

FEASIBILITY STUDY

A CONCEPTUAL PLAN TO IMPROVE THE FUNCTION AND APPEARANCE OF SEVERAL DOWNTOWN PARKING FACILITIES

-Parker Harding Parking Plaza-
-Main Street-
-Elm Street and Avery Place Parking Areas-

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INTRODUCTION

The Westport Downtown Merchants Association (WDMA) has been actively investigating ways to improve upon downtown Westport. Although the overall WDMA's vision is to continue to make downtown Westport an extremely attractive and vibrant destination for businesses and shoppers alike, they also realize the necessity to ensure that the downtown area is continually served with safe, useable, proximal, pedestrian accessible, and attractive parking areas. It is apparent that the success of the downtown business district has resulted in demand for more user-friendly parking. What may not be as readily apparent as the immediate parking deficit is the need to plan for the continued and future success of the downtown business area and the associated parking demand. This feasibility study will attempt to incorporate the primary needs of additional parking spaces with future growth, accessibility, safety, aesthetics, efficiency, public access to the waterfront, trash collection, and improvement funding options.

The goal of this feasibility study was to assess the existing conditions of several areas of the downtown and provide recommendations for several parking-related redevelopment improvements. It is the intent that the recommendations will be implemented by a public/private partnership most likely through the Municipal Improvement Project (MIP-824) process. The scope of this study was limited to the preparation of a master plan for improvements to the existing Parker Harding Parking Plaza, Main Street business area and streetscape, and the existing Elm Street/Avery Place/Christ & Holy Trinity Church Lots. The project areas have formerly been described as "Area A," "Area B," and "Area C" within the Downtown Westport Concept Design Package previously prepared by the WDMA.

The project area of Parker Harding Plaza is bordered by the Saugatuck River on the west, Avery Place to the north, the Post Road East to the south, and Main Street to the east. Parker Harding Plaza is currently heavily used as a parking lot and also serves as the primary garbage collection site, i.e. dumpsters, for the immediate downtown businesses. The Main Street area, for the purpose of this study, shall be the area of Main Street from the Post Road East (Route 1) to

Avery Place. The Elm Street/Avery Place/Christ & Holy Trinity Church Lots are currently three separate parking areas utilized for secondary or overflow parking of Main Street businesses as well as the primary parking for several businesses, the church, and the daycare center adjacent to the lots.

The intent of this feasibility study is to guide the next phases of project development and move the visions of the WDMA closer to actual project implementation.

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1.0 ANALYSIS OF EXISTING CONDITIONS



2004 Aerial Photo – Downtown Westport, Connecticut
Project Study Area

Figure 1.1

1.1 Downtown Study Area

Through many meetings with the Westport Downtown Merchants Association Board, a downtown study area was developed in order to define the project area. This boundary (shown in red above) is not a zoning boundary or property boundary but rather a subjective immediate downtown business area that reflects a primary zone of influence surrounding the three subject project areas (shown in yellow above). The project study area boundary was utilized in this feasibility study as the limit for existing conditions analysis, mapping, and data collection.

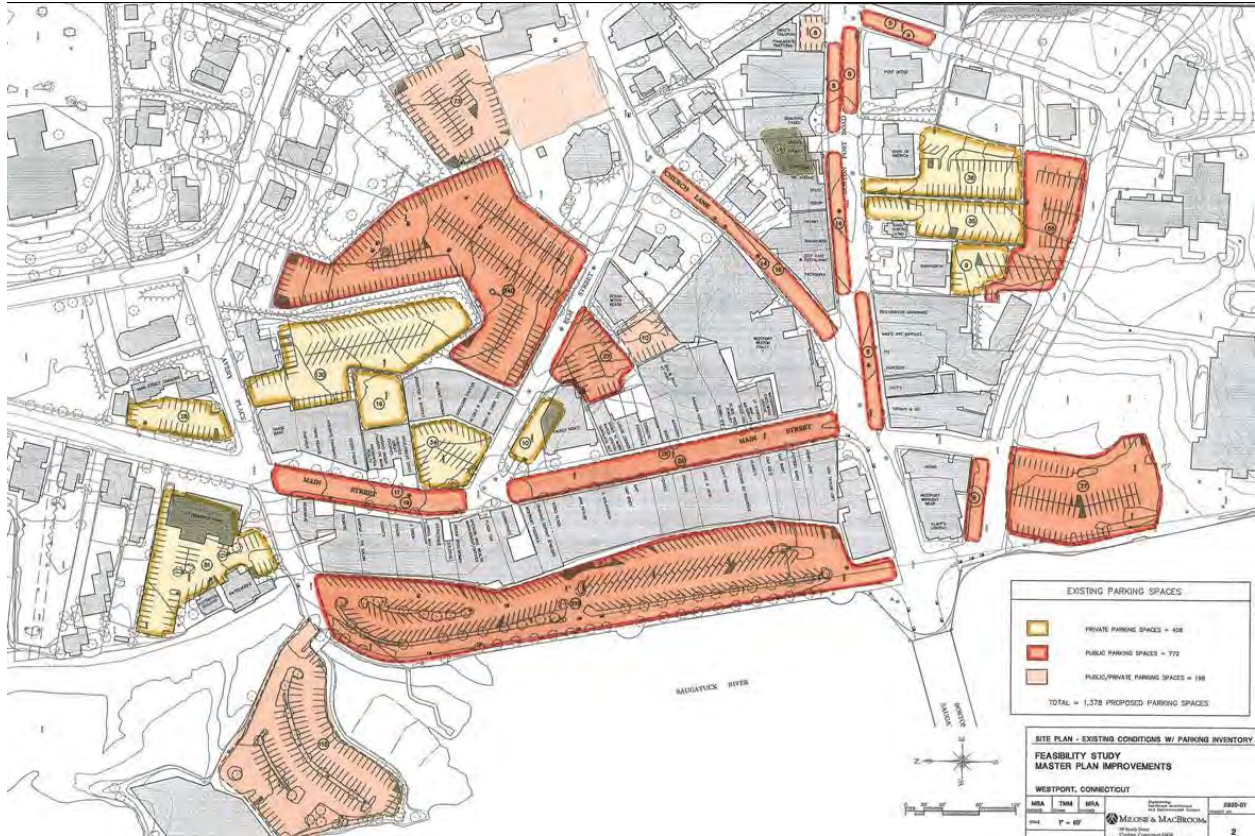


Figure 1.2
Existing Conditions Map – Parking Space Inventory Plan

In an attempt to better understand the actual available parking counts both public and private, a field inventory was completed for the downtown study area. For mapping purposes, the existing parking areas have been separated into three categories: public, private, and private/public parking. The public areas are currently signed as public municipal parking areas (no charge), while the private parking areas are signed for private businesses or office parking only. The private/public parking category was used to define those private business and institutional parking areas that allow for public parking during weekends or, more generally, on nonbusiness days. The private/public parking areas used for this study have only been counted as private/public shared spaces and not private and private/public shared spaces.

1.2 Parker Harding Plaza

Parker Harding Plaza is a town-owned municipal parking lot that currently provides approximately 218 paved parking stalls, many of which do not meet current zoning regulations and do not accommodate many of today's vehicle sizes. However, larger vehicles do park in the inadequately sized spaces, thus leading to an unsafe condition of extremely narrow aisle widths. This parking area is heavily utilized as is evident by the traffic congestion that occurs regularly both within the parking area and at the entrance/exit with the Post Road. Upon review of the Connecticut Department of Transportation (ConnDOT) published traffic accident data tables (1999-2005) for the subject intersection, it was noted that 98 accidents had been reported over the six-year time period reported. Of those accidents, approximately 75% were either rear-end collisions or sideswipe incidents with 65% occurring during dry conditions. Descriptions within the Traffic Accident Experience Report note the causes of the accidents to be primarily for reasons of "skidding to stop for stopped vehicle" or "vehicle stopped for traffic." Analysis of the published accident data coupled with field observations quickly points to a traffic egress circulation problem into the parking area. Although the traffic/accident data for this intersection is common for a high volume retail traffic area, it is obvious that revisions to the parking lot circulation could potentially help to alleviate traffic congestion within the intersection.

The existing circulation pattern of traffic into the parking area from the Post Road is a primary area of concern due to the lack of queuing or room for vehicles waiting for a parking space. Currently, the parking area is a series of one-way travel lanes and angled parking stalls. The parking area is also serviced by a one-lane bypass road linking Main Street to the Post Road. The one-way road is flanked by parallel parking on the east side and the Saugatuck River to the west and acts as a shortcut to the Post Road.

A narrow section of concrete and asphalt walkway along the river is lined with flowering cherry trees and locust trees. Several of the cherry trees are in poor condition. The walkway along the waterfront is in need of repair, there are inadequate and unsafe sections on protective railing, and

there are few desirable seating locations. It is an understatement to describe this area as dominated by the vehicle. The much needed aesthetic and pedestrian safety improvements will turn this area from a congested parking lot and Main Street bypass to an attractive, safe waterfront promenade and associated parking area.

Environmentally, this area of the river is sheltered from the water current by Gorham Island. As a calm, backwater area, it is a desirable place for wildlife to rest and feed. The existing walkway is situated conveniently above high water so pedestrians have the opportunity to observe waterfowl from above, and birds in flight can be seen at eye level. Improvements to the walkway and observation areas will only highlight a pedestrian connection to the river. Birds noted included mallard ducks, great blue heron, double-crested cormorant, and sandpipers, in addition to the many species of gulls navigating the river.

The walkway abuts an existing cut-stone Saugatuck River seawall. The seawall is vertical and constructed of large granite blocks. The tidal range in this area of the river is approximately five to seven feet. As a result of this tidal regime, there is neither a substantial amount of submerged aquatic vegetation (seaweed) attached to the wall nor an aquatic bench for rooted, emergent plants.

The river bottom consists of unconsolidated sediment, essentially mud and sandy runoff from nearby roadways. As there are no beds of submerged aquatic plants (eelgrass) on the river bottom, a proposal to extend the walkway over the river using a parapet or cantilever could be considered feasible. The resultant shading of the benthic environment from an overhead deck would have no significant detrimental ecological impact.



*Traffic Congestion at the Parker Harding Plaza
Access Drive Intersection with the Post Road*



*Entrance into Parker Harding Plaza with Dumpsters
as the Focal Point*

The following is a list of site-specific safety, circulation, and aesthetic issues that were noted as part of the existing conditions analysis:

- Internal parking lot traffic and queuing cause congestion at the Post Road intersection.
- Existing parking layout and dimensions do not meet current zoning regulations.
- Parking lot aisles are too narrow in certain areas and do not allow bypass around vehicles waiting to park.
- Parking stall widths vary in size, are signed with specific sizes, do not support the current vehicle sizes (i.e., large SUVs), and thus lead to insufficient aisle widths due to the length of parked cars extending into the travel lane.
- There is a lack of a defined, safe pedestrian route to and from the riverside walkway through the parking lot.
- The existing Parker Harding one-way through drive serves as a shortcut, invites higher speeds, and cuts off the river from the parking area.

- There is an unsightly trash and dumpster collection point at the entrance to the parking lot.
- The quality of pavement and curb sections in several sections of the parking area is poor. Tidal activity and voids in the existing seawall are allowing road subgrade material to wash out through the wall and promote potholes in the existing pavements.
- Underutilized, undersized, and unsafe railing systems, waterfront walkway, and observation areas currently exist.
- There is insufficient and unattractive site lighting within parking lot and along waterfront.
- There are a poor quality and quantity of existing landscaping elements (i.e., trees, shrubs, light poles, benches, trash receptacles, bike racks, etc.) within the parking lot and the associated waterfront walkway.
- There is a lack of any stormwater quality controls to treat and filter the parking lot runoff that is collected and discharged into the river from the existing drainage system.
- There are insufficient or absent tide gate or flaps on pipe outlets to prohibit backflow of floodwater into the storm drainage system causing flooding at interior low-lying elevations.
- The height of the existing tidal seawall is insufficient to protect the low-lying areas from the 100-year flood event based upon review of the November 2000 U. S. Army Corps of Engineers Flood Study for the area.

