

MANAGEMENT GUIDELINES AND WATER USE PLANS FOR THE INNER HARBOR*

Within the overall boundaries of Norwalk Harbor, the *Norwalk Harbor Management Plan* designates an Inner Harbor and Outer Harbor for harbor management purposes. The Inner Harbor Planning Area extends from the mouth of the Norwalk River between Manresa Island and Calf Pasture Point upstream to the head of navigation at Wall Street.

This chapter contains harbor management guidelines and water use plans for each of six “management units” within the Inner Harbor. These guidelines and plans add more specificity to the City’s harbor management goals, objectives, and policies set forth in chapters two and three of the Harbor Management Plan.

The six Inner Harbor management units are:

- 1) East Norwalk Basin;
- 2) Water Street — Veteran’s Park;
- 3) South Anchorage Basin;
- 4) Upper Harbor;
- 5) Fitch Point — Calf Pasture Point; and
- 6) Shorefront Park — Manresa Island.

The guidelines are numbered for reference purposes; not to denote priority. Management guidelines and water use plans for the Outer Harbor are contained in chapter five of the Harbor Management Plan.

* This chapter includes the 2009 amendments to the City of Norwalk’s Inner Harbor management guidelines as established in chapter four of the *Norwalk Harbor Management Plan* adopted by the Norwalk Common Council in 1990 and amended by the Council in 1993. (The Plan’s guidelines were not amended in the *Norwalk Harbor Management Plan 1997 Plan Addendum* adopted in 1998.) The 2009 additions to the previously adopted and amended guidelines are shown in **bold type**; the 2009 deletions are shown as “~~struck-out.~~”

INNER HARBOR PLANNING AREA

The Inner Harbor planning area as designated in the *Norwalk Harbor Management Plan* is the area of most concentrated water and waterfront activity in Norwalk Harbor. The Inner Harbor extends from the mouth of the Norwalk River to the “head of navigation” near the upstream extent of the Federal Navigation Project (FNP) at Wall Street. The Inner Harbor is defined in §69-2 of the Norwalk Code as consisting of “those waters northerly of a line extending south from the Coast Guard Auxiliary Station at Calf Pasture Point to the center of Round Beach, then southwest to light No. 10, then northerly to Keyser Point at the southwestern corner of Manresa Island, including all coves and embayments to the head of navigation at the Wall Street Bridge.” (See figure 4-1.)

The Inner Harbor supports many of Norwalk’s recreational boating facilities, including most of the commercial boatyards and marinas, the City’s public marina at East Norwalk, and the boat launching ramps and Norwalk Visitors’ Dock at the David S. Dunavan Boating Center. Also included are several private boating and yacht clubs, the land-based support facilities of all commercial port operations in Norwalk, and major waterfront parks such as Veteran’s Memorial Park and Oyster Shell Park.

In addition, the Inner Harbor waterfront is the most developed section of the City’s waterfront and currently most subject to forces for change and redevelopment. The Maritime Aquarium at Norwalk is located on the Inner Harbor waterfront which also contains the sites of the major City-supported waterfront development initiatives (such as the South Norwalk Revitalization Area, Reed-Putnam Urban Renewal Area, and Greater Wall Street Area) as well as elements of the Norwalk Heritage Park. Long-established residential neighborhoods are also found along sections of the Inner Harbor shoreline.

The Inner Harbor includes the Federal navigation channels serving the water-dependent facilities on the South Norwalk waterfront, along the Norwalk River upstream to the Wall Street area, and in the East Norwalk Basin. Also included are the Harbor’s two Federal anchorages (North and South anchorages). Other notable features include the City’s wastewater treatment plant and the I-95, Metro-North Railroad, and Stroffolino (Washington Street/Route 136) bridges over the Harbor.

The entire Inner Harbor is designated as a Restricted Speed Zone by §69-3 of the Norwalk Code. Accordingly, the speed of any power-propelled vessel is limited to six miles per hour with minimal wake.

For planning and management purposes, the Inner Harbor is divided into six “management units” for the establishment of water-use plans and/or management guidelines consistent with the City’s harbor management policies contained in chapter three of the Harbor Management Plan. The management units are: 1) East Norwalk Basin; 2) Water Street — Veteran’s Park; 3) South Anchorage Basin; 4) Upper Harbor; 5) Fitch Point — Calf Pasture Point; and 6) Shorefront Park — Manresa Island.

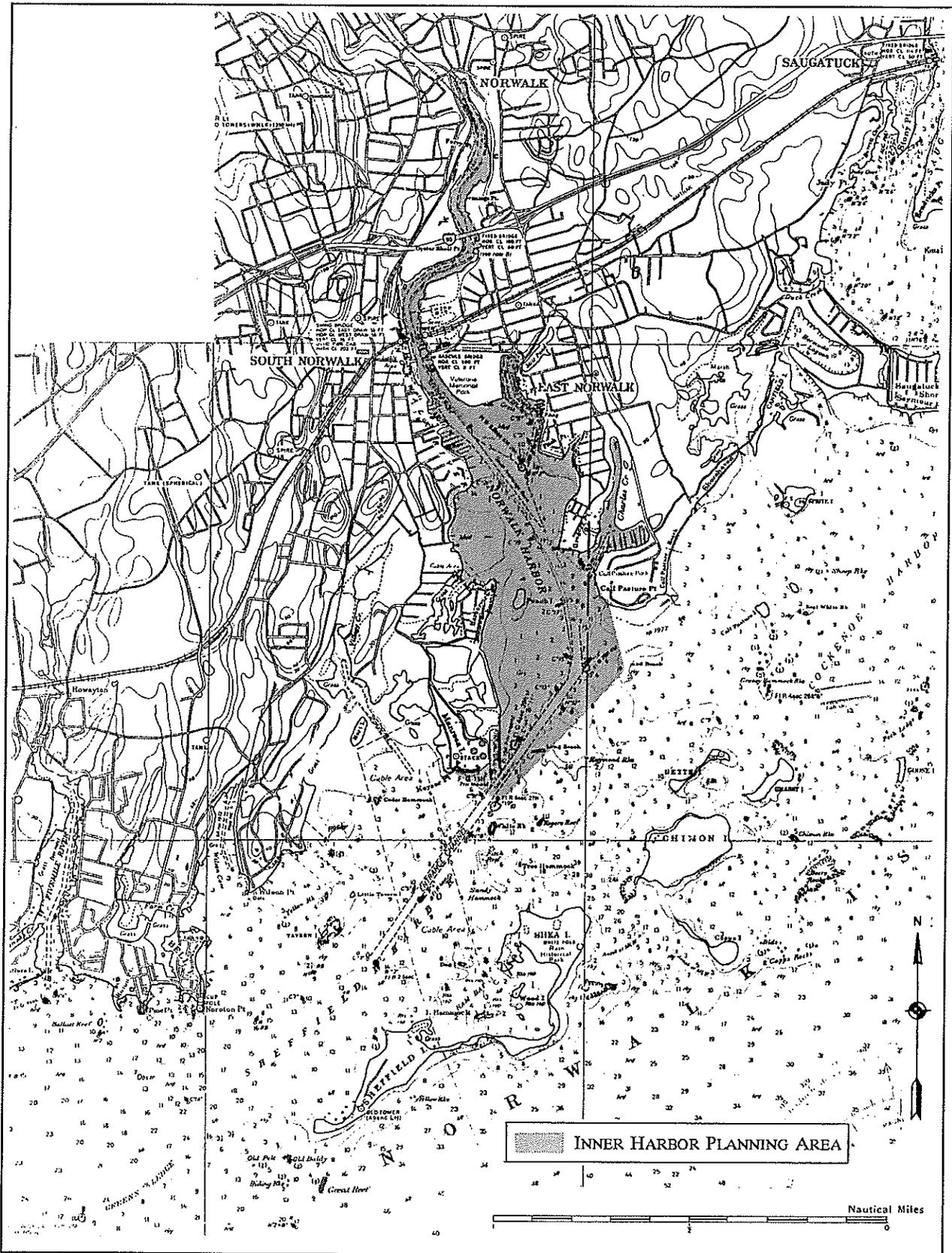


Figure 4-1: Inner Harbor Planning Area.

EAST NORWALK BASIN MANAGEMENT UNIT

The East Norwalk Basin Management Unit (see figure 4-2) includes the Federal East Norwalk Channel extending from the South Anchorage into the Basin, as well as the Federal anchorage known as the North Anchorage. Among the water-dependent uses in the East Norwalk Basin in 2008 are the City's Veteran's Park Marina which accommodates boats up to 18 feet in length, the marina facilities of two private clubs (Pastime Athletic Club and East Norwalk Boating and Yacht Club), two commercial marina facilities (Bloom Brothers Marina and Overton's), two ancillary marina facilities associated with waterfront condominiums (Vantage Point and Harborview), several commercial shellfishing docks including those of the Norm Bloom and Son Company, and the private docks of residential property owners along the west side of Fitch Point.

The Veteran's Park Marina docks are within the boundaries of the North Anchorage. The dock locations are duly permitted by the U.S. Army Corps of Engineers and their use is managed by the Norwalk Department of Recreation and Parks in accordance with the "open to all on equal terms" policy of the U.S. Army Corps of Engineers.

The authorized depth of the Federal channel is six feet at mean **lower** low water (**MLLW**); (~~MLW~~); its authorized width ranges from 100 to 125 feet. The authorized depth of the anchorage is six feet at **MLLW**. ~~MLW~~. In accordance with the *Norwalk Harbor Management Plan* and at the request of the City of Norwalk acting through the Harbor Management Commission, the dimensions of the East Norwalk channel and anchorage (authorized by the Federal River and Harbor Acts of 1919 and 1949) were modified through Federal legislation included in the 1996 Water Resources Development Act. That legislation also modified channel boundaries in the Norwalk River at the head of navigation. (See the later section on the Upper Harbor Management Unit.) The 1996 modification of the Federal Navigation Project in the East Norwalk Basin was necessary to provide for more efficient mooring and navigation and to correct certain encroachments into the FNP previously identified by the ~~USACE Corps of Engineers~~ and Harbor Management Commission.

All boat mooring locations, including locations in the North Anchorage, are managed by the Harbor Master in accordance with the Harbor Management Commission's adopted "Rules and Regulations for Mooring and Anchoring Vessels" and all applicable provisions concerning use of Federal navigation projects. The water-use plan for the East Norwalk Basin (see figure 4-4) provides mooring locations for 86 vessels in the North Anchorage.

Waterfront land-use in 2008 includes the above-noted recreational boating facilities and condominiums, the east shoreline of Veteran's Memorial Park adjacent to the public marina, and single family residential development on Fitch Point. The East Norwalk Mill Pond drains into the East Norwalk Basin through a culvert under Seaview Avenue and a tidegate in the vicinity of the East Norwalk Boat Club. The City's land-use categories for the waterfront, established in the Norwalk Plan of Conservation and Development, are "Park Improvement" (Veteran's Memorial Park), "Commercial" (Cove Avenue area), and "Medium Density Residential" (Fitch Point and a portion of the Cove Avenue area).



Figure 4-2: East Norwalk Basin and Water Street — Veteran's Park Management Units.

Current waterfront zoning is “AAA Residence” (Veteran’s Memorial Park); “C Residence” and “D Residence” (Seaview Avenue area); “Neighborhood Business” (Cove Avenue area); and “B Residence” and “C Residence” (Fitch Point). (See “Building Zone Map of the City of Norwalk” revised to June 25, 2004.)

The extensive intertidal flat located generally south of Veteran’s Memorial Park and west of the East Norwalk channel (“south intertidal flat” on figure 4-3) is a significant natural resource area within the Norwalk Harbor.

HARBOR MANAGEMENT GUIDELINES AND RECOMMENDATIONS

1. NAVIGATION PROJECT GUIDELINES AND RECOMMENDATIONS:

- 1(a) **Federal Project Maintenance:** The East Norwalk Federal channel and anchorage (North Anchorage) should be maintained according to Congressionally authorized dimensions and position as modified most recently by legislation included in the Federal Water Resources Development Act of 1996. Authorized depths are six feet at mean lower low water. Maintenance dredging of the channel and anchorage should be carried out by the U.S. Army Corps of Engineers in the most timely manner needed to provide safe navigation and the continued viability of water-dependent uses. When planning maintenance dredging operations, it should be recognized that the East Norwalk channel has historically experienced a more rapid rate of shoaling than the North Anchorage. As a result, when planning each maintenance dredging operation, consideration should be given to “advance maintenance dredging” of the channel to a depth of eight feet at MLLW. All moorings located within the North Anchorage, and all floating docks and pilings associated with the duly permitted City-owned facility known as the Veteran’s Park Marina, shall be removed from the anchorage as necessary to enable effective maintenance dredging of the anchorage.
- 1(b) **Navigation Fairways:** Navigation Appropriate fairways as **designated** shown on the East Norwalk Basin Water-Use Plan (see **figure 4-4**) should be **maintained** designated and **may be** marked with appropriate aids to navigation at the direction of the Harbor Master to ensure **free and safe and unrestricted** passage of vessels through the **North Anchorage**. ~~expanded anchorage area.~~
- 1(c) **“Open-to-All on Equal Terms”:** The East Norwalk Federal channel and anchorage will be managed by the Harbor Management Commission and Harbor Master for beneficial use by mooring permit holders and others in accordance with all applicable provisions concerning use of Federal navigation projects, including the USACE’s “open-to-all on equal terms” policy.

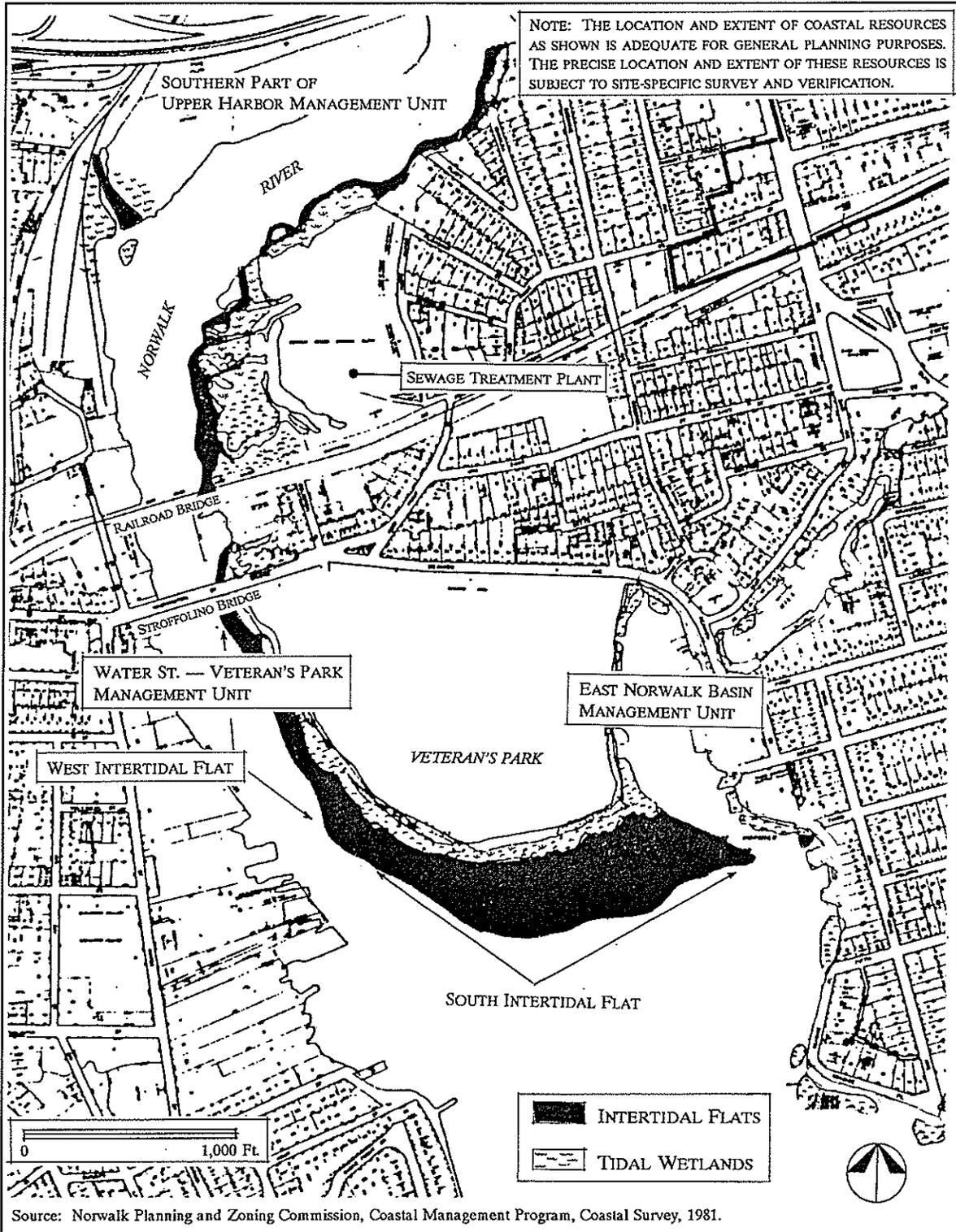


Figure 4-3: Intertidal Resources in the East Norwalk Basin — Veteran's Park Management Unit and the Southern Portion of the Upper Harbor Management Unit.

