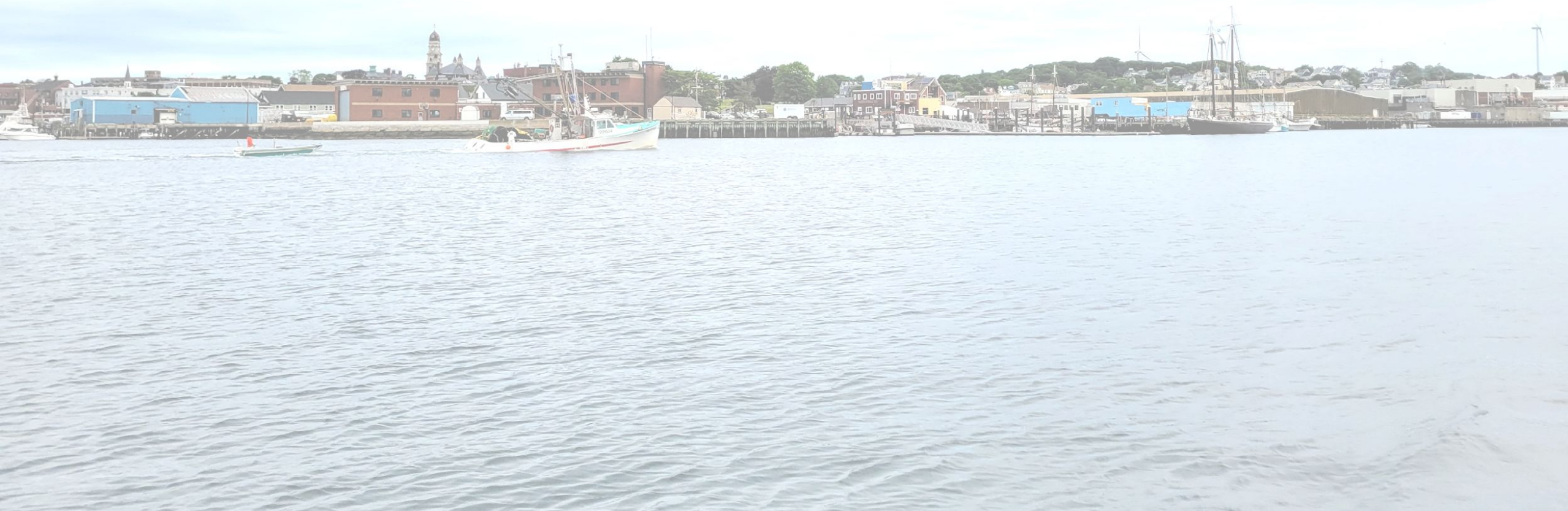


Gloucester Municipal Harbor Plan Update

MHP Updates & I4C2 Workshop

May 12, 2022



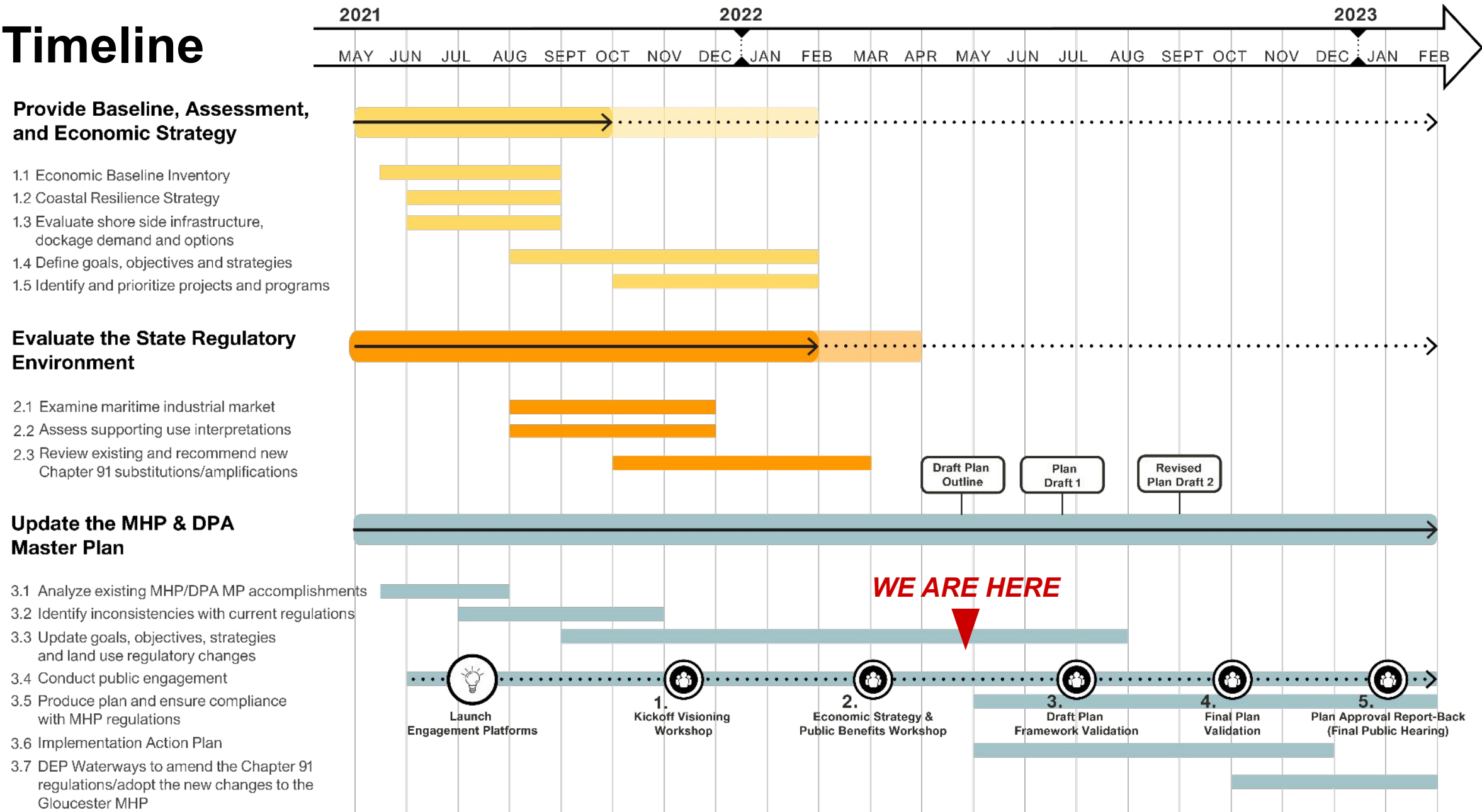
Agenda

1. Timeline & Process update
2. MHP & Supporting Uses
 - a. Draft Table of Contents
 - b. Update on Supporting Uses
3. I4C2 Workshop
 - a. Existing Conditions and Uses
 - b. Past Proposals
 - c. Site Constraints (FEMA, DPA/Dimensional/Local Zoning)
 - d. Potential Uses
 - e. Q&A / Discussion
4. Other MHP Considerations & Next Steps

Where are we in the process?