1.3 Main Street Business Corridor

The Main Street business corridor for the purposes of this feasibility study is the area of Main Street from the Post Road to Avery Place. This section of Main Street has a one-way traffic pattern from the Post Road toward the north. Approximately 82 parallel parking spaces and loading zones line both sides of the street in this section, and the existing travel lane is wide enough to allow bypass of cars waiting to park.

This section of streetscape is vibrant and congested from mid-morning until the early evenings seven days a week. The merchants that line the street benefit from the parallel parking adjacent to their storefronts; however, additional proximal parking can only be found in Parker Harding Plaza (behind Main Street) or the Elm Street parking lot (uphill and east of Main Street). The existing brick sidewalks exude a character of historic downtown Westport. A sole pedestrian tunnel, or accessway, connects Main Street to Parker Harding Parking Plaza behind.



Main Street Business Corridor

The following is a list of site-specific safety, circulation, and aesthetic issues that were noted as part of the existing conditions analysis:

- The unique and attractive character of Main Street is becoming overshadowed by the dominance of the vehicle.
- There is a lack of pedestrian-safe crosswalks and handicap accessible parking spaces, sidewalk ramps, and pedestrian safety features (i.e., crossing signs, textured crosswalks, etc.).
- There are limited sidewalk widths and pedestrian spaces.
- Existing sign posts and poles within sidewalks conflict with pedestrian movements and circulation paths.
- There is a lack of streetscape theme and pedestrian scale amenities (i.e., period style pedestrian level lighting, benches, trash receptacles, street trees, etc.).
- There is an understated gateway to Main Street.
- There is unsafe parallel parking on Post Road at the YMCA, Church Street, and Main Street intersection.
- There is a lack of defined or striped parking spaces along Main Street.
- There is a poor connection to additional parking areas other than Main Street parallel parking spaces.

- Uneven walking surfaces present a potential tripping hazard and are generally difficult for some abilities to navigate.
- Inadequate handicap accessible route – lack of ADA compliance.

1.4 Elm Street (Baldwin), Avery Place, and Christ & Holy Trinity Church (CHTC) Parking Lots

The Elm Street Lot, commonly referred to as the Baldwin Parking Lot, is a town-owned municipal parking lot that currently provides approximately 240 paved parking stalls. The parking area is split into color coded parking zones (different stall striping) that allow for a varying period of time allowed for parking. This lot provides sufficient aisle and stall dimensions and does not appear to cause any kind of traffic congestion. The entrance to the parking area is from the highest elevation point of Elm Street. At its entrance, the grade of the parking area gradually slopes down in elevation to the north by approximately 10 feet, creating a bowl effect. A series of generic light poles, a utility building (approximately 10'x15'), signage island, and drainage structures exist within the pavement of the parking area. The parking area is bounded by the CHTC parking lot to the east, Elm Street to the south, a commercial/retail building to the west, and a wooded drainage ditch to the northwest and north. The narrow wooded corridor is a vegetative separation between the municipal Elm Street parking lot and the private Avery Place parking lot to the northwest. Any proposed modifications to this parking area require a change or modification to the existing town zoning classification of Residential-A as it is a nonconforming use.



Signage Specifying Parking Zones and Time Periods



Rear Portion of Elm Street (Baldwin) Lot

The Avery Place lot is a privately owned parking lot that currently provides approximately 130 paved parking stalls. This parking area is designated for merchants and customers utilizing those businesses that directly abut the parking area. There are several signs that designate portions of the lot reserved for the adjacent specific businesses. The actual aisle and stall dimensions are not clearly marked; however, the parking layout seems to manage itself and does not appear to incur any kind of traffic congestion. The entrance to the parking area is from Avery Place and much like the Elm Street lot slopes down in elevation from front to back (north to south) approximately 10 feet in elevation. Several fenced dumpsters are located to the rear of the lot.

The parking area is bounded by a wooded drainage ditch to the east and south and commercial/retail buildings to the west and north. This narrow wooded corridor ditch is a vegetative separation between the private Avery Place parking lot and the municipal Elm Street parking lot to the southeast. It includes some older trees, perhaps left over after the construction in this area. The larger section of the corridor runs from Avery Place on the north to the center of the two lots, adjacent to the existing brick utility building. This area is depressed by four to six feet and functions as a retention area that captures runoff from the surrounding paved parking areas. It is not currently a wetland or a watercourse.

Several of the mature trees shade the parking lots and provide a minimal wind and visual break, but for the most part, the accumulation of trash, debris, and oily sand makes a detailed study of

the functions and values of this area bleak. The area is heavily overrun by undesirable vegetation and invasive species including poison ivy, oriental bittersweet, privet, honeysuckle, burning bush, Norway maple, and tree-of-heaven. The existing isolated puddles within the ditch make an ideal mosquito breeding habitat.

There is a four- to eight-foot cut slope immediately behind the commercial buildings along the western limit of the parking lots. The top of the slope is a paved accessway to the rear of the shops on Main Street, while the toe of the slope is the rear of the Avery Place parking lot. This is well-drained, upland habitat. Several trees remain atop the slope. Most are small (5"–15") and probably do not predate construction. Although a handful of American elm and a red maple help stabilize the slope, the remainder of the vegetation on the slope consists of invasive species overrun by poison ivy and bittersweet and is not worth preserving. Any proposed modifications to this parking area may require a change or modification to the existing town zoning classification.



Entrance to Avery Place Parking Area



*View into Avery Place Lot Showing Constricted
And Ill-defined Parking Area*

The CHTC parking lots are privately owned and currently provide a total of 97 parking spaces. The lot adjacent to Church Lane contains 18 spaces which are primarily used by merchant employees and customers from across Church Lane Monday through Saturday and Sunday afternoons. The main parking lot contains 79 spaces which are used primarily for church

employees and guests, but which are also used by visitors to downtown Monday through Saturday and on Sunday afternoons. The entrance to the main lot is off Church Lane with the exit directly adjacent to the Elm Street lot. The Church Lane lot enters and exits directly off Church Lane. Both lots appear to function adequately and do not incur traffic congestion.

The following is a list of site-specific design, safety, circulation, and aesthetic issues that were noted as part of the existing conditions analysis of the two parking areas:

- There is a poor and unsafe pedestrian connection (sidewalks, wayfinding signage, etc.) to and from parking areas and Main Street shopping. There are limited civic and cultural spaces in this portion of the downtown, with the Seabury Center and the CHTC being the only existing ones. More cultural uses should be encouraged in this part of downtown.
- The Elm Street lot is generally an underutilized parking area.
- Insufficient or absent parking space layout causes a disorganized parking scheme.
- Inefficient parking lot access points and driveways lead to inefficient use of space.
- The existing grade or slope of portions of parking areas exceeds accessibility requirements and provides a generally unsafe condition in the winter months.
- Consideration should be given to rezoning parking lot areas to better conform to surrounding downtown areas. Combination of the two lots will allow for improved circulation (and thereby removing unnecessary traffic from Myrtle Avenue).
- There is insufficient or absent parking lot landscaping (shade trees, landscaped islands, etc.).
- There is insufficient and unattractive parking lot lighting.

- There is a lack of curb cut and access management along Elm Street.
- There is a lack of any stormwater quality controls to treat and filter the parking lot runoff that flows into the existing drainage system.
- The existing wooded corridor separation between lots functions as a trash and debris collection point, stormwater runoff collection point, and potential for mosquito breeding habitat.
- Existing vegetation does not adequately buffer existing parking areas from existing residences.

1.5 Recommendations

Upon completion of a review and analysis of the existing parking facilities, it is apparent that the primary objective has been to maximize the total number of parking spaces within the downtown area of Westport. This is understandable considering that the success of the downtown business district is directly related to the number of potential consumers or shoppers that visit each day. It is also apparent that the downtown business district's success has in turn become its own worst enemy with regard to parking and the changing visual characteristics of the downtown. The "quick fix" or "band-aid" approach to the handling of the increased demand for parking and the usability of existing parking with the use of signs, additional pavement, elimination of landscaping, restriping of parking lots to provide for narrower widths of parking stalls and aisles, and implementing parking space time restrictions is not working efficiently and has adversely affected the aesthetic quality of the area.



A Collage of Existing Signage Found Within the Westport Downtown Project Area

Downtown Westport is at a point where planned improvements for the project areas referenced in this study will not only alleviate the current needs for additional parking, pedestrian accessibility, public access, and aesthetic enhancements but will also allow for future growth and expansion. It should be understood that if improvements to the handicap accessibility, pedestrian circulation/safety, and general aesthetics were considered, the downtown study area would in turn sacrifice approximately 30 to 40 parking spaces. The loss of 30 to 40 existing parking spaces is unacceptable and would lead to an expanded traffic and congestion problem. Any proposed improvements need to consider the immediate and long-range impacts of traffic and the need for more downtown parking spaces. As you will notice in the following pages, this feasibility study attempts to provide a balance between the need for improving the pedestrian friendliness and aesthetics of several downtown areas, increase the areas for visitors to comfortably park their cars, and provide for the proper buffering and screening to abutting residential areas.

The following is a list of design recommendations that should be considered for any proposed improvements that will affect the Westport downtown study area.

- Signage and Gateways: Uniform and attractive informational, interpretive, location and directional signs should be developed for the downtown and positioned in a way to direct both pedestrian and vehicular traffic to their destinations and not interfere with sight lines and pedestrian paths of travel. The use of signage should be used both within the project area and prior to entering the area within public rights-of-way.
- Pedestrian Connection: Where possible, safe, accessible, pedestrian connections should be made from the public street level or retail venues to specified parking areas and to the waterfront.
- Civic and Cultural Spaces: Where possible, safe, accessible, pedestrian-based gathering or civic areas should be incorporated into existing areas that currently only provide a space for vehicular parking or vehicular circulation.
- Parking: There is a need for signed and delineated public parking spaces and aisles of adequate dimensions and the installation of the parking level (deck) over the combined Elm, Avery and CHTC lots. These parking improvements are required to create much needed additional parking inventory and to offset the reduction in parking from the beautification and safety improvements planned as part of this study. The number of actual spaces should be in scale with the size of the retail development and in relatively close proximity to the destination.
- Handicap Accessibility: Where feasible, every attempt should be made to provide handicap accessibility to and from parking areas. Handicap accessibility should be considered when designing the texture, width, and slope of pedestrian access. Curb ramps (maximum slope 12:1 and a minimum width of three feet) should be provided

wherever an access route crosses a vertical curb. If a curb ramp is located where pedestrians must walk across the ramp or where it is not protected by handrails or guardrails, it should have flared sides (maximum slope 12:1).

Handicap ramps are described as any part of an accessible route that exceeds five percent (5%) in slope. The maximum slope of a handicap ramp is 12:1 (8.33%), and the maximum rise for any run is 2.5 feet. Ramps should have a five-foot landing at the top and bottom with the same width as the ramp. If a ramp has a rise greater than six inches or is greater than six feet in length, then it should have handrails on both sides.

- Sustainable Design: All potential improvement projects and new facilities, whether they include paved walkways, gravel paths, timber boardwalks, interpretive signage, protective railings, ornamental landscaping, or structural parking decks, should be designed and constructed of quality, sustainable materials. The design and construction materials selected should have minimal maintenance requirements, be environmentally sensitive, and provide successful long-term project benefits.
- Site Amenities: Where feasible and appropriate, site amenities such as landscaping, decorative directional, historical or interpretive signage, benches, trash receptacles, pedestrian scale decorative lighting, and rain or sun shelters should be incorporated into the site design.
- Site Regulatory Permitting: In addition to all local Conservation, Wetlands, and Planning & Zoning applications and permits that will be required for any potential improvements within the town of Westport, depending on the location and proximity to the coastal zones, additional state and federal permits may also be required. (Refer to Section 6.0 of this report.)

- Abutting Residential Properties: Care should be taken to provide adequate screening and buffering of all proposed redevelopment to any existing neighboring residential properties.
- Metered Parking: Consideration should be given to the implementation of a parking metering system for selected areas within the downtown study area. The profit generated from any proposed metering system will offset costs associated with construction and continued maintenance of the proposed improvements. Refer to Section 3.0 of this report for further information.

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2.0 CONCEPTUAL MASTER PLANS FOR SPECIFIC AREAS OF IMPROVEMENTS

The following pages include conceptual master plans and descriptions that illustrate a series of potential site improvements for each specific study area. The information shown in each of the design scenarios is conceptual in nature and intended to lay the ground work for the future planning of several potential downtown parking improvement projects.