- 1(d) **“Set-Backs” from Channel and Anchorage Boundaries:** All public and private floats, docks, piers, and other in-water structures should be appropriately set back from the boundaries of the Federal East Norwalk Channel and North Anchorage. Set-back distances should be sufficient to ensure that in-water structures and any vessels attached to those structures do not interfere with safe and unrestricted passage of any vessel using the channel or anchorage. Appropriate set-back distances will be determined by the Harbor Management Commission in accordance with the set-back policies established in chapter three of the *Norwalk Harbor Management Plan*. In the absence of compelling reasons to the contrary, no in-water structure nor any vessel attached to that structure should be permitted to extend within 10 feet of the nearest channel or anchorage boundary.¹ Exceptions to this guideline include: the duly permitted structures of the City’s Veteran’s Park Marina extending into the North Anchorage; and duly permitted moorings in the North Anchorage. All moorings in the North Anchorage shall be set so as to provide a set-back distance of not less than 10 feet between the mooring (including any vessel attached to that mooring) and the nearest boundary of the East Norwalk Channel.
- 1(e) **Special Anchorage Evaluation:** The feasibility of obtaining “special anchorage area” designation for designating the expanded and redesigned North Anchorage as a “Special Anchorage Area” may should be evaluated by the Harbor Management Commission.
- 1(f) **Aids to Navigation:** Aids to navigation, including any buoys, beacons, signs, and other markers maintained by the U.S. Coast Guard, City of Norwalk, and marine facility operators, should be adequate for marking the East Norwalk channel and anchorage and any conditions affecting the ease and safety of navigation in the East Norwalk Basin. All regulatory and navigational markers shall be properly authorized in accordance with the requirements set forth in Regulations of Connecticut State Agencies (RCSA) Section 15-121-A5.
- ~~1. **Channel and Anchorage Designations.** The Federal channel and anchorage designations in the East Norwalk Basin should be modified to provide additional anchorage area without changing the overall scope of the Federal Navigation Project. These modifications should be accomplished by redesignating the northern portion of the existing channel (from the area near Second Street to the current northern end of the channel) as an anchorage area, thereby increasing the size of the North Anchorage while retaining the existing external boundaries of the Federal Project. (See Figure~~

¹ For the purpose of applying the Plan’s set-back policies, the Harbor Management Commission pursues set-back distances of three times the authorized depths of the Norwalk Harbor Federal Navigation Project. The Commission and USACE recognize, however, that due to the existence of previously authorized in-water structures nearby the navigation project in the East Norwalk Basin, it is not always possible to provide the desired set-back distance of three times the authorized depth of the project.

~~4-4.) Conversion of the northern channel segment to anchorage will allow for the safe placement of additional individual private moorings in the Basin. This modification is acceptable to the Corps of Engineers.~~

~~In addition to redesignating the northern portion of the existing Federal channel to anchorage, the width of a portion of the remaining Federal channel should be reduced to 100 feet by removing up to 25 feet from the west side of the channel in selected areas, and redesignating this area as anchorage. This modification will provide additional mooring space within the Basin west of the channel. An appropriate turning area should then be designated at the northern terminus of the redesignated, narrowed channel. (The channel was originally 75 feet wide in this area and was expanded to its current dimensions to accommodate commercial traffic in the 1930's. There is, however, no longer any commercial traffic in the East Norwalk Basin although oyster boats are docked here when not in use.)~~

~~The City should seek to have these redesignations authorized by the U.S. Army Corps of Engineers District Engineer rather than by Congressional action since the overall scope of the Federal Project would not be changed. Following redesignation of the Federal Project, the Corps of Engineers should continue to provide maintenance dredging of the expanded anchorage area.~~

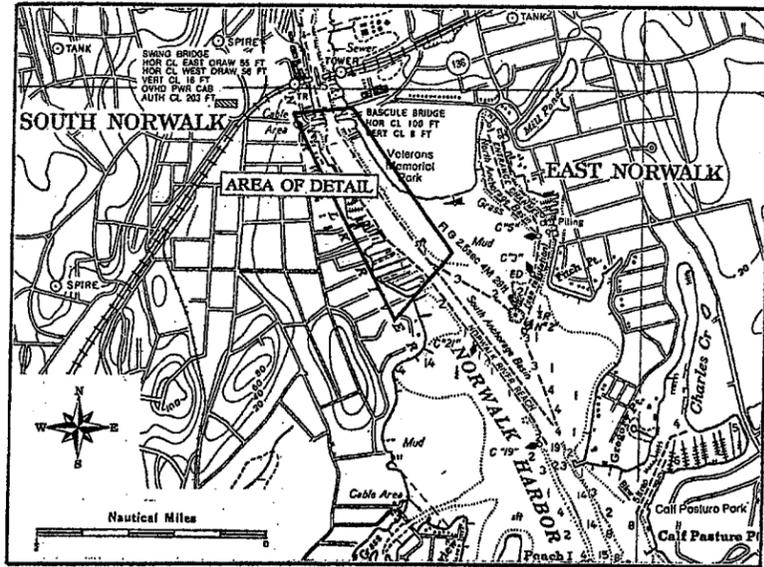
~~2. Elimination of Encroachments. All unauthorized structures or uses currently extending into the Federal Project (consisting of channel and anchorage) in the East Norwalk Basin should be eliminated. The following steps should be carried out in order to eliminate these encroachments:~~

~~a) Any existing commercial moorings in the Federal Navigation Project should be removed. The Corps of Engineers should enforce the removal of any commercial moorings in accordance with Federal requirements.~~

~~Only individual private moorings authorized by permit from the Harbormaster and placed in the designated anchorage area should be located in the East Norwalk Federal Project as modified in accordance with Guideline No. 1 above.~~

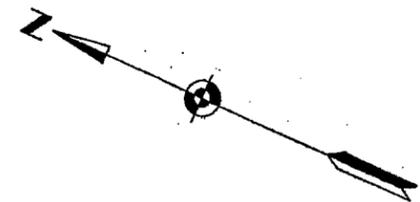
~~b) If it is determined, through ongoing discussions and litigation between the Corps of Engineers and those waterfront property owners alleged to maintain encroachments in the Federal Project, that the structures in question do not, in fact, extend into the navigation channel, the Harbor Management Commission should not consider modifying the overall dimensions or scope of the existing Federal Project.~~

~~c) If, as a result of ongoing discussions and litigation between the Corps of Engineers and waterfront property owners alleged to maintain encroachments in the Federal Project, it is determined that the structures in question do encroach into the Federal Project, then the Harbor Management Commission should initiate action to modify the overall dimensions or scope of the Federal Project to eliminate these encroachments, consistent with the following guidelines:~~



VETERAN'S MEMORIAL PARK
Encourage and support water related enhancements

East Norwalk Basin
(see figure 4-4)

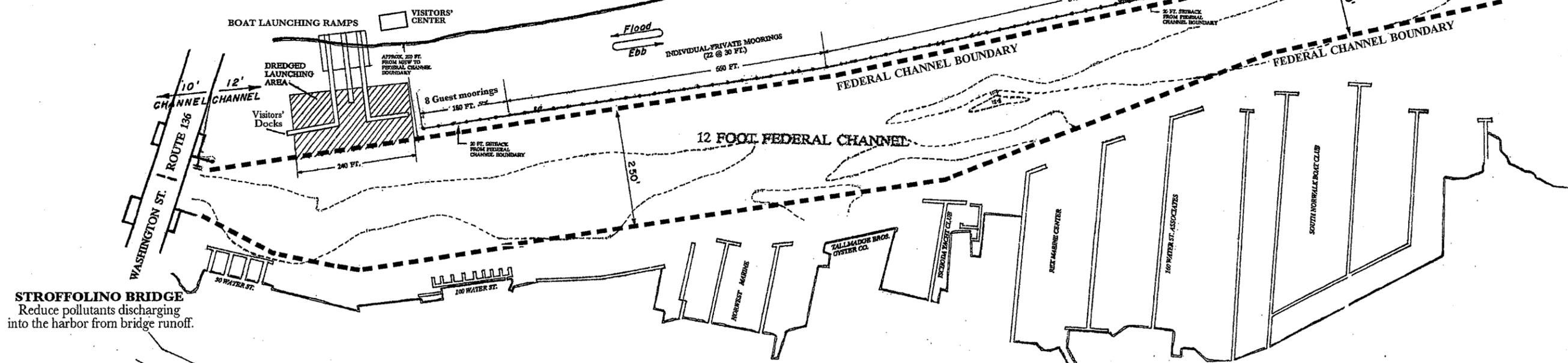


DAVID S. DUNAVAN BOATING CENTER
Manage, maintain, and enhance as the City's focal point and central facility for public boating activities.

MOORING SPACES PROVIDED	
Mooring Length	Number of Boats
30 Ft.	56*
	56 TOTAL

*Including 6 transient spaces.

SOUTH ANCHORAGE
(See figure 4-7)



STROFFOLINO BRIDGE
Reduce pollutants discharging into the harbor from bridge runoff.

WATER STREET MARINE COMMERCIAL AREA
Encourage and support continued operation and enhancement of water-dependant uses consistent with all other Harbor Management Plan provisions.

- NOTES:**
1. Position of channel boundaries as shown relative to the shoreline, in-water structures and the location of boat launching ramps is accurate for planning purposes but not for navigation, regulatory or engineering purposes.
 2. Federal channel dimensions and water depths are from Norwalk Harbor Condition Survey, July 1984, by the U.S. Army Corps of Engineers. Depths are in feet and tenths at Mean Low Water and represent general conditions found in April and May 1984. Shoreline features are from 1986 aerial photos (scale 1" = 1,000') and from recent development permit applications submitted to the Corps of Engineers. Current shoreline features may differ from those shown.
 3. All boats to be moored with fore and aft mooring tackle.
Mooring spaces shown may be adjusted as necessary by the Harbormaster to accommodate individual boats.

Figure 4-5: Water Street - Veteran's Park Water Use Plan

- ~~• Project modification should consist of reducing the width of the Federal channel by moving the eastern channel boundary, or portion thereof, an appropriate distance away from the eastern shoreline of the Basin. This distance should be sufficient to eliminate any encroachments into the Federal Project from the east side of the Basin while also providing reasonable expansion opportunities for current and future small boat marinas in the area.~~
- ~~• If the Federal Project is modified in this manner, compensation will be provided by 1) any existing violators whose current encroachments would be made conforming by Project modifications and 2) waterfront property owners not in violation but who would benefit from Project modification through opportunities for additional boating facility development below the High Tide Line.~~
- ~~• Any compensation required from waterfront property owners not in violation but who would benefit from Project modification through opportunities for facility expansion, should be required only at such time as application for expansion is approved by City, State, and Federal permitting agencies.~~
- ~~• The Harbor Management Commission should explore with the Corps of Engineers and waterfront property owners various options to compensate for modifying the Federal Project in the above-described manner. Compensation options to be evaluated may include contributing to the dredging of an area elsewhere in the East Norwalk Basin equal to that which might be removed from the east side of the Project. No compensatory dredging of this type, however, should be carried out in the intertidal flat area south of Veteran's Park. The Harbor Management Commission, in coordination with the Corps of Engineers, Connecticut DEP, other appropriate government agencies and concerned parties should, at such time as any efforts to modify the existing Federal Project in the East Norwalk Basin are initiated, undertake a study to identify any area(s) potentially suitable for compensatory dredging.~~
- ~~• As an alternative to compensatory dredging, or if compensatory dredging is judged to be infeasible, other compensation options should also be identified, evaluated and required. For example, opportunities for compensation in the form of contributions to anchorage area improvements, on land public access facilities, or direct contributions to the Harbor Management Fund (see Administration and Financing Policies and Chapter Six: Organization, Responsibilities and Procedures for Plan Implementation) should be evaluated.~~
- ~~• Any expansion of private waterfront facilities made possible by modifications of the existing Federal Project boundaries must be consistent with setback requirements established in the Harbor Management Plan. (See Navigation Policies.)~~

- ~~d) In coordination with Guideline No. 2(c) above, the Harbor Management Commission should evaluate, with assistance from its Congressional delegation, the requirements and implications of modifying the Federal Project through Congressional action.~~
- ~~e) Following completion of steps 2(c) and 2(d) above, the Harbor Management Commission should proceed with channel modification through Congressional action and/or action by the Corps of Engineers, as appropriate.~~

2. PUBLIC SAFETY GUIDELINES AND RECOMMENDATIONS:

- 2(a) **Restricted Speed Zone:** The requirements of the Inner Harbor restricted speed zone established by §69-3 of the Norwalk Code shall apply to the operation of all vessels in this harbor management unit.
- 2(b) **Mitigating Wave Impacts:** All appropriate measures, including placement of wave attenuation structures, may be considered to provide suitable protection for docked and moored vessels during storm conditions. Any proposed structural measures for mitigating the adverse impacts of waves and storm surge should be carefully planned to minimize any potential adverse impacts on navigation and coastal resources, including impacts on fisheries resources and longshore sediment transport patterns.
- 2(c) **Storm Preparedness:** Regulations for use of the Veteran's Park Marina (see 5(a) below) should specify emergency procedures for securing and protecting vessels during storm conditions.

3. BOAT MOORING GUIDELINES AND RECOMMENDATIONS:

- 3(a) **Mooring Grid Plan:** To ensure the most orderly and efficient distribution of moorings, and to **achieve optimum use** ~~maximize the availability of available~~ mooring space in the **North Anchorage, Basin**, a mooring grid **plan** as shown on the **East Norwalk Basin** Water-Use Plan should be **maintained**. ~~established~~. The Water-Use Plan as shown on figure 4-4 provides a total of **86** ~~122~~ mooring **locations**. ~~spaces~~. **The number and position of those** ~~Specific mooring locations shown in this plan~~ may be **adjusted** ~~altered~~ by the Harbor Master, **as necessary**, to suit particular vessel needs consistent with **all other applicable provisions** ~~the mooring location guidelines and the goals, objectives and policies of the *Norwalk Harbor Management Plan*.~~

~~By the first boating season following adoption of the Harbor Management Plan, all current moorings should be relocated to the nearest grid point as designated in the mooring plan and directed by the Harbormaster.~~

- 3(b) **Mooring Tackle and Buoy Standards:** All mooring buoys and ground tackle shall conform to the “Minimum Standards for Mooring Tackle” guidelines established adopted by the Harbor Management Commission and approved by the Norwalk Common Council. All buoys designating areas where boats may be anchored or moored shall comply with standards established in RCSA Section 15-121-A3. (See Appendix B.)
- 3(c) **Mooring Administration and Allocation:** Administration and allocation of all moorings in the East Norwalk Basin by the Harbor Master shall will be in accordance with all applicable provisions of the Harbor Management Plan, the Norwalk Code, the “Rules and Regulations for Mooring and Anchoring Vessels” adopted by the Harbor Management Commission and approved by the Norwalk Common Council, the USACE’s “open-to-all on equal terms” policy, and applicable sections of the Connecticut General Statutes. the administrative requirements contained in the Harbor Management Ordinance and in Part III of the Harbor Management Plan. Allocation of mooring locations will positions should be in accordance with requirements established in the Harbor Management Ordinance and should take into consideration the applicant’s vessel size, proximity of the applicant’s point of access to the North Anchorage, and the applicant’s mooring location preference to the extent possible.

4. WATERFRONT DEVELOPMENT GUIDELINES AND RECOMMENDATIONS:

- 4(a) **Water-Dependent Uses:** The continued operation and enhancement of existing water-dependent uses in the East Norwalk Basin should be encouraged and supported, consistent with all other provisions of the *Norwalk Harbor Management Plan*, Norwalk Plan of Conservation and Development, Norwalk Coastal Area Management Plan, and Norwalk Building Zone Regulations.

The authority and provisions of the Harbor Management Plan, Norwalk Plan of Conservation and Development, Norwalk Coastal Area Management Program, Norwalk Building Zone Regulations, and Connecticut Coastal Management Act New zoning and other regulations as well as appropriate special incentives should be applied considered to encourage and support the continued operation and enhancement continuation of existing water-dependent uses in the East Norwalk Basin and to encourage and support the development of appropriate new water-dependent uses. facilities. Future development that may affect water-dependent uses should not result in any significant reduction of currently available proposals to redevelop waterfront sites currently providing recreational boating services in the East Norwalk Basin. should provide for continued recreational boating services. The Planning and Zoning Commissions is encouraged to should continue to consider waterfront zoning revisions in the Cove Avenue area that would serve to implement the policies of the City’s Coastal Area Management Program.

- 4(b) **In-Water Structures:** The littoral rights of waterfront property owners for reasonable access to navigable water should be protected. Consistent with these rights, new or extended floats, docks, piers, and other in-water structures should not cause significant adverse impacts on natural resources, public access opportunities, visual quality, and traditional water uses. In all cases, alternatives to the construction of fixed structures to reach navigable water should be considered, including floating docks and individual-private moorings. Docks and piers should be of the minimal length necessary to reach navigable water. The appropriate extent to which in-water structures should extend seaward to reach navigable water will be evaluated by the Harbor Management Commission taking into consideration the littoral rights of waterfront property owners, existing Harbor conditions such as distance from shore to navigable water, public access requirements, the presence of coastal resources such as intertidal flats and shellfish beds, and other conditions. Construction of floats, docks, and piers by groups of littoral property owners for shared use should be encouraged to reduce potential adverse impacts on water uses and coastal resources. The construction of new or extended floats, docks, and piers should not infringe on the littoral rights of adjoining owners or interfere with navigation.