Timeline



Public Meetings



MHP and Supporting Uses

- Draft Table of Contents
- Update on Supporting Use Regs



MHP & DPA Plan - Draft Table of Contents

Acknowledgements

Letter from Mayor

1.0 Executive Summary

2.0 Purpose and Authority of the MHP and DPA Master Plan

3.0 Gloucester Harbor Planning Area Description and Background

- 3.1 Planning Area
- 3.2 History
- 3.3 Recent Planning Efforts
- 3.4 Regulatory Conditions

4.0 Framework for the 2022 Gloucester MHP and DPA Master Plan

- 4.1 Goals and Objectives
- 4.2 Modifications to the 2014 Gloucester MHP and DPA Master Plan
- 4.3 Public Engagement and Process

5.0 Climate Change

- 5.1 Current Conditions and Projected Mapping of Flood Vulnerability
- 5.2 Industry Impacts
- 5.3 Approaches and Recommendations

6.0 Harbor Infrastructure

- 6.1 Existing Conditions
- 6.2 Affected Industries
- 6.3 Approaches and Recommendations

7.0 Economic Analysis

- 7.1 Baseline Conditions and Trends
- 7.2 Industry Growth Potential
- 7.3 Recommendations

8.0 Policies and Strategies of the Municipal Harbor Plan

- 8.1 (organized by sub-areas?)
- 8.2
- 8.3
- 8.4

9.0 DPA Master Plan

- 9.1 Goals and Vision
- 9.2 Strategies
- 9.3 Land Use Context and Calculations
- 9.4 Water Dependent Industrial Uses, Accessory and Temporary Uses
- 9.5 Supporting Uses
- 9.6 Guidance to DEP
- 9.7 Implementation
- 9.8 Standards for Approval

10.0 Overall Compliance with MHP Standards

- 10.1 Compliance with CZM Policies
- 10.2 Consistency with State Tidelands Policy Objectives
- 10.3 Compatibility with State Agency Plans or Planned Activities

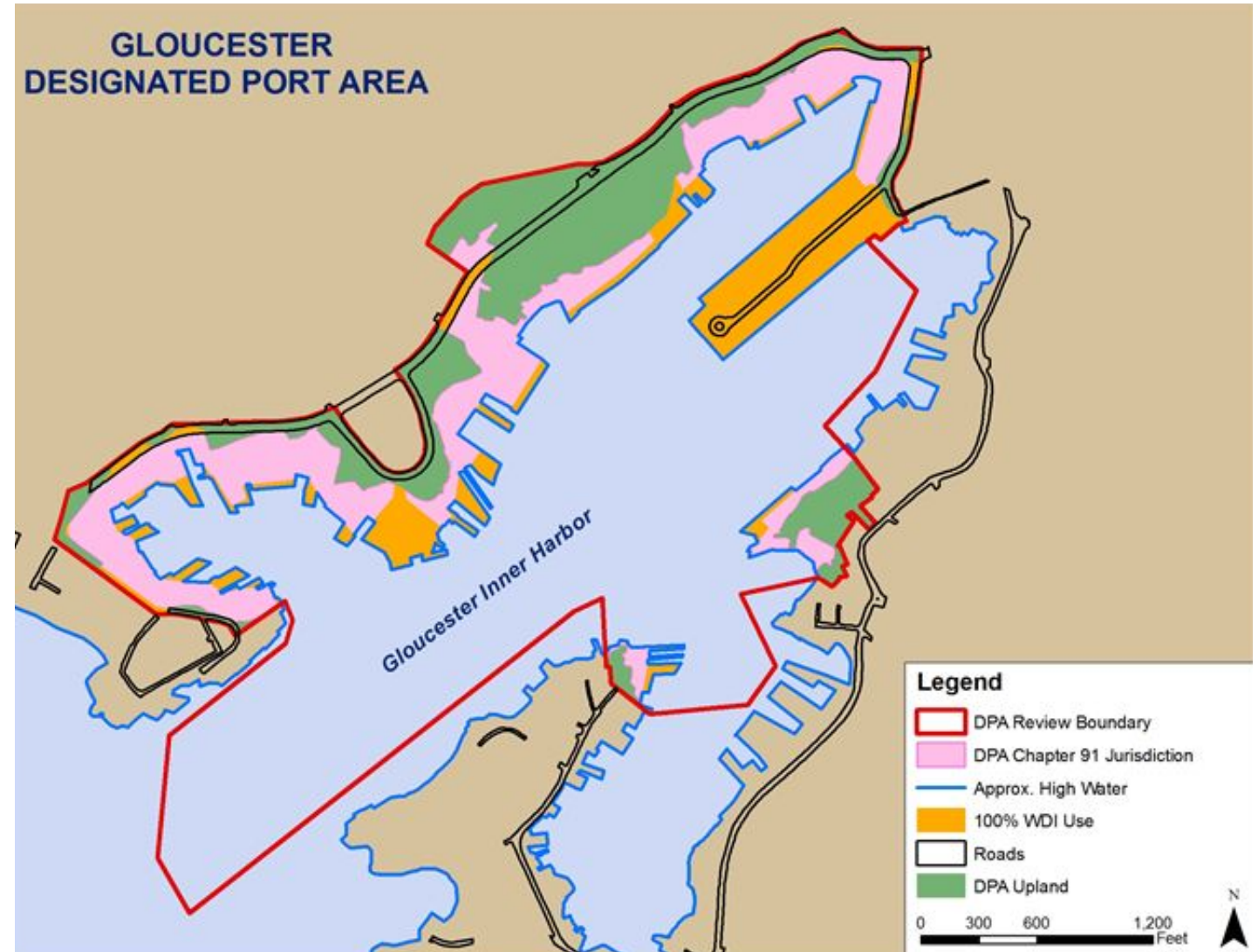
11.0 Implementation Strategies

12.0 Appendices (Notice to Proceed, Public Engagement)

Supporting Uses (2014)

Supporting Use Calculation:

- State Fish Pier, USCG, Cruiseport, DPA roadways, and pile supported piers remain 100% WDI uses
- The other DPA parcels within Chapter 91 jurisdiction each must have a minimum of 50% WDI uses, but each may have up to a maximum of 50% supporting uses
- No complex formula required
- Any transition from WDI uses to supporting uses by a large DPA property owner does not affect most other DPA property owners
- City zoning becomes the operative land use mechanism for DPA properties outside Chapter 91 jurisdiction