Four conceptual alternative plans have been developed to illustrate different approaches to improve upon the existing parking area at Parker Harding Plaza. As you will observe, each concept improves the parking area in different ways. For instance, Figure PH-1 reduces the total parking count for the lot from 218 to 197, which is the largest reduction in spaces of the four concepts; however, it also provides larger landscape islands, better circulation, and much more effective screened trash compactor areas. Each option provides a different view on potential improvements as some allow for more parking while others provide more open space along the river.

The Main Street business conceptual master plan for improvements discusses several key factors that will improve not only the appearance but also enhance the safety and functional aspects of the area.

The conceptual master plan for the Elm Street (Baldwin Lot) and Avery Place parking lots utilizes the existing topography and illustrates a logical approach to combine municipal and private parking lots and construct a second parking level to increase the total parking number from 370 spaces to 519 proposed spaces. Additional discussions should be had with the CHTC to better utilize their existing parking lots from Monday through Saturday or expand the size of the proposed parking level to their lots.

Reduced versions of the master plan graphics have been included within the design report, and larger scale maps have been included at the back of the document.

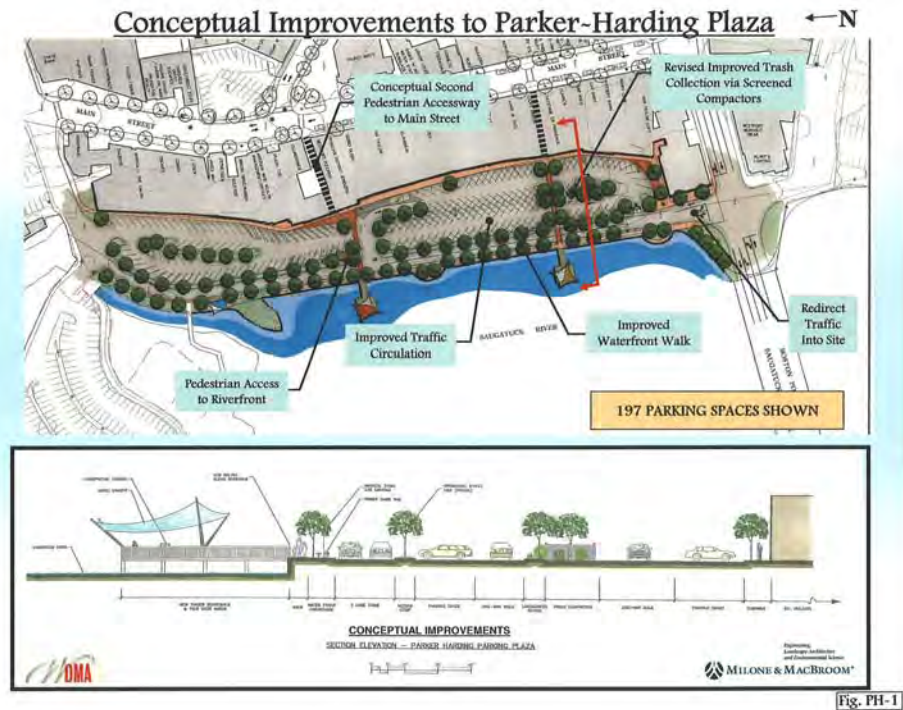


Fig. PH-1

Fig. PH-1 Parker Harding Parking Plaza Design Report

2.1 Parker Harding Plaza

The concepts illustrated in Figure PH-1 address several key issues that currently exist at the Parker Harding Plaza. First, the entrance driveway from the Post Road has been lengthened, parallel parking removed, and the immediate right-hand entry turn into the parking lot has been modified into a one-way exit lane. This will allow additional traffic stacking and queuing for vehicles entering the parking lot and avoid traffic backup into the Post Road. The lengthened entry drive will allow for a more formal entry at the midpoint of the parking lot. The one-way access from Main Street will be maintained. Internally, the southern two-thirds of the traffic circulation pattern will be reversed from its current circulation path and will remain one way. Where feasible, the pedestrian sidewalk along the buildings shall be widened and reconstructed to create a uniform texture and width throughout.

The existing unattractive dumpsters have been relocated and are proposed to be replaced with cleaner and more efficient trash compactors. As shown, the compactors will be screened with fencing and landscaping.

A second new pedestrian tunnel has been shown along with two new well-defined pedestrian access sidewalks to the waterfront. The pedestrian sidewalk and crosswalks will be decorative brick paver or textured/stenciled concrete surface. One option for design could elevate the crosswalk sections to be flush to the sidewalk elevation, acting as a pedestrian safety element and a speed deterrent.

The plan also includes new landscaping, an enhanced riverside walkway, and two new observation decks out over the existing water. These new improvements along the waterfront will allow the Parker Harding Plaza to relate to the river, allow improved public access, and enhance the connection to the library's river walk across the Post Road.

The proposed improvements shown in this concept, while enhancing the appearance and function of the parking lot, will also reduce the total number of spaces from 218 (existing) to 197 proposed. The cost for these improvements will be in the range of \$1.5 to \$3.0 million.



Conceptual Improvements to Parker-Harding Plaza



Concept Prepared by Others



Fig. PH-2

Fig. PH-2 Parker Harding Parking Plaza Design Report

The concept improvement plan shown in Figure PH-2 was prepared by others and calls for redesign of the parking and circulation of Parker Harding Plaza. Similar to Figure PH-1, the entrance driveway from the Post Road has been lengthened, parallel parking removed, and the immediate right-hand entry turn into the parking lot moved approximately 100 feet further into the site. This will allow additional traffic stacking and queuing for vehicles entering the parking lot and limit the traffic backup into the Post Road. The one-way access from Main Street would be modified to accommodate two-lane traffic with parking. Internally, the southern two-thirds of the traffic circulation pattern will be modified from its current one-way circulation path to two-lane traffic with standard 90 degree parking spaces.

The existing unattractive dumpster locations have been relocated to one central trash compactor location.

A second new pedestrian tunnel has been shown, as well as two new well-defined pedestrian access sidewalks to the waterfront. The pedestrian sidewalk and crosswalks will be a decorative brick paver or textured/stenciled concrete surface. One option for design could elevate the crosswalk sections to be flush to the sidewalk elevation, acting as a pedestrian safety element and a speed deterrent.

The plan also includes a new landscaping area, an enhanced riverside walkway, and two new observation decks out over the existing water. These new improvements along the waterfront will allow the Parker Harding Plaza to relate to the river, allow improved public access, and enhance the connection to the library's river walk across the Post Road. The proposed improvements shown in this concept, while enhancing the appearance and function of the parking lot, will also reduce the total number of spaces from 218 (existing) to 203 proposed. The cost of these improvements is likely to be in the range of \$1.5 to \$3.0 million.



Fig. PH-3 Parker Harding Parking Plaza Design Report

The concepts shown in Figure PH-3 address several key issues that currently exist at the Parker Harding Plaza. First, the entrance driveway from the Post Road has been lengthened, parallel parking removed, and the immediate right-hand entry turn into the parking lot has been modified into a one-way exit lane. This will allow additional traffic stacking and queuing for vehicles entering the parking lot and avoid traffic backup into the Post Road. The lengthened entry drive will allow for a more formal entry at the midpoint of the parking lot. The one-way access from Main Street will be eliminated. The eliminated through road will allow for an expanded open space, landscaped along the riverfront. Internally, the southern two-thirds of the traffic circulation pattern will be reversed from its current circulation path and will remain one way.

The existing unattractive dumpster locations have been relocated and are proposed to be cleaner and more efficient trash compactors. As shown, the compactors will be screened with fencing and landscaping.

A second new pedestrian tunnel has been shown along with two new well-defined pedestrian access sidewalks to the waterfront. The pedestrian sidewalk and crosswalks will be decorative brick paver or textured/stenciled concrete surface. One option for design could elevate the crosswalk sections to be flush to the sidewalk elevation, acting as a pedestrian safety element and a speed deterrent. The plan also includes new landscaping, an enhanced and expanded riverside walkway, and two new observation decks out over the existing water. These new improvements along the waterfront will allow the Parker Harding Plaza to relate to the river, allow improved public access, and enhance the connection to the library's river walk across the Post Road. The proposed improvements shown in this concept, while enhancing the appearance and function of the parking lot, will also reduce the total number of spaces from 218 (existing) to 202 proposed. The cost of these improvements is likely to be in the range of \$1.5 to \$3.0 million.

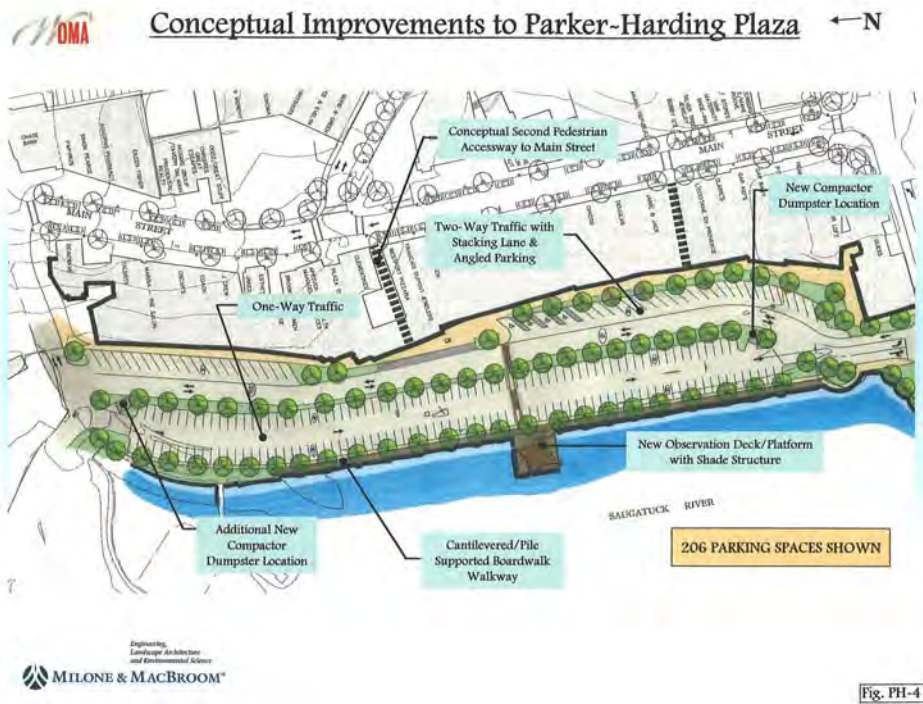


Fig. PH-4 Parker Harding Parking Plaza Concept Design Report

The concepts shown in Figure PH-4 address several key issues that currently exist at the Parker Harding Plaza. First, the entrance driveway from the Post Road has been modified to incorporate a waiting or stacking for cars waiting to park. This will allow bypass of traffic stacking and the queuing lane and potentially alleviate traffic backup into the Post Road. The lengthened entry drive will allow for a more formal entry at the midpoint of the parking lot. The one-way access from Main Street will be modified and adjusted to be less through street and more parking lot. The two-way traffic lane will be relocated to the east side of the parking area rather than along the river.

The existing unattractive dumpster locations have been relocated and are proposed to be cleaner and more efficient trash compactors. As shown, the compactors will be screened with fencing and landscaping.

A second new pedestrian tunnel has been shown along with one new well-defined pedestrian access sidewalk to the waterfront. The pedestrian sidewalk and crosswalks will be decorative brick paver or textured/stenciled concrete surface. One option for design could elevate the crosswalk sections to be flush to the sidewalk elevation, acting as a pedestrian safety element and a speed deterrent. The plan also includes new landscaping, an enhanced and expanded riverside walkway, and one new observation platform out over the existing water for public use. These new improvements along the waterfront will allow the Parker Harding Plaza to relate to the river, allow improved public access, and enhance the connection to the library's river walk across the Post Road. The proposed improvements shown in this concept, while enhancing the appearance and function of the parking lot, will also retain the most existing parking spaces by only reducing the total number of spaces from 218 (existing) to 206 proposed. The cost of these improvements is likely to be in the range of \$1.5 to \$3.0 million.