To reduce potential adverse impacts on navigation resulting from the construction of new or extended floats, docks, and piers, design guidelines established by the U.S. Army Corps of Engineers (and which have been adopted as guidelines by the Harbor Management Commission) for the placement of fixed and floating structures in navigable waters should be considered by the Harbor Management Commission in its review of proposed floats, docks, and piers. (See “Guidelines for the Placement of Fixed and Floating Structures in Navigable Waters of the United States Regulated by the New England District U.S. Army Corps of Engineers,” July 1996.) In the absence of compelling reasons to the contrary, including the need to protect valuable coastal resources, new or extended floats, docks, and piers should be consistent with the USACE’s guidelines.

- 3(c) **Bulkhead Maintenance, Repair, and Replacement:** It is recognized that the maintenance, repair, and replacement of existing bulkheads to support water-dependent uses in the East Norwalk Basin can result in the incremental and cumulative encroachment of those structures into the navigable waterway. As a result, all proposals for bulkhead maintenance, repair, and replacement in the East Norwalk Basin should be designed and reviewed to avoid waterward extension to the extent feasible, thereby avoiding adverse impacts on navigation.

5. PUBLIC ACCESS GUIDELINES AND RECOMMENDATIONS:

- 5(a) **Veteran’s Park Marina:** The City-owned facility known as the Veteran’s Park Marina should be utilized to its fullest potential as a water-dependent facility supporting safe and enjoyable recreational boating and public access to Norwalk

Harbor. Opportunities for increasing beneficial public use of this facility should be evaluated and pursued, including expansion Existing facilities provided at the Veteran's Park Marina should be expanded to: accommodate improved access to **the East Norwalk Basin and Norwalk Harbor; moorings in the North Anchorage and South Anchorage; and to provide additional on-land services for recreational boaters; and provide facilities for more and larger boats. The land and water areas immediately south and north of the marina should be reserved for public use.** The land and water area immediately south of the existing docks should be reserved for future facility **expansion to enhance opportunities for public access to the East Norwalk Basin and Norwalk Harbor, including** development to that will accommodate small boats and dinghies that can be used to obtain access to vessels moored in the East Norwalk Basin and South Anchorage. (See figure 4-4.) The land and water area immediately north of the **existing docks** City docks at Veteran's Park should be reserved for future development of **public water-dependent facilities. Consideration may be given to establishing a public landing facility for transient boaters and other facilities providing opportunities for increased public access to Norwalk Harbor.** a commercial launch service providing access to the publicly-owned Norwalk Islands, Sheffield Island Lighthouse and to Harbor moorings. (See figure 4-4.) Such a public landing and commercial launch service could be used by those arriving by boat to visit the Maritime Center and South Norwalk historic district.

The Veteran's Park Marina, including its facilities located with proper authorization within the bounds of the North Anchorage, will be managed and maintained in accordance with applicable provisions of the Norwalk City Code, regulations adopted by the Norwalk Common Council, and the U.S. Army Corps of Engineers' policies for use of Federal navigation projects, including the USACE's "open-to-all on equal terms" policy. No arbitrary distinction or requirement of any kind should be made when allocating use of the facility, including use of the facility by City residents and nonresidents; no arbitrary fees should be imposed nor should there be any arbitrary variation in fees among facility users.

- 5(b) **Access Through Boating Facilities:** Physical access to the waters of the East Norwalk Basin should be accommodated through the Veteran's Park Marina and through the private clubs and commercial boatyards/marinas in the area.
- 5(c) **Public Street Ends:** Public street ends in the Fitch Point and Cove Avenue areas should not be used as on-land access points for North Anchorage moorings. All public street ends in the Fitch Point and Cove Avenue areas providing opportunities for physical and visual access to Norwalk Harbor should be reserved for public use that is consistent with neighborhood character, parking and other space limitations, and all applicable provisions of the *Norwalk Harbor Management Plan*, Norwalk Code, and Norwalk Building Zone Regulations. There should be no obstructions adversely affecting beneficial public access to the Harbor through these street ends.

6. COASTAL RESOURCES AND WATER QUALITY GUIDELINES AND RECOMMENDATIONS:

- 6(a) **Intertidal Resources:** Consistent with City, State and Federal laws and regulations, the priority use for the intertidal resources found to the south of Veteran’s Park and west of the East Norwalk channel as shown on figure 4-3 is “preservation.” Limited **water-dependent** uses and structures may be appropriate if the resource impacts are minimal and no feasible alternatives exist.
- 6(b) **East Norwalk Mill Pond:** All feasible measures to reduce and avoid the introduction of nonpoint source pollution and excessive siltation into the East Norwalk Basin from the East Norwalk Mill Pond should be encouraged and supported. The culvert, tidegate, and any associated structures affecting tidal exchange between the East Norwalk Basin and Mill Pond should be maintained and operated in an appropriate manner to avoid or reduce any significant adverse impacts on water quality in the basin and pond.

WATER STREET — VETERAN’S MEMORIAL PARK MANAGEMENT UNIT

The Water Street — Veteran’s Memorial Park Management Unit (see figure 4-2) encompasses that portion of the Norwalk Harbor and waterfront extending from just south of the South Norwalk Boat Club northward to and including the Metro-North Commuter Railroad bridge over the Norwalk River. This management unit also includes the Stroffolino (Washington Street/Route 136) bridge, the Water Street Marine Commercial Area on the west side of the Harbor at South Norwalk, and the Norwalk Visitors’ Dock and public boat launching ramps at the David S. Dunavan Boating Center at Veteran’s Memorial Park. The area of the Visitors’ Dock and boat launching ramps is the City’s focal point and central facility for public boating and boating-related tourism activities on the Norwalk waterfront.

Adjoining the waterfront is the South Norwalk Historic District along Washington Street and a portion of the Maritime Aquarium at Norwalk—southwestern Connecticut’s principal tourist attraction.

The Marine Commercial Area supports the most concentrated area of water-dependent facilities in Norwalk Harbor. Included in this area in 2008 are private boating clubs (South Norwalk Boat Club and Ischoda Yacht Club); commercial boatyard and marina facilities (Norwest Marine, Rex Marine, Total Marine, and American Yacht Services); the largest commercial shellfishing operation in the City (Tallmadge Brothers Oyster Company); the SoNo Seafood Restaurant with docking facilities for commercial fishermen and restaurant patrons; the docking facilities of the Norwalk Police Department’s Marine Division; and nonwater-dependent uses, including retail and office development. The shoreline has been intensively developed and reinforced with bulkheads, some of which have visibly deteriorated.

On the west side of the Norwalk River, the waterfront between the Stroffolino and railroad bridges includes SoNo Wharf Park and the IMAX theater of the Maritime Aquarium at Norwalk. The Maritime Aquarium's Hope Dock with berthing space for the research vessel *Oceanic* are located here; so too is the Norwalk Seaport Association's dock from which excursion boat trips to the Sheffield Island Lighthouse Park are operated.

Constitution Park and the commercial marina facility SoNo Wharf occupy the waterfront between the bridges on the east side of the River.

The Federal channel (known as the South Norwalk channel) in this management unit is 150 to 200 feet wide with an authorized depth of 12 feet **at mean lower low water**. The channel is used by all types of vessels, such as recreational boats (including visiting boats that tie up at the Visitors' Dock and rowing shells), commercial shellfishing vessels, excursion and research boats, and tugs and barges carrying fuel oil and construction materials to terminals in the Upper Harbor Management Unit. A number of boat mooring locations have been established by the Harbor Master parallel to and east of the Federal channel, including locations used by recreational boaters and some locations used by commercial marinas for nonrental, service purposes. In addition, guest moorings available for short-term use by visiting boaters are provided by the City near the Visitors' Dock. All mooring locations are managed by the Harbor Master in accordance with the Harbor Management Commission's adopted "Rules and Regulations for Mooring and Anchoring Vessels."

The City's land-use categories for the waterfront, established in the Norwalk Plan of Conservation and Development, are "CBD Design District" (Maritime Aquarium area), "Marine Commercial" (Water Street area from the Stroffolino Bridge to and including the South Norwalk Boat Club), "Park Improvement" (Veteran's Memorial Park and Constitution Park), and "Commercial" (SoNo Wharf marina area). The "Marine Commercial" category, established through the City's Municipal Coastal Program, is intended to protect and maintain water-dependent uses such as boatyards, marinas, port facilities, and commercial fishing facilities.

Current waterfront zoning is "AAA Residence" (Veteran's Memorial Park and Constitution Park), "Industrial No. 1" (SoNo Wharf marina area), "Washington Street Design District" (Maritime Aquarium and South Norwalk Historic District areas), and "Marine Commercial" (Water Street from Haviland Street to and including the South Norwalk Boat Club). (See "Building Zone Map of the City of Norwalk" revised to June 25, 2004.)

The intertidal flat along the western boundary of Veteran's Memorial Park ("west intertidal flat" on figure 4-3) is a significant natural resource area within Norwalk Harbor.

HARBOR MANAGEMENT GUIDELINES AND RECOMMENDATIONS

1. Navigation Project Guidelines and Recommendations:

- 1(a) **Federal Project Maintenance:** The existing **Congressionally** authorized width of **up to 250 feet**, depth of **12 feet at MLLW (except in the area between the Stroffolino and railroad bridges where the authorized depth is ten feet)**, and **position** ~~location~~ of the **South Norwalk Federal channel in this management unit** should be maintained to meet the navigation requirements of commercial and recreational vessels. Maintenance dredging of the channel should be carried out by the U.S. Army Corps of Engineers in the most timely manner **needed to provide safe navigation, ensure the continued viability of water-dependent uses, and maintain the economic advantages of waterborne transportation.** ~~possible.~~
- 1(b) **“Set-Backs” from Channel Boundaries:** All public and private floats, docks, piers, and other in-water structures, including moorings, should be appropriately set back from the outer boundaries of the Federal channel. Set-back distances should be sufficient to ensure that the in-water structures and any vessels tied or docked at those structures do not interfere with the safe and unrestricted passage of any vessel using the channel. Appropriate set-back distances will be determined by the Harbor Management Commission in accordance with the set-back policies established in chapter three of the *Norwalk Harbor Management Plan*.
- 1(c) **Aids to Navigation:** Aids to navigation, including any buoys, beacons, signs, and other markers maintained by the U.S. Coast Guard, City of Norwalk, and marine facility operators, should be adequate for marking the Federal channel and any conditions affecting the ease and safety of navigation in the channel. All regulatory and navigational markers shall be properly authorized in accordance with the requirements set forth in RCSA Section 15-121-A5.
- 1(d) **Drawbridge Operations:** ~~Current~~ Procedures and practices for opening the Stroffolino (**Washington Street/Route 136**) and Metro North Commuter Railroad bridges should be monitored closely by the Harbor Management Commission and the Harbor Master to ensure that bridge openings occur in the most efficient manner and do not unreasonably interfere with vehicle traffic ~~or and~~ cause navigation-related problems. ~~(See Navigation Policies.)~~

At such time as future on-demand openings of the Stroffolino Bridge may unreasonably interfere with roadway traffic, the Connecticut Department of Transportation should **be notified and may be requested to give consideration to** ~~restricting~~ bridge openings to **appropriate hourly** ~~and half-hourly~~ intervals.

The Harbor Management Commission **may consider, as necessary, any** should evaluate the need for mooring “dolphins” in the bridge area for use by barges and other commercial vessels waiting for bridge openings. ~~to take place.~~

1(e) **Height Gauges:** Height gauges should be clearly visible on **the upstream and downstream** each sides of the Stroffolino and Metro North bridges.

~~2. **Elimination of Encroachments:** Existing encroachments consisting of unauthorized fill and structures below the High Tide Line but not within the Federal Navigation Project should be addressed through State and Federal permitting procedures followed by the offending parties.~~

~~Existing mooring encroachments in the Federal Navigation Project should be eliminated. The Corps of Engineers should enforce the removal of the existing unauthorized commercial moorings in accordance with current Federal requirements. Any individual private moorings found to encroach into the Federal Project should be removed at the direction of the Harbormaster prior to the first boating season following adoption of the Harbor Management Plan.~~

~~Elimination of mooring encroachments should not be accomplished by reducing the currently authorized channel width. The current width is needed to safely accommodate both recreational and commercial traffic. (Commercial vessels often must wait in the channel here for the draw bridges to open, and vessels delivering petroleum products to the PEPSCO facilities turn below the bridges before docking.) Reduced channel width in this area would increase the potential for conflicts between commercial vessels and moored pleasure craft, and raise important liability issues should a commercial vessel collide with a moored boat. Similarly, reauthorization of a portion of the Federal channel to create a new anchorage on the eastern side of the current channel to provide more space for individual private moorings should not be pursued because of navigation-related safety concerns.~~

2. PUBLIC SAFETY GUIDELINES AND RECOMMENDATIONS:

2(a) **Restricted Speed Zone:** The requirements of the Inner Harbor restricted speed zone established by §69-3 of the Norwalk Code shall apply to the operation of all vessels in this harbor management unit.

2(b) **Maintenance of In-water Structures:** Docks, floats, bulkheads, and other in-water structures, including in-water structures associated with the Water Street Marine Commercial Area, should be maintained in a manner that contributes to continued safe and beneficial use of the Harbor, and in a manner that does not detract from the beneficial character and quality of life associated with the Harbor nor from the utility of the affected properties for water-dependent uses.

All in-water structures shall be maintained in accordance with any maintenance conditions specified in State and/or Federal permits for those structures.

- 2(c) **Rowing:** All activities and events involving rowing shells should be planned and undertaken in a manner to reduce or avoid potential conflicts with other vessels and Harbor uses and negative impacts affecting general navigation and other Harbor uses.

3. BOAT MOORING GUIDELINES AND RECOMMENDATIONS:

- 3(a) **Mooring Plan:** It is recognized that ~~There is not~~ adequate space **is not** available to the east of the **South Norwalk Federal** ~~existing~~ channel to maintain two “strings” of moorings without dredging greater **navigable** depths offshore of Veteran’s Park. To ensure the most orderly and efficient distribution of moorings, and to **achieve optimum use** ~~maximize the availability of~~ **available** mooring space to the east of the Federal channel, the placement of moorings should be guided by the **Water Street — Veteran’s Park Water Use Plan** ~~as a mooring location plan~~ shown on figure 4-5. ~~This plan provides for 50 individual private mooring spaces, as well as six mooring spaces for transient boaters near the Veteran’s Park launching area.~~ **The number and position of** ~~Specific~~ mooring locations shown ~~on this plan~~ may be **adjusted** altered by the Harbor Master as necessary to suit particular vessel needs consistent with **all other applicable provisions** ~~the mooring location guidelines and the goals, objectives, and policies of the Norwalk Harbor Management Plan.~~ Placement of all moorings in this area must be consistent with **the set-back policies** ~~requirements~~ established in **chapter three of the Norwalk Harbor Management Plan.** (See Navigation Policies.)
- 3(b) **Mooring Tackle and Buoy Standards:** All mooring buoys and ground tackle **will** should conform to the **“Minimum Standards for Mooring Tackle”** ~~guidelines established in the Harbor Management Ordinance~~ **adopted by the Harbor Management Commission and approved by the Norwalk Common Council.** To ensure **uniformity and avoid confusion among boaters, all buoys designating areas where boats may be anchored or moored shall comply with standards established in RCSA Section 15-121-A3.**
- 3(c) **Mooring Administration and Allocation:** Administration **and allocation** of all individual-private **and commercial** moorings outside of the Federal channel west of Veteran’s Park by the Harbor Master will be in accordance with **all applicable provisions of the Norwalk Harbor Management Plan, the Norwalk Code, the “Rules and Regulations for Mooring and Anchoring Vessels” adopted by the Harbor Management Commission and approved by the Norwalk Common Council, and applicable sections of the Connecticut General Statutes.** ~~the administrative guidelines contained in the Draft Harbor Management Ordinance (see Appendix A) and in Part III of the Plan.~~

4. WATERFRONT DEVELOPMENT GUIDELINES AND RECOMMENDATIONS:

- 4(a) **Water Street Marine Commercial Area:** The continued beneficial operation of the water-dependent facilities in the Water Street Marine Commercial Area should be encouraged and supported, consistent with all other provisions of the *Norwalk Harbor Management Plan*, *Norwalk Plan of Conservation and Development*, *Norwalk Coastal Area Management Program*, and *Norwalk Building Zone Regulations*.