Revised Approach for Supporting Use Allocation

**Usable DPA Land Area and
DPA area less water area
(non-pier) and less public
roadways (within ch 91 area):**

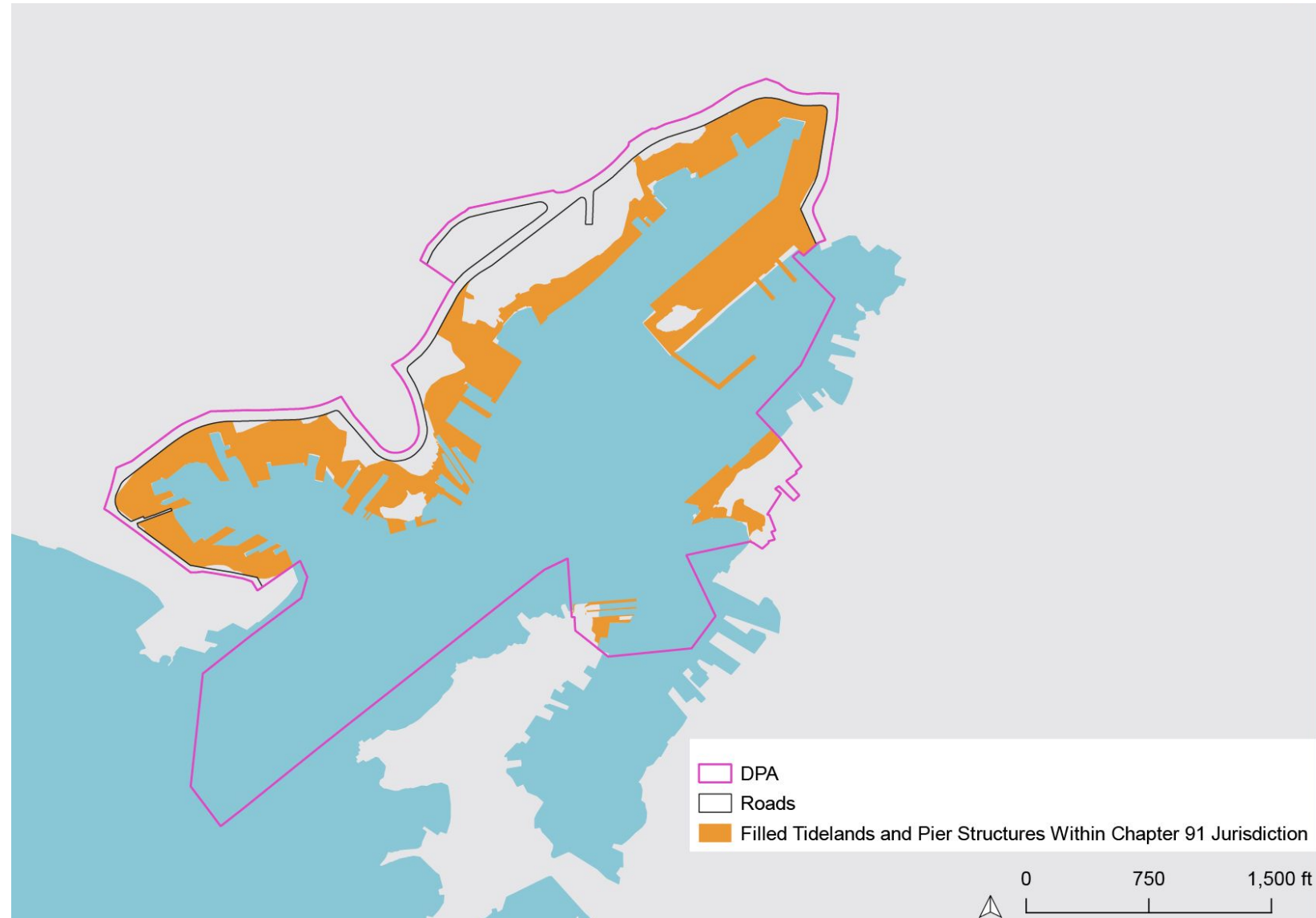
2,638,000 sq ft

60.5 acres

**25% Maximum Supporting Use
(based on Usable DPA Land Area):**

659,500 sq ft

15 acres



Requirements for Supporting Use

The Department shall **waive the numerical standard for Supporting DPA Uses** as defined at 310 CMR 9.02, if the project conforms to a DPA Master Plan or Marine Industrial Park Master Plan which specifies alternative site coverage ratios and other requirements which ensure that:

- A.** said Supporting Uses are relatively condensed in footprint and compatible with existing water-dependent industrial uses on said pier;
- B.** said Supporting Use locations shall preserve and maintain the site's utility for existing and prospective water-dependent industrial uses;
- C.** parking associated with a Supporting Use is limited to the footprint of existing licensed fill and is not located within a Water-dependent Use Zone; and
- D.** The use of tidelands for this purpose in a DPA shall also be governed by the provisions of 310 CMR 9.15(1)(d)1. and 310 CMR 9.36(5).

I4C2

- Existing Conditions and Uses
- Site Constraints (FEMA, DPA/Dimensional/Local Zoning)
- Potential Uses
- Past Proposals



Existing Conditions and Uses

Currently there is commercial dockage storage, parking, commercial dockage access, and a shoreline protective structure on the site.

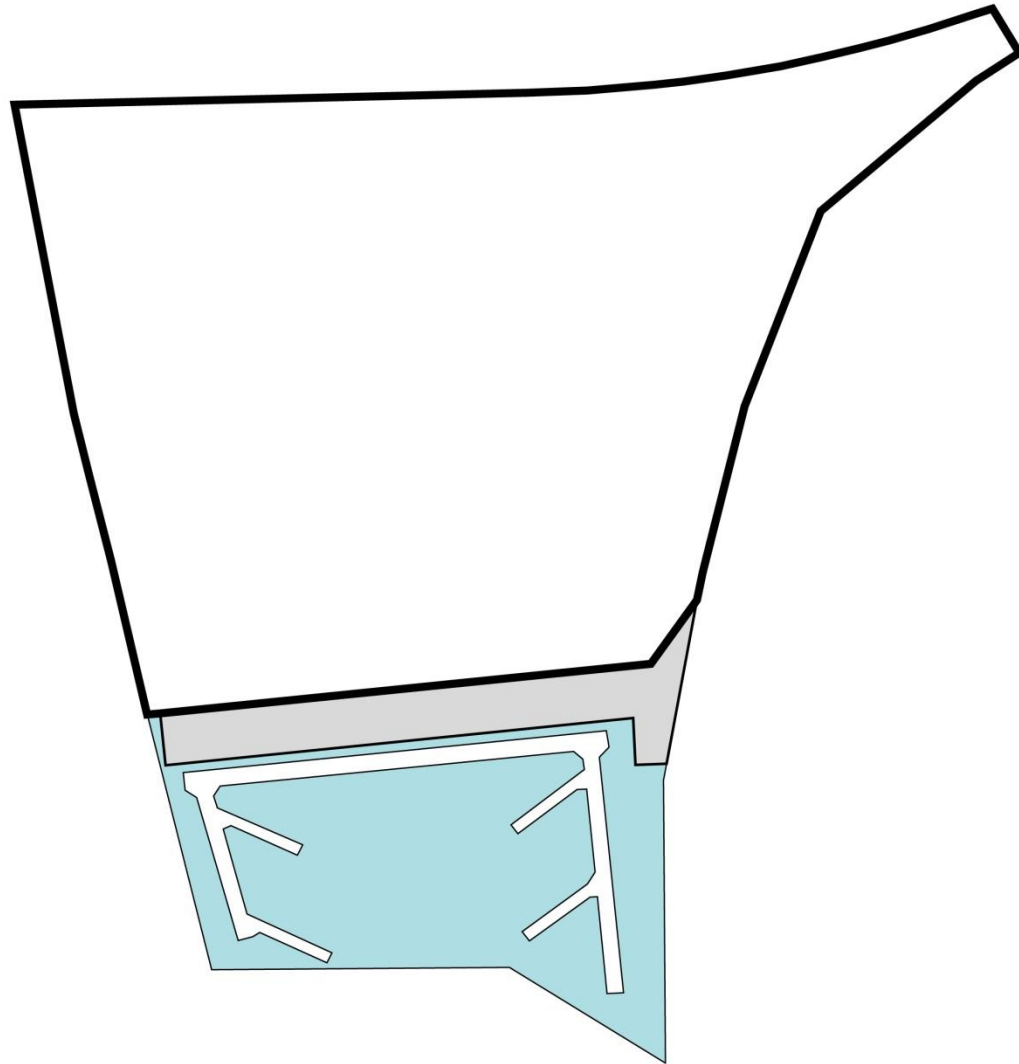
Map ID#	Asset/ System	Description	Critical Elevation (ft-NAVD88)	Ranking Critically
1	Shoreline	Street pile wall	0	High
2	Marine Transportation	Commercial dockage	0	High
3	Vehicular Site Access	Parking lot	5	Low
4	Storage	Commercial dockage storage	0	Low


