long Island Sound out over the marsh. By 1965, four years after the power plant was built, that area was filled in and our view of the Sound was gone. This view is now of the construction site for the 44 car parking lot and public bathrooms. Landscaping is promised, but I now hear there will be lights out there every night. This will be the first time in the history of planet Earth that there will be lights in that location. I have no problem sharing the beautiful views I've had my entire life with other folks, but this phase two and beyond is not the way to do it.

Chapter One: History

In 1955, the Village Creek community sold our 28 acre flatlands along Woodward Ave to a developer, with various stipulations including that there would be no retail anywhere there, ever. This site is now that six building industrial area along Woodward. The wide setbacks and the one-floor-only building restrictions we put in are still active. Even back then we knew that if that area became a retail destination, it would destroy our quiet residential communities. With these new plans for Manresa, we are now facing an even larger threat than what we potentially faced 70 years ago.
At that same time in 1955, Village Creek took a few acres of that industrial land and instead of selling it, we gave it to the city, with one condition, that they turn it into a local park. And yes, that's the park where the pickleball courts and the soccer games are. We trusted the city to do the right thing and our gift, which involved actually giving up ownership, has turned out well for everyone. Perhaps the McChords would consider giving ownership of the Manresa North Forest to the people of Norwalk. That would then be an actual "gift."

Chapter Two: Promises

Since this entire project is, almost literally, "right in my front yard," my one question throughout all of this has been and still is: "What will the hours of operation be?" At the first meeting I was clearly told, *"we are creating a park for education and recreation so we will be closed, like any park, from dusk to dawn."* I was relieved, to say the least. I thought, ok, I can get behind a park that's only open only during daylight hours. Even at the second public meeting, I repeated my question and was again told, *"It's a park so its hours of operation will be daytime."*

Then at the third public meeting, one of the speakers, speaking to the full crowd, said "and the bar by the pool will be a great place to meet your friends for a late night drink." I was shocked. At the end of that meeting, I stood in line to have a word with Austin McChord, who is always gracious enough to remember my name. I said, *"I've been told for quite a while that the park will close at dusk. Why did one of your guys just say it will be open for late night drinks?"* Mr McChord's replied very clearly, *"We will be keeping regular park hours."* I later did a search for "regular park hours," and there are a few state & regional parks that stay open until 11pm, but that's very rare. Even then I thought, okay, 11pm is workable, as long as it's a total gate closed, "lights out" at 11pm every night. 8pm would be much better, but I can be a good

neighbor and be ok with 11. As an aside, you know it's never a good thing when you have to Google someone's answer to find out what they mean. But I guess even that didn't mean much because now the request is for overnight stays, with no closing hours. That is simply both unexpected and unacceptable.

Commissioners, I implore you to please, set a clear and definitive time for a repeating, nightly gate closing, with all lights out until morning, throughout Manresa Wilds' complete footprint. I understand that even though you can't set hours of operation for some businesses, setting a clear opening & closing time, with absolutely no overnight stays, is something you are allowed to do within this special zone. In terms of lights, you may want to refer to **CT House Bill 6607 (Public Act 23-143)**, aka the Lights Out CT bill, as a blueprint for building a new environmentally focused initiative to combat light pollution, specific to this new zone, where all lights, except for security, are turned off between 11pm and 6am, daily. The applicants say they will be using Dark Sky approved lighting fixtures, but with the number of fixtures that will be needed out there, the radiant glare will still cause significant light pollution throughout the local communities. The only acceptable solution is, as was first promised to the public, lights out from dusk to dawn. Or at least 11pm to 6am.

Chapter Three: the Giant Next Door

I'm not certain if P&Z can regulate food service but please no nighttime food & liquor sales. Village Creek already has a very loud beer garden 100ft to our west, we certainly don't need another one to our east. It seems at some point, you just have to look at the big picture and say, enough is enough. Just because 314 Beer Garden is raking in money doesn't mean Manresa Wilds also gets to put profit over neighborliness.

I would also implore you to limit the height of any new buildings to one floor. There is already a building out there that's almost the size of the Taj Mahal. Once again, enough is enough, more buildings are not needed. The neighbors should not have to go through the same visual assault we endured when the power plant itself was built.

In a nutshell, I would like this board to deny everything in this proposal, and to ask Manresa Osprey LLC to return with a new proposal where everything but the education and recreation elements are scaled down by half, at least. The parking lot should be for students, utilities, and workers only. What is going to kill the local neighborhoods is the traffic, so eliminating the private cars from Manresa Wilds is essential. Osprey LLC should come back with a plan for Manresa Wilds that will accommodate no more customers than those who can get there by public busses, private shuttles, and all sort of ferries. Like Fire Island, or Venice Italy, or Disneyland; no private cars, please. The citizens of Norwalk should not be forced to pay for infrastructure to support what will be, at the end of the day, nothing more than just another private corporation with the resources to manufacture public consent in order to get what they want.

I implore the commissioners to allow this new zone to focus on education, recreation, and local communities' quality of life. Please do whatever you can do now to make sure Norwalk's Manresa Peninsula does not become an upscale mall, a fancy resort for boaters, or an entertainment complex with insatiable traffic needs, neither while the McChords continue owning it nor after they inevitably sell it.

Thank you for your time.
Miguel Frasconi
26 Dock Road
Village Creek, Norwalk

July 29, 2026

Dear Commissioners:

My name is Diane Smilancsky, and I live by Brien McMahon High School, very close to the bridge that connects the Rowayton community.

I understand that Manresa needs to be cleaned up, and I support restoring this long-contaminated property. Like many residents, I was excited by the vision of a park and nature preserve that everyone could enjoy.

My concern is that the proposed zoning goes far beyond that vision.

Rowayton is one of Norwalk's most unique neighborhoods. It is a close-knit coastal community with small-town character, beautiful shoreline, and limited road network. Like all the neighborhoods surrounding Manresa, we rely on roads that are already heavily traveled, while essentially one primary way in and one primary out. It doesn't take much congestion, flooding, or an accident to impact the entire area.

The thought of creating zoning that could support a regional destination attracting hundreds of thousands of visitors each year raises serious concerns about traffic, infrastructure, emergency access, and the long-term character of Norwalk's neighborhoods.

I respectfully ask the Commission to remember that zoning is permanent. While today's applicant may present one vision, future owners will inherit the same development rights.

Please ensure that any zoning approved reflects the scale of Norwalk's infrastructure and protects the neighborhoods that make our city such a special place to live.

Thank you for your service and for carefully considering the long-term impact of this important decision.

Respectfully,
Diane Smilancsky
272 Highland Avenue

Daniel E. Ryan
23 Sable Street
Norwalk, CT 06854

To: skleppin@norwalkct.gov;
Planning & Zoning Commission
123 East Avenue
Norwalk, CT

RE: Public Comment Manresa Osprey, LLC's application #2026-41 R/M

Dear Director Kleppin and Members of the Norwalk Planning and Zoning Commission:

I am writing to request that the commission **deny** Manresa Osprey, LLC's current application #2026-41 R/M for **failing to meet the requirements of Norwalk's Zoning Regulations**, specifically Article 8 G "Special Permit Requirements." As its name states, Article 8 G. sets forth requirements which must be met in order to grant the Special Permit requested by the applicant. Applicant has failed to meet those requirements in several respects:

1. **Failure to demonstrate the development will not adversely affect other property in the area as required by G.1. c.** The site is bordered by the residential neighborhoods of Harborview, Village Creek and Harbor Shores. The application and supporting documents, as well as the Transportation, Mobility & Parking review of June 23, 2026, identify adverse impacts to these neighborhoods and streets from traffic overflow, parking spillover, events, noise, lighting, flooding debris, etc. The application fails to offer tangible solutions to these adverse impacts, requiring denial of the application.

2. **Ingress and egress traffic is inadequately addressed as required by G.2.b.** This regulation requires the development not adversely impact the normal flow of traffic or normal safe conditions of the roadways. The application and supporting documents, as well as the Transportation, Mobility & Parking review of June 23, 2026, identify major concerns with the number of visitors, regional demand, event-space capacity, omitted future uses, and peak-period congestion. The sole access to the site is a two-lane road. Neither the applicant nor City has a plan to avoid an adverse impact on "normal flow of traffic or normal safe conditions of the roadway", and consequently the application cannot be granted.

3. **Flood-zone impacts and emergency access risks have not been adequately addressed. G.4** requires the Commission to consider flood-zone impacts, including flooding effects, debris, emergency vehicle access, normal traffic during flood events, and repair costs. Most of the site and access road are in the 100-year floodplain and storm surge and sea-level rise increase future

risk. The application and supporting documents do not fully address those mandatory considerations, requiring denial of the application.

4. **The application is too incomplete and inconsistent for special permit approval.** The proposal leaves major future uses unresolved, including the larger power plant building, possible event intensity, and later indoor recreation or water-park-type uses. **Under G.1.b, G.2.a, G.2.b, G.2.f, G.2.i, and G.2.j**, the Commission must evaluate actual impacts, not undefined future concepts; consequently, the application should be denied for applicant's inability to meet the requirements of these regulations.

5. **The proposed intensity, density of use, and building reuse are not sufficiently identified to allow consideration. G.2.a** requires consideration of density of use and bulk of buildings. The applicant has not provided enough reliable information about capacity, frequency, occupancy, operating limits, and building reuse to allow the Commission to fulfill its duty to consider density of use and bulk of buildings.

6. **The proposal is not compatible with existing land uses. G.2.j** requires the Commission to consider existing land use in the area. The site is surrounded by fully developed residential properties with no open area for future development. The existing land use is all residential. The site is in a coastal setting, with limited access routes not compatible with a regional destination park, large event venue, or high-volume recreational facility. Incompatibility requires denial of the application.

7. **The development is not compliant with the Plan of Conservation and Development as required by G.2.l.** There is no evidence in the POCD that Norwalk residents support a regional destination drawing users from a broad multi-state area. Since the applicant has not proven compliance with the POCD, the application must be denied.

8. **Noise, lighting, and event-related impacts are unknown and therefore cannot be considered. G.2.f** requires consideration of adverse impacts from noise, odor, fumes, dust, and artificial lighting. The proposed event space, potential evening activity, commercial uses, and regional visitation are not sufficiently specified or identified to allow the Commission to fulfill its duty to consider these issues.

Although **8.G.3** allows the Commission to attach reasonable conditions and safeguards to protect the general health, safety, welfare and property values of the neighborhood, given the myriad issues discussed above, the more appropriate course is to deny the application without prejudice to allow submission of a narrower, more complete, and lower-impact proposal. Any future proposal should include binding limits on admissions, hours, event size and frequency, parking, amplified sound, lighting, shuttle operations, commercial uses, and future phases. The Commission should not approve a broad zoning framework that leaves major use, traffic, flood and compatibility issues unresolved.

The applicant's inability to meet any one of the above zoning requirements for a Special Permit is fatal to its application and mandates denial.

Thank you,
Dan Ryan
23 Sable St.
Norwalk

Dear Zoning Board

I realize the City is in a difficult position. A free public park is certainly an attractive opportunity, but it comes with significant strings attached.

I have lived in Harborview for 42 years. I chose this neighborhood because of its quiet character, natural beauty, and waterfront setting. I have no interest in seeing it transformed into a version of Coney Island at our doorstep.

A nature preserve with walking and hiking trails would be a wonderful addition. But I cannot understand the need for a hotel, bars, restaurants, and a water park. If this were intended primarily as a park for Norwalk residents, that would be one thing. Instead, it is being promoted as a regional destination.

The biggest unanswered question is: **How will all of these visitors get there?**

Do we really believe people will arrive by bus or take long boat rides? The reality is that most will drive, and when parking fills up, they will spill into the surrounding neighborhoods. The result will be increased traffic, congestion, noise, and the loss of the peace and quiet that have defined Harborview for generations.

Please encourage the developers to scale this project back. A thoughtfully designed public park that preserves the character of the neighborhood would benefit everyone. A large regional entertainment destination will not.

Finally, as a resident, I want to sincerely thank you for your time and your service. I know this is a difficult and often thankless responsibility, and I truly appreciate your willingness to listen to the concerns of the people who live here.

Thank you for your consideration in this matter

Tim Rath
9 Twilight Place
Norwalk Ct 06854

Letter to Norwalk P&Z commissioners
7/28/2026

I am a resident of Harbor View, and overall I am enthusiastic about Manresa Wilds' plans to remediate the property and turn it into an accessible place not only for Norwalk residents but its neighboring communities as well, "a place for all."
I am in agreement with all the many concerns about the traffic visitors might bring but public comments about these concerns have been well documented and I won't go over them here.
What excites me most about MW's plan
What I find most appealing about the Manresa Wilds' plan is the focus on taking advantage of a spectacular site on Long Island Sound that, as an industrial energy producer, has long been off limits to the public. Manresa Wilds plans to bring 1.75 miles of new public waterfront access to visitors. Phase I plans are well underway to make the Northern Forest a place to jog and stroll as well as to learn about the restored ecology of the site.
I am also encouraged by Manresa Wilds' emphasis on its marine and "urban ecology" endeavors. Relationships with Woods Hole Oceanographic Institution, UConn, Wesleyan University, and the Norwalk public education system have been spoken of to reinforce Manresa Wilds' plans. My perception is that this focus is very well received by Manresa Wilds' neighbors who feel that it's about time an organization turns its attention to the marine ecology of LIS. Specific examples:

- The recent collaboration with Woods Hole on an acoustic water-level sensor to monitor local tides.
- The proposed "living classrooms" and the academic relationships that would "provide an opportunity to curate data and add knowledge focused on climate change and rising sea levels."