Fig. MS-1 Main Street (Business Area) Concept Design Report

2.2 Main Street

The concepts shown in Figure MS-1 address several key issues that currently exist on Main Street within the study area. The following list of proposed conceptual design elements is aimed at improving the pedestrian experience, the general pedestrian vehicular conflicts, congestion, and overall aesthetics of the area. The existing flow and direction of traffic from the Post Road north will be maintained; however, the pavement at the intersection with the Post Road and Church Lane will be narrowed significantly. This modification to the pavement will significantly decrease the excessive Post Road pedestrian crossing length, eliminate the dangerous on-street parking in front of the existing YMCA building, create a more structured right-turn lane from the Post Road onto Main Street, and create expanded pedestrian spaces on both sides of the entrance to Main Street, thus creating a more defined and attractive gateway to Main Street. These improvements will require detailed coordination with ConnDOT.

Other improvements shown are slightly wider sidewalks, new uniform pavers/brick sidewalks, defined parallel parking spaces, pedestrian-friendly sidewalk bumpouts to better define and shorten the distance of the pedestrian crosswalks, pavers/brick textured crosswalks, decorative streetscape elements (i.e., period style pedestrian scale site lighting, benches, trash receptacles, uniform street tree plantings, and uniformity of parking and directional signage).

The plan also calls for the minor realignment of the Main Street and Elm Street intersection to 90 degrees, pushing slightly to the south, thus allowing for a wider and safer sidewalk connection to the Elm Street parking area. The degree of the improvements will reduce the approximate 80 existing parking spaces in this section of Main Street. The proposed parking in this section of Main Street after implementation of the proposed streetscape improvements will be in the range of 65 to 75 spaces. The cost of these improvements is likely to be in the range of \$2 to \$3 million.

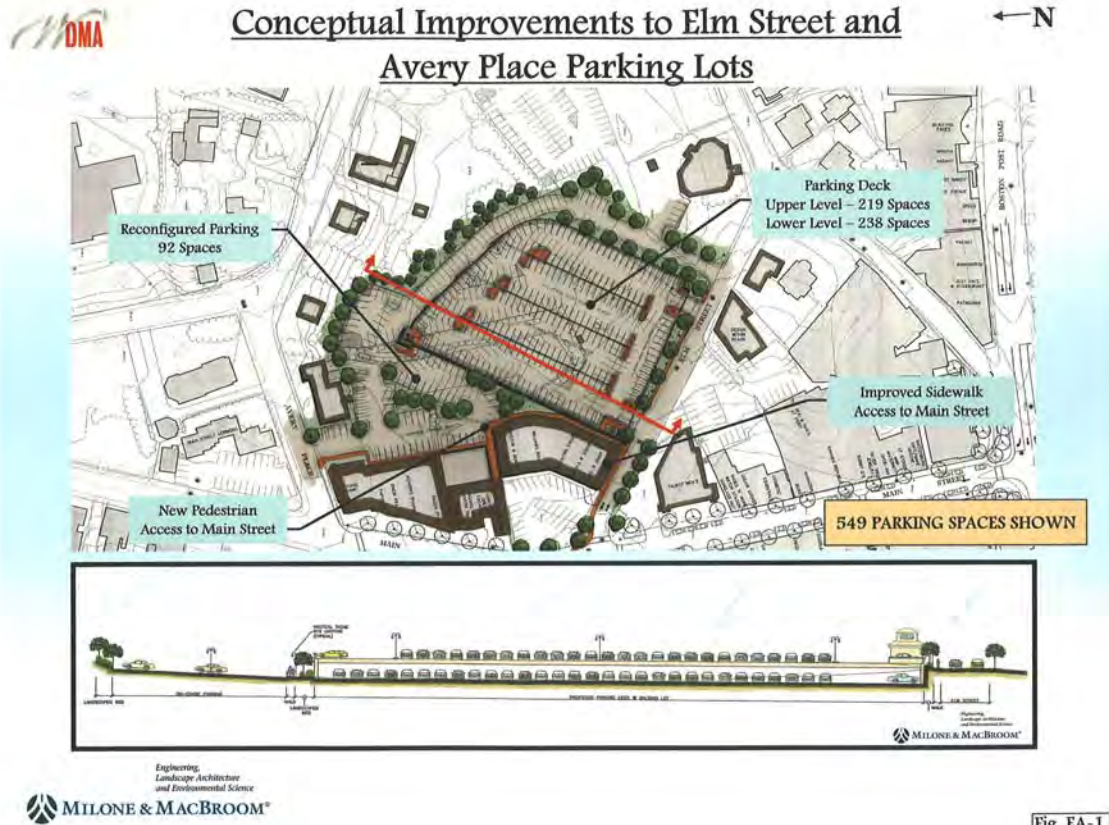


Fig. EA-1 Elm Street (Baldwin) and Avery Place Concept Design Report

2.3 Elm Street (Baldwin) and Avery Place

The concepts shown in Figure EA-1 address several key issues and opportunities that currently exist at these two parking areas. As was discussed previously, the two parking areas, Avery Place (private) and Elm Street (public), are separated by a vegetated band and currently function separately with no vehicular or defined pedestrian connectivity. This proposed concept utilizes the proposed combination of the two lots to significantly increase the efficiency and parking counts while also providing a vehicular connection from Avery Place to Elm Street, thus limiting

the traffic flow on Myrtle Avenue. The proposed plan also utilizes the existing topographic, or elevation change from the public street level to the rear of the parking areas to effectively design two levels, one partially buried, of parking without simply constructing an above-ground parking garage structure. By building into the existing slope, in essence, the lower level of parking will be constructed at the low point of the existing parking areas, while the upper level will be constructed only slightly higher than the existing Elm Street elevation. The combination of the two parking lots and construction of a structural parking component will increase the total parking number of the two lots from 370 (existing) to 549 proposed spaces. The 549 proposed spaces do not include the existing Christ & Holy Trinity Church parking spaces that are currently utilized as public spaces from Monday through Saturday.

Additional improvements to the area will include decorative and safety site lighting, additional landscaping and buffering to the existing residential properties, additional pedestrian access to Main Street, reduction of traffic on Myrtle Avenue, and handicap accessible parking areas by means of elevator access between two levels of parking. This plan will require detailed coordination and potential property acquisition between the town and several private property owners, including the Christ & Holy Trinity Church. The cost of these improvements is likely to be in the range of \$6 to \$8 million.

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3.0 PARKING METERING CONCEPT

The preceding conceptual improvement plans described in Section 2.0 of this document range in scope and fee but will each bear considerable design, construction, and maintenance fees. Funding to support these projects can be sought from a variety of potential sources such as utilizing the Town of Westport's advantageous credit rating and following the Municipal Improvement Project (MIP) process, or including the enhancement project or portion thereof as part of a private redevelopment venture, or seeking federal and state government funding through grant programs.

One additional way of creating a source of revenue for the town to fund municipal improvement projects is to implement a pay-for-parking strategy. One potential metering concept for the downtown study area has been explored and is presented in this section of the report.

Oftentimes, the concept of parking meters sends shivers down the spines of many an employee, merchant, town official, or potential shopper. Employees, although often directed to utilize parking areas further from the retail spaces, do tend to utilize rather valuable potential consumer parking spaces. Merchants, on the other hand, want as many "close to their front door" spaces as possible. Shoppers do not want to be inconvenienced and want to spend their time shopping, not walking to the shop.



Fig. M-1 Samples of Improved Metering Technology

The goal of the WDMA is to continue to provide shoppers and consumers with readily available parking accommodations that allow for easy and safe access to and from their vehicles when visiting the downtown as well as providing additional nearby parking for employees. It is the intent of the WDMA metering proposal to develop a simple implementation plan that will generate substantial additional revenue for the town. By keeping the implementation plan simple and not taking the "meter everything" approach, the transition from free parking to metering should be smoother.

As the demand for parking increases, the task of providing adequate parking is becoming increasingly difficult. With all of the end users considered, it is now time to shed some light on the historic stereotypical parking meter. Parking metering can be an effective tool in encouraging turnover within parking areas, eliminating stagnant parked vehicles, and helping to continually provide desirable open parking spaces for the shoppers. Metering technology has improved to the point where the individual curbside parking meter may soon be history (reference Figure M-1). With the advancement of parking metering technology, specifically

multispace meters and a variety of payment options (prepaid time, credit card, pay-by-phone), the concept of implementation of a pay-for-parking system for selected areas may be more feasible, realistic, and palatable than once was imagined. The following conceptual downtown metering plan was developed in order to illustrate one schematic metering implantation plan. The philosophy of the plan is to generate discussion on the topic and to (1) generate a source of revenue to fund municipal improvement projects, (2) primarily target visitors or potential consumers, and (3) minimize the effect to the existing downtown character.



Fig. PM-1

The initial parking meter concept proposal would be to install a metering system in selected parking areas only (see figure PM-1). The meters would be operational five days a week between 9:00 a.m. and 6:00 p.m., with Mondays and Tuesdays free. The proposed fees would be \$1.50 per hour in Parker Harding (\$.25 minimum) and the parallel street parking on Main Street,

Church Lane, and the Post Road. The proposed fees would be \$1.00 per hour on the upper level only, top deck, of the proposed Elm and Avery parking structure. The bottom level parking spaces would be free parking.

Conceptual Proposal Summary
Westport Parking Metering Schedule:

205 Parking Spaces – Parker Harding Plaza @ \$1.50/hr
+ 142 On-Street Parking Spaces (Post Road, Main Street, Church Lane) @ \$1.50/hr
 347 Parking Spaces x (5 turnovers/day) x (5 days/week) x (52 weeks/year) x (\$1.50/hr) =

\$676,650 Annually

219 Upper Level (Only) Elm Street Lot Spaces @ \$1.00/hr.
 219 Parking Spaces x (5 turnovers/day) x (5 days/week) x (52 weeks/year) x (\$1.00/hr) =

\$284,700 Annually

\$ 676,650 Annually
+ \$ 284,700 Annually
\$ 961,350 Annually

15% Contingency/Capture (±\$144,200)
\$769,080 Projected Meter Revenue

±\$917,150 Anticipated Revenue
 (Includes \$100,000 anticipated trash collection revenue.)

Summary:

The feasibility of the proposed improvement projects begins to become more realistic when identifying a potential source of funding. The preceding conceptual metering plan (±\$817,150) coupled with the anticipated additional revenue that will be generated through an upgrade of the Parker Harding Plaza trash collection services (±\$100,000) and additional revenue from parking violations and parking tickets could potentially generate close to \$1,000,000 in annual revenue

for the town. This additional revenue could be utilized to fund municipal improvement projects that will continue to improve upon and maintain the character of the Westport downtown.