Building Resilience in Massachusetts Designated Port Areas, June 2021





Site Constraints

I4C2 Parcel Dimensions

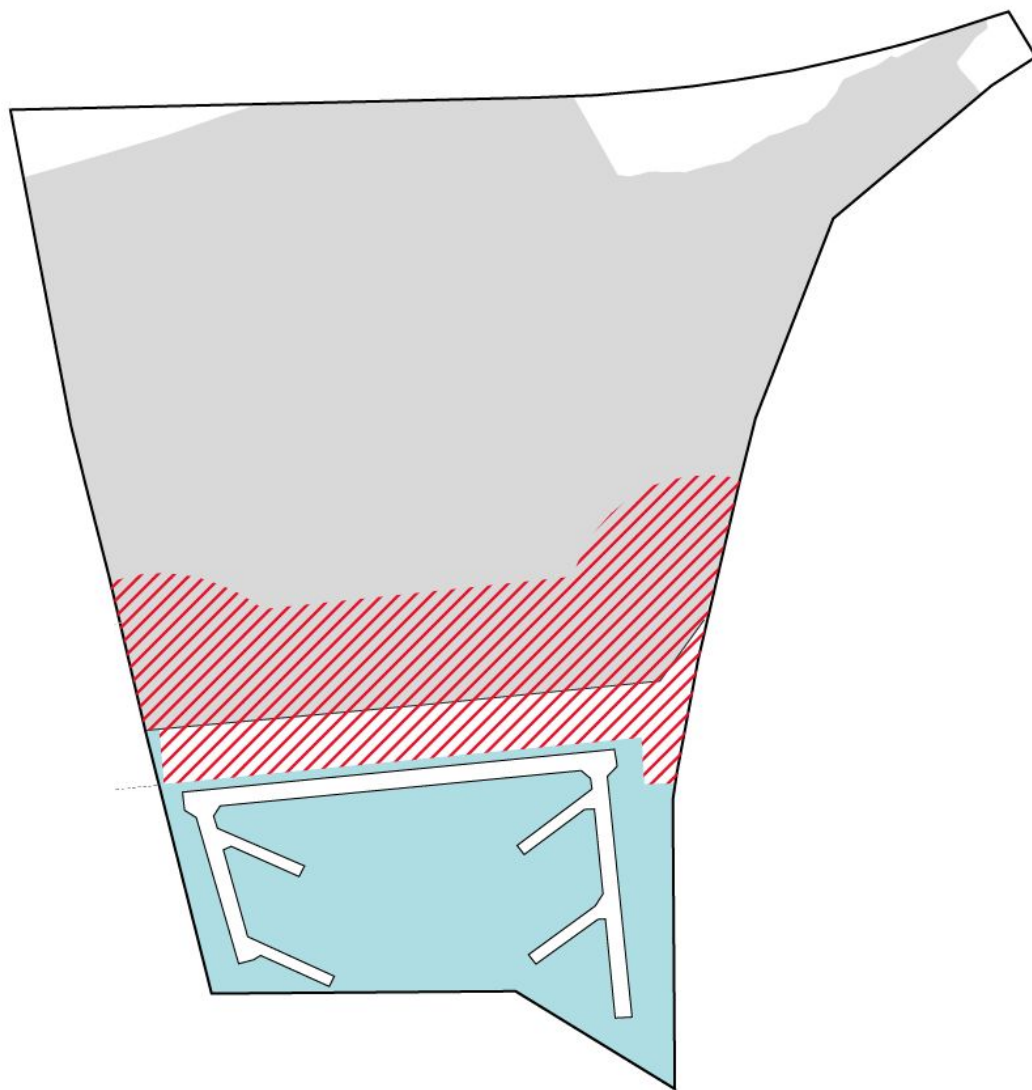


 Parcel Area on Solid Land
80,000 sq ft




 Parcel Area on Pilings
5,500 sq ft

 Parcel Water
22,000 sq ft

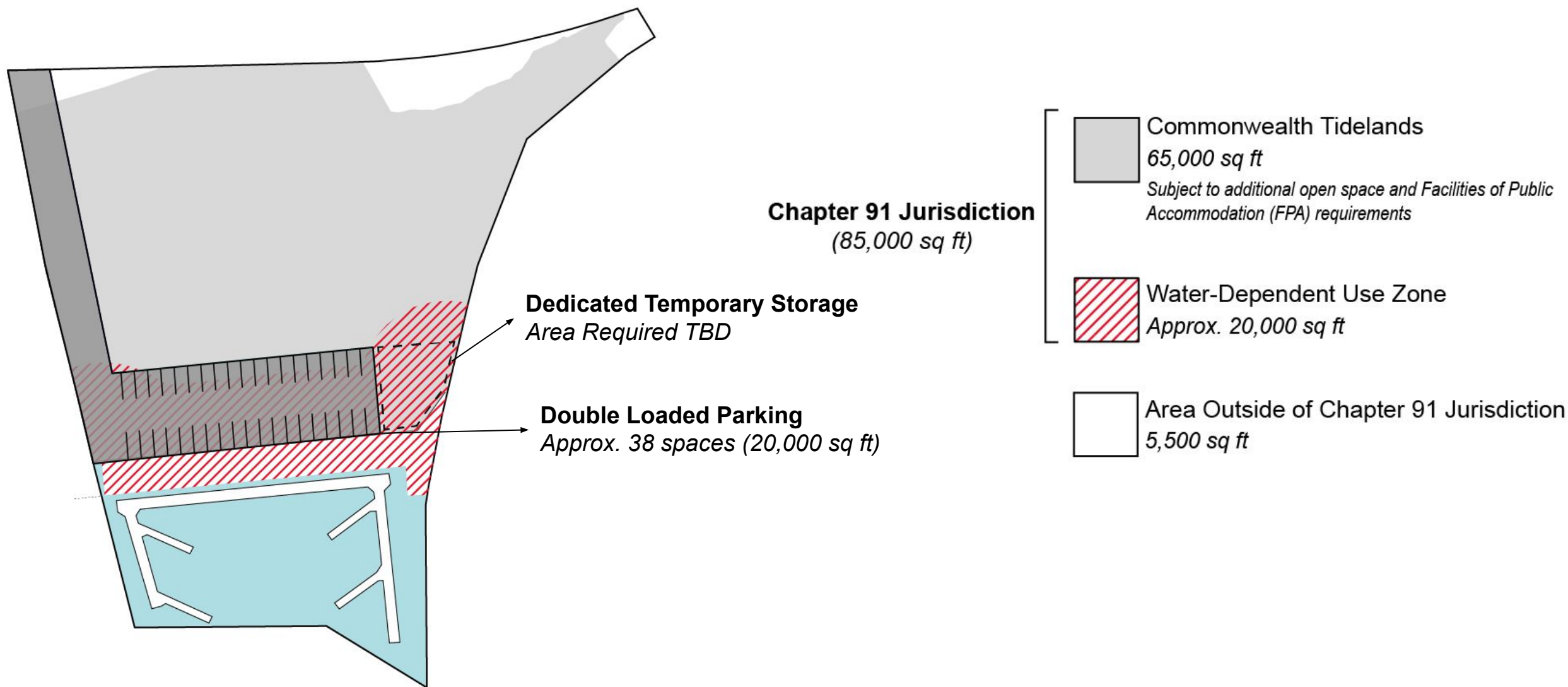
Chapter 91 Tidelands & WDUZ