My concern: the research mission is pushed out at least a decade
However, during Manresa Wilds' P&Z hearing on July 15, the presenters laid out the rollout of the next phases:

- Phase 2 (open mid-2032): Turbine and Administration buildings adaptive reuse to accommodate conference rooms, cafes, nature play area, and outdoor community pool and pavilion.
- Phase 3 (open late 2035): Waterfront berth and promenade, pier, kayak terrace, etc.
- Phase 4 (No current timeline, but post-2035): The Boiler Building will accommodate a research & development facility and marine research.

I was surprised by the lack of definitive plans to establish a robust research facility as an early priority. In fact, the Boiler Building will be sealed off from the Turbine building for all the time until post-2035. Then I checked previous reports and found this timeline for the next phases to be consistent. So this isn't a one-off, it's the plan.

I find this disappointing, as a focus with the most appeal to most of us will not be fully happening for at least 10 years and who knows what can happen over that 10 year span. Ownership can change and the best laid plans may not be fulfilled.

- For instance, the idea of having a hotel does not sit well with the public as it smacks of commercial intent, but having dormitory style accommodations for researchers seems appropriate to me, if indeed Phase 4 is carried out. If not, then I don't support on-site accommodations.

What I'd like P&Z to do
As previous speakers have noted, the commissioners should take into account these possibilities that differ from the final plans presented by Manresa Wilds in February 2026. I encourage the commissioners to:

- Only grant approval to plans that pertain to an upcoming phase, rather than the blanket Special District designation.
- Adopt regulations that have legal durability to weather any change of ownership or plans.

In closing
I remain a proponent of Manresa Wilds' current plans and look forward to the fulfillment of a site that:

- allows visitors to enjoy and appreciate a remediated coastline and ecological environment, and also as
- an organization that takes advantage of the opportunity to explore more hard science about Long Island Sound.

It would be great to have The Austin and Allison McChord Long Island Sound Marine Institute as the jewel of the non-profit Manresa Wilds and as a lasting legacy to the generosity and vision of the McChords.
Regards,
Anne Farrow, 6 Harbor View Ave, Norwalk, CT

To Steve Kleppin and P&Z Commisioners

I've written before and I will be there tonight.
I live in Harbor View, very close to the northern forest. I drive along Longshore and Woodward and by the entrance to Manresa Wilds many times a day. It's already difficult to get out of South Norwalk from here and we are at the end of the line, beyond Manresa with no other way to leave.

I've been here for many storms, including Sandy. We should also be talking about flooding and emergency evacuation in neighborhoods that have been plagued by flooding over the years. My house was condemned after Super storm Sandy when both Harbor View and Manresa were literally under water. The National Guard came to help us evacuate. It took us years to recover and regroup. I can't imagine these neighborhoods trying to get out in an emergency with all the people slated to be in Manresa Wilds. It feels unsafe.

I'm all in favor of a park with passive activities and I commend the McChords for all their work on this property. We really do appreciate all they have done and we do want it to succeed.

I would just like to see this slow down. The Walk Bridge is currently using the property that has become the final phase of development, which I think should be the next phase. Using a ferry system to alleviate car traffic is currently the only solution I can see to save these neighborhoods. I would also suggest that this have a "soft opening" and be for Norwalk residents only. If the traffic is manageable then maybe open it to others who would pay a higher fee to park. Our high taxes pay for these roads and we already have problems with narrow streets, too many trucks and flooding.

I appreciate your consideration
Lucy Berry Ackemann
58 Harbor View Ave

Good Morning Mr. Kleppin

The leadership team at Sustainable Streets Norwalk would like to submit a public comment regarding tonight's P&Z meeting.

The comment is below in italics and attached as a PDF.

July 29, 2026

Steve Kleppin, Director
Planning & Zoning
125 East Avenue
Norwalk, CT 06851-5125

Dear Mr. Kleppin and members of the Planning and Zoning Commission,

We, the leadership team and undersigned members of Sustainable Streets Norwalk, wish to offer public comment regarding Manresa Osprey LLC's request for permission to rezone the areas identified in their application as the 'Special District - Manresa Wilds'.

We support the ongoing Manresa Wilds redevelopment project, as it will provide Norwalkers with access to vital green space, and will provide enriching educational and recreational opportunities. Moreover, we believe remediation of the site as it exists now is imperative, before it poses a major health risk to people living on Long Island Sound. We believe Maresa Osprey's efforts represent a generational opportunity for Norwalk, and want to see the project continue.

That said, we share the concerns that many of our neighbors have already expressed regarding the impact that this zoning change will have on car traffic and parking in nearby neighborhoods. In fact, we believe that if a majority of park visitors arrive via private car, the proposed zoning allowances Manresa Osprey seeks are untenable.

We believe, however, that there are viable alternatives to car traffic, and that Manresa Osprey must make them available and attractive to visitors for the park to succeed. Some of these alternatives include:

1. Frequent bus service, running ideally every 10 minutes to the park. This can be done most simply by collaborating with Norwalk Transit District to increase service on the Route 2 bus (ideally extending service to both the SoNo Collection and Yankee Doodle Garage, offering parking alternatives).

2. A continuous, off-street shared-use path, connecting walkers and cyclists to Manresa from the South Norwalk Metro-North Station and the Norwalk River Valley Trail.

3. A citywide bikeshare sponsorship that includes docks at the park itself and at South Norwalk Train Station

4. Parking maximums in the park, as well as requirements for advance parking reservations, limiting idling and circling when capacity is reached.

5. Strict parking prohibitions for nearby neighborhoods, as well as proactive enforcement–this can be done in collaboration with the residential parking program proposed by Norwalk's Parking Authority.

If large events are to be hosted on the island, it's likely that more creative solutions will be required, such as a water taxi or ferry service to shuttle crowds quickly and efficiently.

If the park is to support recreation and conservation as parts of its mission, we ought to prioritize access via the most environmentally-friendly transportation modes, like walking and biking. Manresa Osprey must limit car access as much as possible to preserve the quality of surrounding neighborhoods while maintaining the park's conservationist spirit.

Similar industrial revamping projects, such as Copenhagen's Refshaleøen, show that terminal sites at the end of local roads can thrive by anchoring their growth in robust bus service and dedicated active transportation routes. By building non-car access into the foundation of the plan, Manresa Wilds can achieve that same model of vibrant, low-impact success.

We, Sustainable Streets Norwalk, imagine a park where most visitors arrive without a car, resulting in a quiet, clean park that drives little additional traffic on neighboring streets. The Planning and Zoning Commission and the Manresa Island Corporation have a golden opportunity to set an example of how we can make a park that is accessible to all and a good neighbor–and we can't wait to visit.

Sincerely,
Sustainable Streets Norwalk

and,

Matthew Silber - 230 East Ave
Paul Fox - 11 Hanford Pl
Dan Darbandi - 20 Ambler Dr.
Tanner Thompson - 16 Hillside Pl #K5
David Tattersall - Burwell St
Jennifer Chen - Burwell St
English Prevo - 29 East Ave, Unit 2
Kenneth Aviles - 18 Avenue B, Apt. 2

Sincerely,

Dear Members of the Planning and Zoning Commission,

I am writing in support of Manresa Wilds #2026-41 R/M. My name is Erica DePalma, and I live at 110 Perry Avenue in Norwalk. I respectfully ask the Commission to approve the Special District and conceptual master plan so this project can continue moving forward through the required public review process.

Manresa Wilds would transform more than 125 acres of former industrial land into a publicly accessible waterfront park for nature, learning, recreation, and community gathering, while reopening 1.75 miles of shoreline that has been closed to the public for nearly 75 years. The proposal also replaces the site's current single-family residential zoning path with a more protective framework that includes height caps, setbacks, development limits, and continued review of future phases and more intensive uses.

I support this proposal because it combines public access, environmental restoration, and long-term stewardship in a way that benefits Norwalk. The project is privately funded, does not rely on city or state tax dollars for the park, and includes remediation of a contaminated brownfield under state oversight before public access can occur.

I also appreciate that the plan has evolved through extensive community input and now emphasizes habitat protection, managed access, and compatibility with surrounding neighborhoods. The fact that future phases will still require additional applications, hearings, and review gives the City continued control and accountability as the project develops.

Thank you for your consideration.

Sincerely,
Erica DePalma
110 Perry Avenue
Norwalk, CT

Christine Freeman
65 Murray Street

Norwalk, CT 06851

Steven Kleppin, Director
Planning & Zoning Department
City of Norwalk
125 East Avenue
Norwalk, Connecticut 06851

Public Comment: "Tear Down Those SmokeStacks", Wednesday's July 29, 2026 Planning & Zoning Meeting to create a special zoning district for a commercial event/mixed-use/public waterfront park with all new infrastructure in a wetlands natural coastal habitat area.

Public Comment:

We are against the Manresa Wells Project, transforming Manresa Island, a 125-acre peninsula at the mouth of Norwalk Harbor in Long Island Sound ("Manresa"), into a public waterfront park/mixed-use/commercial event center.

After sitting abandoned for over a decade thanks to Hurricane Sandy, a unique ecology of birch forests, wetlands, and wildlife emerged on the ash deposits and unmaintained lands.
Mother Nature has already designated Manresa as a natural flood area for the viability of Coastal Connecticut's wildlife, ecology, and public viewing enjoyment.

For the health and safety of the residents of the City of Norwalk ("Norwalk") and visitors, we should preserve the beauty offered to us by the McCord gift. This gift of 125-acres should permit Norwalk to significantly improve and preserve more coastal beauty without additional cost to Norwalk, the State of Connecticut and the Federal Government. The Manresa Wells Project creates additional traffic congestion, greater population density, more light, water and air pollution, and higher decibel noise levels in addition to the costs outlined in Manresa Wells. It's a costly project.

By preserving Manresa, the Coastal Connecticut Skyline can be further enhanced and brought to its natural coastal habitat and wetlands state without unnecessary structures, including cement parking lots, complicated traffic configurations, unsightly and noisy harbor infrastructures, and smokestacks.

By preserving Manresa, Norwalk, Connecticut, and U.S. citizens avoid the extra cost of flood mitigation and additional environmental cleanup. There will be enough added costs solely to maintain the natural beauty of Manresa Island for future generations.

By preserving Manresa, we limit the construction of unnecessary mixed-use structures in a restored wildlife habitat reserved for hiking, biking and nature loving walking enthusiasts.

Like the McCord's generosity, Norwalk should give back to its residents, visitors and other surrounding communities (both in Connecticut and in the State of New York) the beauty that nature has given us with Manresa.

Let's "tear down" those menacing power plant structures and smokestacks; let's eliminate accelerating decibel "noise" levels, additional light, air and water pollution; let's offer coastal wildlife education and enjoyment in a serene healthy setting.

Do we want another Rye, New York Playland Park in Norwalk/on Connecticut's Coast/in our serene Coastal Connecticut Skyline?

Do we want to drive down home prices and create more chaos rather than enhance the beauty and preservation of Norwalk's historic sailing community?

There are plenty of public waterfront parks/commercial public parks/mixed-use developments in surrounding communities: Stamford's Harbor Point, Westport's Saugatuck mixed-use waterfront area, Milford's waterfront area. The City of Bridgeport's ("Bridgeport") smokestacks now are scheduled to be torn down September 2026, with more "mixed use" space planned for development on the Bridgeport property.

Moreover, Norwalk has many other projects underway which need the time and attention of Norwalk officials to see these other projects completed. The Calf Pasture Beach mixed-use and infrastructure project with improved waterfront access. The Wall Street Place mixed-use $69 million redevelopment project with mixed-income apartments. The Mill Pond mixed-use residential and retail development on Cemetery Street. Bridge Projects, the continuing improvement of existing infrastructure, the realignment of existing traffic congestion, and the training of our local law enforcement.

Does the Manresa Wells Project “better serve the public” when there are numerous other ongoing projects that deserve officials’ immediate attention?

Will additional congested roads, increased population density, more light, water and air pollution, higher decibel noise levels, and newly constructed multi-use structures “better serve the public”?

Is the Manresa Wells Project needed when there are numerous surrounding communities’ commercial event/mixed-use/waterfront parks available to residents?

Do we want to spent more tax dollars - City, State and Federal - on another Norwalk real estate development project in a wetlands/flood zone area?