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4.0 APPENDIX -- ADDITIONAL REFERENCE MATERIALS

Revised Town Plan of Development – Town of Westport, *to be issued in spring 2007*

Downtown Westport Concept Design, *January 9, 2003*

Parker Harding Plaza Flooding Study, *ACOE November 2000*

Connecticut Coastal Management Act, *Connecticut DEP*

Connecticut Coastal Management Manual, *Connecticut DEP*

Connecticut Coastal Access Guide Map, *July 2001, Connecticut DEP & LISCAF*

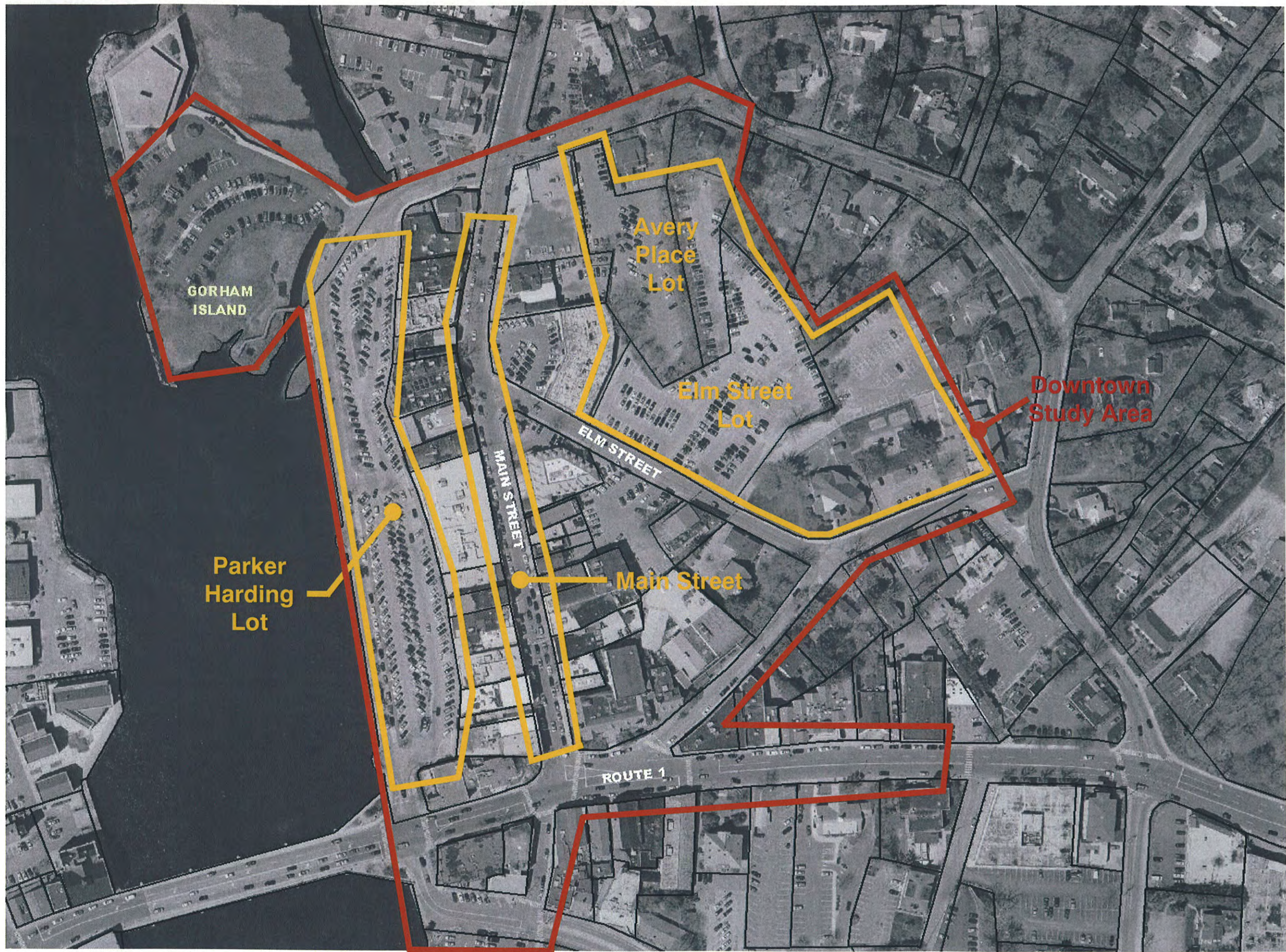
Report of Connecticut Municipality Coastal Zoning, *By Geoffrey Steadman*

2920-01-a1007-4-rpt.doc

5.0 MAPS AND FIGURES

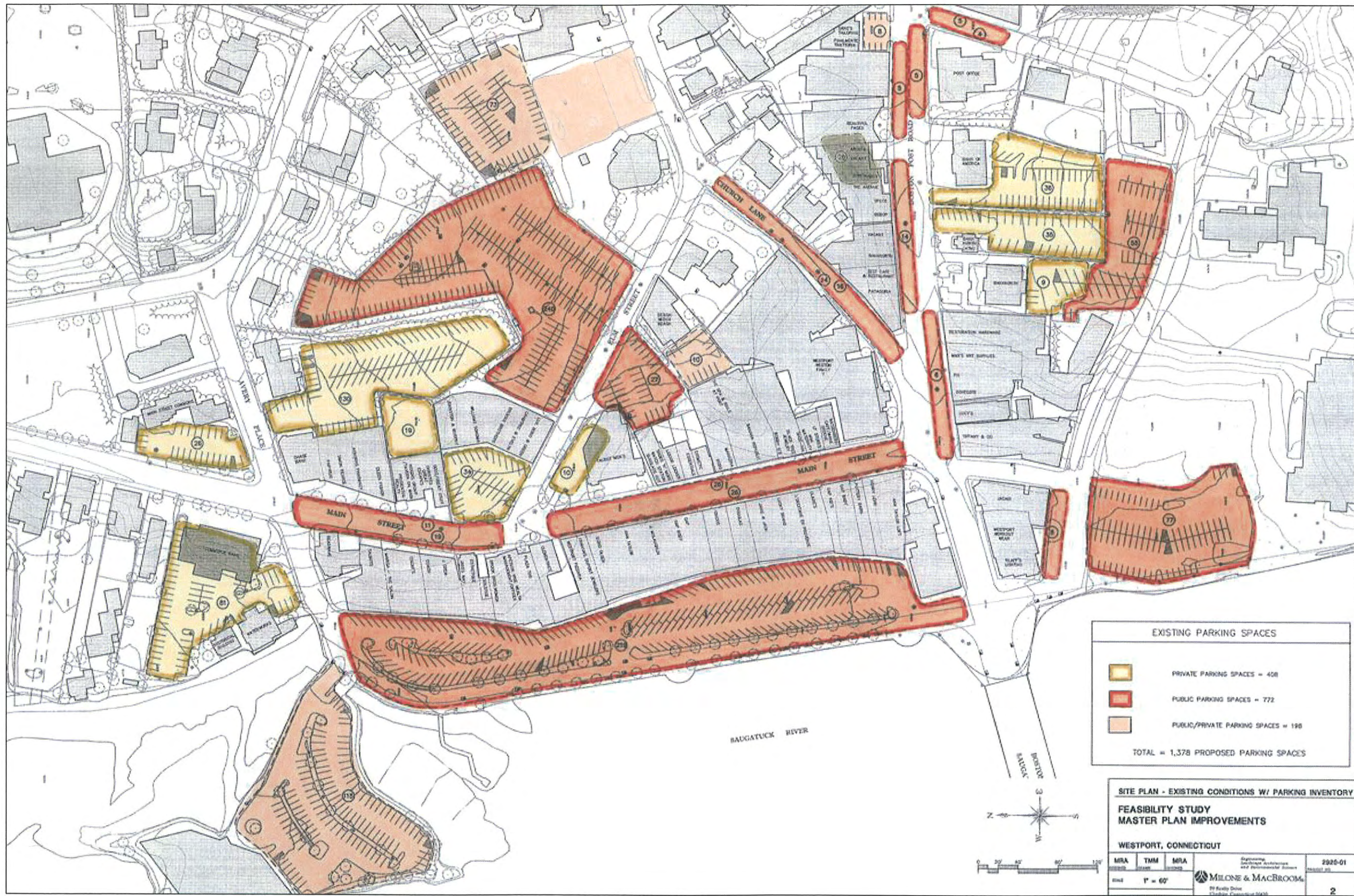
The maps included in this section are larger scale copies of the figures contained in this design report.

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2004 Aerial Photo – Downtown Westport, Connecticut
Project Study Area

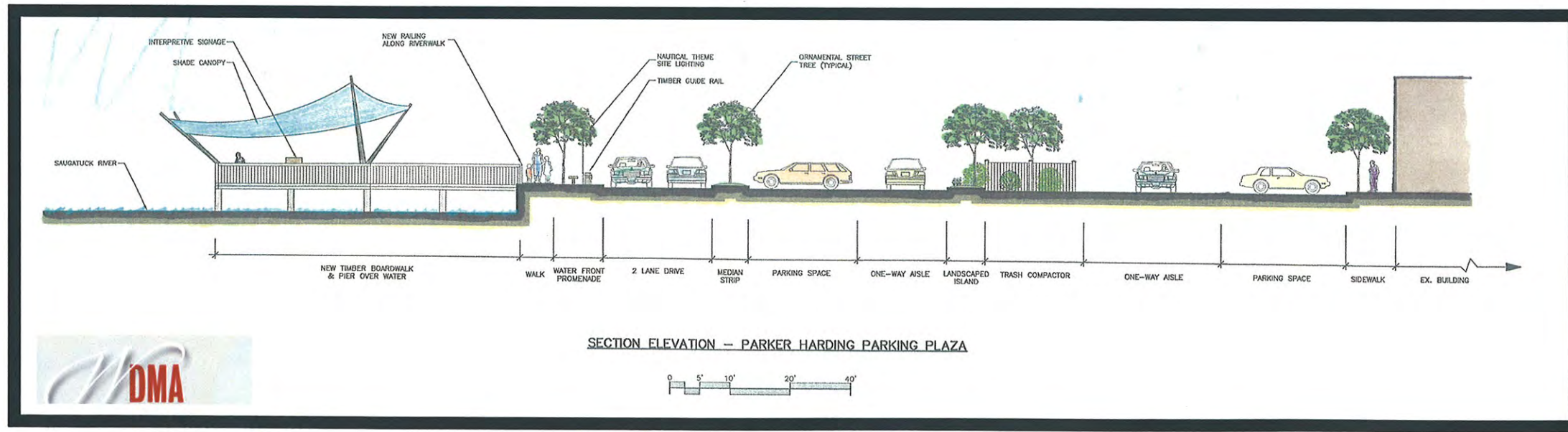
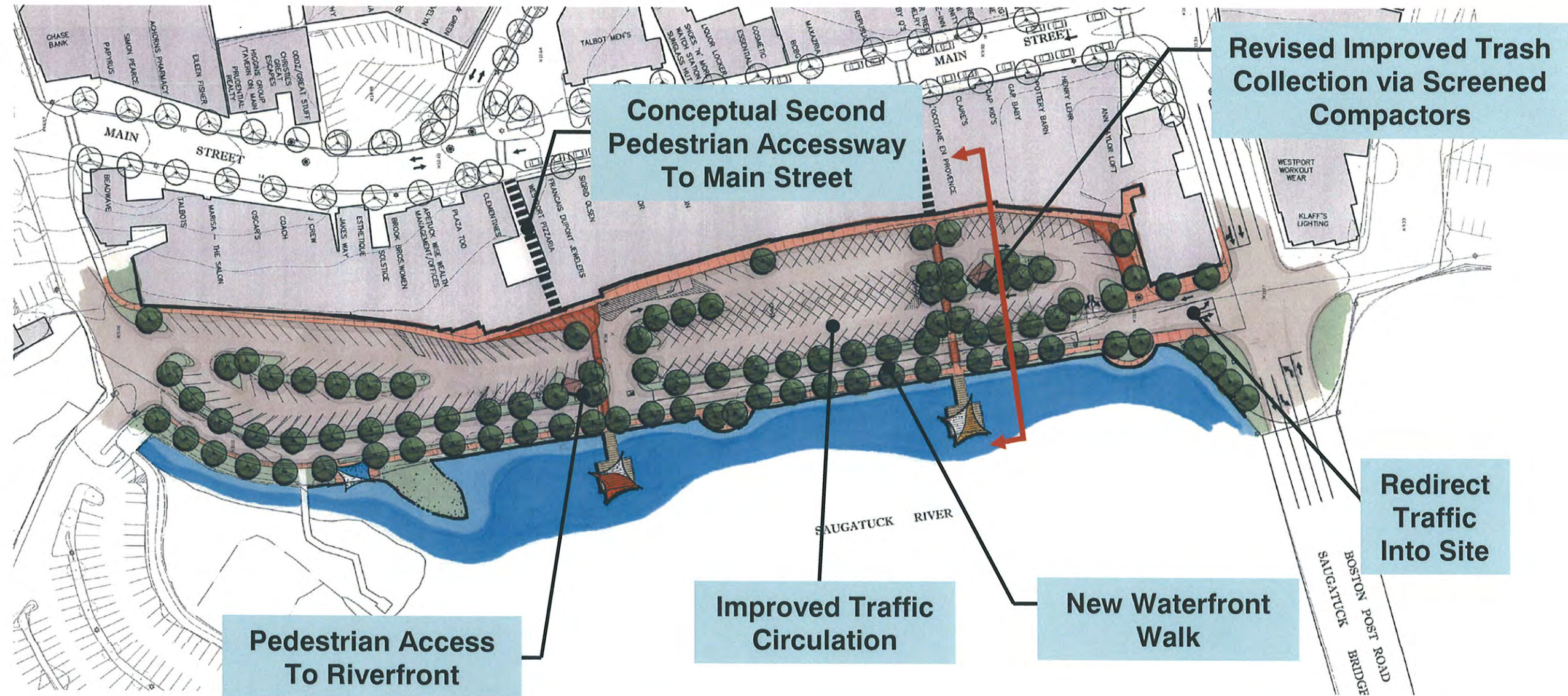
Figure 1.1