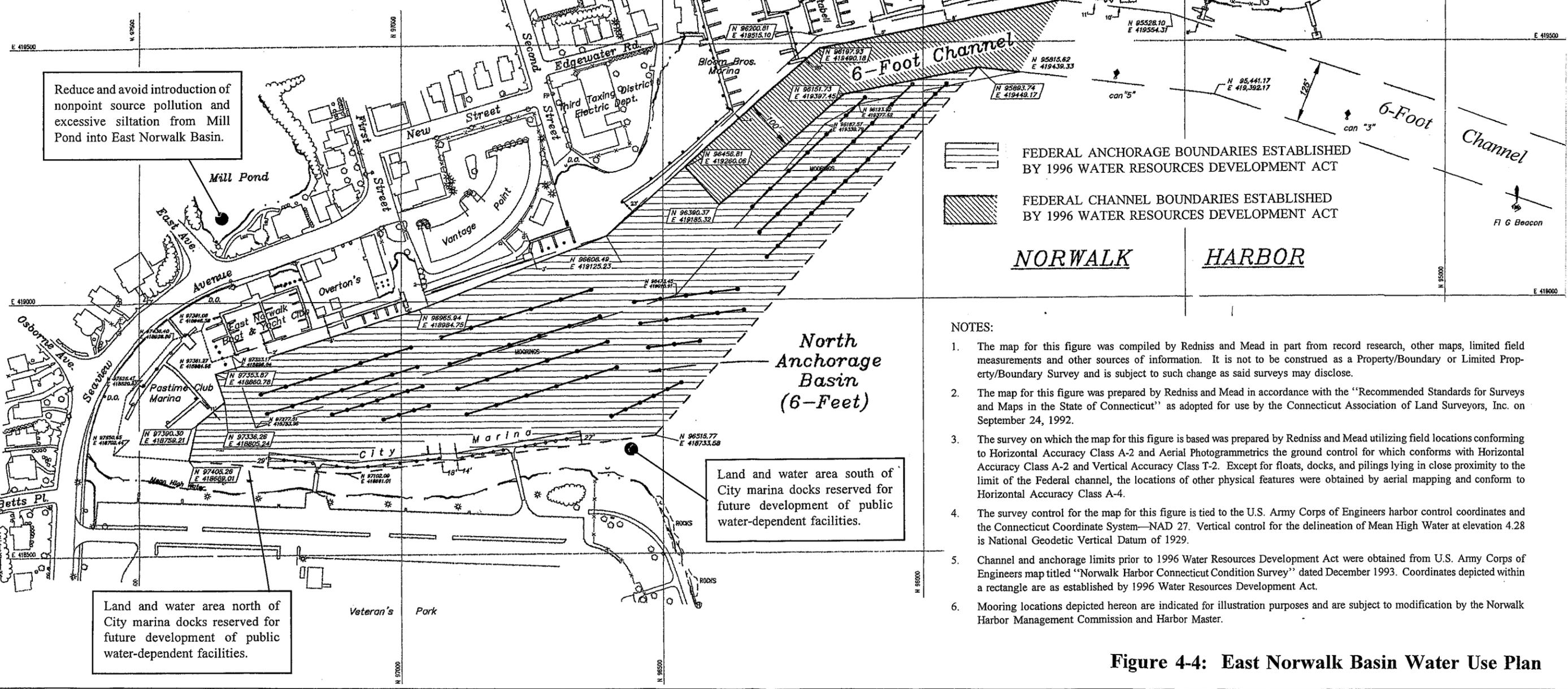
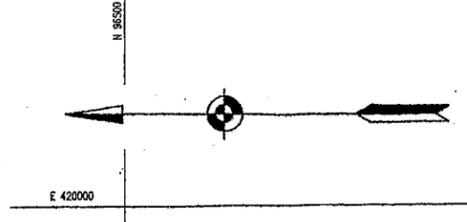
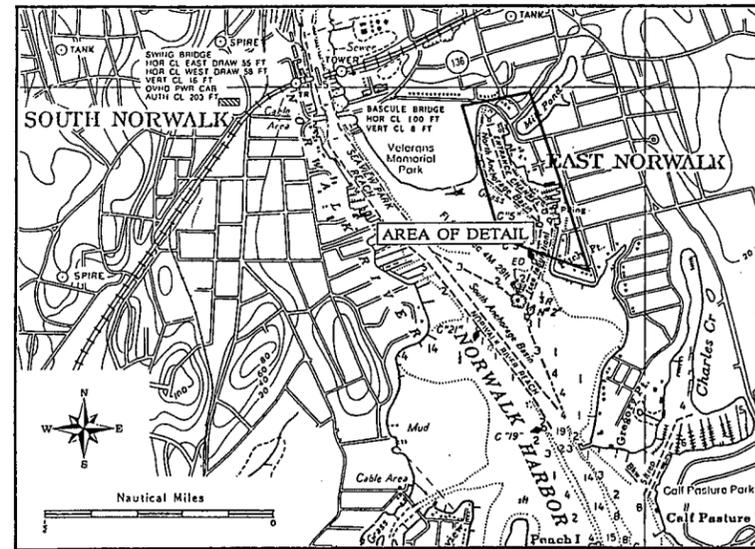
The authority and provisions of the Harbor Management Plan, *Norwalk Plan of Conservation and Development*, *Norwalk Coastal Area Management Plan*, *Norwalk Building Zone Regulations*, and the *Connecticut Coastal Management Act* as well as appropriate special incentives should be applied to encourage and support the continued operation and enhancement of existing water-dependent uses in the Water Street Marine Commercial Area and to encourage and support the development of appropriate new water-dependent uses.

Future waterfront development proposals for the Water Street Marine Commercial Area should provide for the retention of recreational boating services and facilities, the encouragement of new water-dependent use opportunities and, where appropriate, provide for well-designed and coordinated public access facilities for access to the Harbor pursuant to the City's Marine Commercial Zoning District.

- 4(b) **Bulkhead Repair and Maintenance:** It is recognized that redevelopment of waterfront properties provides opportunities for repair or replacement of bulkheads and other in-water structures associated with those properties. Necessary repair or replacement of bulkheads and other in-water structures on individual properties should be a condition for approval of proposed waterfront redevelopment projects affecting those properties.
- 4(c) **Pedestrian Facilities:** Well-designed and beneficial facilities for improved pedestrian access should be provided to link existing and any future public boating facilities on the waterfront along Water Street and Veteran's Park with the South Norwalk historic and commercial district, the Maritime Aquarium at Norwalk, and other waterfront attractions including elements of the Norwalk Heritage Park. ~~Washington Street commercial area and the Maritime Center in South Norwalk.~~
- 4(d) **Commercial Fishing Facilities:** The Harbor Management Commission may should evaluate and pursue, as feasible, ~~the feasibility of incorporating~~ the provision of docking space for commercial fishermen, as well as service, access, and related storage facilities for commercial fishing operations, in suitable waterfront locations. ~~into any future plans for public marina development on the western side of Veteran's Park.~~

ACKNOWLEDGMENT:

The map for this figure was prepared April 3, 1995 by Redniss and Mead, Inc., Stamford, Connecticut, for the Norwalk Harbor Management Commission and is filed in the Land Records of the City of Norwalk. The map was prepared for the purpose of realigning the boundaries of the Federal Navigation Project through legislation included in the Federal Water Resources Development Act of 1996. The notes and legend have been modified by the Harbor Management Commission for inclusion in the Harbor Management Plan. The map is herein used in the Harbor Management Plan with permission from Redniss and Mead; it may not be used for any other than its intended purpose without permission from Redniss and Mead.



Reduce and avoid introduction of nonpoint source pollution and excessive siltation from Mill Pond into East Norwalk Basin.

Land and water area north of City marina docks reserved for future development of public water-dependent facilities.

Land and water area south of City marina docks reserved for future development of public water-dependent facilities.

- FEDERAL ANCHORAGE BOUNDARIES ESTABLISHED BY 1996 WATER RESOURCES DEVELOPMENT ACT
- FEDERAL CHANNEL BOUNDARIES ESTABLISHED BY 1996 WATER RESOURCES DEVELOPMENT ACT

NORWALK HARBOR

NOTES:

1. The map for this figure was compiled by Redniss and Mead in part from record research, other maps, limited field measurements and other sources of information. It is not to be construed as a Property/Boundary or Limited Property/Boundary Survey and is subject to such change as said surveys may disclose.
2. The map for this figure was prepared by Redniss and Mead in accordance with the "Recommended Standards for Surveys and Maps in the State of Connecticut" as adopted for use by the Connecticut Association of Land Surveyors, Inc. on September 24, 1992.
3. The survey on which the map for this figure is based was prepared by Redniss and Mead utilizing field locations conforming to Horizontal Accuracy Class A-2 and Aerial Photogrammetry the ground control for which conforms with Horizontal Accuracy Class A-2 and Vertical Accuracy Class T-2. Except for floats, docks, and pilings lying in close proximity to the limit of the Federal channel, the locations of other physical features were obtained by aerial mapping and conform to Horizontal Accuracy Class A-4.
4. The survey control for the map for this figure is tied to the U.S. Army Corps of Engineers harbor control coordinates and the Connecticut Coordinate System—NAD 27. Vertical control for the delineation of Mean High Water at elevation 4.28 is National Geodetic Vertical Datum of 1929.
5. Channel and anchorage limits prior to 1996 Water Resources Development Act were obtained from U.S. Army Corps of Engineers map titled "Norwalk Harbor Connecticut Condition Survey" dated December 1993. Coordinates depicted within a rectangle are as established by 1996 Water Resources Development Act.
6. Mooring locations depicted hereon are indicated for illustration purposes and are subject to modification by the Norwalk Harbor Management Commission and Harbor Master.

Figure 4-4: East Norwalk Basin Water Use Plan

5. PUBLIC ACCESS GUIDELINES AND RECOMMENDATIONS:

- 5(a) **David S. Dunavan Boating Center:** The David S. Dunavan Boating Center including the Norwalk Visitors' Dock and boat launching area should be managed and maintained as the City's focal point and central facility for public boating activities on the Norwalk waterfront, providing opportunities for safe and enjoyable public access to the Norwalk Harbor, a public landing for visiting boaters, and docking facilities available for special waterfront events. Water access facilities to be maintained for public use and enjoyment include the public boat launching ramps and floats, the Visitors' Dock for use by transient boaters, parking areas for cars and boat trailers, Boating Center facilities providing assistance and information to resident and visiting boaters, and the vessel waste pump-out facility.

Continued development and enhancement of public facilities at the Boating Center should be encouraged and supported, including but not limited to: design and construction of an attractive and functional building to support services for visitors; and landscaping and other site beautification measures. The Harbor Management Commission may evaluate the feasibility of facility enhancement to support the off-loading of commercial fishing vessels.

The need for regular, nonfederal maintenance dredging to provide for continued optimum use of the Visitors' Dock and boat launching ramps is recognized. Maintenance dredging of the Visitors' Dock and launching ramp areas by the City of Norwalk should be to the depths needed to support optimum facility use and should be conducted in the most timely manner in accordance with all applicable State and Federal laws and regulations.

The level of facility maintenance and City resources allocated for facility maintenance should be commensurate with the status of the Boating Center as the City's focal point and central facility for public boating activities.

Development, enhancement, and maintenance of well-designed and attractive pedestrian facilities to link the Boating Center with the South Norwalk historic and commercial district, the Maritime Aquarium at Norwalk, and other waterfront attractions including elements of the Norwalk Heritage Park should be encouraged and supported.

The Boating Center will be managed and maintained in accordance with applicable provisions of the *Norwalk Harbor Management Plan*, Norwalk City Code, and regulations adopted by the Norwalk Common Council. The Harbor Management Commission and Harbor Master will provide advisory assistance to the City's Recreation and Parks Department for facility operation and enhancement and provide for necessary coordination with applicable State and Federal agencies.

5(b) Access Through Boating Facilities: Physical access to the Harbor from the Water Street — Veteran's Park area, including access to any individual-private moorings located adjacent to the South Norwalk channel and in the South Anchorage, should be accommodated through the **Visitor's Dock and launching ramp area**, ~~public boating facilities on the western edge of Veteran's Park~~, and through facilities provided by the private clubs and commercial boatyards and marinas **on the west side of the Harbor.** ~~in the area.~~

5(c) Enhancement of Veteran's Park: ~~Enhancement of The Recreation, Parks and Building Maintenance Department should evaluate various options for enhancing the water-related orientation of Veteran's Park~~ **should be encouraged and supported.** **Among the improvements that may be considered is including the construction of a public fishing pier.** ~~to complement the City's one existing fishing pier at Calf Pasture Park.~~

~~The waterfront orientation of Veteran's Park should be enhanced by the addition of transient docks on the west side of the Park near the boat launching ramps. These transient docks should be available for the use of visitors to the Maritime Center and the South Norwalk Historic District.~~

~~5. Public Boating Facilities / Transient Facilities. In 1987, a public marina (the Harbor Center Marina proposal) was proposed for development on the west side of Veteran's Park to provide slips, dock space and other recreational boating facilities and services. This proposal, however, has not been implemented. A marina in this location should only be constructed if such a facility can be developed in a manner consistent with the capabilities of coastal resources in this area to support such new development. Future marina proposals for this area must be consistent with the policies of the Harbor Management Plan and State and Federal regulations for the protection of natural resources. Design and review of any future marina proposals for this area should carefully balance the public benefits to be provided through the provision of increased recreational boating facilities with the potential costs associated with any unavoidable environmental impacts associated with the project. (See Guideline No. 9 below.) In any future marina proposal, first priority for new boat slips should be offered to Norwalk residents, and transient docking and other facilities should be provided for visitors from other communities who may choose to travel to Norwalk by boat and visit the Maritime Center and South Norwalk Historic District.~~

6. COASTAL RESOURCES AND WATER QUALITY GUIDELINES AND RECOMMENDATIONS:

6(a) Stormwater Management: The use of suitable structural and/or nonstructural best management practices (BMPs) and appropriate stormwater treatment systems and technology should be employed to manage, reduce, or otherwise control stormwater runoff into the Harbor from Veteran's Park and the South Norwalk Area, including the Water Street Marine Commercial Area. Among the

available techniques to consider are pollution prevention; minimization of impervious surfaces; on-site retention of a portion of the runoff; treatment of nonretained runoff to remove contaminants such as oil, grease, suspended solids, and floatable debris; and regularly scheduled catch basin cleaning.

Should Veteran's Park be used for disposal of snow removed from public streets and parking areas, appropriate measures must be employed to ensure that no significant pollution or sedimentation will enter the Norwalk Harbor through runoff from melting snow.

~~City efforts to improve water quality in the Inner Harbor should include measures to eliminate pollutant discharges from existing and future waterfront facilities and vessels in the Water Street and Veteran's Park areas. The design and review of all waterfront redevelopment in these areas should take into consideration cumulative impacts on Harbor resources and the capacity of Harbor resources to accommodate increased development.~~

- 6(b) **Veteran's Park Intertidal Resources:** Any future plans for enhancement of existing public facilities providing access to the Harbor from Veteran's Park should be carefully planned to avoid any significant adverse impacts on intertidal resources along the shoreline of the Park. ~~The ecological values provided by the mudflat west of Veteran's Park (see Figure 4-3) should be carefully evaluated, along with the potential impacts on these values that would result from the development of specific plans for new and/or expanded recreational boating facilities on the west side of the Park. This evaluation should take place and currently conflicting public opinions regarding these values should be considered prior to any decision to approve or deny plans for new and/or expanded boating facility development in this area.~~
- 6(c) **Harbor Bridges:** All feasible efforts by the State of Connecticut and Metro North Railroad Company to reduce the amount of pollutants discharging into the Harbor from the Stroffolino and railroad bridges should be encouraged and supported. Any work to maintain or repair these bridges should be carefully planned and monitored to reduce or avoid any potentially adverse impacts on water quality resulting from bridge work.

SOUTH ANCHORAGE BASIN MANAGEMENT UNIT

The South Anchorage, part of the Norwalk Harbor Federal Navigation Project, is a Federal anchorage adjoining the South Norwalk channel to the west of Fitch Point and Gregory Point. (See figure 4-6.) A number of mooring locations as well as space for temporary anchoring by visiting boaters are managed by the Harbor Master in the anchorage. All mooring locations are managed in accordance with the Harbor Management Commission's adopted "Rules and Regulations for Mooring and Anchoring Vessels" and all applicable provisions concerning use of Federal navigation projects. The number of vessels moored in the anchorage varies from year

to year but typically does not exceed 25 boats. The South Anchorage is generally used to accommodate larger vessels than are moored in the North Anchorage. (See the previous section on the East Norwalk Basin Management Unit.) Access to moored boats via dinghy or tender is from the City’s Veteran’s Park Marina, commercial marinas, and public street ends in the Fitch Point and Gregory Point areas. Vessels entering and leaving the East Norwalk channel must pass through the anchorage.