Enough is Enough.

Let’s concentrate on, and finalize, our ongoing projects.

What do you want Norwalk, the Coastal Connecticut Skyline, and your Connecticut life style to look like?

comment...Wr vote NO! [ ]

Mr. and Mrs. Richard Brian Freeman
65 Murray Street
Norwalk, Connecticut 06851

Dear Director Kleppin and Members of the Planning and Zoning Commission,

As long time residents of Yost street we are writing to formally submit 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.

We are 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: Already a factor with the amount of construction vehicles entering and exiting the facility, I urge you to carefully study the applicant's Transportation Strategy Memorandum and consider the impact of 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 the majority of them driving. By the applicant's own count, on a normal summer weekend, more than 5,400 vehicles will travel up and down Woodward and Longshore Avenues

to Manresa Island. Woodward and Longshore Avenues cannot handle the amount of commercial traffic and other uses proposed and would create significant safety hazards and ruin the quality of life in the surrounding neighborhoods.

Environmental & Infrastructure Strain: The 125 acre Manresa Island site is historically polluted with heavy layers of coal ash and we are deeply concerned about the environmental safety risks that intensive redevelopment or massive zoning shifts would 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 would open up to all sorts of unexpected and long term commercial development. What ever happened to the original scope of the project initially proposed?

Lack of Public Oversight: Moving the land to its own completely customized, private zoning classification strips away standard community zoning protections and would give unprecedented long term control to a private developer or any future owner.

We 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,

William and Anne Harding
3 Yost Street

Dear Director Kleppin and members of the Norwalk Planning & Zoning Commission,

As a lifelong Norwalk resident, and local small business owner here in town, I am writing to express my support for the proposed Special District (SD-MW) zoning status for Manresa Wilds here in SoNo.

My name is Christian Velasquez and I own and operate Day One Mobile Detailing here in Norwalk. I have been following the project's progression for over a year now and I am only excited about what it means for me, my family and our community.

Being in the automotive industry and seeing it expand in this town throughout my life has been eye opening in the last few years. Traffic is a real concern and Manresa seems to be doing what they can to manage it, but it is a bigger issue that the town will need to help solve. Perhaps incorporate out of town parking fees?

Neptune Avenue also used to connect Woodward ave to Meadow ave and should be reevaluated as a potential traffic solution!

A park like this will be a great asset to Norwalk and means so much for the future of my family. Progress should not be stopped or abandoned based off inevitable traffic increases, or the exclusive demand of a few private neighbors. Charitable projects like this are really once in a life time, why would turn down such an amazing gift to Norwalk!?

I respectfully ask the Commission to review and
approve the Special District zoning in whatever capacity necessary so this park can move forward through the required approvals sooner than later.

Thank you for your time, your public service, and your continued dedication to Norwalk’s future.

Sincerely,

Christian Velasquez
Day One Mobile Detailing
47 lakeview Drive
Norwalk CT

Commission
Deny or continue Application #2026-41 R/M until 1- the full scope of the project is clearly defined 2- independent traffic and environmental studies are complete, and 3- protections for surrounding neighborhoods are coordinated and in place.
Thank you
Peter Stratton
100 Richards Ave
Norwalk CT
06854

Dear Mr. Kleppin,

I am writing ***in support o***f the proposed Manresa Wilds Special District and Master Plan.

As a sustainability professional working in ocean conservation and environmental philanthropy, I have had the opportunity to see how ambitious restoration projects can create lasting public value. I believe Manresa Wilds represents a rare opportunity on Long Island Sound to transform a former industrial waterfront into a place that serves both people and nature.

I recognize that residents have raised legitimate questions about traffic, parking, and future operations. Those concerns deserve continued attention as the project evolves. At the same time, it is important to keep the broader context in mind. The site before us is not an untouched natural preserve; it is a former fossil fuel power plant that ceased operations only in 2013 after decades of heavy industrial use. Today, Norwalk has the opportunity to replace that legacy with restored shoreline, public access, environmental education, scientific research, and climate resilience.

This application establishes the planning framework for a long-term restoration effort, not a fully built-out project. Projects of this scale must evolve over time as restoration, scientific understanding, operational experience, and community needs continue to inform future phases. I hope Manresa Wilds and the City of Norwalk will continue working together to monitor traffic, adapt transportation and parking strategies, and ensure that the project's significant public benefits are matched by thoughtful planning and infrastructure.

What makes Manresa Wilds especially remarkable is that this vision is being made possible through an extraordinary private philanthropic investment in Norwalk's future. Projects of this scale and public benefit are exceptionally rare. Throughout Connecticut, some of our most treasured public places exist because previous generations had the foresight to preserve land not only for themselves, but for those who would come after them. Decades later, we rarely question those decisions; we simply enjoy the enduring benefits they created.

I believe Manresa Wilds presents Norwalk with a similar opportunity. If thoughtfully implemented, future generations will not remember today's debates over traffic patterns or parking logistics. They will enjoy the benefits of a decision made with future generations in mind.

Thank you for your thoughtful consideration.

Regards,

Kiki Egli
Rowayton, CT
(203) 685-5122

Judith Plant
49 Highland Avenue
Tarrytown, New York 10591
judithplant@wpcsd.k12.ny.us

July 28, 2026

Steven Kleppin

Director of Planning and Zoning
City of Norwalk
125 East Avenue
Norwalk, CT 06851

Re: Letter of Support — Manresa Wilds, Special District (SD-MW) — #2026-41 R/M (Public Hearing, June 24, 2026)

Dear Director Kleppin:

I am writing to express my support for the application to create the Special District–Manresa Wilds (SD-MW) and to apply it to the former Manresa Island site.

The uses this district contemplates are well suited to a 125-acre former industrial waterfront: remediating a coastal brownfield, restoring the landscape, adaptively reusing the former power plant, and reopening nearly two miles of shoreline. These are exactly the public, ecological, and educational uses the site should support — and ones its current single-family zoning cannot accommodate — with most of the property remaining natural open space. Classrooms of public school students would benefit from the opportunity to learn about preservation of their environment in a hands-on setting if given the opportunity.

This is the appropriate public process for a project of this kind, and the application reflects more than a year of engagement with the Norwalk community. I respectfully urge the Planning and Zoning Commission to approve it.

Thank you for your consideration.

Respectfully,

Judy Plant
Teacher, White Plains Middle School
White Plains, NY 10601

Hello there. My name is Patty DePaoli. I live at 11 Hazel St in Norwalk Connecticut. And I'm so excited to see the development of the Manresa island I fully supported and felt yes to continuing its progress and making a wonderful place for NorwalkI just wanted to let you know I've a. Been a Norwalk resident all my life. Born and. raised here And I love my life in Norwalk. I can't tell you how happy I was to hear that they were gonna finally do something with the Island before it was just an eyesore now it's gonna be a spectacular place where you can bring kids and and school kids and people of all ages

I'm so excited to see the development of the island It's going to be a spectacular experience for anyone who visits there
I'm just so happy to see their combining educational experiences, recreational water experiences, and Woodland walking experience it's such a beautiful spot. I'm so glad that they're finally turning it into something that we can all enjoy. I fully support Manreesa being developed and I know that they will develop it in such a way that will be fantastic for all

---

Good morning,

As a Norwalk resident,I would like to voice my strong opposition to the expanded development proposals for Manresa.

The local dead end approach road could not possibly support the massive expansion in traffic volume.

The local residents' quality of life will decline significantly along with their property values.

The narrow Rowayton streets will become the pass through route for visitors arriving from the south exiting I95,and the associated noise, pollution and deterioration of quality of life will have a devastating effect on the community.

Huge sums of private funding have been directed towards this development and not enough research or study regarding the huge traffic impact has been considered.

The original footpath and bike trail plan has morphed into this monster of a proposal that will have devastating consequences for many neighboring Norwalk communities.

I implore the zoning board and the City of Norwalk to put its community and taxpayers interests above those who are seeking to promote this proposed expanded project.

Thank you.

Sincerely,Jeremy Blum

Dear Members of the Norwalk Planning and Zoning Commission,

I am a resident of Harborview writing to express my strong concerns regarding the proposed Manresa Wilds special district zoning request as currently presented.

This site represents a uniquely valuable coastal and ecological resource for Norwalk. Any zoning change that could significantly alter its character, density, or environmental protections deserves the highest level of scrutiny and a very measured approach. Based on the information available, I am not convinced that the current proposal adequately protects the long-term integrity of the area or reflects the priorities of the broader community.

What was originally presented as the gift of a nature park to the community and the region has become a plan for a full-scale regional amusement park accessed from 2 lane roads (Long Shore and Woodward Ave) and from both the east and the west Route 136, also a 2-lane road. Both Longshore Rd and Woodward Ave are subject to significant flooding, as are the surrounding communities including the property now known as Manresa Wilds.

Manresa Wilds has advised the surrounding communities that as a 501C they cannot provide any help or influence as respects the roads and security of these communities in spite of planned attendance of upwards of 792,000 visitors a year, 94% arriving by car. In addition, they have repeatedly stated that Manresa Wilds is a gift and there will be no cost to the taxpayers. If that is the case, who will be paying for the needed roads, road maintenance and the added strains on the city’s infrastructure-the Norwalk Taxpayers of course.

No evidence of a long-term endowment has been presented to ensure the viability of the Manresa Wilds project**.** Nevertheless**,** their P.R. machine is actively marketing plans across regional publications and public outreach fairs, even though the zone has yet to be approved as proposed. The McChord’s have generously committed $420M dollars to Manresa Wilds of which I believe approximately $90M has been spent to date on the purchase and remediation of the land and the development of the North forest. I think the overall remediation figure stated at the last meeting was $200M. Based upon these figures I am going to guess that post purchase, remediation and the North Forest development there will be somewhere between $150m and $189M left for the remaining development. Then what? The most likely scenario to preserve capital and mitigate risk would be a strategic sale or joint venture with a developer

The Manresa team met with our community early on and voiced their commitment that they did not plan for hotels, breweries, waterparks, a 2-story parking garage etc., yet what does the current plan include but the option of a hotel, the plan for a brewery, a parking garage and commercial amphitheater. This strikes me as disingenuous at best. They may not plan for a hotel, but creating a zone that allows hotels, breweries, theaters etc. would certainly enhance any resale value in the future. Manresa has an LLC in addition to the 501C which would likely enable such a sale if so desired. If this special district zone is authorized as presented the scope of potential buyers would be vast. For example, if Marriot purchased Manresa Wilds, they could build their own hotel and develop a full-blown resort.

While the Manresa Wilds team briefly addressed noise at the last zoning meeting, their assessment failed to consider local wind patterns and over-water acoustics. Because of our coastal topography, Harborview already experiences significant noise from bands playing at Calf Pasture Beach when the wind is right. The city should not approve event uses at the Wilds without a comprehensive acoustic study that factors in prevailing winds and their direct impact on the surrounding communities.

I urge P&Z not to approve the proposed plan as it stands. It is essential that proper independent traffic and acoustic studies be conducted before there is any agreement as to the new zone and then the town should proceed in a very measured way, approving one phase of development at a time.

I would urge Manresa Wilds to remember that your statement calling Manresa Island, “An island for all” is inaccurate, Harborview is a part of that island and in my view, it is not “for all”.

Thank you for your consideration.

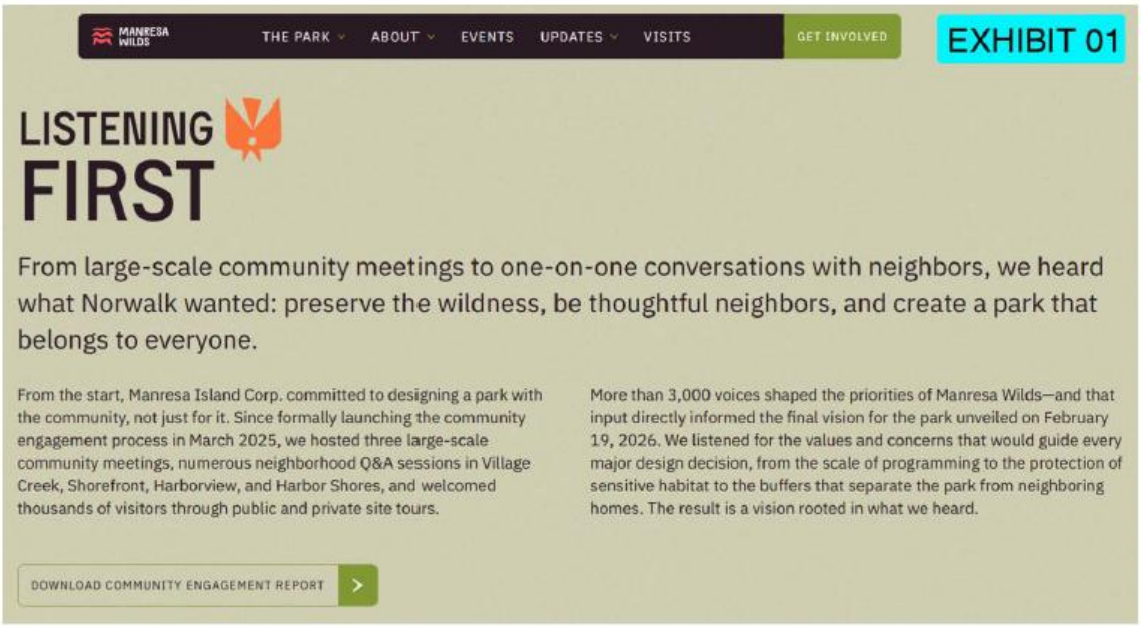
Pamela Strader

16 Channel Avenue

Public Comment on Application #2026-41 R/M/SP – July 29, 2026

I supported the idea of Manresa Wilds from the beginning. I attended three of the four public meetings because I was excited that Norwalk could gain a beautiful public park. I still support a park. What I don't support is turning it into a regional commercial destination with minimal zoning guardrails, especially before the city and Manresa Wilds have answered fundamental questions about traffic, safety, flooding, and environmental impacts, and have provided solutions to those problems.