Existing Conditions Map
 Parking Space Inventory Plan

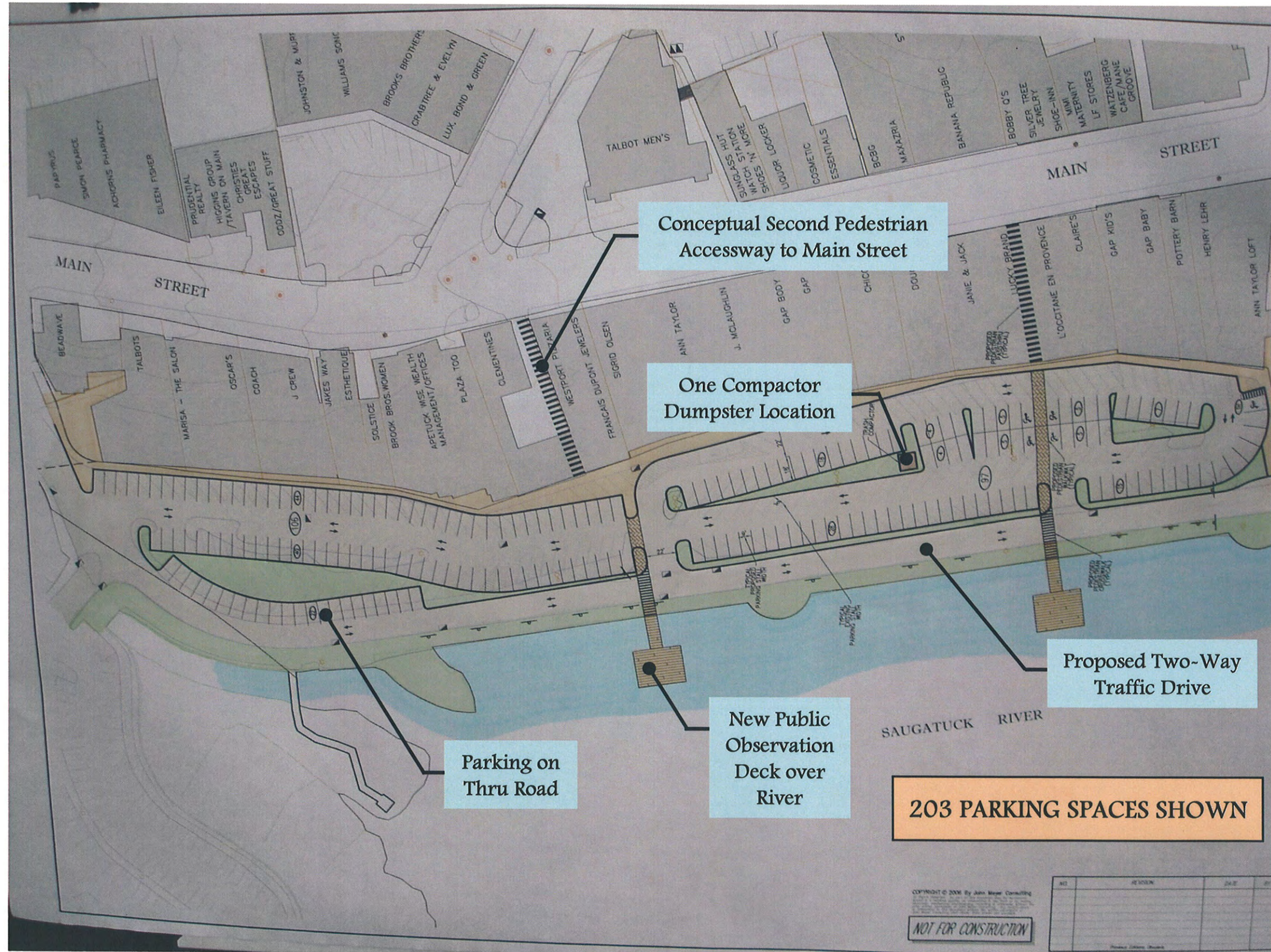
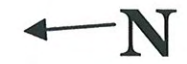
Figure 1.2

Concept Plan – Improvements to Parker-Harding Plaza ← N





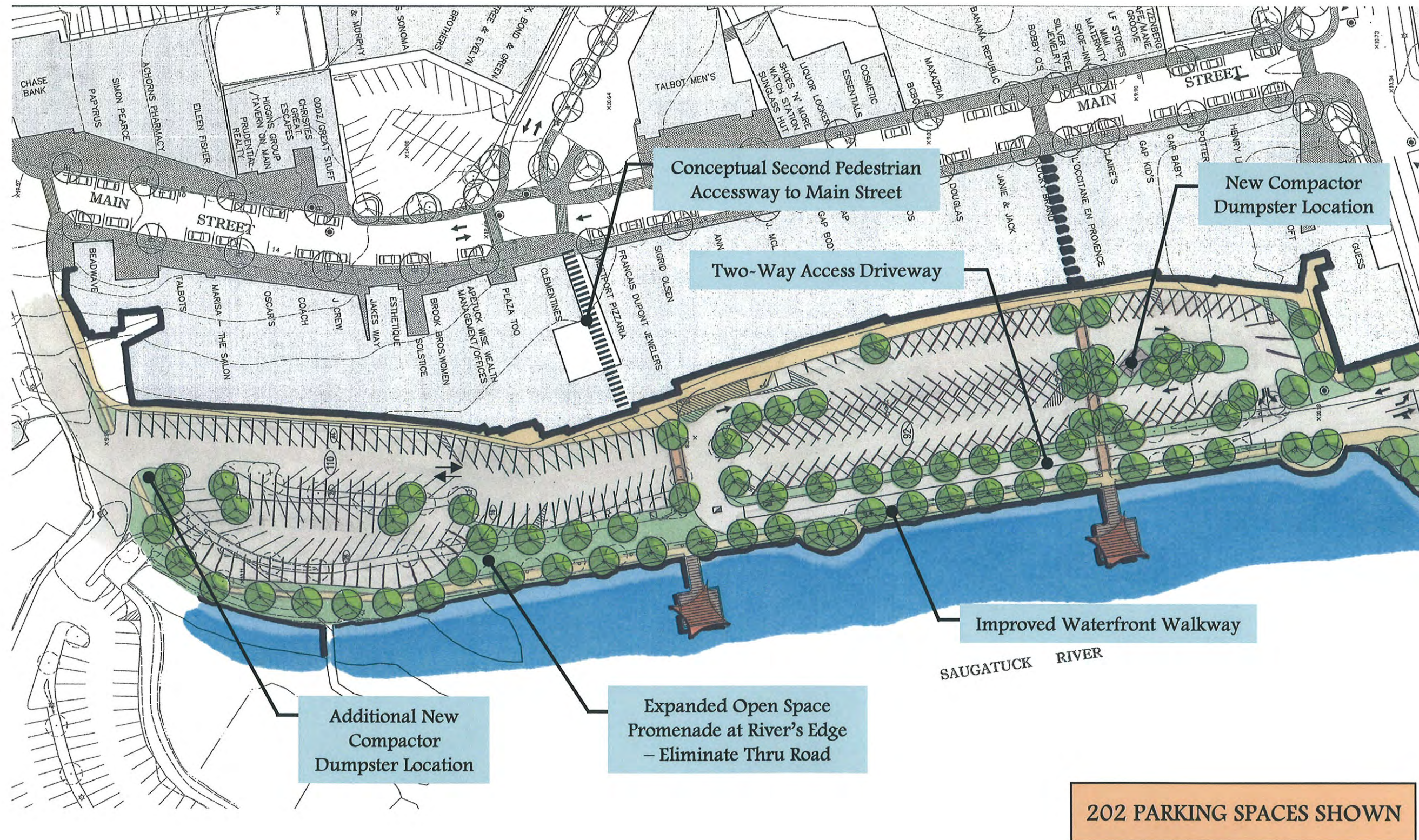
Conceptual Improvements to Parker-Harding Plaza