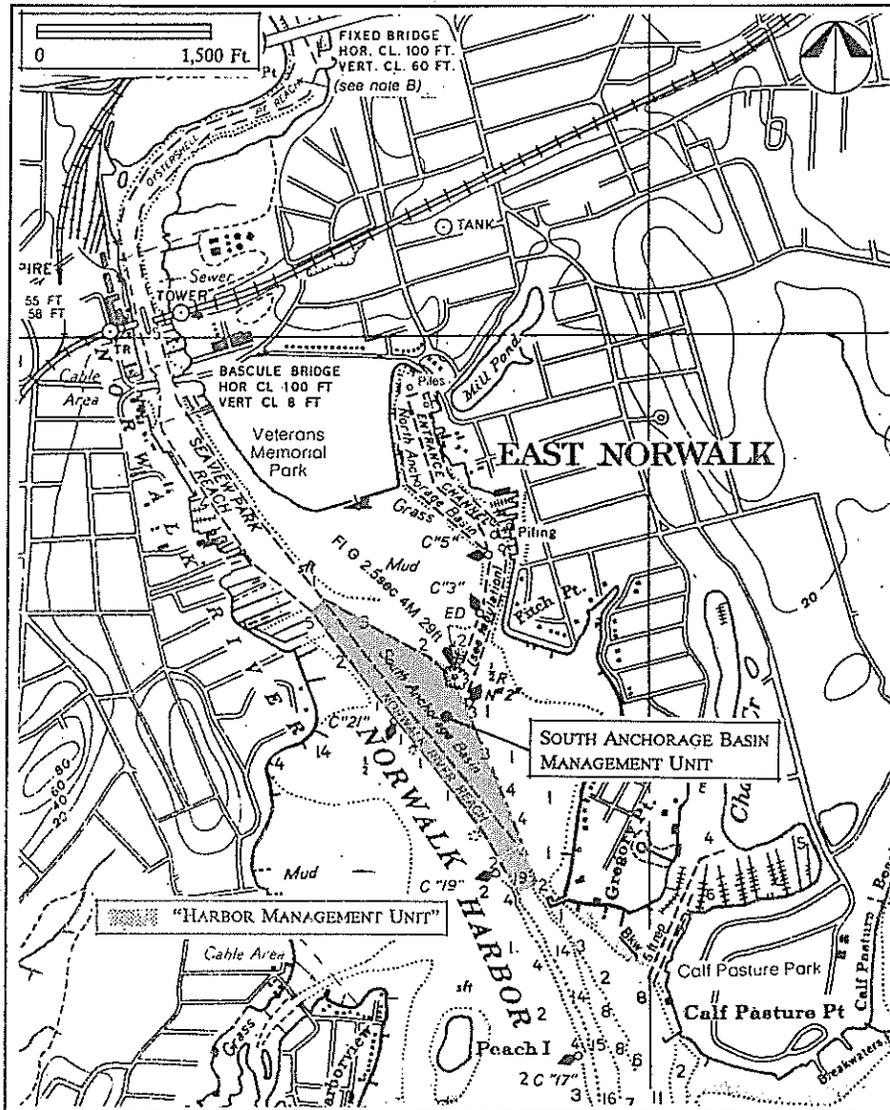


Figure 4-6: South Anchorage Basin.

HARBOR MANAGEMENT GUIDELINES AND RECOMMENDATIONS

1. NAVIGATION PROJECT GUIDELINES AND RECOMMENDATIONS:

- 1(a) **Federal Project Maintenance:** The Federal South Anchorage should be maintained according to its Congressionally authorized dimensions and position. Maintenance dredging of the anchorage should be carried out by the U.S. Army Corps of Engineers in the most timely manner needed to provide safe and beneficial use of the anchorage. When planning maintenance dredging operations, it should be recognized that the authorized depth of 10 feet at mean lower low water is not required to accommodate existing use of the anchorage by recreational boats. As a result, when planning maintenance dredging, consideration may be given to dredging the anchorage to a depth of less than ten feet at MLLW. All moorings located within the South Anchorage shall be removed from the anchorage as necessary to enable effective maintenance dredging of the anchorage.
- 1(b) **Navigation Fairway:** A navigation ~~An appropriate~~ fairway through the anchorage as ~~designated shown~~ on the South Anchorage Water-Use Plan (see figure 4-7) should be ~~maintained established~~ and may be marked with appropriate local aids to navigation ~~at the direction of the Harbor Master~~ to ensure ~~free and safe and unrestricted~~ passage for vessels ~~passing through the anchorage to and from as they entering and leaving~~ the East Norwalk channel.
- 1(c) **“Open-to-All on Equal Terms”:** The South Anchorage will be managed by the Harbor Management Commission and Harbor Master for beneficial use by mooring permit holders and transient boaters in accordance with all applicable provisions concerning use of Federal navigation projects, including the USACE’s “open-to-all on equal terms” policy.
- 1(d) **Special Anchorage Evaluation:** The feasibility of obtaining “special anchorage area” designation for ~~designating the redesigned~~ South Anchorage as a “Special Anchorage Area” ~~may~~ should be evaluated by the Harbor Management Commission.
- 1(e) **Visitors’ Moorings:** To complement public boating facilities available in the Harbor, a suitable number of mooring locations with City-owned mooring tackle may be provided in the South Anchorage for use by transient boaters, including use during emergency situations, subject to control and management by the Harbor Master and Harbor Management Commission.

2. PUBLIC SAFETY GUIDELINES AND RECOMMENDATIONS:

- 2(a) **Restricted Speed Zone:** The requirements of the Inner Harbor restricted speed zone established by §69-3 of the Norwalk Code shall apply to the operation of all vessels in this management unit.

3. BOAT MOORING GUIDELINES AND RECOMMENDATIONS:

- 3(a) **Mooring Grid Plan:** To ensure the most orderly and efficient distribution of moorings, and to **achieve optimum use** ~~maximize the availability of available~~ mooring space in the South Anchorage, a mooring **grid plan** as shown on the **South Anchorage Basin Water-Use Plan** ~~Figure 4-7~~ should be **maintained**. ~~established.~~ The **Water-Use Plan as shown on figure 4-7** provides for free-swinging and fore and aft moorings **locations** as well as transient **anchoring/mooring** anchorage space. **The number and position of** ~~Specific~~ mooring locations **and transient anchoring/mooring space** shown on this plan may be **adjusted** ~~altered~~ by the Harbor Master to suit particular vessel needs consistent with **all other applicable provisions** ~~the mooring location guidelines and the goals, objectives and policies of the~~ *Norwalk Harbor Management Plan*.

~~By the first boating season following adoption of the Harbor Management Plan, all current moorings should be relocated to the nearest grid point as designated in the mooring plan and directed by the Harbormaster.~~

- 3(b) **Mooring Tackle and Buoy Standards:** All mooring buoys and ground tackle **will** ~~should~~ conform to the **“Minimum Standards for Mooring Tackle”** ~~guidelines established~~ **adopted** by the Harbor Management Commission **and approved by the Norwalk Common Council**. To ensure uniformity and avoid confusion among boaters, all buoys designating areas where boats may be anchored or moored shall comply with standards established in RCSA Section 15-121-A3. (See Appendix B.)
- 3(c) **Mooring Administration and Allocation:** Administration **and allocation** of all **moorings** in the South Anchorage ~~moorings~~ by the Harbor Master will be in accordance with **all applicable provisions of the Harbor Management Plan, the Norwalk Code, the “Rules and Regulations for Mooring and Anchoring Vessels”** adopted by the Harbor Management Commission **and approved by the Norwalk Common Council, the USACE’s “open-to-all on equal terms” policy, and applicable sections of the Connecticut General Statutes.** ~~the administrative guidelines contained in the Harbor Management Ordinance and in Part III of the Harbor Management Plan.~~

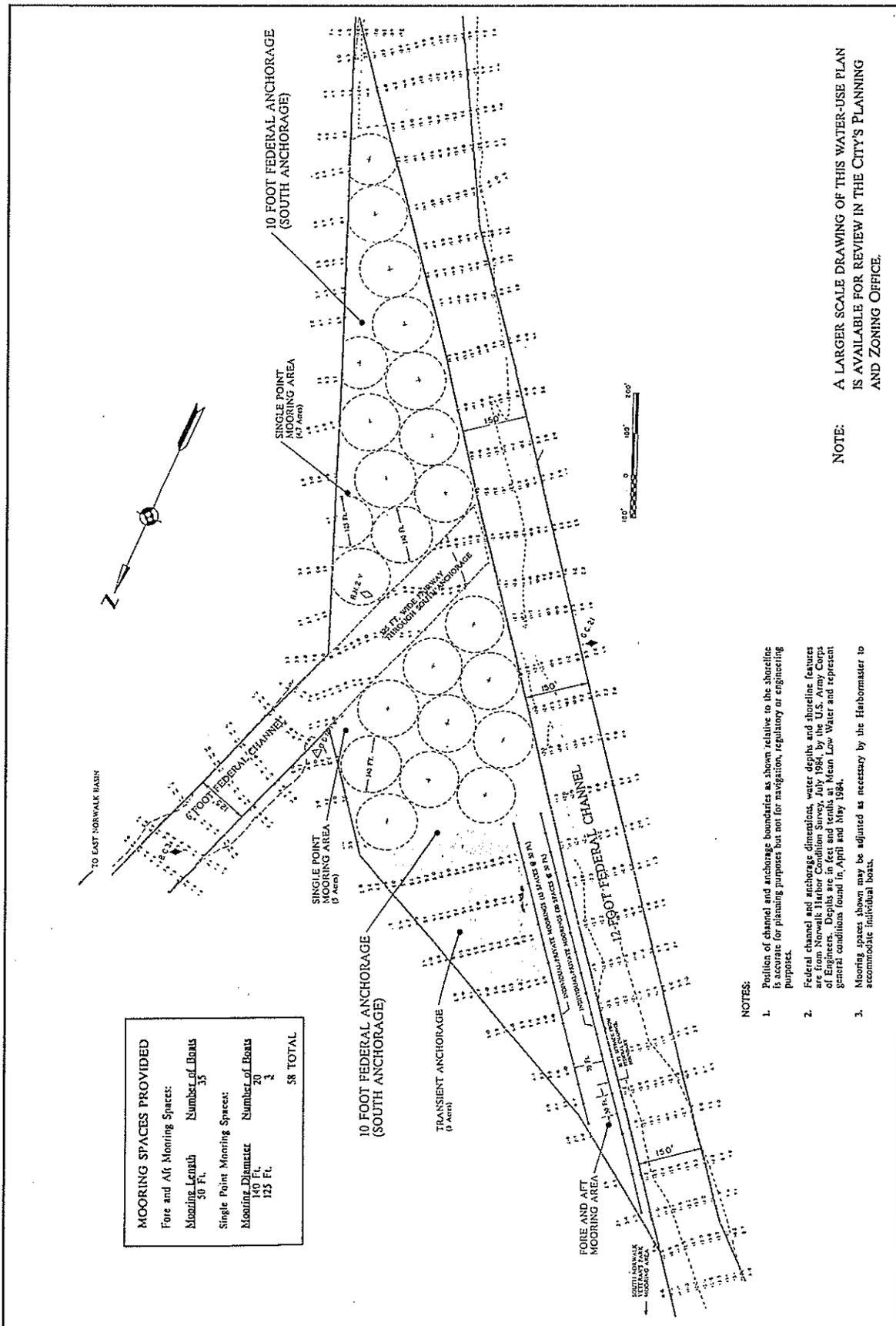


Figure 4-7: South Anchorage Basin Water-Use Plan.

4. PUBLIC ACCESS GUIDELINES AND RECOMMENDATIONS:

- 4(a) **Public Street Ends:** The Harbor Management Commission ~~may evaluate should~~ ~~conduct a detailed study~~ of the opportunities and constraints associated with use of public street ends, **including street ends in the Fitch Point and Cove Avenue areas**, as on-land access points for **use of moorings locations** in the South Anchorage. **All public street ends providing opportunities for access to the South Anchorage should be reserved for public use that is consistent with neighborhood character, parking and other space limitations, and all applicable provisions of the *Norwalk Harbor Management Plan*, Norwalk Code, and Norwalk Building Zone Regulations. There should be no obstructions adversely affecting beneficial public access to the Harbor through these street ends.**
- 4(b) **Launch Service:** The ~~establishment~~ ~~development~~ of a ~~commercial~~ launch service to provide access to **and from** the South Anchorage ~~from the East Norwalk Basin near Veteran's Park and/or from~~ **and other suitable waterfront facilities** sites in the Inner Harbor ~~may should~~ be encouraged **and supported**.

UPPER HARBOR MANAGEMENT UNIT

The Upper Harbor Management Unit encompasses the Norwalk River and waterfront winding northward from the Metro-North Commuter Railroad bridge to the "head of navigation" at Wall Street. (See figure 4-8.) The Federal channel in this portion of the Harbor is bounded by the banks of the River and passes under the I-95 highway bridge; it has an authorized depth of 10 feet at mean low water and width of generally 100 feet. The channel is used by both recreational and commercial vessels and is a favored location for rowers in the Harbor.

In accordance with the *Norwalk Harbor Management Plan* and at the request of the City of Norwalk acting through the Harbor Management Commission, the channel boundaries in the Norwalk River **near** at the head of navigation ~~in the vicinity of the Norwalk Boat Club~~ were modified through Federal legislation included in the 1996 **and 2007** Water Resources Development Acts. ~~The 1996~~ ~~That~~ legislation also modified channel and anchorage boundaries in the East Norwalk Basin. (See the previous section on the East Norwalk Basin Management Unit.)

Water-dependent facilities in the Upper Harbor in 2008 include two terminals handling barge shipments of construction materials (Devine Brothers and O&G Industries; Devine Brothers has also received barge shipments of fuel oil), two private clubs with marina facilities (Norwalk Boat Club and St. Ann's Club), one commercial boatyard/marina facility (United Marine Services), a marine construction business (Norwalk Marine Contractors), and two marinas (Shore Pointe Marina and Oyster Bend Marina) associated with waterfront office and residential development, respectively. The main facilities of the Maritime Aquarium at Norwalk are located on the west bank of the River just upstream of the railroad bridge.

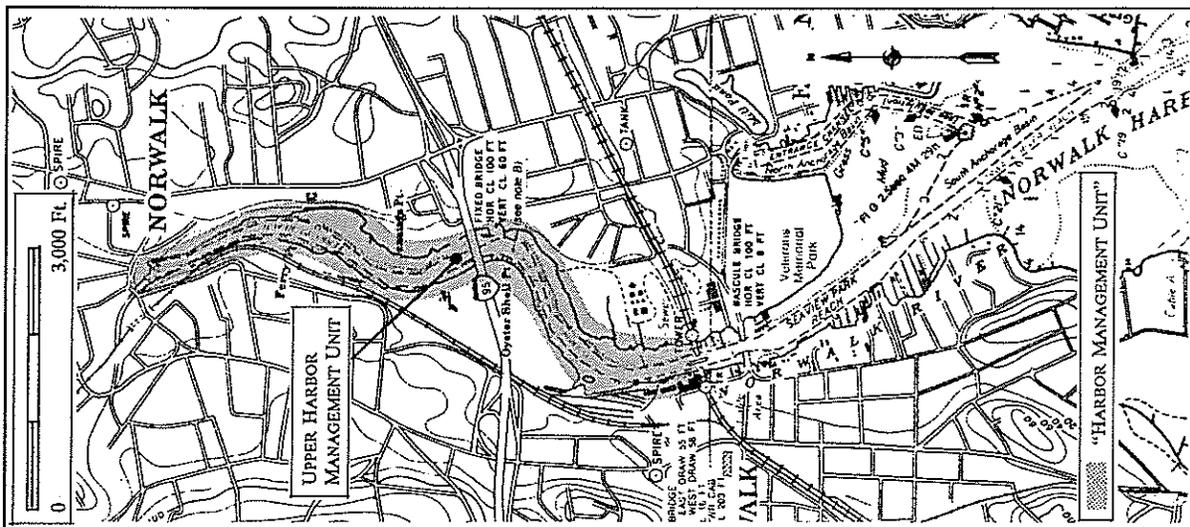


Figure 4-8: Upper Harbor Management Unit.

The Heritage Park Riverwalk extends from the Maritime Aquarium at Norwalk to Oyster Shell Park (on the site of a former City landfill) and includes a pedestrian bridge over a wetland restoration area. The Riverwalk and Oyster Shell Park are key elements of the Norwalk Heritage Park. Oyster Shell Park includes a public fishing pier and scenic overlook. Interpretive signs direct visitors along the Riverwalk and provide information on the history of Norwalk, the local oyster industry, and the natural environment of the Norwalk River and Harbor.

From Oyster Shell Park, the Riverwalk continues under I-95 to Mathews Park which is the site of the historic Lockwood Mathews Mansion and Steppingstones Children's Museum. In the future, the Heritage Park Riverwalk is to be linked with the Norwalk River Linear Park which is planned to follow the Norwalk River to the north.

The Norwalk Wastewater Treatment Plant is located on the east bank of the River, opposite the Maritime Aquarium at Norwalk. Other prominent waterfront land uses in 2008 include commercial office developments, residential uses, and the King Industries chemical manufacturing facility on the west side of the River.

The waterfront adjoins the City's Reed-Putnam Urban Renewal Area, the Norwalk Central Business District, and the area known in the *Norwalk Plan of Conservation and Development* as the Greater Wall Street Area for planning and redevelopment purposes.

Most of the Upper Harbor waterfront falls within the land-use category of "CBD Design District" established in the *Norwalk Plan of Conservation and Development*. This district is intended to encourage mixed-use development on the waterfront subject to waterfront setbacks, requirements for public access to the waterfront, and other specific design controls. The land-use category for a smaller portion of the waterfront on the east bank of the River north of I-95 is "East Avenue Village District."