Why I Changed My Mind:
I believed the Manresa Wilds team when they said they wanted to be a good neighbor, that this was mainly for Norwalk residents, and that they were going to listen to, and design the plan in accordance with, what the community had to say (see Exhibits 1, 2 and 3 below). In Exhibit 3 specifically – "Key Takeaways" taken from page 7 of the Manresa Wilds Community Engagement Report on their website - please note there is no mention of the public's desire for hotels, brew pubs & distilleries, restaurants, waterparks, parking structures, or large event spaces that have all crept into the final plan.



July 25, 2026 screenshot from the Manresa Wilds website
https://www.manresawilds.org/about/community-engagement

EXHIBIT 02

MANRESA WILDS ENGAGEMENT

WHY

Transforming Manresa Island into a waterfront park will provide Norwalk and the region with more access to public green spaces for recreation and relaxation, allow for the rehabilitation of the site's damaged ecosystems, foster new connections between residents and the Long Island Sound, and serve as a permanent communal asset. The project looks to set an industry-leading precedent for revitalizing similar sites worldwide.

WHO

The project was launched by the philanthropic founders of the Manresa Island Corporation, the steward of the new public park, and is being designed by SCAPE and BIG.

WHERE

Located in Norwalk, Connecticut, the 155-acre project site juts out into the Long Island Sound. The park will have direct access from both South Norwalk via road and the Long Island Sound waterway.

WHAT

Centered around a decommissioned coal turned oil-fired power plant, the highly activated waterfront park will become a public amenity for the region. It will have a diverse network of spaces that support passive and active programming for people of all ages and abilities, and revitalized ecological habitat with multiple access points to the water. The park will serve as a hub for learning, discovery and recreation — offering year-round experiential programming including water activities, educational opportunities, children's play areas, nature walks, and a university research component.

July 25, 2026 screenshot from the Manresa Wilds website, Community Engagement Report Page 2
https://manresa.cdn.prismic.io/manresa/aZbOB8FoBIGEgjlh_Manresa_Wilds--Community_Engagement_Report.pdf

EXHIBIT 03

KEY TAKEAWAYS

The following key insights and priorities were identified through the community engagement process. The feedback collected helped to shape the project and align it with community objectives.

NATURE IMMERSION
Community members expressed excitement about exploring the site's natural areas, including nature walks, birding, educational programs, and community science initiatives.

WATER! WATER! WATER!
There was strong support for water access and recreation. Comments noted excitement about accessing the Sound as well as year-round swimming pool use.

EVERYDAY USE
Many comments focused on the site's potential for frequent community use, including walking, running, cycling, dog walking, and stopping by for a meal.

EDUCATION
Education was a top priority with feedback gravitating toward education connected to more passive programs and a desire to keep the site "wild".

PLAY
There is community interest in nature play, including sensory play, places for teens, and sports courts and recreational areas.

PUBLIC AND FREE
There is community interest in the park and building being open to the broader public, as well as access to the park being free.

NEIGHBORHOOD IMPACTS
Many community members expressed concerns about how the park might disrupt adjacent neighborhoods through increased traffic, light, and noise.

ENVIRONMENTAL IMPACTS
In addition to excitement about nature exploration, many also expressed concern about the proposal's potential environmental and wildlife disturbances.

INTENSITY OF USE
Questions around the scale and intensity of envisioned uses, as well as mixed views on the value of preserving some building elements such as the smokestack.

TRAFFIC
Many community members expressed concerns about how the park might disrupt adjacent neighborhoods through increased traffic.

10 MANRESA WILDS COMMUNITY ENGAGEMENT REPORT

11

July 25, 2026 screenshot from the Manresa Wilds website, Community Engagement Report Page 7
https://manresa.cdn.prismic.io/manresa/aZcOB8FoBIGEgjlh_Manresa_Wilds--Community_Engagement_Report.pdf

Unfortunately I no longer believe what Manresa Wilds first told the community. The current plan, and their request to create a new zone for the property with a huge list of intensive commercial uses and a regional instead of a local focus, has lost sight of the original idea **– to create a public park for visitors to experience and enjoy nature and access the shoreline of Long Island Sound, while cleaning up the dangerously-polluted site and safeguarding the ecology and wildlife already occupying the site**. The current application differs substantially from what was initially presented to the public, and I believe that this project as currently proposed will cause a variety of problems that Norwalk is not adequately prepared to solve.

What Manresa Wilds Is Requesting:

I realize that our Norwalk community has many different opinions about this project, with most being in favor of the park concept while also being concerned about the impacts on traffic, wildlife, ecology, taxes and property values. I don't think anyone objects to having a great new park with educational and research opportunities. But Manresa Wilds is asking for much, much more than that in their application to Norwalk's Planning & Zoning Commission. The application requests permission for a wide range of commercial uses, including overnight accommodations, event venues, pubs and restaurants, entertainment facilities, parking structures, and other intensive development that goes far beyond the public park originally presented. As you know, these uses are all detailed in Article 4 of the application. The fact that some of these uses would require resubmission to P&Z for approval does not comfort me at all, as I believe that once the zoning is changed, the other uses (including Special Permit uses) will be much more likely to receive approval in the future. Now is the time to determine the scope of this project, not deferring it down the road when the current Commissioners may no longer be involved.

These uses seem pretty far from what Manresa Wilds originally said they wanted to do. They're also in conflict with the wishes of the surrounding neighbors who, in surveys done in 2018 and 2025 with a combined sampling of over 700 individuals, were overwhelmingly in favor of conservation, open space, preserved wildlife areas and public walking/bike trails over any other uses (see Exhibits 4 and 5 below). And while some of these new proposed uses sound great and would make for an awesome destination, this property cannot accommodate these types of uses and the more than one million people that are projected to visit the site annually.

EXHIBIT 04

2018 Norwalk Power Economic Impact Analysis Report
Assessment Matrix of Reuse Options

Reuse Scenario	Visual Impact	Traffic Impact	Ecological Benefit	Allowed by Zoning	Anticipated Public Support	Property Tax Revenue Impact	Remediation Cost	POCD Supportive
Conservation	Low	Low	High	Yes	High	Negative	Low	High
Passive open space	Low	Low	High	Yes	High	Negative	Moderate	High
Marina	Moderate	Moderate	Low	No	Moderate	Neutral	Moderate	Moderate
Low Density Residential	Moderate	Low	Low	Yes	Moderate	Neutral	High	Moderate
Medium Density Residential	Moderate	Moderate	Low	Yes	Low	Positive	High	Moderate
High Density Residential	High	High	Low	No	Low	Positive	High	Low
Solar Farm	Low	Low	Moderate	Special Permit	Moderate	May be subject to Municipal Agreement	Low	Moderate
Educational Facility	Low	Moderate	Low	No	Moderate	Moderate	Moderate	Moderate

Chart from 2018 Norwalk Power Economic Impact Analysis Report Page 4
https://manresaassociation.org/wp-content/uploads/2025/11/ManresaFinalReport-020119-Compressed2_20190201141607172 7.pdf

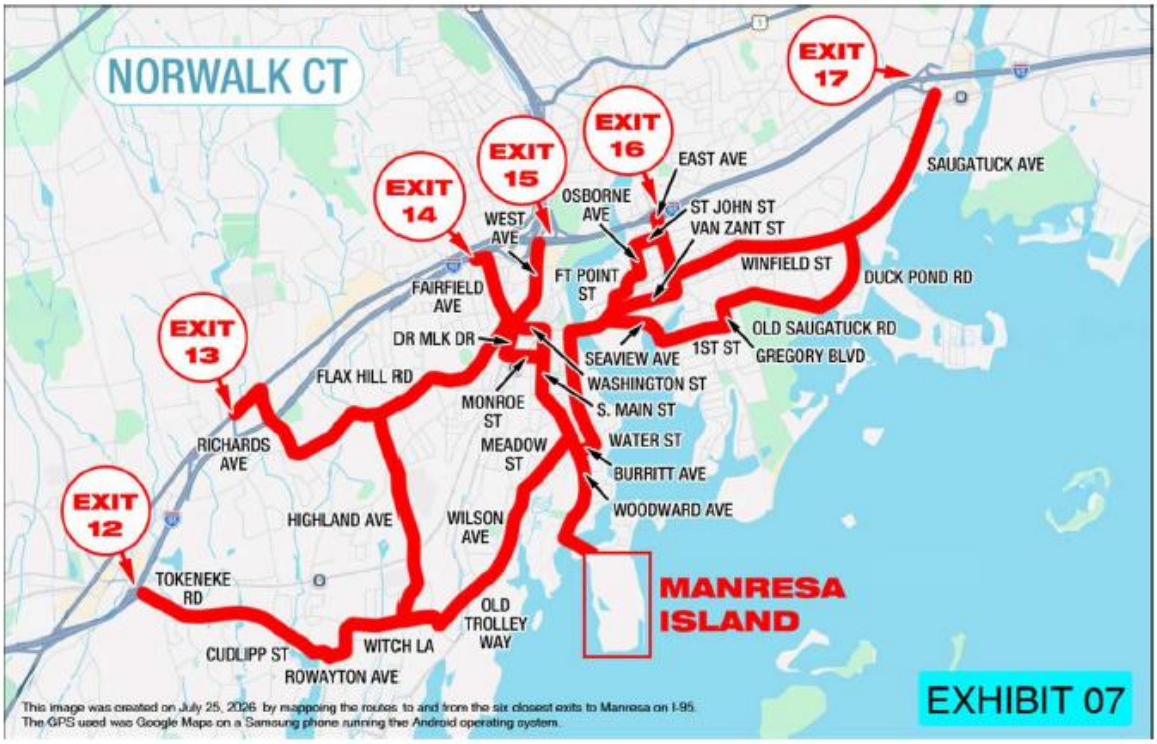
EXHIBIT 05

2018 Norwalk Power Economic Impact Analysis Report
Identified Usage Contraints

- Cost of remediation: The cost of remediation varies significantly upon the proposed reuse..
- Flood and coastal zone: The flood and coastal zones add complexity to permitting, engineering, and increase cost to development in addition to limited some uses.
- Site access: Site access is limited to a local residential roadway.
- Utility infrastructure: The site does not have sewer or natural gas infrastructure. These facilities are available on Longshore Avenue, one-half mile from the site.
- Electrical transmission: Three acres of the 33-acre southern parcel are occupied by Eversource's electrical substation which will remain in place regardless of future use.
- Zoning: The existing is very restrictive and does not allow multi-family residential or commercial development.
- Fiscal impact: The existing power plant infrastructure is a significant contributor to Norwalk's tax roles, demolition of the plant or transfer of ownership could negatively impact the revenue generated by this property.
- Community preferences: The community has been outspoken about their preference for a passive reuse [and] their opposition against intensive uses such as high density housing.

Chart from 2018 Norwalk Power Economic Impact Analysis Report Page 4
https://manresaassociation.org/wp-content/uploads/2025/11/ManresaFinalReport-020119-Compressed2_20190201141607172 7.pdf

Exhibit 7 is a map I created to show how a GPS app would get visitors to and from the site from I-95. To me it seems obvious that all of Norwalk south of I-95 will be impacted. It is not just a "NIMBY" problem. Our narrow, two-lane (if we're lucky) roads simply cannot handle the thousands of vehicles Manresa Wilds has predicted. Recent flooding and construction sites have made this crystal clear.



What I'm Asking The Planning & Zoning Commission To Do:

I'm still excited by what this park could be. But I am not excited by the commercial uses and human-intensive activities that are now being lumped in with the "Park" design, effectively turning it into a Destination Resort. I'm even less excited by the prospect of Planning & Zoning allowing this zone change without having completed the necessary Traffic, Environmental and Flooding studies, and allowing Manresa Wilds to build all of these extra uses into this project with minimal zoning oversight. I'd like MW to scale back this project to more reasonably reflect their initial presentation, and if they don't I want to be sure that P&Z does their due diligence, potentially separating the park features from the commercial features, with a much more stringent application process required for any uses beyond a typical park and nature preserve.