Concept Prepared by Others

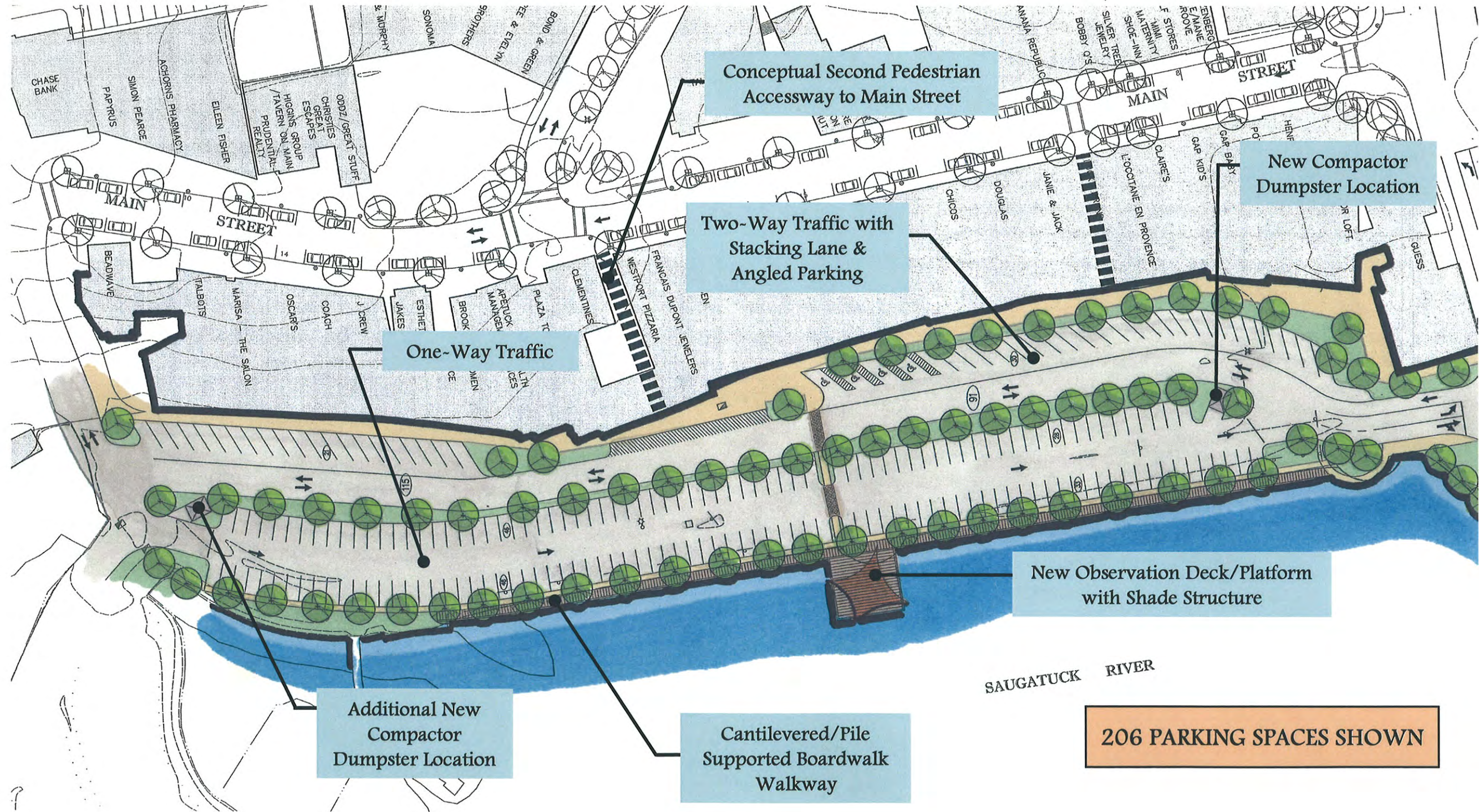


Conceptual Improvements to Parker-Harding Plaza



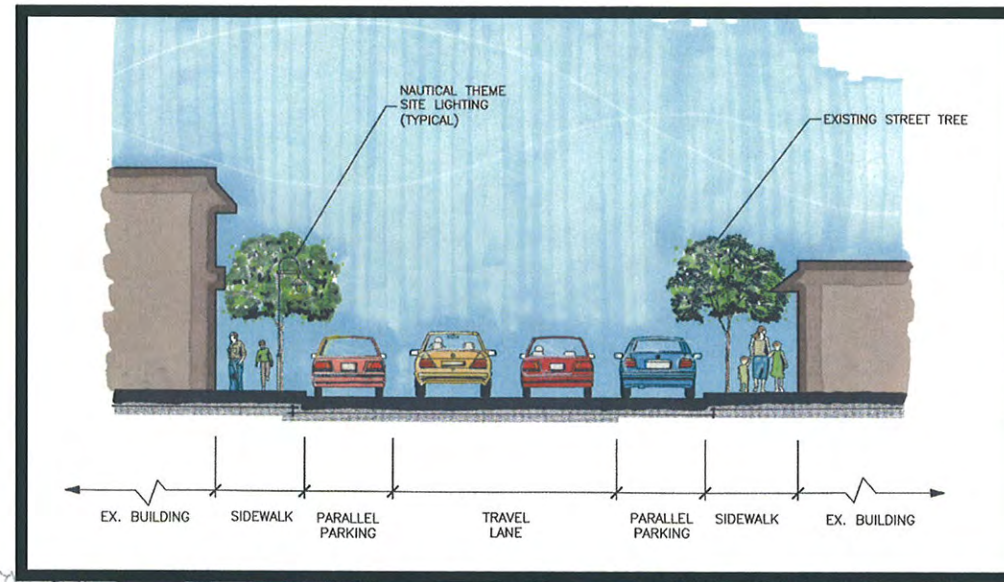


Conceptual Improvements to Parker-Harding Plaza



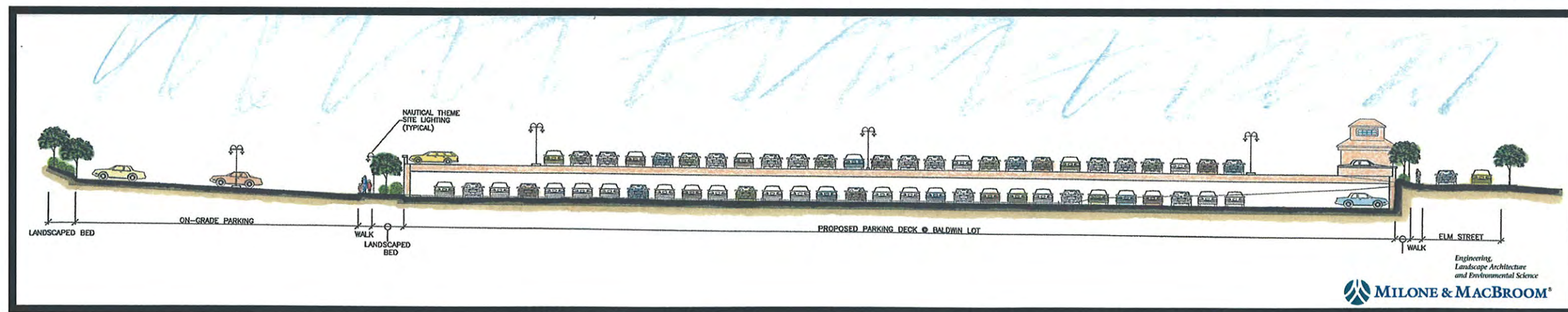


Conceptual Improvements to Main Street





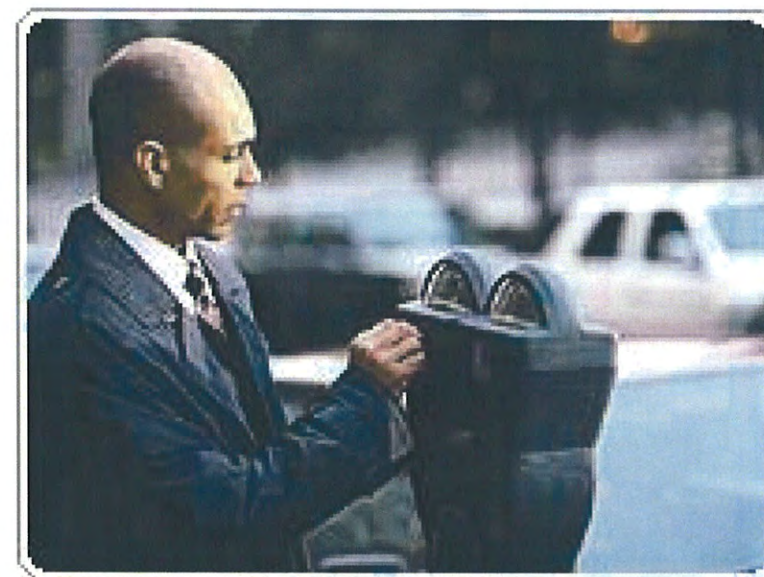
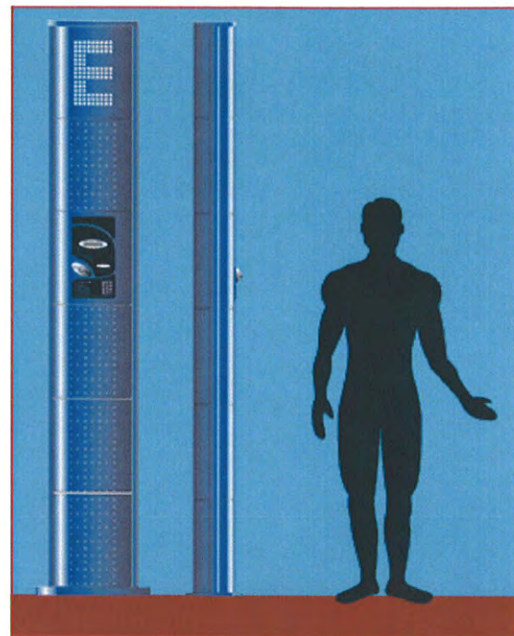
Conceptual Improvements to Elm Street and Avery Place Parking Lots



Elm Street (Baldwin) and Avery Place Concept Design Report

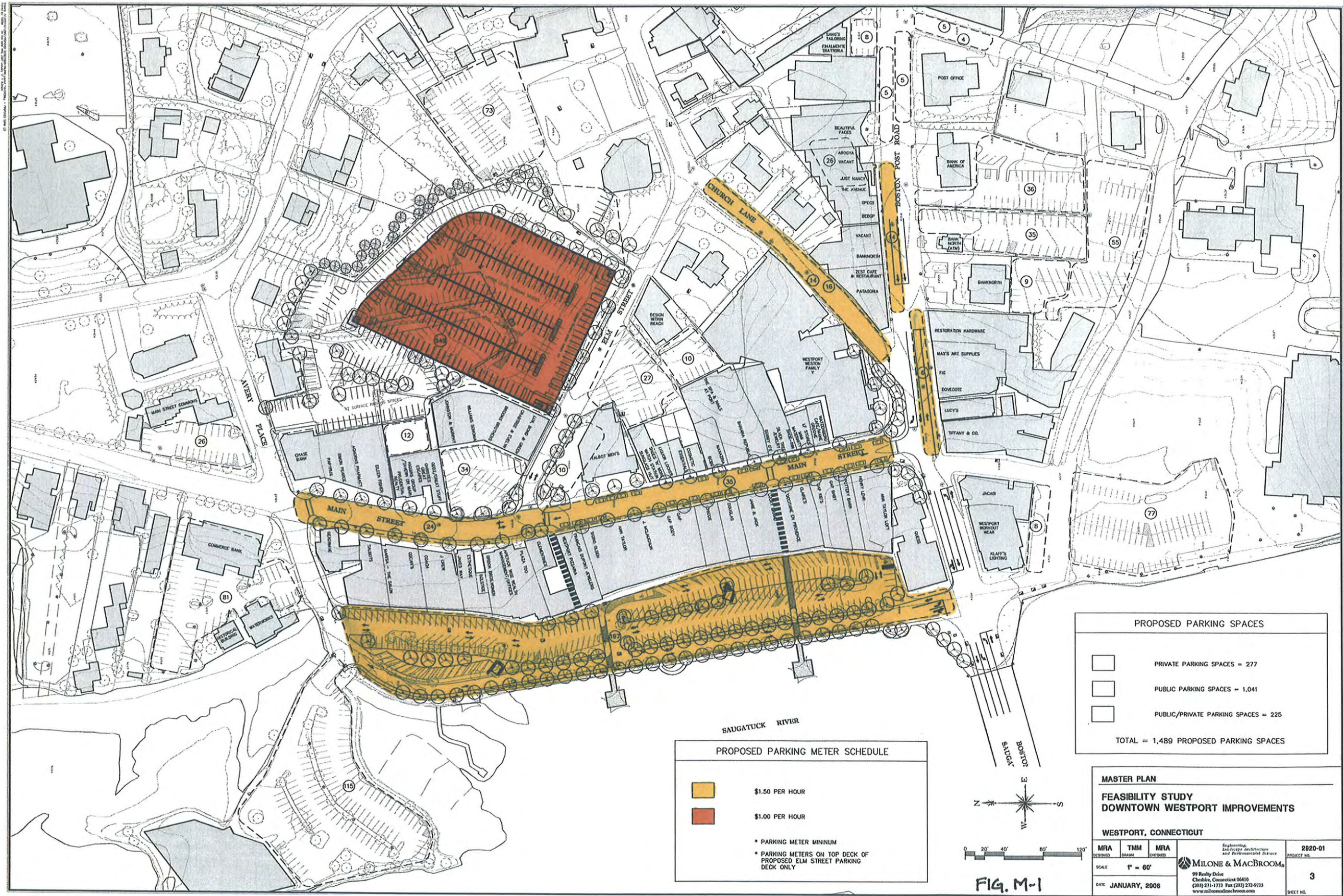
Fig. EA-1

“Meter Technology 101”



Samples of Improved Metering Technology

Fig. M-1



PROPOSED PARKING SPACES

| | |
|---------------------------------------|-------------------------------------|
| | PRIVATE PARKING SPACES = 277 |
| | PUBLIC PARKING SPACES = 1,041 |
| | PUBLIC/PRIVATE PARKING SPACES = 225 |
| TOTAL = 1,489 PROPOSED PARKING SPACES | |

PROPOSED PARKING METER SCHEDULE

| | |
|---|-----------------|
| | \$1.50 PER HOUR |
| | \$1.00 PER HOUR |
| * PARKING METER MINIMUM | |
| * PARKING METERS ON TOP DECK OF PROPOSED ELM STREET PARKING DECK ONLY | |

MASTER PLAN
 FEASIBILITY STUDY
 DOWNTOWN WESTPORT IMPROVEMENTS
 WESTPORT, CONNECTICUT

| | | | | |
|-----------------|---------------------------|----------------|---|------------------------|
| MRA DESIGNED | TMM DRAWN | MRA CHECKED | 99 Randy Drive Cheshire, Connecticut 06410 (203) 271-1773 Fax (203) 272-9733 www.miloneandmacbroom.com | 2020-01 PROJECT NO. |
| SCALE DATE | 1" = 60' JANUARY, 2006 | | | 3 SHEET NO. |

FIG. M-1

Fig. PM-1

6.0 POTENTIAL STATE AND FEDERAL PERMIT DISCUSSION

The State of Connecticut Department of Environmental Protection's Office of Long Island Sound Program (OLISP) regulates the placement and erection of structures, encroachments or fill and dredging activity conducted within tidal wetlands and in tidal, coastal or navigable waters that occur waterward of the high tide line. The high tide line is defined as the maximum height that is reached during the year by the rising tide. This regulatory limit differs from the mean high water line (the average elevation of all high tides), which is the limit of private property ownership. In other words, OLISP regulates activities on private property as well as the public trust. OLISP's jurisdiction is determined based on the Structures Dredging and Fill Act (Connecticut General Statutes Section 22a-361) and the Tidal Wetlands Act (C.G.S. Section 22a-29). OLISP has developed three basic categories of permit applications: Individual Permits, Certificates of Permission, and General Permits. A summary of each is detailed below with a description of activities that may be regulated by each category. This summary is not a substitute for consulting OLISP staff with regard to specific project requirements.