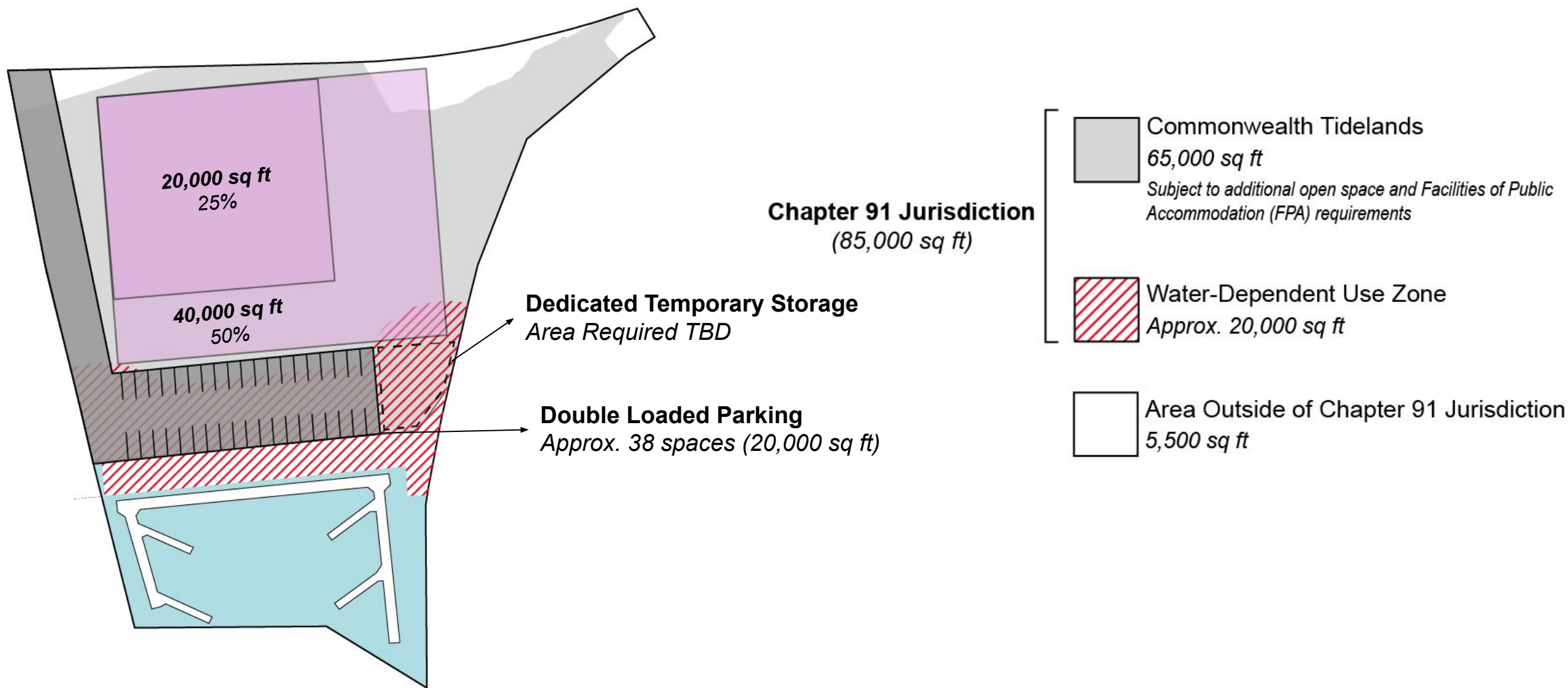
Chapter 91 Jurisdiction
(85,000 sq ft)

-  **Commonwealth Tidelands**
65,000 sq ft
Subject to additional open space and Facilities of Public Accommodation (FPA) requirements
-  **Water-Dependent Use Zone**
Approx. 20,000 sq ft
-  **Area Outside of Chapter 91 Jurisdiction**
5,500 sq ft