There is simply too much at stake for Norwalk's future generations for this project to be approved until it is either scaled down to a reasonable project that accomplishes its initial goals of restoration, and engagement with nature, passive recreation and Long Island Sound, or if they refuse to listen to the public outcry then it is the duty of the P&Z Commission to impose limits on the project for them and any future owner of the property.

Thank you for all your time and effort spent on evaluating this project. I know it can't be easy, but your hard work is appreciated now, and will be for generations to come if the right decisions are made at this crucial time.

Sincerely,

David Lindsay
10 Outer Rd.
Norwalk, CT 06854

Why Traffic Affects Everyone:

I live near Manresa, and am highly concerned about traffic, safety, noise, light, flooding, and the value of my home. While all of the concerns listed above are valid, my main concern is traffic. Traffic is the one concern that EVERYONE shares, including the Manresa team. And so far they have no plan to solve this problem. I want to make this clear – this is not just a problem for Woodward Avenue neighbors. It's not just a problem for South Norwalk. The traffic this project will generate will impact ALL OF NORWALK south of I-95 and beyond.

If you follow Norwalk's social media pages or take Norwalk's pulse in other ways, you know that overdevelopment and traffic are the biggest complaints that we have in our city. This is why we are ALL impacted by this, no matter where we live in Norwalk. To support this claim I've attached two other images. Exhibit 6 is Manresa Wilds' own traffic map from their June 24, 2026 presentation to Norwalk's Planning & Zoning Commission (Commission Presentation for June 24 2026-4928-8447-4804.v1 page 63), which shows their Trip Distribution prediction for a 10-mile radius from the property. Since this park is being marketed as a regional attraction with the potential to draw visitors from at least an hour away in all directions, in my opinion this prediction lacks vision and is vastly underestimated.

5

Outlook

Fw: Manresa Wilds zoning change

From Lisa Shanahan <lisashan@msn.com>
Date Tue 7/14/2026 7:05 AM
To Baker, Bryan <bbaker@norwalkct.gov>

CAUTION: EXTERNAL Email: Don't open links or attachments from untrusted senders

Brian... wanted to make sure that this gets into the file.
Thank you.
Lisa

From: Lisa Shanahan <lisashan@msn.com>
Sent: Tuesday, July 14, 2026 7:03 AM
To: Kleppin, Steven <skleppin@norwalkct.gov>
Subject: Manresa Wilds zoning change

Dear Mr Kleppin

I am writing in support of the zoning changes requested by the Manresa Wilds organization.

The repurposing of the Manresa Island space for both conservation and recreation is an incredible gift to the City of Norwalk. While there will be some small and short-term

impacts on the neighborhood, these changes are much preferred to the impacts that 200 homes built as of right would be to this same neighborhood with the likelihood of 400 cars passing through Woodward avenue several times a day, every day of the year. That figure would easily surpass 800 trips a day from residents alone, not to mention additional traffic from tradespeople servicing the homes, visitors and Amazon trucks.

Manresa Island also poses a massive ecological risk to the surrounding neighborhoods. As the former Common (now City) Council person for this neighborhood, I am very aware of the pollution risks posed by the coal ash preserved on the site. It is critical that this pollution be remediated, and Manresa Wilds organization is addressing those concerns. Ultimately, the neighborhoods will benefit with this remediation AND having a nature site adjacent

to their properties. Property values will increase with the completion of this project and that benefits the neighbors and the City.

Manresa Wilds is an unabashed win for the neighborhood and our City and I wholeheartedly support its application.

Lisa Shanahan
Resident of Norwalk, CT

Lisa Shanahan, lisashan@msn.com

Outlook

Public Comment - Manresa Application

From Margot Martin <margotmartin64@gmail.com>
Date Tue 7/14/2026 11:59 PM
To Kleppin, Steven <skleppin@norwalkct.gov>; Baker, Bryan <bbaker@norwalkct.gov>

1 attachment (43 KB)
Public Comment - Manresa Application.pdf;

You don't often get email from margotmartin64@gmail.com. Learn why this is important

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Hi Mr. Kleppin,

I appreciate your time in receiving and sharing my letter with the commission. I will attend Wednesday's meeting. Letter attached, and in body of the email below as well.

Thank you very much,
Margot & Adonis Martin
19 Yost St. Norwalk Ct 06854

Dear Norwalk Planning & Zoning Commission,

Thank you for your continued service and for the time you are dedicating to the Manresa Wilds application.

My previous letter addressed the direct impacts already being experienced by nearby residents. This letter focuses on a broader concern: hopes that the PZ Commission will responsibly ensure that a project of this magnitude is fully evaluated before granting any permanent new zoning district, and expanded development rights.

The proposed SD-MW district is unlike any zoning district in Norwalk and would introduce a level of development this area is not prepared for. It will attract one million visitors (Or more) annually on a coastal FEMA floodplain, served by a single access road, while many critical questions remain unanswered.

I believe the following issues deserve enforceable answers before proceeding:

- Traffic & Infrastructure: Independent analyses of traffic, parking, emergency access, and supporting infrastructure should be completed and publicly reviewed before

approval.

- Flood Resilience: The site is located within a FEMA-designated floodplain and has a documented history of flooding and hurricane blows. Long-term resilience, emergency evacuation, and storm recovery should be fully addressed before additional development rights are granted.
- Environmental Stewardship: Manresa is one of Norwalk's most environmentally sensitive coastal areas. The long-term impacts of lighting, noise, storm water run off, maintenance practices, large scale toxic pesticides for mosquito control, and increased human activity on surrounding wetlands, protected wildlife, and neighboring communities deserve careful, independent evaluation.
- Neighborhood Compatibility: As surrounding residents, we are already experiencing significant impacts (below). The Commission has a responsibility to ensure that the health, safety, welfare, and quality of life of existing neighborhoods are protected.
- Taxpayer Protection: Manresa Wilds is presented as a privately funded public park. If future flood damage, hurricane damage, infrastructure failure, or operating deficits occur, who bears the financial responsibility? Will Norwalk taxpayers ever be expected to subsidize repairs, maintenance, emergency response, or future capital improvements?
- Financial Sustainability: If event venues, a hotel, and restaurants are necessary to support operating costs, has the Commission really been presented with a public park —or with a commercial entertainment district whose success depends on maximizing attendance?

A regional destination with a hotel, amphitheater, restaurants, large event spaces, and future commercial development is a fundamentally different proposal than a public nature park.

Impacts Already Being Experienced by Nearby Residents:
(Video and images can all be provided for the below)

- Hundreds of construction truck trips through our neighborhood, creating increased traffic, noise, and disruption.
- Constant heavy equipment noise and backup alarms carrying across the marsh.
- Growing parking concerns, already existing demand from Woodward Park pickleball courts.
- Removal of mature trees that previously provided a critical sound buffer, exposing homes to increased noise, including boat traffic that can now be heard from opposite harbor.
- Construction vehicle headlights shining directly into homes.
- New floodlights (as of July 4th) at the guard entrance shining into residences at night; lights are not downward-facing and remain on overnight.
- Loss of wildlife habitat and disruption of the natural ecosystem through extensive clearing and site disturbance.
- Significant degradation of the quiet residential character of the neighborhood.

Once these development rights are granted, they cannot easily be reversed. I urge the Commission to require complete, independent analysis of all long-term impacts and establish clear, enforceable limits before approving the proposed SD-MW zoning district.

Finally, I ask the Commission to carefully consider nighttime operations. The park should close at night to minimize lighting, noise, traffic, and security impacts on the surrounding residential neighborhoods.

We support thoughtful public access to Manresa. We simply ask that the Commission draw a clear line between responsible stewardship and overdevelopment, ensuring that this unique property remains compatible with its surrounding neighborhoods and the City of Norwalk.

Thank you for your thoughtful consideration.
Sincerely,

Adonis & Margot Martin
19 Yost St.
Norwalk CT 06854

Hi Norwalk:

I've posted this as a commenter, but I want to clear up some misconceptions re: the Manresa Wilds project as a poster to ensure it gets the most eyes.

I will NOT be adding to the discussion re: the traffic and the closest neighbors to the island - the ones truly, directly impacted by this. I do not live in that part of town, and I certainly empathize with their concerns. They are valid and real.

But for the rest of us: In addition to a comprehensive tour, I was lucky enough to spend 2 full days at Manresa Wilds as part of a special tech and creator event. Some insights:

1. We had, in Norwalk, some of the most prolific creators, entrepreneurs, and investors in the country here. In Norwalk. They stayed in our hotels, ate at restaurants, drank at bars, and injected two days of energy into the SoNo neighborhood. A place with limitless potential but always seems to be a day late and a dollar short. Particularly after 9pm, which is concerning considering all of the young NYC commuters we are trying to embrace with the apartment race. These are people who create, invest, and build for a living who would want to plant roots near a venture such as this. In SoNo.

2. Norwalk has a revenue problem. Anyone disputing that is either playing a self-preservationist political bingo game, or is just uninformed. To create new, landscape-changing revenue, you need novel investment. Manresa Wilds presents the most unique, novel investment opportunity this community has and will ever have. People who have visited our city - people that never would have step foot here - came here and saw massive potential in investing and building business here and creating enterprise... and tax revenue.

3. The island was purchased from a development group who wanted to build housing on the island. They deemed that a poor investment and sold to the McChords, who put ~$35M of their own money into the property, and $400M more over a decade to turn 100+ acre coal ash dumping ground into a safe, usable waterfront that will will be FREE, in-perpetuity for everyone. That's forever... due to the endowment their foundation is establishing to handle all maintenance and upkeep on the property. This type of situation would NEVER be possible in any other ownership situation. You don't have to squint to see the generosity and potential here. And you'd be crazy to think our city or state government could pull off something like this.

4. The VAST majority, four-fifths of the island, is being preserved as an ecological sanctuary. The entire birch forest - 90 acres give or take - is on the verge of falling over, as birches do. Their plan is to render that a sustainable refuge. Remember: this place is currently a toxic waste dump. No one - and I mean no one - would pay for this property, dump the tens of millions it takes to undertake remediation, to be 100% nature preserve. That is a ridiculous expectation.

5. The McChords already fund science programming in NPS, and with their growing educational partnerships with Manresa, the opportunities are endless when it comes to our children. Not only is it new opportunities, but it expands the current offering for NPS schoolchildren who are, year after year, burdened by a state system that is forcing districts like ours to reach for private funders, like the McChords, to prop up educational programming. The chain reaction opportunities created by Manresa Wilds tear the roof off what could be possible for Norwalk children.

I very much get why people feel very strongly about this project. I feel strongly one way, others feel strongly another. And I am glad people have spoken up, have been heard, and the plans adjusted to help accommodate. But can we not screw up something nice, Norwalk? We are not a small town. This isn't Pleasantville. This is a near 100k city with city needs and city problems. We can either keep picking at Norwalk's issues like a recurring scab, or we can shoot upward. This is an historic chance to be great, and avoid being a middling melting pot. This will bring investment if we let it. It will bring money and jobs and opportunity. If we let it.

Or we can screw it up.

I'm not suggesting being careless. But I am suggesting Norwalk speak up FOR nice things, sometimes too. Maybe we deserve it?

Dear City Leaders and Volunteer Commissioners,

Please see attached letter from DEEP, which on page 2 includes:

The waters of the harbor area waterward of mean high water are under the planning jurisdiction of the Harbor Management Commission and the State of Connecticut has regulatory jurisdiction waterward of the Coastal Jurisdiction Line. Because the State shares jurisdiction in this area, the Harbor Management Act requires that Harbor Management Plans must be submitted to and approved by DEEP and the Connecticut Port Authority before they may be locally adopted and implemented by the Harbor Management Commission….