The principal waterfront zoning districts are "Reed Putnam Design District" (west side of the River between the railroad and I-95); "Industrial No. 1" (west side of the River north of I-95), "Central Business Design District" (Wall Street area); "East Avenue Village District" (east side of the River upstream of I-95); and "Industrial No. 1" (east side of the River between the railroad and I-95). (See "Building Zone Map of the City of Norwalk" revised to June 25, 2004.)

Significant intertidal resource areas in the Upper Harbor include: intertidal flats and tidal wetlands on the east bank of the River north of I-95 (see figure 4-9); tidal wetlands just north of the railroad bridge and adjacent to the wastewater treatment plant (see figure 4-3); tidal wetlands and intertidal flats extending north of the treatment plant along the east bank of the River (see figure 4-3); and intertidal flats and tidal wetlands in the vicinity of Oyster Shell Creek (see figure 4-3).

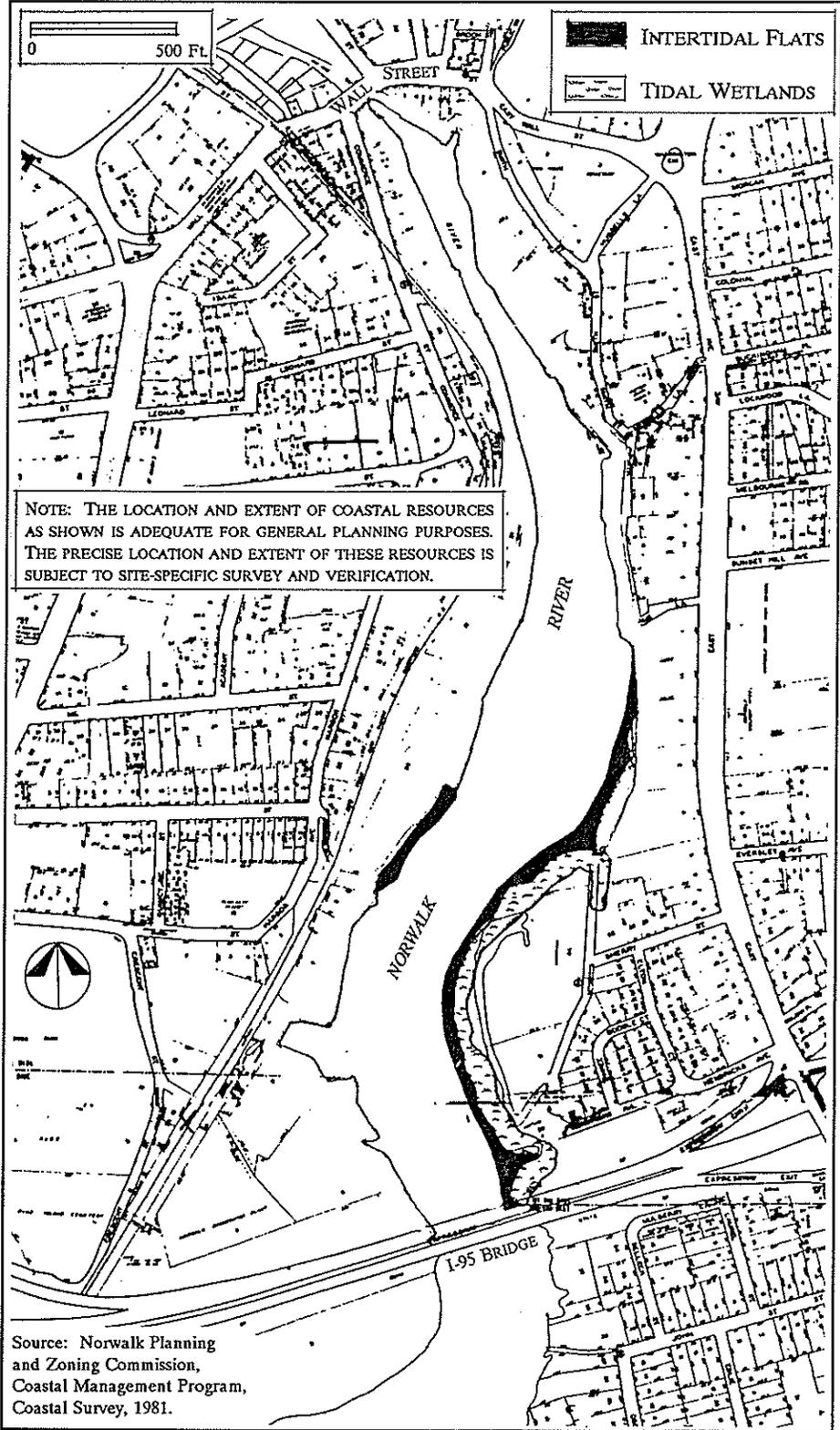


Figure 4-9: Intertidal Resources North of I-95 in the Upper Harbor Management Unit.

HARBOR MANAGEMENT GUIDELINES AND RECOMMENDATIONS

1. NAVIGATION PROJECT GUIDELINES AND RECOMMENDATIONS:

- 1(a) **Federal Project Maintenance.** The existing **Congressionally** authorized width, depth of 10 feet at mean lower low water and location of the **Norwalk River** Federal channel in this management unit should be maintained to meet the navigation needs of recreational and commercial vessels. Maintenance dredging of the channel should be carried out by the U.S. Army Corps of Engineers in the most timely manner needed to provide safe navigation, ensure the continued viability of water-dependent uses, and maintain the economic advantages of waterborne transportation.

Consideration may be given to adjusting the dimensions and position of the authorized channel as may be necessary to maintain the viability of existing water-dependent uses and achieve consistency with the USACE's policies for use of Federal navigation projects.

- 1(b) **“Set-Backs” from Channel Boundaries:** All public and private floats, docks, piers, and other in-water structures, including moorings, should be appropriately set back from the outer boundaries of the Federal channel. Set-back distances should be sufficient to ensure that the in-water structures and any vessels tied or docked at those structures do not interfere with the safe and unrestricted passage of any vessel using the channel. Appropriate set-back distances will be determined by the Harbor Management Commission in accordance with the set-back policies established in chapter three of the *Norwalk Harbor Management Plan*.
- 1(c) **Aids to Navigation:** It is recognized that the Norwalk River Federal channel is located in a narrow and winding part of the Norwalk Harbor and is traveled by commercial vessels delivering products to waterfront terminals in the upper reaches of the Harbor. As a result, it is particularly important that aids to navigation, including any buoys, beacons, signs, and other markers maintained by the U.S. Coast Guard, City of Norwalk, and marine facility operators, should be adequate for marking the Federal channel and any conditions affecting the ease and safety of navigation in the channel. All regulatory and navigational markers shall be properly authorized in accordance with the requirements set forth in RCSA Section 15-121-A5.

2. PUBLIC SAFETY GUIDELINES AND RECOMMENDATIONS:

- (2a) **Restricted Speed Zone:** The requirements of the Inner Harbor restricted speed zone established by §69-3 of the Norwalk Code shall apply to the operation of all vessels in this harbor management unit.

- 2(b) **Harbor Icing:** City, State, and Federal agencies and officials, including the Harbor Management Commission, Connecticut Department of Transportation, Harbor Master, and U.S. Coast Guard, along with water-dependent facility operators, should coordinate and apply available resources to address any potentially dangerous and damaging conditions caused by the operation of commercial vessels during periods of Harbor icing. The U.S. Coast Guard should be encouraged to conduct ice-breaking operations as necessary to maintain navigation safety for waterborne commerce.
- 2(c) **Avoiding Conflicts between Commercial and Recreational Vessels:** Commercial vessels loading or unloading at port facilities in the Upper Harbor should not **unduly** obstruct the passage of recreational vessels in the Norwalk River Federal channel.
- 2(d) **Rowing:** All activities and events involving rowing shells should be planned and undertaken in a manner to reduce or avoid potential conflicts and negative impacts affecting general navigation and other Harbor activities.

3. WATERFRONT DEVELOPMENT GUIDELINES AND RECOMMENDATIONS:

- 3(a) **Water-Dependent Uses:** The continued operation and enhancement of existing water-dependent uses should be encouraged and supported, consistent with all other provisions of the *Norwalk Harbor Management Plan*, *Norwalk Plan of Conservation and Development*, *Norwalk Coastal Area Management Plan*, and *Norwalk Building Zone Regulations*. The authority and provisions of the Harbor Management Plan, *Norwalk Plan of Conservation and Development*, *Norwalk Coastal Area Management Program*, *Norwalk Building Zone Regulations*, and *Connecticut Coastal Management Act* as well as appropriate special incentives should be applied to encourage and support the continued operation and enhancement of existing water-dependent uses and to encourage and support the development of appropriate new water-dependent uses.

~~Waterfront redevelopment consistent Through enforcement of existing Central Business Design District zoning regulations and provision of special incentives as necessary, the City should encourage the retention of existing water dependent uses and the establishment of new uses consistent with the City's revitalization goals for the Norwalk Central Business District should be encouraged and supported.~~

- 3(b) **Marine Facility Development:** The planning and review of any ~~marina~~ development proposals for **marine facilities** should include evaluation of ~~any~~ the increased requirements for ~~bridge openings of the Stroffolino and Metro North Railroad bridges~~ that may be associated with such development, as well as any increased potential for conflicts between recreational and commercial vessels (~~see Navigation Policies~~) and the potential environmental impacts on coastal resources. ~~of marina development.~~ To the extent feasible, new water-dependent facilities should be located, designed, and constructed in a manner to avoid or reduce potential ice-

induced damage to those facilities as may be caused by the normal operation of commercial vessels using the Norwalk River channel.

- 3(c) **Bulkhead Maintenance, Repair, and Replacement:** It is recognized that the maintenance, repair, and replacement of existing bulkheads to support water-dependent uses in this relatively narrow part of the Norwalk Harbor can result in the incremental and cumulative encroachment of those structures into the navigable waterway. As a result, all proposals for bulkhead maintenance, repair, and replacement should be designed and reviewed to avoid waterward extension to the extent feasible, thereby avoiding adverse impacts on navigation.
- 3(d) **East Avenue Area:** The distinctive character of the East Avenue area, including the character associated with the area's proximity to Norwalk Harbor should be protected and enhanced in accordance with the provisions of the Norwalk Plan of Conservation and Development. Future development in the area should be carefully guided to maintain and, where feasible, enhance the environmental quality of the Harbor as well as opportunities for public access to the Harbor.

4. PUBLIC ACCESS GUIDELINES AND RECOMMENDATIONS:

- 4(a) **Pedestrian Access:** Provision of well-designed facilities for pedestrian access to and along both banks of the Norwalk Harbor, including facilities to link commercial areas with the water, should be encouraged and supported wherever feasible.
- 4(b) **Norwalk Heritage Park:** Oyster Shell Park and the Heritage Park Riverwalk linking the Maritime Aquarium at Norwalk, Mathews Park, and other elements of the Norwalk Heritage Park should be managed and maintained as focal points for public access to the Norwalk Harbor and as catalysts for implementation of the City's economic revitalization plans for nearby areas. Water access facilities to be maintained for public use and enjoyment include a waterfront walkway, educational signs, a public fishing pier and scenic overlook, an amphitheater with views of Long Island Sound, a beach for small craft landing, and other amenities.

Continued development and enhancement of the public waterfront facilities provided by Oyster Shell Park and the Heritage Park Riverwalk should be encouraged and supported. ~~The City should support the establishment of a State Heritage Park on the west side of the River to provide physical and visual access to Norwalk Harbor.~~

The level of facility maintenance and City resources allocated for facility development and maintenance should be commensurate with the status of Oyster Shell Park and the Heritage Park Riverwalk as focal points for public access to the Norwalk Harbor.

4(c) **Norwalk Bikeway and Linear Park Project:** Completion of the Norwalk Bikeway and Linear Park to provide a continuous waterfront public walkway/bikeway along both sides of the Upper Harbor should be encouraged and supported, including:

- construction of a waterfront public access walkway linking the public waterfront area at the Wastewater Treatment Plant with Constitution Park and Veteran's Park;
- continuation of the waterfront public access walkway under the I-95 bridge to link public access facilities at the Shore Pointe office building with public access facilities at the St. Ann's Club; and
- construction of a waterfront public access walkway to connect public access facilities at the Shore Pointe office building with public access facilities at the Oyster Bend marina.

Continued development, maintenance, and enhancement of existing public access areas and facilities should be encouraged and supported. The City should pursue opportunities for acquisition of land and easements where such acquisition will enhance opportunities for public access to the Harbor and contribute to completion of the Norwalk Bikeway and Linear Park.

4(d) **Car-Top Boat Launching:** Construction of a "car-top" boat launching facility providing public access to Norwalk Harbor under the east side of the I-95 bridge to serve small vessels such as canoes and kayaks transported without trailers should be encouraged and supported, consistent with all other applicable provisions of the *Norwalk Harbor Management Plan*.

5. COASTAL RESOURCES AND WATER QUALITY GUIDELINES AND RECOMMENDATIONS:

5(a) **Wastewater Treatment Plant:** The City should continue ~~ongoing~~ efforts to **maintain, operate, and as necessary** upgrade the sewage Wastewater Treatment Plant **in accordance with best available technology**. ~~including continued capital programming for plant improvements and active pursuit of any State and Federal funding that may be available in the future for upgrading the plant.~~ Special attention should be given to ensuring that the plant is operated and maintained according to its design standards.

5(b) **Intertidal Resources:** Consistent with City, State and Federal laws and regulations, the priority use for the intertidal resources found along the east and west banks of the Norwalk River as shown on figures 4-3 and 4-9 is "preservation." Limited **water-dependent** uses and structures may be appropriate if the resource impacts are minimal and no feasible alternatives exist.

- 5(c) **Contamination of Harbor Sediments:** It is recognized that dredged sediment from the upper reaches of the Harbor historically has been contaminated by past industrial uses of the waterfront to the extent that Federal maintenance dredging of the navigation channel has been adversely affected. It is also recognized that the presence of contaminated sediment requiring special handling in Federal dredging operations has added substantially to the cost of those operations, including the cost borne by the City. Further, it is recognized that toxic contaminants associated with highway uses can enter Harbor sediments as a result of runoff and stormwater discharges from the I-95 bridge over the Harbor. As a result, all appropriate measures should be employed to ensure that current and future uses of the Upper Harbor waterfront and the Wall Street and I-95 bridges do not contribute any pollutants that will adversely affect future dredging operations needed to maintain the Norwalk River channel.
- 5(d) **Stormwater Management:** The use of suitable best management practices and appropriate stormwater treatment systems and technology should be employed to manage, reduce, or otherwise control stormwater runoff into the Harbor from the Central Business District and other areas, including commercial properties and impervious road surfaces draining into the Harbor. Among the available techniques to consider are: pollution prevention; minimization of impervious surfaces; on-site retention of a portion of the runoff; treatment of nonretained runoff to remove contaminants such as oil, grease, suspended solids, and floatable debris; and regularly scheduled catch basin cleaning. Effective measures should be employed to avoid, reduce, or otherwise mitigate any significant adverse impacts on Harbor sediments and/or water quality caused by runoff and stormwater discharge from the I-95 and Wall Street bridges.
- 5(e) **Management of Highway Pollutants:** All feasible efforts by the State of Connecticut and City of Norwalk to reduce the amount of sand, trash, road debris, and other substances discharging into the Harbor from all highways, including I-95, Washington Street/Route 136, and City roads, should be encouraged and supported, including but not limited to regular street cleaning and catch basin maintenance, and application of appropriate stormwater treatment and technology including swirl-type grit chambers where necessary.
- 5(f) **Restoration of Oyster Shell Creek:** Restoration of the ecological functions and natural values associated with the tidal wetland known as Oyster Shell Creek adjoining Oyster Shell Park should be encouraged and supported, including the management/control of stormwater runoff from I-95 into the Creek.

FITCH POINT — CALF PASTURE POINT MANAGEMENT UNIT

The Fitch Point — Calf Pasture Point Management Unit (see figure 4-10) encompasses the Inner Harbor waterfront and nearshore areas from Fitch Point to Calf Pasture Point including Gregory Point, Charles Creek, and the Federal channel from the mouth of the Norwalk River to the South Anchorage. The waterfront in 2008 is characterized by residential development, the water-dependent facilities of the private Shore and Country Club, private floats and docks adjoining Charles Creek, the Norwalk Cove Marina including its excavated marina basin and facilities along the west shoreline of Calf Pasture Point, the private Ascension Beach Club, a waterfront restaurant, and the Coast Guard Auxiliary Station.

The Charles Creek channel is privately maintained and provides navigation access for recreational boating facilities at the Shore and Country Club, Norwalk Cove Marina, and the private floats and docks associated with the Dorlon's Terrace and Charles Cove condominiums, the Marvin Beach Association, and other waterfront landowners along Charles Creek. The channel's permitted depth as authorized by the Connecticut Department of Environmental Protection is eight feet at mean low water.

The Norwalk Cove Marina is the largest commercial marina in Norwalk, providing boat slips, marine supplies, boat sales, as well as storage and repair services. Cove Marina also hosts the annual Norwalk International In-Water Boat Show, one of the City's major waterfront events. Many visitors to the show travel to the Harbor by boat and anchor to the west of Calf Pasture Point. Excursion vessels and group fishing boats operate from the marina and take passengers on regularly scheduled and special tours of the Harbor and Long Island Sound. A breakwater extending along the west shoreline of Calf Pasture Point shelters the marina facilities adjoining Charles Creek.