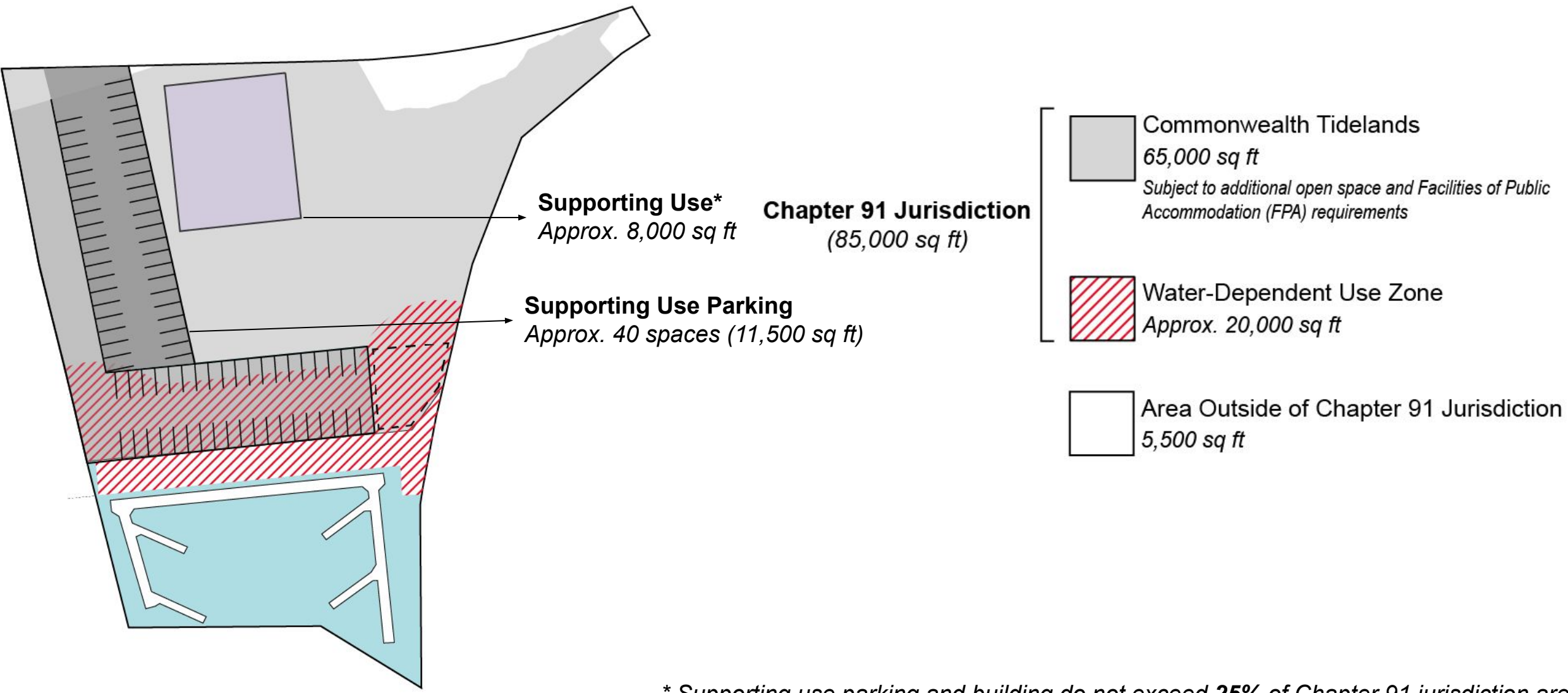
Parking + Storage for Current Users



Parking + Storage for Current Users

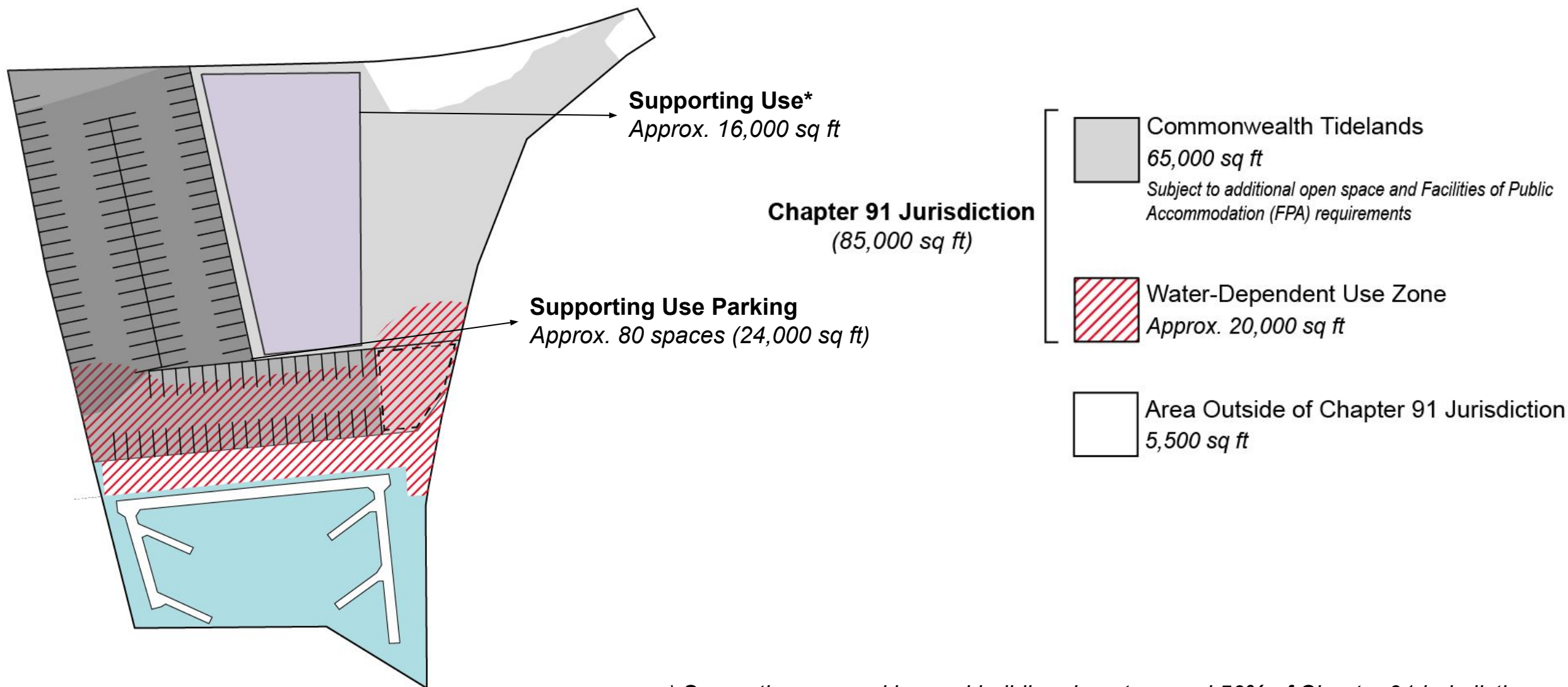


Supporting Use Buildings and Parking



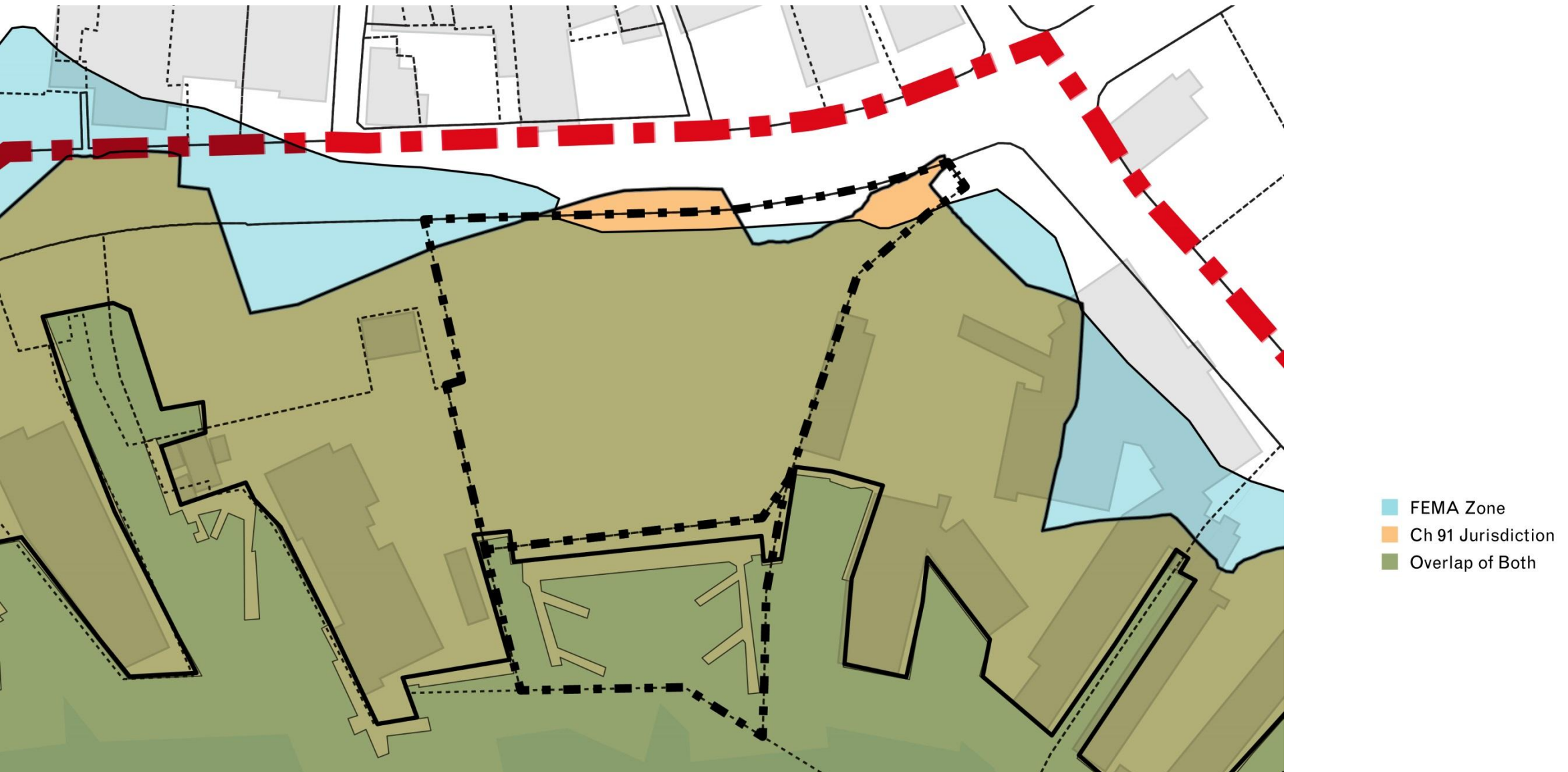
* Supporting use parking and building do not exceed 25% of Chapter 91 jurisdiction area