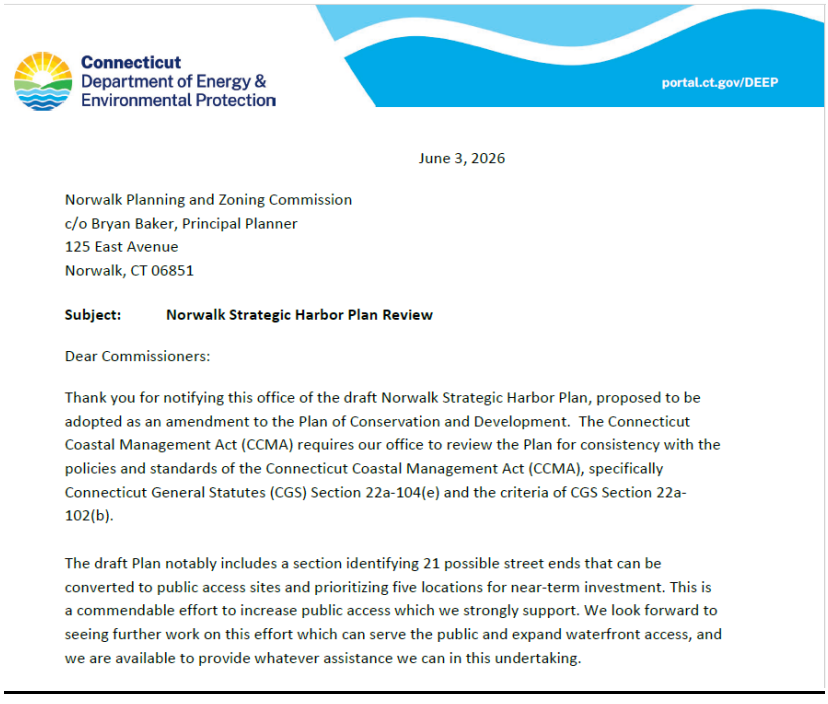
In order for these actions contained in Strategic Harbor Plan to be implemented in the harbor area, the Harbor Management Commission should adopt them into a revision or amendment to the Norwalk Harbor Management Plan, which much then be submitted to DEEP and other relevant agencies for review and approval. Without such approval, the waterward aspects of the Plan cannot be implemented and are not enforceable.

While Norwalk can make many local land decisions, even overriding Harbor Commission (NHMC) recommendations with a 2/3rds vote for land use, when it comes to decisions about the harbor area, as pointed out by DEEP, who has yet to comment on the proposed Manresa Special District & Special Permit, approvals are required that cannot be over-ridden by the municipality. Protection of the Domain of the Public Trust, protection of environmental resources, affects all CT residents. This is why many have requested an Independent Environmental Impact Analysis, and all volunteer commissioners should insist on one before voting to approve this special request. The Indigo River Strategic Harbor Plan/study is not an approved Harbor Management Plan (NHMP). Not every City Council member or P&Z Commission volunteer may be aware that the CT Port Authority (CPA) approval, in addition to DEEP approval and public comments, are required before any Harbor Management Plan can be changed.

Creating a special zone on land is one thing, however what is on the table, the suggestions from Indigo River for Manresa, addresses the harbor and it is the actual Norwalk Harbor Management Plan, not the vote of appointed volunteer commissioners, that matters, as noted by DEEP in their comments on including the Indigo Report to the Norwalk POCD, attached. DEEP and the CPA have not yet submitted their comments on the new proposed Special Zone for Manresa, and while they will not address conflicts of interest or putting the cart before the horse regarding specific approvals, they understand the importance of protection of the domain of the public trust and will, also, hopefully, request Norwalk obtain an Independent Environmental Impact Analysis.

Humbly, I request an Independent Environmental Analysis before any vote on this new special zone for Manresa LLC.

Lynnelle Jones



Connecticut
Department of Energy &
Environmental Protection

portal.ct.gov/DEEP

June 3, 2026

Norwalk Planning and Zoning Commission
c/o Bryan Baker, Principal Planner
125 East Avenue
Norwalk, CT 06851

Subject: **Norwalk Strategic Harbor Plan Review**

Dear Commissioners:

Thank you for notifying this office of the draft Norwalk Strategic Harbor Plan, proposed to be adopted as an amendment to the Plan of Conservation and Development. The Connecticut Coastal Management Act (CCMA) requires our office to review the Plan for consistency with the policies and standards of the Connecticut Coastal Management Act (CCMA), specifically Connecticut General Statutes (CGS) Section 22a-104(e) and the criteria of CGS Section 22a-102(b).

The draft Plan notably includes a section identifying 21 possible street ends that can be converted to public access sites and prioritizing five locations for near-term investment. This is a commendable effort to increase public access which we strongly support. We look forward to seeing further work on this effort which can serve the public and expand waterfront access, and we are available to provide whatever assistance we can in this undertaking.

The draft Plan notably includes a section identifying 21 possible street ends that can be converted to public access sites and prioritizing five locations for near-term investment. This is a commendable effort to increase public access which we strongly support. We look forward to seeing further work on this effort which can serve the public and expand waterfront access, and we are available to provide whatever assistance we can in this undertaking.

The Maritime Aquarium has provided comments on the Plan, including that it should consider the recent trend toward converting working waterfront uses to residential uses, which may serve to erode the network of businesses and infrastructure that allow for a thriving boating community and vessel-based industry/blue economy. We strongly agree with and second this suggestion. The 2019-2029 Norwalk Citywide Plan notably recognizes the vulnerability of coastal properties due to increased flooding, includes retention and expansion of both new and traditional water-dependent uses as action items, and indicates that residents are concerned about flooding in low-lying areas of the city, including South Norwalk and Water Street. This Strategic Harbor Plan identifies that low-lying coastal infrastructure and critical facilities are at risk, with multiple schools, emergency centers, and community assets located adjacent to or within the projected inundation zones, particularly in South Norwalk and along Water Street. While the Harbor Plan focuses more on the waterside harbor area than on upland

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860.424.3000

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development, we agree it may be a good idea for the Plan to more comprehensively address the preservation of water-dependent uses at waterfront sites and limit high-density residential development in flood hazard areas.

We note that the Strategic Harbor Plan includes a significant study and action plan on mooring locations, yet the Planning and Zoning Commission's land use planning jurisdiction ends at the mean-high water line. The waters of the harbor area waterward of mean high water are under the planning jurisdiction of the Harbor Management Commission and the State of Connecticut has regulatory jurisdiction waterward of the Coastal Jurisdiction Line. Because the State shares jurisdiction in this area, the Harbor Management Act requires that Harbor Management Plans must be submitted to and approved by DEEP and the Connecticut Port Authority before they may be locally adopted and implemented by the Harbor Management Commission. We understand this Strategic Harbor Plan has been reviewed and approved by the Harbor Management Commission for adoption into the Plan of Conservation and Development. However, because much of the in-water components of this Plan would normally be within the purview of a Harbor Management Plan, it is important to note that the waterward action items fall under the jurisdiction of the Harbor Management Commission. In order for these actions contained in Strategic Harbor Plan to be implemented in the harbor area, the Harbor Management Commission should adopt them into a revision or amendment to the Norwalk Harbor Management Plan, which much then be submitted to DEEP and other relevant agencies for review and approval. Without such approval, the waterward aspects of the Plan cannot be implemented and are not enforceable.

Thank you again for the opportunity to comment on the proposed amendment to the Plan of Conservation and Development. We hope these comments are helpful to the Commission. Should you have any questions regarding this letter or any other coastal management matter, please feel free to contact me at braden.lynn@ct.gov.

Sincerely,

Braden Lynn
Environmental Analyst II
Land and Water Resources Division

MANRESA WILDS

To: Steve Kleppin, Director, Norwalk Planning & Zoning

From: Manresa Wilds and Manresa Island Corporation

Date: July 28, 2026

Re: Manresa Wilds - #2026-41 R/M

Mr. Kleppin,

During our extensive public outreach, some members of the broader community expressed support for allowing overnight-stay uses, and we continue to believe these could be positive uses over the long term even though not included in our proposed Concept Master Plan. At the same time, we have carefully considered the public comments made to date, particularly concerns from residents of the closest surrounding neighborhoods, as well as the comments raised by the commissioners.

We have also noted that Amphitheater use accommodates the already approved "Learn Pocket" in the North Forest. We are not seeking any large-scale amphitheaters in the district but feel reasonable room for future expansion is appropriate to accommodate growth in educational programs held there.

Accordingly, we wish to modify our request as follows:

1. Change Bed & Breakfast, Hotel, Inn, and Lodge uses from **Special Permit Use** to **Not Permitted**.

2. Reduce the maximum size of the amphitheater from **150 seats to 100 seats**.

We believe these revisions respond constructively to the concerns raised while preserving the overall intent of the proposal. We would be happy to present these revisions to the Commission at the July 29 hearing.

Thank you for your consideration.

JUL 29 2026

CITY OF NORWALK
PLANNING & ZONING

skleppin@norwalkct.gov

[Name] Mark Watkins
[Street Address] 20 North Taylor Ave.
[City, State ZIP] Norwalk, CT 06854
[Email] markbwatkins@gmail.com

July 29, 2026
June [ ], 2026

Steven Kleppin
Director of Planning and Zoning
City of Norwalk
125 East Avenue
Norwalk, CT 06851

Re: Letter of Support — Manresa Wilds, Special District (SD-MW) — #2026-41 R/M (Public Hearing, June 24, 2026)

Dear Director Kleppin:

I am writing to express my support for the application to create the Special District–Manresa Wilds (SD-MW) and to apply it to the former Manresa Island site.

Thank you for your consideration.

Respectfully,

[Signature]
[Name] mark B. Watkins
[Norwalk resident / Title, Organization]

I wanted to reach out and voice my support for the incredible project of manresa wilds. I know the critics are currently quite loud, but most of the residents I know are excited and enthusiastic about the project.

I fully understand the valid concerns of traffic flow and putting parameters on special permit use case (hotel probably not ideal) but the overall vision is exceptional.

I hope that Norwalk does not squander this incredible opportunity and profound generosity from the McChords and creates a lasting and enviable blueprint of industrial space reinvention and reimagination.

Jaclyn King
Brookside Neighborhood Resident

My family built our house on Dock Road, Village Creek, in 1955. My mother still lives there.We have a beautiful marsh view.with a slice of the ocean beyond. We fear this view will be spoiled by the over building and commercialization of the proposed Manresa over development. We would like Manresa to be left as natural as possible, with taking down the Power Plant, remediation of the land, and trails and beach areas and community pool. NOT a hotel. NOT a conference center. A place for Norwalk residents to have access to the Long Island Sound for recreation, NOT business.
Laura Lasker

Dear Mr Kleppin and members of the Zoning Board,

I have attended all of the hearings as a concerned Norwalk resident. As a group of dedicated volunteers, you have a huge responsibility. I am asking you to remember your central responsibility: not to decide whether an idea sounds appealing on the surface but to listen with an eye toward protecting the long-term interests of Norwalk, its established neighborhoods, its taxpayers, and its residents. This is not a simple popularity vote at a point in time (I am for or against MW). You will hear supporting input from Manresa contractors, alliance partners and educators who will all reap benefits from some aspect of Manresa Wilds, most however could be achieved without this major zoning change. You will hear from neighbors who have very legitimate infrastructure concerns, many of which existed prior to Manresa Wilds zoning changes being considered.

You are charted with a big generational land-use decision turning a residential area into a high use commercial destination center. Once zoning rights are granted, they can outlast the current applicant, the current plan, and even the current public promises. That is why the board must act carefully, based on the full record, not assumptions.

Consider public safety. Before any approval, the board should require a complete, independent traffic impact study. The study must address emergency access, construction traffic, event peaks, parking spillover, queuing, and flood-related road closures. These are not theoretical concerns. Residents already live with narrow streets, speeding, cut-through traffic, limited sidewalks, flooding, and safety risks. The board should not approve zoning that increases those burdens without enforceable protections in place first. Norwalk has made many recent zoning decisions, where construction is not yet complete, that will also stress infrastructure and traffic.

Protect residential neighborhoods. Resident feedback should be treated as evidence, not background noise. For the record 75% of the neighbors within 500ft of the Manresa property signed a petition to deny the zoning change as it stands today. No one wants to shut it down but they want some guardrails and resolution to key issues. The people who live near this site understand the existing conditions better than anyone. Their concerns about noise, parking, construction trucks, pedestrian safety, emergency access, and quality of life, particularly with a larger scale venture, must help shape the board's decision. They are not against Manresa Wilds existence but in a more defined scale.

Environmental stewardship. This is a former industrial coastal site with issues involving coal ash, stormwater, wetlands, shellfish, wildlife habitat, flooding, and Long Island Sound. Before action is taken, the board should ensure that all environmental, coastal, stormwater, wastewater, harbor, shellfish, and state agency reviews are complete and available to the public. Norwalk should support restoration and public access, but it should not trade environmental responsibility for broad zoning authority.

Clarity of fiscal responsibility. This project requires road improvements, sidewalks, flood mitigation, traffic enforcement, transit service, parking management, emergency planning, and long-term maintenance. The board should require written, funded, enforceable commitments now. Vague future promises are not enough. The city and its taxpayers should not be asked to absorb open-ended, unplanned costs later given Norwalk's current budget challenges. We don't want to have large tax increase surprises again.

Avoid granting irreversible rights that are broader than the initial public vision presented. There is a difference between supporting public access, conservation, education, and environmental restoration, and approving future high-intensity commercial uses such as a hotel, amphitheater, event space, brew pub, distillery restaurant, structured parking, or a regular large-scale entertainment center. Those uses should not be bundled into one broad zoning approval. If they are ever considered, they should require separate public hearings, special permits, updated traffic studies, environmental review, and neighborhood-impact analysis.
IF MW as a good neighbor, they should listen closely to neighbor feedback, withdraw their proposal as it stands today, and resubmit it focusing on clarifying key use items and providing a narrower near turn scope. **Show us how the first phase is executed. It would also show good faith as many residents were surprised by the scope of the request**

Norwalk needs to get this right. Slow this process down, narrow the initial zoning request, require the studies, have clear plan/budget to fix implementation problems, review valid feedback, and evaluate a longer-term change based on results.