The private Shore and Country Club on Gregory Point provides private beach and recreational boating facilities.

The City's land-use categories for the waterfront, established in the Norwalk Plan of Conservation and Development, include: "Low Density Residential/Waterfront Club" (Shore and Country Club); "Marine Commercial" (Cove Marina and Ascension Beach area); and "Medium Density Residential" and "Low Density Residential" (Marvin Beach and Charles Creek residential areas).

Current waterfront zoning is "Marine Commercial" (Cove Marina and Ascension Beach areas), "A Residence" (Shore and Country Club and a portion of the Charles Creek residential area), and "B Residence" (Fitch Point and a portion of the Charles Creek residential area). (See "Building Zone Map of the City of Norwalk" revised to June 25, 2004.)

Important coastal resources found in this management unit are shown on figure 4-11. These resources include small interspersed areas of undesignated wetlands, sandy beaches and intertidal flats. The southern boundary of Gregory Point is lined with a sandy beach area. The middle and upper portions of Charles Creek are lined with intertidal flats, undesignated tidal wetlands, and rocky beaches. In addition, natural shellfish beds are found in the area south of Fitch Point and west of the Marvin Beach area.

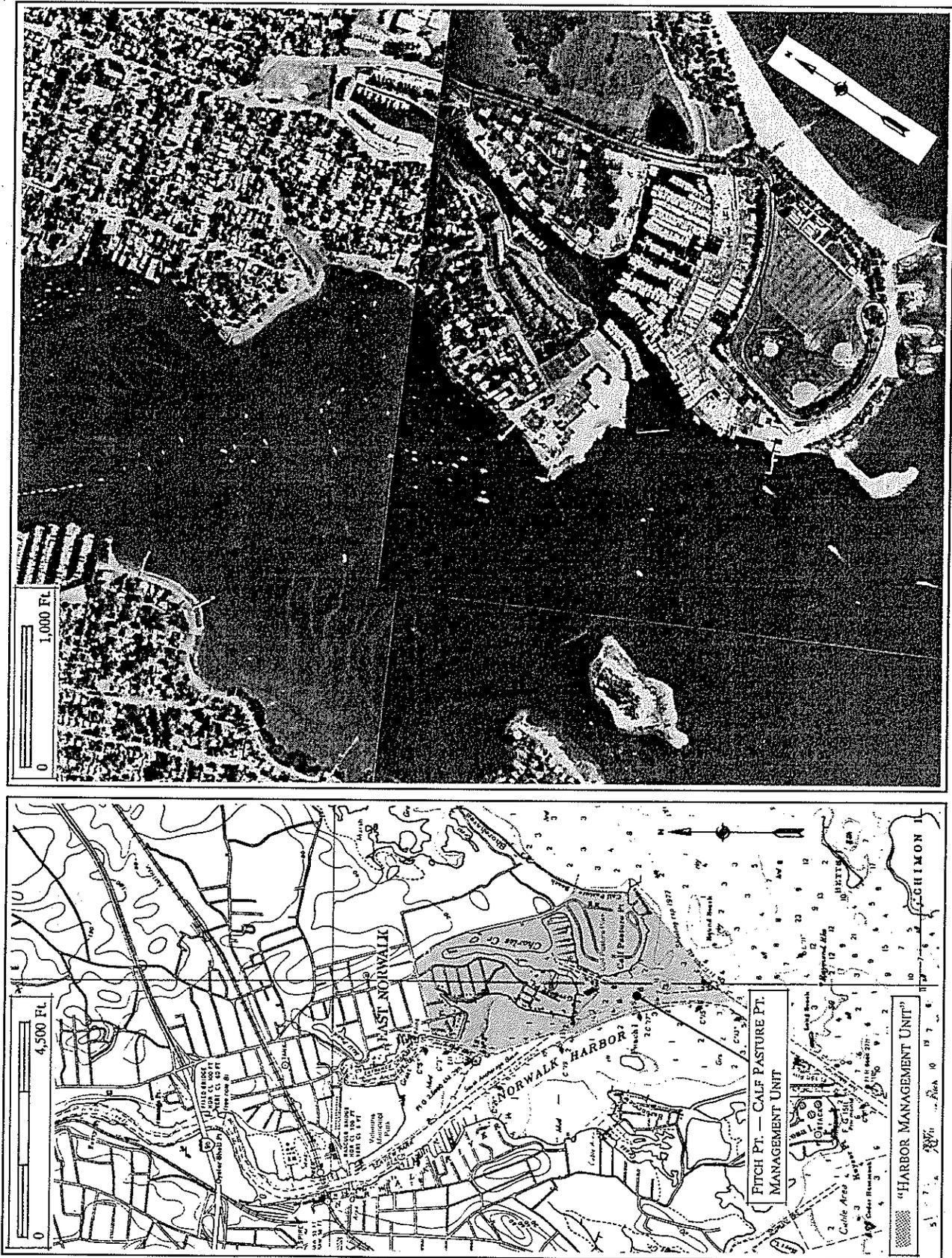


Figure 4-10: Fitch Point — Calf Pasture Point Management Unit.

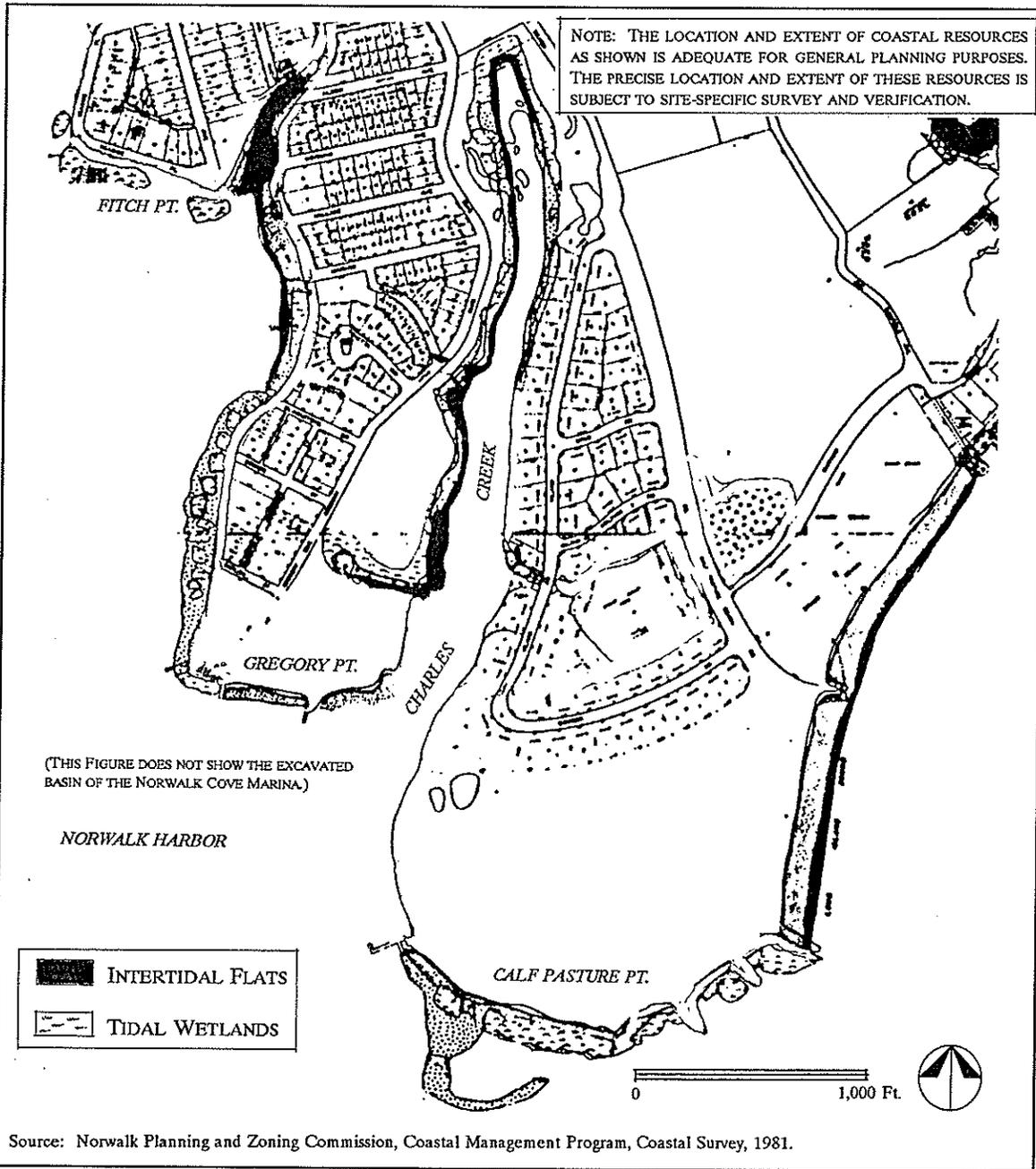


Figure 4-11: Intertidal Resources in the Fitch Point — Calf Pasture Management Unit.

HARBOR MANAGEMENT GUIDELINES AND RECOMMENDATIONS

1. NAVIGATION PROJECT GUIDELINES AND RECOMMENDATIONS:

- 1(a) **Federal Project Maintenance.** The existing **Congressionally** authorized width, depth and **position** ~~location~~ of the **Norwalk Harbor** Federal channel ~~in this management unit~~ should be maintained to meet the navigation needs of recreational and commercial vessels. Maintenance dredging of the channel should be carried out by the **U.S. Army Corps of Engineers** in the most timely manner **needed to provide safe navigation, ensure the continued viability of water-dependent uses, and maintain the economic advantages of waterborne transportation.**
- 1(b) **“Set-Backs” from Channel Boundaries:** All public and private floats, docks, piers, and other in-water structures, including moorings, should be appropriately set back from the outer boundaries of the Federal channel. Set-back distances should be sufficient to ensure that the in-water structures and any vessels tied or docked at them do not interfere with the safe and unrestricted passage of any vessel using the channel. Appropriate set-back distances will be determined by the Harbor Management Commission in accordance with the set-back policies established in chapter three of the *Norwalk Harbor Management Plan*.
- 1(c) **Aids to Navigation:** Aids to navigation, including any buoys, beacons, signs, and other markers maintained by the U.S. Coast Guard, City of Norwalk, and marine facility operators, should be adequate for marking the Federal channel and any conditions affecting the ease and safety of navigation in the channel. All regulatory and navigational markers shall be properly authorized in accordance with the requirements set forth in RCSA Section 15-121-A5.
- 1(d) **Charles Creek Navigation Fairway:** A navigation fairway to be kept free of any fixed and floating structures is designated in Charles Creek. No fixed and floating structures shall be permitted within the boundaries of the eight-foot maintenance dredging area authorized by State of Connecticut COP-2000-073-SM issued to the Charles Creek Association.

In addition, a minimum, unobstructed waterway width of 55 feet shall be maintained between vessels attached to fixed or floating structures on either side of the Creek to ensure continued ease and safety of navigation within the navigation fairway.

2. PUBLIC SAFETY GUIDELINES AND RECOMMENDATIONS:

- (2a) **Restricted Speed Zone:** The requirements of the Inner Harbor restricted speed zone established by §69-3 of the Norwalk Code shall apply to the operation of all vessels in this harbor management unit.

- 2(b) **Board Sailing:** ~~Water skiing,~~ Board sailing and similar activities should not occur within the **Federal designated channel and any designated navigation fairway** in this management unit except as necessary to cross the channel **or fairway** in a manner that does not pose a hazard **or undue inconvenience** to navigation.
- 2(c) **Sailing Classes and Small Craft Training:** Sailing classes and small craft training programs based at the Shore and Country Club and Calf Pasture ~~Park Beach~~ should not **operate** ~~occur~~ within the **Federal channel and any designated navigation fairway** in a manner that poses a hazard or **undue** inconvenience to navigation.
- 2(d) **Sea Plane Operations:** Any sea plane takeoffs and landings should not interfere with general navigation and recreational boating and other **water-dependent** activities, **and shall be conducted in accordance with all applicable State regulations.**
- 2(e) **Onshore Lighting:** Onshore lighting units such as the ball field lights at Calf Pasture Beach should not adversely affect navigation and waterfront neighborhoods. **Best available technology and management practices should be applied to the extent feasible to restrict illumination to the appropriate areas and otherwise reduce and/or avoid adverse impacts of outdoor lighting systems on navigation and waterfront neighborhoods.**
3. **WATERFRONT DEVELOPMENT GUIDELINES AND RECOMMENDATIONS:**
- 3(a) **Water-Dependent Uses:** The continued beneficial operation of water-dependent facilities, including facilities in the Cove Marina Marine Commercial Area, should be encouraged and supported, consistent with all other provisions of the *Norwalk Harbor Management Plan*, *Norwalk Plan of Conservation and Development*, *Norwalk Coastal Area Management Program*, and *Norwalk Building Zone Regulations*.

The authority and provisions of the Harbor Management Plan, Norwalk Plan of Conservation and Development, Norwalk Building Zone Regulations, and Connecticut Coastal Management Act as well as appropriate special incentives should be applied to encourage and support the continued operation and enhancement of existing water-dependent facilities and to encourage and support the development of appropriate new water-dependent facilities.

Future waterfront development proposals for the Cove Marina Marine Commercial Area should provide for the retention of recreational boating services and facilities, the encouragement of new water-dependent use opportunities and, where appropriate, provide for well-designed and coordinated public facilities for access to Norwalk Harbor pursuant to the City's Marine Commercial Zoning District. ~~New zoning regulations and other regulations and incentives should be considered by the Zoning Commission to support the continuation of existing water-dependent uses in this management unit. The Zoning Commission~~

~~should evaluate the need and opportunity for preparing new zoning requirements for the protection of the existing marine commercial operations in the Cove Marina area.~~

- 3(b) **In-Water Structures:** The littoral rights of waterfront property owners for **reasonable access** to reach navigable water should be protected. Consistent with these rights, new or extended floats, docks, and piers, and **other in-water structures** should **not cause significant adverse impacts on natural resources, public access opportunities, visual quality, and traditional water uses.** ~~be designed to avoid or minimize adverse impacts on coastal resources and water activities.~~ **In all cases, alternatives to the construction of fixed structures to reach navigable water should be considered, including floating docks and individual-private moorings.** Docks and piers should be of the minimal length necessary to reach navigable water. **The appropriate extent to which in-water structures should extend seaward to reach navigable water will be evaluated by the Harbor Management Commission taking into consideration the littoral rights of waterfront property owners, existing Harbor conditions such as distance from shore to navigable water, public access requirements, the presence of coastal resources such as intertidal flats and shellfish beds, and other conditions.** ~~The use of long docks or piers to provide permanent docking facilities should be discouraged. Short piers or small floats to facilitate small craft access for moorings are preferred. Construction of docks and piers by groups of littoral property owners for shared use should be encouraged to reduce potential adverse impacts on water uses and coastal resources. (See Waterfront Land Use and Development Policies in Chapter Three.)~~ ~~/AMENDED EFFECTIVE APRIL 1, 1993/~~ The construction of new or extended docks and piers should not infringe on the littoral rights of adjoining owners or interfere with navigation.

To reduce potential adverse impacts on navigation resulting from the construction of new or extended docks and piers, design guidelines established by the U.S. Army Corps of Engineers (and which have been adopted as guidelines by the Norwalk Harbor Management Commission) for the placement of fixed and floating structures in navigable waters should be considered by the Harbor Management Commission in its review of proposed docks and piers. (See “Guidelines for the Placement of Fixed and Floating Structures in Navigable Waters of the United States Regulated by the New England ~~District Division~~ U.S. Army Corps of Engineers,” **July 1996.** ~~2 April 1991.~~) In the absence of compelling reasons to the contrary, including the need to protect valuable coastal resources, new or extended docks and piers should be consistent with the USACE’s guidelines. ~~/AMENDED EFFECTIVE APRIL 1, 1993/~~

- 3(c) **Bulkhead Maintenance, Repair, and Replacement:** It is recognized that the maintenance, repair, and replacement of existing bulkheads to support water-dependent uses in Charles Creek can result in the incremental and cumulative encroachment of those structures into the navigable waterway. As a result, all proposals for bulkhead maintenance, repair, and replacement in Charles Creek should be designed and reviewed to avoid waterward extension to the extent feasible, thereby avoiding adverse impacts on navigation.

- 3(d) **Neighborhood Protection**: The existing character and quality of life associated with the residential neighborhoods in the Fitch Point, and Gregory Point, and Charles Creek areas should be maintained.
- 3(e) **In-Water Boat Show**: The City should continue to **provide appropriate** support for the annual Norwalk International In-Water Boat Show at Cove Marina which provides important economic, social, and other community benefits. **The Boat Show should be planned and operated to avoid and/or reduce, to the extent possible, any potential adverse impacts on navigation that may be caused by increased boating activity Harbor congestion associated with the Boat Show. should be avoided.**

4. PUBLIC ACCESS GUIDELINES AND RECOMMENDATIONS:

- 4(a) **Public Street Ends**: All public street ends in the Fitch Point and Gregory Point areas providing opportunities for physical and visual access to the Harbor should be reserved for public use that is consistent with neighborhood character, parking and other space limitations, and all applicable provisions of the *Norwalk Harbor Management Plan*, Norwalk Code, and Norwalk Building Zone Regulations. There should be no obstructions adversely affecting beneficial public access to the Harbor through these street ends.