Supporting Use Buildings and Parking



* Supporting use parking and building do not exceed **50%** of Chapter 91 jurisdiction area

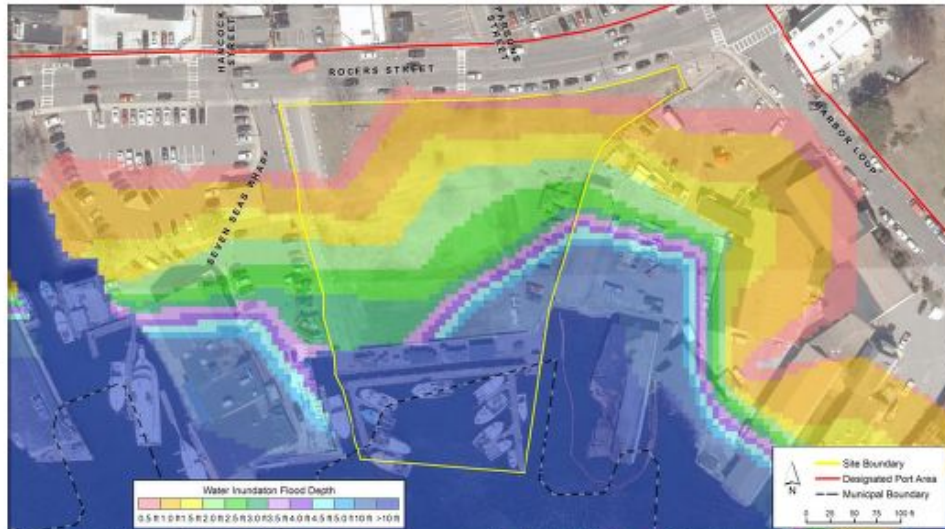
FEMA and Ch 91 on I4C2



FEMA and Ch 91 on I4C2

I4C2 Site – Present Day Flood Risk

1% Annual
Chance or
100-year
Storm
Flooding

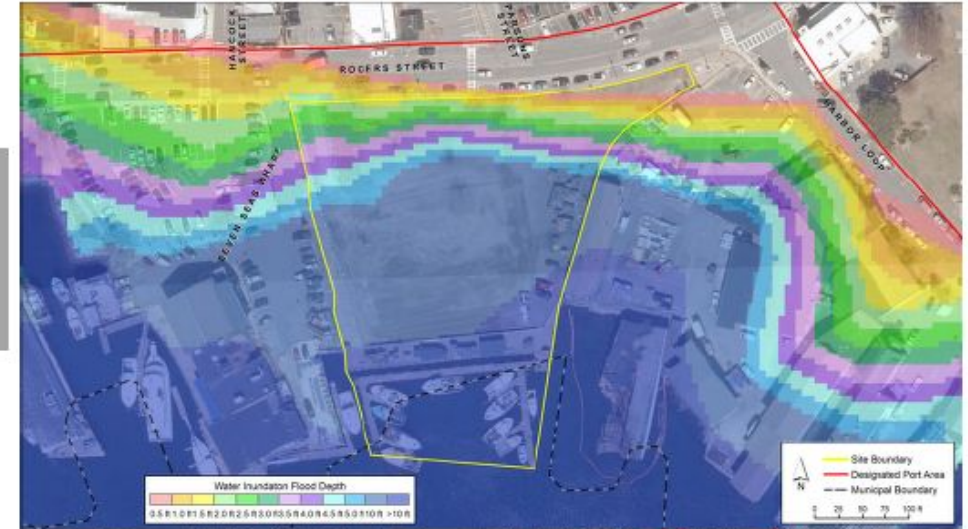


Mean
Monthly High
Water Tidal
Flooding

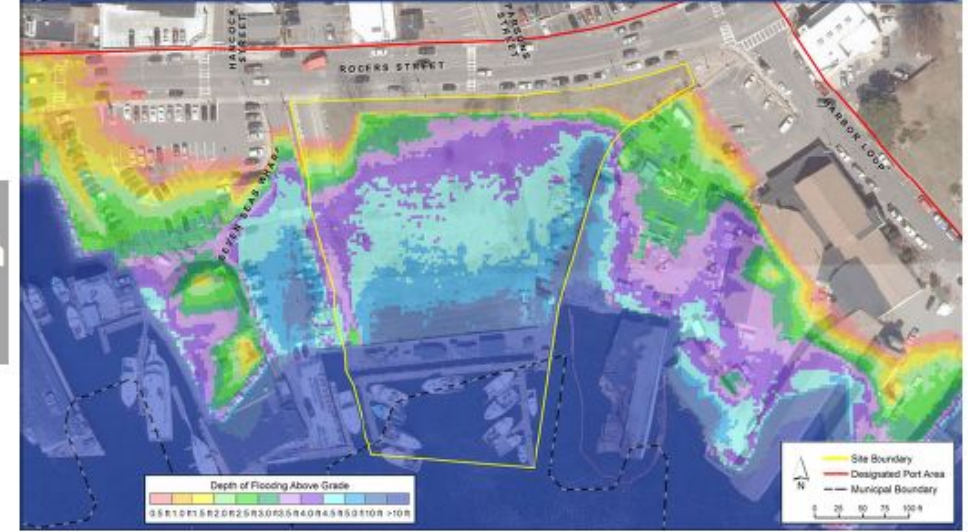


I4C2 Site – 2070 Flood Risk

1% Annual
Chance or
100-year
Storm
Flooding

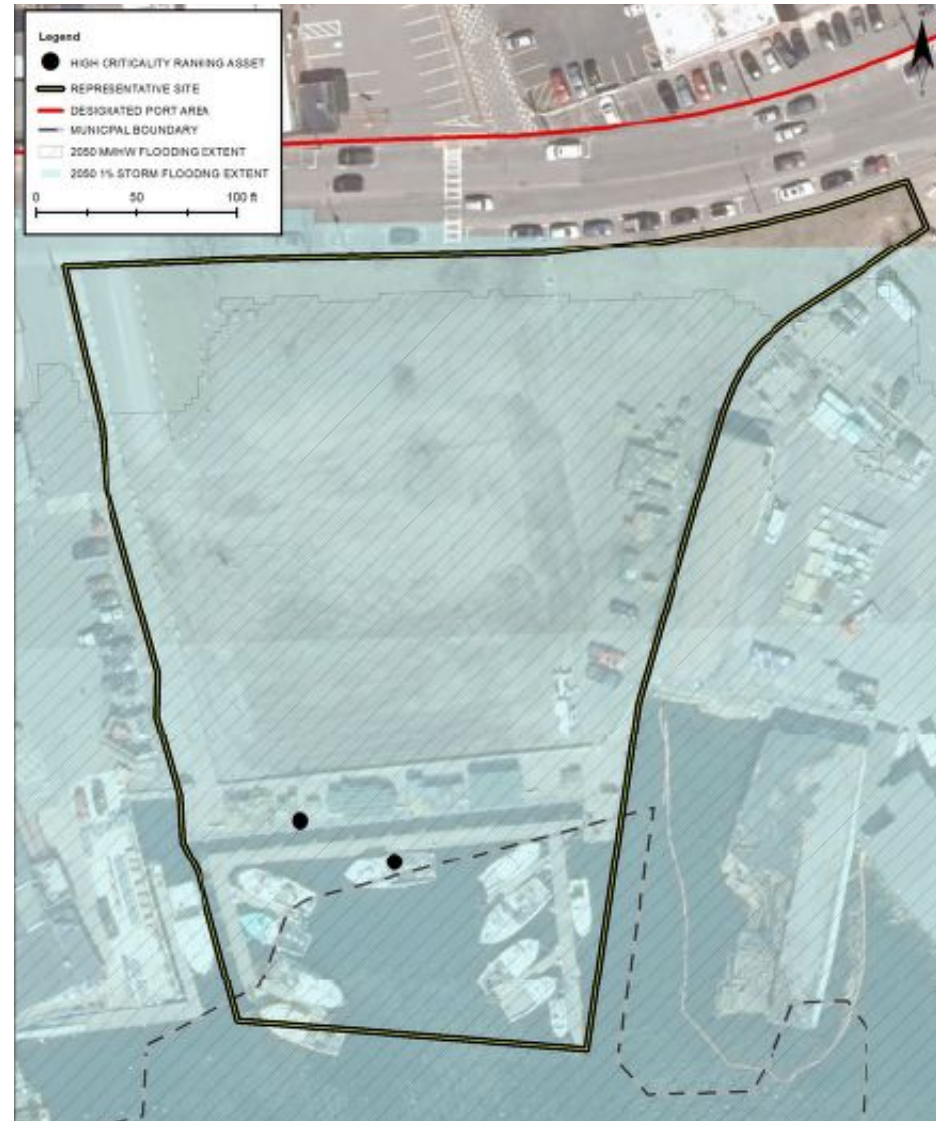


Mean
Monthly High
Water Tidal
Flooding



Resilience Strategies

Resilient Strategy	Resilience Approaches	Strategy Description
Applicable to All Future Strategies	Develop Flood Preparedness Plan	Although this site is vacant, it is recommended that all Easy-Win resilience approaches be implemented on site in its existing condition and with future development as they aid in building consensus around future resilience approaches.
	Purchase and maintain flood insurance	