Charles Lindner
7 Harbor View Avenue
Norwalk CT

To the Norwalk Planning and Zoning Commission:

I'm writing to you beyond my previous two submitted comments to inform you of a serious breach of public trust and corruption of process, confirmed at the time stamps I provided in this letter for your review if you'd like, at the recent 4-1 (with one abstention) decision made on the Manresa Wilds application by the Norwalk Harbor Management Commission (HMC) on 7/22/26. The decision was a "Consistency Review" the HMC was legally required to perform on the Manresa Wilds Master Plan Special Permit currently before the P and Z Commission, and based on the meeting recording it's clear this was a rushed "rubber-stamp" decision based on inadequate public feedback as well as inadequate information provided by the applicant, and some confusion among the commissioners as to what they were actually voting on. It's vitally important that this breach of public trust be put on the record now, before you vote on this same application sometime in the upcoming weeks, as the applicant will no doubt use this dubious decision in their final rebuttal coming up soon before the P and Z Commission.

In this HMC meeting as seen here (https://youtu.be/AYet6ZgaxFE) beginning at time stamp 47:40, the HMC viewed a slide presented by consultant Chris Murphy, representing the applicant Manresa Wilds LLC, for only 40 seconds that listed how the MW application was consistent with a deliberately cherry-picked list of only 10 out of the roughly 70 goals and objectives of the Norwalk Harbor Management Plan (HMP). The slide was not provided to the public or to the HMC before the meeting in the agenda packet, which meant the volunteer members of the HMC had only 40 seconds to see how the applicant had determined for themselves how the MW Plan was consistent with multiple HMP goals (as opposed to the HMC making this determination on their own as legally required). The slide was rushed, with Mr. Murphy stating "I could talk through this list but in respect of time we can come back to this with any questions", then he moved on quickly to the next slide. The list on the slide was not mentioned again in the meeting, even though it was only a partial list with many dubious claims made, which I discovered after I took a screen shot of the slide and reviewed the applicant's actual comments.

This is why I am describing this as a serious breach of the public trust, as it is not legally proper for the HMC to simply "rubber-stamp" an application, especially from an applicant who decided to generate their own "consistency review" in a quick 40-second sharing of a slide that no one even had time to read, let alone discuss point by point. On a project of this size with huge impacts on our harbor and surrounding neighborhoods far into the future, and likely the largest and most important project the HMC will have ever reviewed in its 42-year history, I believe it was improper and unprofessional for the leadership of the HMC to have rushed their decision based on such minimal information, lack of any outside unbiased analysis or any peer-reviewed studies, or any public feedback beyond the two members of the public who spoke at the beginning of the meeting and who both admitted they were unprepared based on inadequate prior notification. The lack of public feedback along with complaints about lack of public awareness of the meeting regardless of the reasons for this (it was properly noticed, just not advertised in any way by local media), should have been an automatic trigger for Chairperson Jeff Mangels to extend the public comment period on such an important application. There was certainly no reason to rush this important decision at this meeting, providing further evidence that this was "rubber-stamped" without the legal due diligence required of the HMC.

Further discussion by commissioners later in the meeting started at time stamp 51:35, led by commissioner Chris McDonnell who immediately stated he was confused by what he was expected to vote on (he later abstained from the master plan vote), and he was given conflicting feedback by the Chairperson Jeff Mangels who also seemed confused about the process and even about his own confusing motions he was making. Most importantly, there was no further discussion by commissioners about any consistency with the various HMP goals shown on the 40-second slide, except just a few vague generalities made about the application providing public access and kayak rentals (which are legitimate goals but far from the only ones).

Meanwhile, nothing was questioned or discussed by any commissioners about the many other specific legally required HMP goals that were not shown on the slide, including (but not limited to) "preservation or enhancement of scenic quality and scenic views" (Goal 5.7), "plan and manage the use of the waterfront in a manner consistent with the capacity of the Harbor and waterfront to support that use without unacceptable impacts on public health, safety, and welfare" (Goal 6.10), and "ensure that new

development or facilities on, in, or contiguous to the harbor do not adversely affect the character of shorefront neighborhoods" (Goal 11.1).

For example, thousands of additional car trips per day on one single access road, the narrow Woodward Avenue, subject to periodic flooding now which will only get worse with sea level rise and more intense storms, would surely affect neighborhood character and public health and safety, as well as increasing additional polluted stormwater runoff from excessive traffic into the harbor (all under the purview of the HMC as described in the state-approved Harbor Management Plan), and yet these issues weren't mentioned once in the meeting, as if Chairperson Mangels was unaware of what the legal requirement for "consistency review" actually means.

Furthermore, the list on the 40-second slide included no mention of this huge traffic burden from over a million visitors a year under the "public health and safety" goal, an outrageous omission that defies logic. The slide also made an absurd claim that preserving the huge industrial power plant and stack was a "preservation of maritime heritage and city character". I don't see how preserving a 35-story industrial eyesore "preserves maritime heritage" as it simply generated power for the power grid as any power plant located anywhere would do (unless frequent fuel spills and coal ash contamination are now considered part of our "maritime heritage"), and I don't see how the hulking power plant "preserves city character" beyond annoying the thousands of residents forced to look at it every day as it is visible from thousands of properties around the city, as well as public parks, most of our harbor, and our precious Norwalk Islands. Note that an analysis in the appendix of the 2017 Manresa Economic Study determined that increased property values around the harbor and surrounding neighborhoods from removal of the ugly power plant would fully offset the property taxes paid by NRG who owned Manresa Island at the time.

Many Norwalk residents also see the power plant as a monumental reminder of environmental injustice, which caused thousands of cancer and emphysema deaths among Norwalk residents that occurred from the 53 years of unscrubbed toxic carcinogenic emissions from the burning of coal and oil from 1960-2013, including the contamination of harbor sediments that is an important public health and safety issue that was ignored by the HMC in this meeting. This was an astounding omission in this "consistency review" considering the potential negative impacts on public health and safety and existing commercial and recreational shellfish beds across the harbor and surrounding islands from proposed dredging of contaminated sediments, massive site work along the edges of the harbor and surrounding marshes, and expanded marina uses, mooring fields, toxic runoff, etc.

This issue was also a matter of grave concern in the latest meeting of the Norwalk Shellfish Commission on 8/6/26, specifically mentioned at time stamp 26:40, that the "HMC is not consulting with the Shellfish Commission" and is "passing things along without investigating, and this is wrong" as one commissioner stated. So it's clear I'm not the only one who is disappointed by the lack of due diligence and unprofessionalism currently occurring at the HMC, which for decades under previous leadership had a strong reputation for maintaining the highest standards in their state-approved legal responsibility of reviewing applications and protecting our harbor and multi-million dollar shellfish industry for future generations.

Chairperson Mangels made no secret of his bias favoring this application throughout the meeting, which was inappropriate when these statements were made before any motions were made and seconded and when the floor was then open to freely discuss personal opinions. He actually spent most of the meeting actively promoting the application, instead of properly conducting the Consistency Review by going through the Harbor Management Plan Goals and Objectives point by point as he should have done and which is legally required. That's why I want this on the record, as the public trust was clearly violated by this obvious rushed rubber-stamping orchestrated by the Chairperson, with all 3 motions needed on the application seconded by Commissioner Alan Kibbe, who also spent most of his time in the meeting promoting the application instead of actually reviewing it. I commend Commissioners Kelly Bloom, Jon Wilkins, and Chris McDonnell for their additional scrutiny and comments. Commissioner Wilkins was the lone no vote on the MW Master Plan Special Permit, Commissioner McDonnell abstained, and Commissioner Bloom struggled with her vote for several minutes before finally voting yes. It is important that the P and Z Commission be made aware of this context, hence this letter.

My last comments on the HMC meeting is that the city staff member Amelia Williams who was present was consistently professional and helpful, and in my opinion as a veteran of 25 years of public meetings she acted appropriately and had no responsibility to control the frequent violations of standard meeting rules and protocol by Chairperson Mangels, including motions made and then improperly retracted, motions made that were not clear to commission members who frequently didn't know what they were voting on as they stated themselves, and in one case (at time stamp 1:39) the apparent omission of a

vote from commissioner Jon Wilkins on the text amendments because of a confusing backwards statement from Chairperson Mangels who asked for “any objections, or those in favor” before the vote. It appears he likely knew Mr. Wilkins was a no vote, so it appears he worded his request to not give an opportunity for a no vote, which left Mr. Wilkins just sitting there and not voting at all. I’ll be curious how that vote is recorded in the minutes, but despite that it was simply inappropriate to deny a commissioner a vote in that fashion.

Finally, I will repeat here my previous request of the P and Z Commission made in my submitted and spoken comments on 8/15/26 , that you either:

1) Deny the over-scale and regional traffic-generating MW application (over a million visitors a year, 95% by car, and 80% of those from out of town according to their own analysis) until the project is drastically reduced in scale and restored to what was originally promised, which was a quiet nature preserve with trails, outdoor classrooms, and waterfront access following the model of their recently approved and excellent North Forest phase, and which large public surveys of Norwalk residents in both our 2019 POCD and the 2017 Manresa Economic Study expressed a desire for. (Note: No one in any survey ever mentioned a desire for a free regional park at Manresa serving 18 million people within an hour’s drive of Norwalk, as Manresa was always intended to serve Norwalk residents only, contradicting the false claim made by MW in their Special Permit application that our POCD supports a regional use, which it clearly does not.)

Or, 2), Approve the application with two conditions:

a.) Removal of the power plant and stack, just as Bridgeport is currently doing with its eyesore power plant built on its harbor at the same time as Manresa, that will automatically scale back the project to reduce traffic to protect public health and safety and property values in surrounding neighborhoods (as P and Z is legally mandated to do in a special permit application in section 8:G.3.), and which would restore natural scenery to our harbor which are stated goals of both the Norwalk Harbor Management Plan and the state Coastal Area Management Act. It would also remove a major traffic generator, the 2,000 person event space in the former power plant with frequent weekly events creating excess noise and crushing regional traffic pulses throughout the city.

b.) Require that all out-of-town visitors pay a fee comparable to fees charged at Calf Pasture Beach, instead of free admission, which will effectively reduce regional traffic throughout the city, from East Norwalk to South Norwalk to Rowayton, which will all be affected by crippling traffic increases with the current over-scale plan. (Note their own analysis indicates a visitor penetration area of 18 million people within an hour’s drive of Norwalk, which they are offering free admission to for the new beach and swimming pool, yet all infrastructure improvements and extra services and first responders needed to handle these crowds and crippling regional traffic will be born by Norwalk taxpayers alone, which is unfair and makes no fiscal sense for Norwalk taxpayers.)

Thank you,
Mike Mushak, ASLA
50 Elmwood Ave
8/11/26

CITY OF NORWALK
PLANNING & ZONING COMMISSION MINUTES
August 5, 2026

PRESENT: Chapin Bryce, Chair; Louis Schulman; John Hubers; Harvey Jones; Tammy Langalis; Diana Lenkowsky; Galen Wells; Ana Tabachneck; Doug Hempstead; Jacquen Jordan-Byron (arrived after roll call)

ABSENT: Jaquell Wilson

STAFF: Steve Kleppin; Bryan Baker

OTHERS: Emily Weckman; Aleksandra Moch; Jim Schettino; Atty Eric Bernheim; Brian Carey; Atty Adam Blank; Jason Milligan; Marc Alan

I. CALL TO ORDER

Mr. Bryce called the meeting to order at 6:06 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 said that he would seat Ms. Tabachneck on the first application, Mr. Hempstead on the second application and then continue the rotation for the remainder of the meeting.

III. REVIEW AND ACTION ON APPLICATIONS

A. #2026-54 8-24 Referral and CSPR – Norwalk Redevelopment Agency – 20 Hendricks Avenue – Construct a boardwalk as a part of the Harbor Loop Trail - Report & recommended action

Emily Weckman, from Wesson Samson, began the presentation by orienting the commissioners as to the location of the property. Existing

boardswalks to the north and south to connect the NRVT. She showed them pictures of the existing boardwalk. She gave the progress of the project up until this point. She then shared the site plan as well as the proposed plan which included an elevated boardwalk. There would be changes to the outfalls.

**** MR. SCHULMAN MOVED: THEREFORE, BE IT RESOLVED** by the Norwalk Planning & Zoning Commission that application #2026-54 8-24 Referral and CSPR – Norwalk Redevelopment Agency – 20 Hendricks Avenue – Construct a boardwalk as a part of the Harbor Loop Trail be **APPROVED**.