Coastal General Permits: OLISP regulates a number of activities through a General Permit Process. Activities authorized through General Permits are considered minor, with limited potential for adverse environmental impacts. A few general examples of activities that qualify for General Permits are as follows:

- Construction of osprey platforms
- Construction of small residential docks
- Pump out facilities, etc.

Construction of new public access facilities is not covered under the General Permit process.

Certificates of Permission: Certificates of Permission (COPs) are used to authorize minor activities that have been permitted previously, i.e., the replacement, in kind, of existing and/or permitted structures. Activities eligible for COP include:

- Substantial maintenance or repair of an existing structure that was previously permitted by OLISP. An example of this may include the replacement of failing bulkhead or dock structures.
- Maintenance dredging in areas where it was previously permitted and dredged. This would include boat moorings and docking facilities.
- Placement of temporary structures. Note that there is a difference between seasonal and temporary. A floating dock structure that would be placed in the same location each year would not qualify for a COP.
- Placement of docks, piers, floats, docks and moorings within the boundaries of an existing marina that were given the appropriate permits for construction of the facilities.

A COP is subject to an abbreviated review process of 45 days (or 90 days if the application is incomplete). Replacement or upgrading an existing authorized pedestrian walkway or pier may be eligible for a COP.

Individual Permits: All other coastal activities that are proposed waterward of the HTL require an individual permit. This would include the construction of new docks, pedestrian walkways or boating facilities. Based on several court cases, OLISP's jurisdiction includes activities that extend both above and below water, so any structure that would protrude waterward of the high tide line would be regulated (including, for example, a cantilevered dock or pier).

The Army Corps of Engineers, through Section 10 of the Rivers and Harbors Act of 1890 and 1899, regulates the construction, excavation or deposition of materials within or over navigable waters. Navigable waters are those that are subject to the ebb and flood of the tide and are

presently used, have been used or may be used to transport commerce. Long Island Sound is regulated by the Corps of Engineers as are major tributaries such as the Thames, Connecticut and Housatonic Rivers. The Corps limit of regulatory jurisdiction for activities under Section 10 is mean high water. Therefore, the placement of any structure waterward of mean high water requires a permit from the Army Corps.

The Corps also regulates the discharge of fill material into waters of the United States (including wetlands and tidal wetlands) through Section 404 of the Clean Water Act. Under Section 404, the Corps' jurisdiction extends to the farthest inland extent of wetlands. This may be the high tide line or a point farther inland if wetland vegetation extends landward of the high tide line. For coastal structures, this means the Corps may regulate the placement of a dock or boardwalk where construction requires crossing any wetland area.

Similar to OLISP, the Corps of Engineers also administers its permits through both general and individual permit categories. The Corps breaks their permits down into Category I, II and Individual Permits. Activities regulated in coastal areas are presented in Table 3.0.

TABLE 3.0
Summary of Coastal Permit Requirements for
Permits Administered by Army Corps of Engineers¹

| Activity | Category I Requirements | Category II Requirements | Individual Permit |
|--|--|--|--|
| Repair and Maintenance Work ² | Repair or maintenance of currently serviceable structures (that were previously permitted or are grandfathered) with no expansion or change of use. | Repair of non-serviceable structures or repair/maintenance of serviceable structures with expansion of the structure up to one acre. | Replacement of a non-serviceable structure or fill or repair and maintenance of serviceable fills greater than one acre. |
| Dredging ³ | Maintenance dredging with upland disposal when work is completed between November 1st and January 15th and there is no potential threat to special aquatic sites (i.e., wetlands, bogs, tidal marshes, etc.) | Maintenance dredging that doesn't meet Category I and new dredging that is less than 25,000 cubic yards, provided there is not impact to special aquatic sites. | Dredging in excess of 25,000 cubic yards with open water disposal or dredging in any amount that may impact a special aquatic site. |
| Pile Supported Structures and Floats | <ol style="list-style-type: none"> 1. Reconfiguration of existing permitted docks provided they do not extend beyond the perimeter of an existing facility. No dredging, additional slips or expansion allowed. 2. Construction of private docks that extend less than 40 feet from mean high water or less than the distance to a depth of -4 feet based on mean high water. No docks shall be located over submerged aquatic vegetation or tidal wetlands. 3. Osprey platforms. | <p>Private piers or floats for navigational access other than those in Category I.</p> <p>New structures within an existing boat facility provided the new structures do not extend beyond the existing perimeter of the facility.</p> | Structures/piers/ floats that alone or with docked or moored vessels extend within horizontal limits of a Federal Navigation Project. Structures (including piers and floats) associated with a new or previously unauthorized boating facility. |

- Notes:
1. Taken from table entitled, "Definition of Categories," published by the Army Corps of Engineers in General Permit 41 dated May 15, 2001.
 2. Repair and maintenance may be necessary if existing boardwalks or walkways that extend waterward of mean high water are to be upgraded.
 3. Dredging may be necessary if additional boating access is to be provided.

Category I and Category II activities are permitted in a review process that is coordinated through OLISP. Therefore, no separate application to the Army Corps of Engineers is required for these activities. Activities that are regulated by individual permits require a separate application to be submitted to the Corps.

Coastal Management Requirements

Coastal Site Plan Review

Coastal municipalities have the responsibility of implementing the goals and policies of the Connecticut Coastal Management Act [CCMA, Connecticut General Statutes (CGS) sections 22a-90 through 22a-112, inclusive]. The primary CCMA goals and policies relating to public access are as follows:

- 1. To give high priority and preference to uses and facilities that are dependent upon proximity to the water or the shorelands immediately adjacent to marine and tidal waters [CGS Sec. 22a-92(a)(3)];*
- 2. To manage uses in the coastal boundary through existing municipal planning, zoning and other local regulatory authorities and through existing state structures, dredging, wetlands, and other state siting and regulatory authorities, giving highest priority and preference to water dependent uses and facilities in shorefront areas [CGS Sec. 22a-92(b)(1)(A)]; and*
- 3. In approving any activity proposed in a coastal site plan, the municipal board or commission shall make a written finding that **the proposed activity with any conditions or modifications imposed by the board** (1) Is consistent with all applicable goals and policies in section 22a-92: (2) **incorporates as conditions or modifications all reasonable measures that would mitigate the adverse impacts of the proposed activity on both coastal resources and future water dependent development activities** [CGS Sec. 22a-106(e)]. (emphasis added)*

These policies are applied during the coastal site plan review (CSPR) process. Through this process, municipal boards and commissions can ensure that, when reviewing development proposals within the coastal boundary, CCMA policies are consistently adhered to including policies relating to coastal resources and water dependent uses (including public access).

The policies and goals of the CCMA require that public access be provided on suitable waterfront sites when no water dependent use is proposed. The statutory rationale is as follows:

1. General Public Access is a defined water dependent use in the CCMA (see definition below).
2. Locating a non-water dependent use at a site that is physically suited for a water dependent use for which there is a reasonable demand constitutes an adverse impact on future water dependent development opportunities.
3. In approving any waterfront development proposals, the municipal board or commission must incorporate as conditions or modifications all reasonable measures that would mitigate the potentially adverse impacts of the proposed activity on future water dependent development opportunities.

While general public access is not necessarily well defined in the Act, several issues are clear. First, the review responsibility was given to local planning and zoning commissions, which traditionally make decisions regarding land use. Since the limit of each municipality's jurisdiction is mean high water, it makes sense that general public access must be largely provided within the commission's jurisdiction or landward of mean high water. Therefore, in accordance with CCMA policies, general public access consists primarily of the uses of the land area and infrastructure and amenities provided upland of mean high water. However, for the purpose of providing significant and meaningful public access, there may be situations where

encroachments into the public trust (waterward of mean high water) are allowed to maximize the use and enjoyment of a site by the public. Fishing piers, transient boat slips, car-top boat ramps and other structures that are located mostly in the public trust (waterward of MHW) are examples of public access components that would largely fall outside the municipality's jurisdiction (such structures require State permits), yet may enrich public access experiences when they are part of a well-developed upland public access design.

*Therefore, if public access and other water dependent uses are the use of the land adjacent to coastal waters, then the proposal of uses and structures wholly in or over the water alone **does not meet** the statutory definition of a water dependent use (including public access). For example, proposing 25 boat slips in the water with no upland support (i.e. boat storage, maintenance and repair, laundry, locker rooms, sales of supplies, etc.) does not constitute a marina. Similarly, proposing access paths in or cantilevered above public trust land does not constitute public access. It is not unusual for a developer to propose a project on a waterfront parcel without a water dependent use. Once advised of the statutory requirement to provide a water dependent use (if the site is physically suited for a water dependent use), the developer often tries to fit public access components on the remaining land even going so far as to propose public access below mean high water.*

Hopefully, this summary will help to explain the potential permitting processes that may be encountered with these projects, specifically any improvements to Parker Harding Plaza, so that public access will be integrated into projects during the initial planning phases and unworkable and undesirable public access designs will not be forced onto site plans as an alternative in an attempt to meet the statutory requirements for public access.

Please contact the Town of Westport Planning and Zoning Office or OLISP at 860-424-3034 for more information regarding CCMA policies that apply to development or redevelopment of waterfront parcels.

Permit Definitions and Statutory References

Water dependent Uses [CGS section 22a-93(16)]

Those uses and facilities that require direct access to, or location in, marine or tidal waters and which therefore cannot be located inland, including but not limited to marinas, recreational and commercial fishing and boating facilities, finfish and shellfish processing plants, waterfront docks and port facilities, water-based recreational uses, navigation aids, basins and channels, industrial uses dependent upon water-borne transportation or requiring large volumes of cooling or process water that cannot reasonably be located or operated at an inland site and uses that provide general public access to marine or tidal waters.

Adverse Impacts to Water dependent Uses [CGS Sec.22a-93(17)].

Adverse impacts on future water dependent development opportunities and activities include but are not limited to (A) locating a non-water dependent use at a site that (i) is physically suited for a water dependent use for which there is a reasonable demand or (ii) has been identified for a water dependent use in the plan of development of the municipality or the zoning regulations; (B) replacing a water dependent use with a non-water dependent use, and (C) siting of a non-water dependent use that would substantially reduce or inhibit existing public access to marine or tidal waters

Coastal Boundary [CGS Sec. 22a-94(b)]

The coastal boundary is a continuous line delineated on the landward side by the interior contour elevation of the one hundred year frequency coastal flood zone, as defined and determined by the

National Flood Insurance Act (U.S.C. 42 Section 4101, P.L. 93-234), or a 1,000-foot linear setback measured from the mean high water mark in coastal waters, or a 1,000-foot linear setback measured from the inland boundary of tidal wetlands mapped under section 22a-20, whichever is farthest inland; and shall be delineated on the seaward side by the seaward extent of the jurisdiction of the state.

Criteria and Process for Action on Coastal Site Plans [CGS Sec. 22a-106]

- (a) In addition to determining that the activity proposed in a coastal site plan satisfies other lawful criteria and conditions, a municipal board or commission reviewing a coastal site plan shall determine whether or not the potential adverse impacts of the proposed activity on both coastal resources and future water dependent development activities are acceptable.
- (b) In determining the acceptability of potential adverse impacts of the proposed activity described in the coastal site plan on both coastal resources and future water dependent development opportunities a municipal board or commission shall: (1) Consider the characteristics of the site, including the location and condition of any of the coastal resources defined in section 22a-93; (2) consider the potential effects, both beneficial and adverse, of the proposed activity on coastal resources and future water dependent development opportunities and (3) follow all applicable goals and policies stated in section 22a-92 and identify conflicts between the proposed activity and any goal or policy.
- (c) Any persons submitting a coastal site plan as defined in subsection (b) of section 22a-105 shall demonstrate that the adverse impacts of the proposed activities are acceptable and shall demonstrate that such activity is consistent with the goals and policies in section 22-92.

- (d) A municipal board or commission approving, modifying, conditioning or denying a coastal site plan on the basis of the criteria listed in subsection (b) of this section shall state in writing the findings and reasons for its action.

- (e) In approving any activity proposed in a coastal site plan, the municipal board or commission shall make a written finding that the proposed activity with any conditions or modifications imposed by the board (1) Is consistent with all applicable goals and policies in section 22a-92: (2) incorporates as conditions or modifications all reasonable measures that would mitigate the adverse impacts of the proposed activity on both coastal resources and future water dependent development activities.