The Harbor Management Commission ~~may~~ **should** identify and evaluate any opportunities for improving physical and visual public access to the Harbor through City-owned street ends in **the Fitch Point and Gregory Point** these areas. ~~Improvement of City owned street ends for public access purposes should be consistent with traditional neighborhood uses and existing neighborhood character.~~

5. COASTAL RESOURCES AND WATER QUALITY GUIDELINES AND RECOMMENDATIONS:

- 5(a) **Intertidal Resources**: Consistent with City, State, and Federal laws and regulations, the priority use for the intertidal resources found on the Fitch Point, Gregory Point, and Calf Pasture Point peninsulas as shown on figure 4-11 is “preservation.” Limited **water-dependent** uses and structures may be appropriate if the resource impacts are minimal and no feasible alternatives exist.
- 5(b) **Maintaining Water Quality in Constricted Areas**: Special attention should be given to maintaining and improving water quality in the excavated Cove Marina basin and Charles Creek area through application of suitable best management practices to control stormwater runoff and other appropriate measures.

SHOREFRONT PARK — MANRESA ISLAND MANAGEMENT UNIT

The Shorefront Park — Manresa Island Management Unit (see figure 4-12) encompasses the western shoreline and nearshore waters of the Inner Harbor from the Norwalk Harbor Power Station at Manresa Island to the South Norwalk Boat Club. The waterfront is further characterized by the Shorefront Park, Woodward Avenue, and Harborview residential neighborhoods as well as Peach Island. The Federal Norwalk Harbor entrance channel from the mouth of the Norwalk River to the entrance to the Power Station's docking terminal is also included in this management unit.

Several boat mooring locations have been established by the Harbor Master in the area between Harborview and Peach Island. All mooring locations are managed by the Harbor Master in accordance with the Harbor Management Commission's adopted "Rules and Regulations for Mooring and Anchoring Vessels."

The Norwalk Harbor Power Station is an oil burning facility receiving ~~regular~~ barge shipments of fuel oil at the station's docking and unloading terminal which connects with the Federal entrance channel to the Harbor. The plant also uses the waters of the Harbor for cooling purposes; the waters used for that purpose are then discharged back into the Harbor. The generating plant and barge terminal facility occupy a relatively small portion of the 135-acre Manresa Island site, which includes a buffer zone around the plant as well as an open area previously used for the upland disposal of dredged material from the barge docking facility.

The City's land-use categories for the waterfront, established in the Norwalk Plan of Conservation and Development, are "Medium Density Residential" (Shorefront Park and Harborview neighborhoods), "Conservation" (the wetlands west of Harborview) and "Energy Facility" (Manresa Island). Existing waterfront zoning is "C Residence" (Woodward Avenue area); "B Residence" (Shorefront Park, Harborview, and Manresa Island); and "Island Conservation" (Peach Island). (See "Building Zone Map of the City of Norwalk" revised to June 25, 2004.)

Significant coastal resources in this management unit are shown on figure 4-13. Areas of designated tidal wetlands and tidal pools with lesser areas of rocky shorefront are found on the southern edge of Manresa Island. These resource types as well as intertidal flats can also be found on the eastern shorelines of Manresa Island and the Harborview area. The Harborview marsh is an extensive wetland and intertidal flat area to the west of the Harborview area. Designated wetlands, sandy beaches, and a broad intertidal flat extend from Harborview north to the Shorefront Park area. In addition, natural shellfish beds are found in the area generally west of the Federal channel, extending from the Mack Street area on the north, south to Manresa Island, and including the Peach Island area.

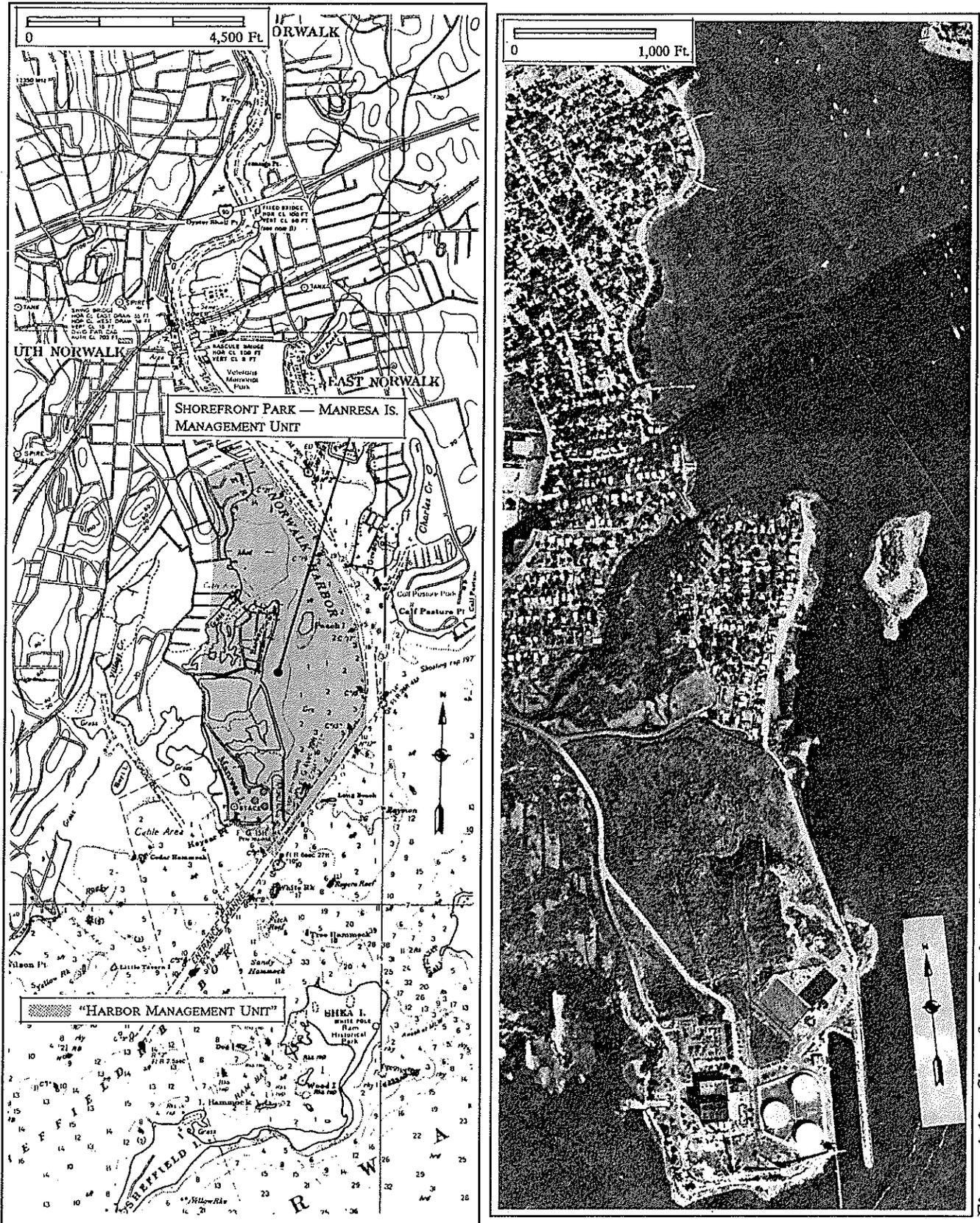


Figure 4-12: Shorefront Park — Manresa Island Management Unit.

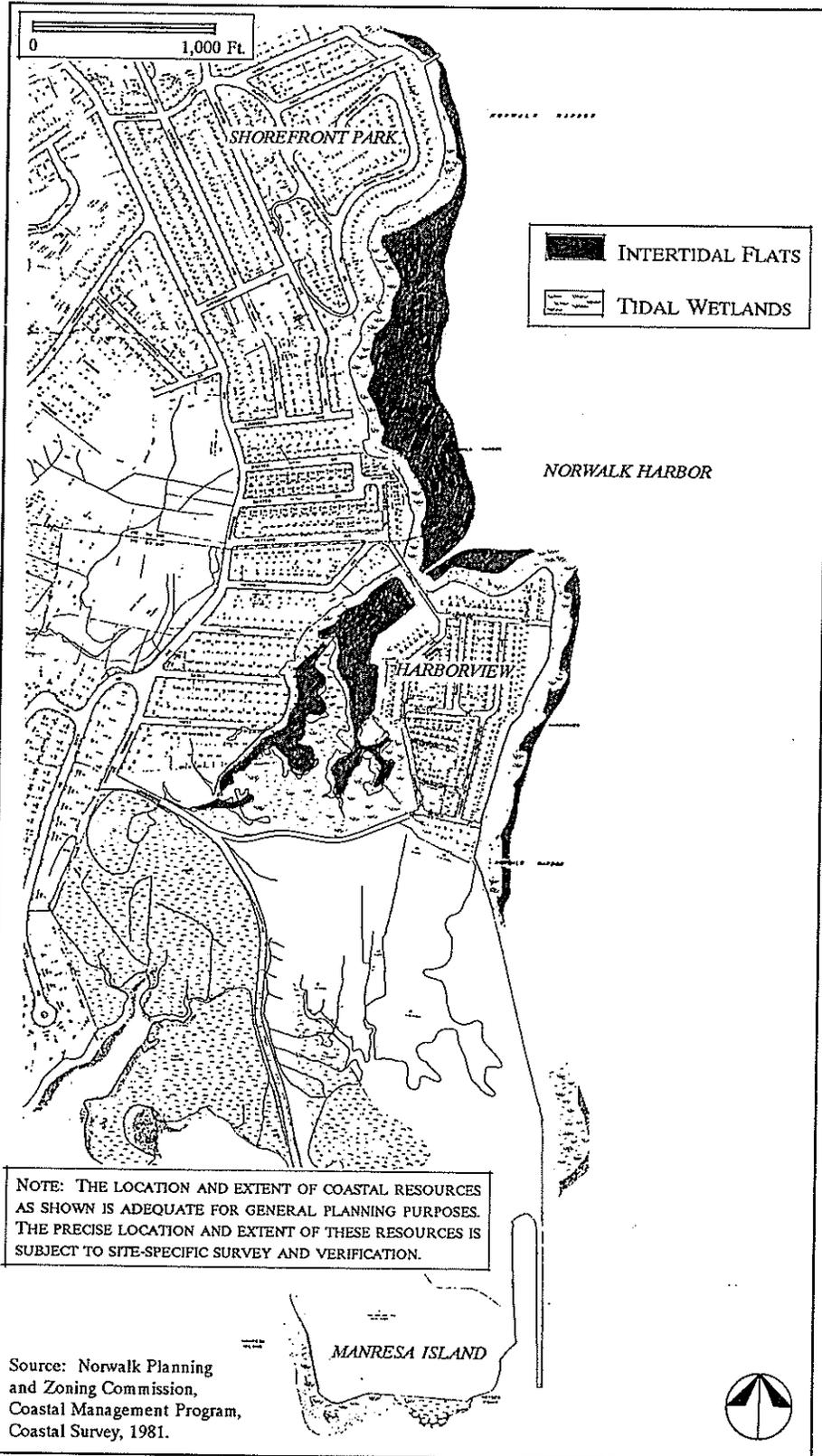


Figure 4-13: Intertidal Resources in the Shorefront Park — Manresa Island Management Unit.

HARBOR MANAGEMENT GUIDELINES AND RECOMMENDATIONS

1. NAVIGATION PROJECT GUIDELINES AND RECOMMENDATIONS:

- 1(a) **Federal Project Maintenance:** The existing **Congressionally** authorized width, depth, and **position location** of the **Norwalk Harbor** Federal entrance channel in this management unit should be maintained to meet the navigation needs of recreational and commercial vessels. Maintenance dredging should be carried out by the Corps of Engineers in the most timely manner **needed to provide safe navigation, ensure the continued viability of water-dependent uses, and maintain the economic advantages of waterborne transportation.**
- 1(b) **Aids to Navigation:** Aids to navigation, including any buoys, beacons, signs, and other markers maintained by the U.S. Coast Guard, City of Norwalk, and marine facility operators, should be adequate for marking the Federal channel and any conditions affecting the ease and safety of navigation in the channel. All regulatory and navigational markers shall be properly authorized in accordance with the requirements set forth in RCSA Section 15-121-A5.

2. PUBLIC SAFETY GUIDELINES AND RECOMMENDATIONS:

- (2a) **Restricted Speed Zone:** The requirements of the Inner Harbor restricted speed zone established by §69-3 of the Norwalk Code shall apply to the operation of all vessels in this harbor management unit.

3. WATERFRONT DEVELOPMENT GUIDELINES AND RECOMMENDATIONS:

- 3(a) **In-Water Structures:** The littoral rights of waterfront property owners for **reasonable access** to reach navigable water should be protected. Consistent with these rights, new or extended **floats, docks, and piers, and other in-water structures** should **not cause significant adverse impacts on natural resources, public access opportunities, visual quality, and traditional water uses.** ~~be designed to avoid or minimize adverse impacts on coastal resources and water activities.~~ **In all cases, alternatives to the construction of fixed structures to reach navigable water should be considered, including floating docks and individual-private moorings.** Docks and piers should be of the minimal length necessary to reach navigable water. **The appropriate extent to which in-water structures should extend seaward to reach navigable water will be evaluated by the Harbor Management Commission taking into consideration the littoral rights of waterfront property owners, existing Harbor conditions such as distance from shore to navigable water, public access requirements, the presence of coastal resources such as intertidal flats and shellfish beds, and other conditions.** ~~The use of long docks or piers to provide permanent docking facilities should be discouraged. Short piers or small floats to~~

~~facilitate small craft access for moorings are preferred.~~ Construction of **floats**, docks, and piers by groups of littoral property owners for shared use should be encouraged to reduce potential adverse impacts on water uses and coastal resources. ~~(See Waterfront Land Use and Development Policies in Chapter Three.)~~ ~~AMENDED EFFECTIVE APRIL 1, 1993/~~ The construction of new or extended **floats**, docks, and piers should not infringe on the littoral rights of adjoining owners or interfere with navigation.

To reduce potential adverse impacts on navigation resulting from the construction of new or extended **floats**, docks, and piers, design guidelines established by the U.S. Army Corps of Engineers (and which have been adopted as guidelines by the Norwalk Harbor Management Commission) for the placement of fixed and floating structures in navigable waters should be considered by the Harbor Management Commission in its review of proposed **floats**, docks, and piers. (See “Guidelines for the Placement of Fixed and Floating Structures in Navigable Waters of the United States Regulated by the New England ~~District Division~~ U.S. Army Corps of Engineers,” **July 1996**. ~~2 April 1991.~~) In the absence of compelling reasons to the contrary, including the need to protect valuable coastal resources, new or extended **floats**, docks, and piers should be consistent with the USACE’s guidelines. ~~AMENDED EFFECTIVE APRIL 1, 1993/~~

- 3(b) **Neighborhood Protection:** The existing character and quality of life associated with shorefront residential neighborhoods in the Shorefront Park, Woodward Avenue, and Harborview residential areas should be maintained.
- 3(c) **Upland Disposal of Dredged Material:** ~~Any~~ All upland disposal of dredged material on Manresa Island should be undertaken so as to ensure that coastal resources and waterfront neighborhoods are not adversely affected. The potential for wind transport of dried material should be minimized or eliminated.

4. PUBLIC ACCESS GUIDELINES AND RECOMMENDATIONS:

- 4(a) **Public Street Ends:** All public street ends in the Shorefront Park, Woodward Avenue, and Harborview areas providing opportunities for physical and visual access to the Harbor should be reserved for public use that is consistent with neighborhood character, parking and other space limitations, and all applicable provisions of the *Norwalk Harbor Management Plan*, Norwalk Code, and Norwalk Building Zone Regulations. There should be no obstructions adversely affecting beneficial public access to the Harbor through these street ends.

The Harbor Management Commission ~~may should~~ identify and evaluate any opportunities for improving physical and visual public access to the Harbor through City-owned street ends in the **Shorefront Park, Woodward Avenue, and Harbor view** these areas. ~~Improvement of City-owned street ends for public access purposes~~

~~should be consistent with traditional neighborhood uses and existing neighborhood character.~~

- 4(b) **Car-Top Launching:** The Harbor Management Commission may evaluate the feasibility of establishing a small craft launching and landing facility in the Manresa Island area to serve small vessels such as canoes, dinghies, and kayaks transported without trailers. To the extent feasible, establishment of such a facility should be encouraged and supported, consistent with all other applicable provisions of the *Norwalk Harbor Management Plan*.

5. COASTAL RESOURCES AND WATER QUALITY GUIDELINES AND RECOMMENDATIONS:

- 5(a) **Intertidal Resources:** Consistent with City, State, and Federal laws and regulations, the priority use for the intertidal resources found in the Manresa Island, Harborview, Shorefront Park, and Peach Island areas as shown on figure 13 is “preservation.” Limited **water-dependent** uses and structures may be appropriate if the resource impacts are minimal and no feasible alternatives exist.