BE IT FURTHER RESOLVED that the reasons for this action are to implement the following Plan of Conservation and Development goals, policies and actions:

1. To achieve the action to, "Maintain and enhance existing trails and footpaths...Invest in sidewalk repairs and consider adding new sidewalks or walking paths in consultation with residents. Prioritize completing the Harbor Loop Trail and the Norwalk River Valley Trail."
2. To achieve the goal that "Norwalk's infrastructure and public facilities are resource-efficient, well-maintained, cost-effective, sustainable and resilient," through the strategy to "continue to update, modernize, and maintain Norwalk's infrastructure and city's facilities."

BE IT FURTHER RESOLVED that notice of this action be forwarded to teh City Council.

Mr. Jones seconded.
Chapin Bryce; Louis Schulman; John Hubers; Harvey Jones; Tammy Langalis; Diana Lenkowsky; Galen Wells; Ana Tabachneck; Jacquen Jordan-Byron approved.
No one opposed.
No one abstained.

WHEREAS the Commission finds that the integrity of access is maintained with the Public Realm less than fifteen (15) feet in width as per section 4.3.3.H.3

**** MS. LANGALIS MOVED: BE IT RESOLVED** that application #2026-54 CSPR – Norwalk Redevelopment Agency – 20 Hendricks Avenue – Construct a

boardwalk as a part of the Harbor Loop Trail be **APPROVED** subject to the following conditions:

1. That the building and site be developed in accordance with the following plans:

a. Per engineered site plan set dated 5/20/2026 prepared by Weston & Sampson Engineers, Inc., Rocky Hill, 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. 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.

BE IT FURTHER RESOLVED that the effective date of this approval shall be August 14th, 2026.

You must obtain a zoning approval and a building permit prior to any work on the site.

Mr. Hubers seconded.
Chapin Bryce; Louis Schulman; John Hubers; Harvey Jones; Tammy Langalis; Diana Lenkowsky; Galen Wells; Ana Tabachneck; Jacquen Jordan-Byron approved.
No one opposed.
No one abstained.

B. #2026-53 CSPR – John & Patrice Malvisi – 3 Hilltop Road – Construct a new single-family residence within the Coastal Area Management boundary - Report & recommended action

Aleksandra Moch began the presentation for the applicant. She shared the plans for the applicant's residence and oriented the commission as to the location of the property on an aerial map. She showed them highlights of hte tidal wetland areas. She also showed them the FEMA flood map. She discussed the driveway which was outside the zoning setback. She discussed the proposed stormwater management system. She also discussed the mitigation measures for the construction site. She noted how the rainwater would be collected. She then introduced the other members of the project team.

There was a discussion about the driveway being a different surface which could absorb more of the rainwater.

Jim Schettino, the architect on the project, continued the presentation with a brief description of design. He showed them the plans. He noted they were approved by the Wilson Point Association.

**** MS. WELLS MOVED: BE IT RESOLVED** that application #2026-53 CSPR – John & Patrice Malvisi – 3 Hilltop Road – Construct a new single-family residence within the Coastal Area Management boundary be **APPROVED** subject to the following conditions:

1. That the building and site be developed in accordance with the following plans:

a. Per engineered site plan dated 5/19/2026 prepared by Fairfield County Engineering LLC, Norwalk, CT

b. Per architectural plans dated 4/20/2026 and revised 7/8/2026 prepared by James Schettino Architects, New Canaan, CT

c. Per improvement location survey dated 6/2/2026 prepared by Telep & Arcamone Land Surveyors LLC, Norwalk, 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. 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.

BE IT FURTHER RESOLVED that the effective date of this approval shall be August 14th, 2026.

You must obtain a zoning approval and a building permit prior to any work on the site.

Mr. Jones seconded.
Chapin Bryce; Louis Schulman; John Hubers; Harvey Jones; Tammy Langalis; Diana Lenkowsky; Galen Wells; Doug Hempstead; Jacquen Jordan-Byron approved.

No one opposed.
No one abstained.

C. #2025-49 SP - Indian Hill RE, LLC - 284 New Canaan Avenue (District 5, Block 46, Lot 76) - Request to modify conditions of approval of special permit to expand the area of the previously approved contractor's yard - Report & recommended action

Atty Eric Bernheim, the attorney for the applicant, began the presentation by explaining that this was a modification of a prior approval which included a concrete barrier with a timber wall on top, acting as an acoustical barrier. The modification would be for a 20 ft. timber wall. He then explained some changes to the timber wall, on a plan which he showed to the commissioners. He said that the applicant's acoustical engineer had reviewed the new wall before it was brought to the Planning & Zoning Department staff. The engineer said it would have the same acoustical benefits as the concrete wall. He also discussed some wing walls that the applicant could agree to in the draft resolution. He believed this was a minor modification and asked the commission to approve it.

There was a discussion about when this had been approved. Mr. Kleppin said that it was early 2026. There was a discussion as to why it took so long to get this work started. Atty Bernheim explained why. There was also a discussion as to whether the neighbors have been informed. Atty Bernheim said that he has worked with Mr. Kleppin to keep the neighbors informed. There was a question about how long the timber walls would last. There was also a discussion about the neighbors' concerns. Atty Bernheim also said that once the wall was put up, the rest would fall into place. There was a discussion about the planting plan.

Brian Carey continued the presentation, noting that they needed the wall to comply with the special permit. Atty Bernheim said they would like to be able to make the fall planting season. There was a discussion about why this timber wall was not discussed originally when the sound barrier was being discussed. There was also a discussion about repairing the wall as needed. There was also a discussion about changing the wall from concrete to wood. There was a discussion about additional conditions. There was a discussion about the height of the timber wall and whether the plantings would be done in the fall.

**** MS. LANGALIS MOVED: BE IT RESOLVED** that modification to application #2025 - 49 SP – Indian Hill RE, LLC – 284 New Canaan Avenue – Request to modify Special Permit #12-16 to locate the acoustic wall as proposed, be **APPROVED** subject to the following conditions:

1. That a row of evergreen trees be installed between the wooden acoustic wall and the regulated area, as approved by Conservation staff; and

2. The acoustic wing-walls be erected to a height approved by staff, as indicated in the AKRF email and depicted in the sketch above; and,

3. That the seven foot buffer space between the back of the bins and the wall shall not be used for any other purpose besides typical repair and maintenance of the wall; and,

4. That the wall shall be maintained in perpetuity and be repaired and replaced as necessary.

Mr. Hubers seconded.
Chapin Bryce; Louis Schulman; John Hubers; Harvey Jones; Tammy Langalis; Diana Lenkowsky; Galen Wells; Ana Tabachneck; Jacquen Jordan-Byron approved.
No one opposed.
No one abstained.

IV. PUBLIC HEARINGS

A. #2026-48 R – Wall Street Opportunity Fund LLC c/o Jason Milligan – Zoning regulation text amendment to Article 4 to allow for properties within the CD-4 zone that have received a site plan or special permit approval for Dwelling Units which include dormitory, extended stay hotel rooms, and/or multifamily dwellings to convert to any other type of Dwelling Units (dormitory, extended stay hotel rooms, and/or multifamily dwellings) - Public hearing, report & recommended action

Mr. Bryce opened the public hearing. Atty Adam Blank said that he would like to make one presentation for both applications. He began by orienting the commission as to the location of the property on an aerial map. He introduced the project team and noted that they had noticed the neighbors and provided

the proof to the staff. He then gave a brief history of the applications. He said that there had been a prior approval which would have been an extended stay hotel. He then explained the new plans and noted that there would not be many architectural changes on the exterior. There would also be changes on the interior. There would be townhouses facing the public realm. Now there would be a reduction of the number of dwelling units, but an increase in parking. He also discussed the number of affordable units which could use the Build for CT state program, if they had an approved plan. He said that there are letters of support in the file. He then showed them the proposed text change.

There was a discussion about why a text change was necessary for this application. There was a discussion about the change in the definition of dwelling units and parking regulations. The text amendment could have an effect on the coastal site plan. There was a discussion about retail being a part of the plan. There was also a discussion as to whether any of the space would become dormitory. There was a discussion about definitions of dwelling units, etc. Mr. Milligan said that they would build apartments. There was a discussion about whether this should be a text change or if this is spot zoning. Atty Blank was asked to provide a memo to the city's Law Department. Mr. Milligan said that there could be litigation if they went to the Law Department. He believed that he was being treated differently.

Atty Blank believed that this would have been treated as a minor change if it was another applicant and understood Mr. Milligan's frustration. Mr. Bryce noted that the concerns were for the land and the neighborhood. Mr. Kleppin explained the density and what the regulations had been when it was initially approved.

There was a discussion about whether the regulation change had an effect on this application. Mr. Kleppin noted that they were asking for twice the density with the apartments, but that they could still build the extended stay hotel. Mr. Milligan thought this was an incremental change. There was a discussion about the units being affordable for the residents of this neighborhood.

PUBLIC COMMENTS

Marc Alan, 128 Gillies Lane, said that he was on the Board of Directors for the Wall Street Neighborhood Association. He said that Mr. Milligan has

made many positive things happen for the Wall Street area. He thought the changes would be a win for his business, as well. He also thought it would be good for there to be more affordable housing for artists and musicians in the community. He spoke in support of the applications.

There were no other public comments in favor or against the application. Atty Blank spoke about public parking at the site which he said that some parking would be provided for the neighborhood. He said that there was an agreement with the city for this parking but there was no decision at this time to terminate it. Mr. Milligan said there would be 130 public parking spaces on this site, as well as public parking spaces elsewhere.

Mr. Baker said that there was not a prepared resolution for this application.

**** MR. HEMPSTEAD MOVED to have the Planning & Zoning Department staff draft a resolution on the text amendment, based upon what the applicant presented at this meeting, which will be ready at their next regularly scheduled meeting.**

Ms. Langalis seconded.
Chapin Bryce; Louis Schulman; Harvey Jones; Tammy Langalis; Diana Lenkowsky; Galen Wells; Doug Hempstead; Jacquen Jordan-Byron approved.
No one opposed.
No one abstained.

Mr. Bryce closed the public hearing.

D. #2026-52 CSPR - Wall Street Opportunity Fund LLC c/o Jason Milligan - 21 & 23 Isaacs Street - Coastal site plan review to construct a six-story, 207-unit multifamily dwelling on site that was previously approved for the construction of a six-story, 105-unit multifamily dwelling and 119-room extended stay hotel - Report & recommended action

Mr. Bryce said that he would like to hold the public hearing for the text amendment first, so this matter was moved to later in the meeting. After the public hearing for the text amendment, Mr. Bryce then continued with this application.

**** MR. JONES MOVED to continue application #2026-52 CSPR - Wall Street Opportunity Fund LLC c/o Jason Milligan - 21 & 23 Isaacs Street to the Planning & Zoning Commission meeting on August 19, 2026.**

Mr. Schulman seconded.
Chapin Bryce; Louis Schulman; Harvey Jones; Tammy Langalis; Diana Lenkowsky; Galen Wells; Ana Tabachneck; Jacquen Jordan-Byron approved.
No one opposed.
No one abstained.

V. ACCEPTANCE OF MINUTES

A. Regular Meeting: July 15, 2026; July 29, 2026

**** MR. SCHULMAN MOVED to approve the July 15, 2026 minutes.**
Ms. Langalis seconded.
Chapin Bryce; Louis Schulman; Harvey Jones; Tammy Langalis; Diana Lenkowsky; Galen Wells; Ana Tabachneck; Doug Hempstead approved.
No one opposed.
Jacquen Jordan-Byron abstained.

**** MS. LANGALIS MOVED to approve the July 29, 2026 minutes.**
Mr. Jones seconded.
Chapin Bryce; Louis Schulman; Harvey Jones; Tammy Langalis; Diana Lenkowsky; Galen Wells; Ana Tabachneck; Doug Hempstead approved.
No one opposed.
Jacquen Jordan-Byron abstained.

VI. COMMENTS OF DIRECTOR

DISCUSSION

Mr. Kleppin said that the ADU contest information went out to the design community. They would continue to promote it. The contest would end in early October.

Mr. Kleppin said that they had received comments back from the Connecticut Department of Energy and Environmental Protection (DEEP) for Manresa Wilds and were expecting additional comments from others.

VII. COMMENTS OF COMMISSIONERS

Mr. Schulman noted that he had received emails to his email and not to his city email account. A similar situation had happened to Ms. Tabachneck. There was a discussion as to which email account commissioners wanted to receive emails.

Ms. Tabachneck gave an update about the residential permit parking program. A first draft of a plan is ready to be presented on August 26, 2026 and receive feedback. It would have to be approved to go out for public comment. There would also be a website where the drafts would be posted.

VIII. ADJOURNMENT

Mr. Jones made a Motion to Adjourn.
Ms. Tabachneck seconded.
Chapin Bryce; Louis Schulman; John Hubers; Harvey Jones; Tammy Langalis; Diana Lenkowsky; Galen Wells; Ana Tabachneck; Doug Hempstead; Jacquen Jordan-Byron approved.
No one opposed.
No one abstained.

The meeting was adjourned at 8:13 pm.

Respectfully submitted,
Diana Palmentiero