	Increase risk awareness	
	Relocate moveable assets including vehicles	
Resilient Strategy 1	Elevate site grade and all future buildings/structures to DFE	Strategy 1 is preferred for this undeveloped site. Before development, elevating the site grade to DFE or future DFE is recommended.
Resilient Strategy 1	Design location of utilities and critical assets at or above 2070 DFE	If Strategy 1 is not feasible, Strategy 2 can be implemented to build resilience of the site to future flood risk.
	Floodproof buildings and assets if 2070 flood exposure is expected	



Building Resilience in Massachusetts Designated Port Areas, June 2021

Design Flood Elevation (DFE)

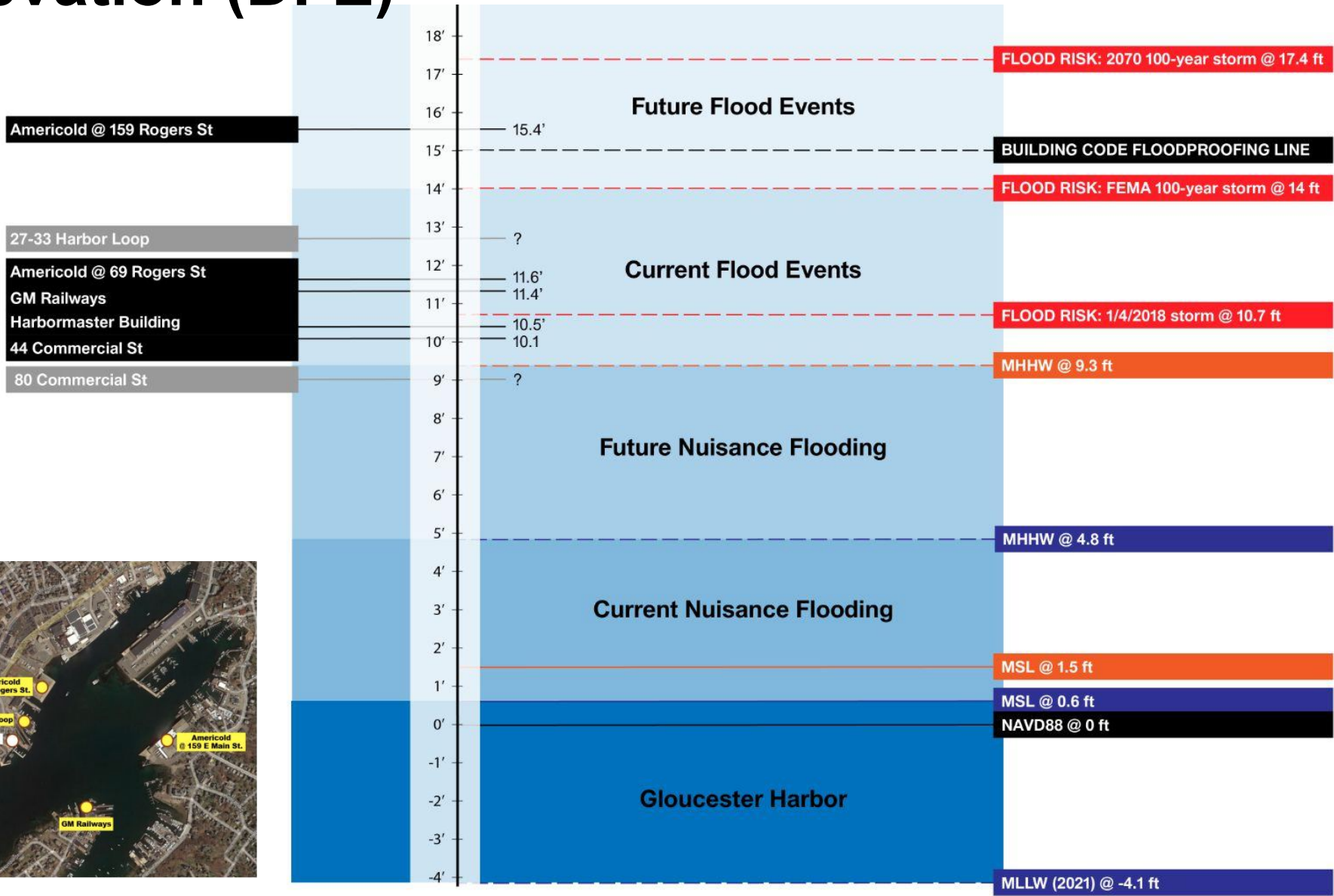
We conducted a detailed assessment of a sample of six industrial parcels that have the potential to contribute positively to the marine economy to assess their resilience

Takeaway:
It will take a lot of investment to make these properties viable given their levels of flood risk.

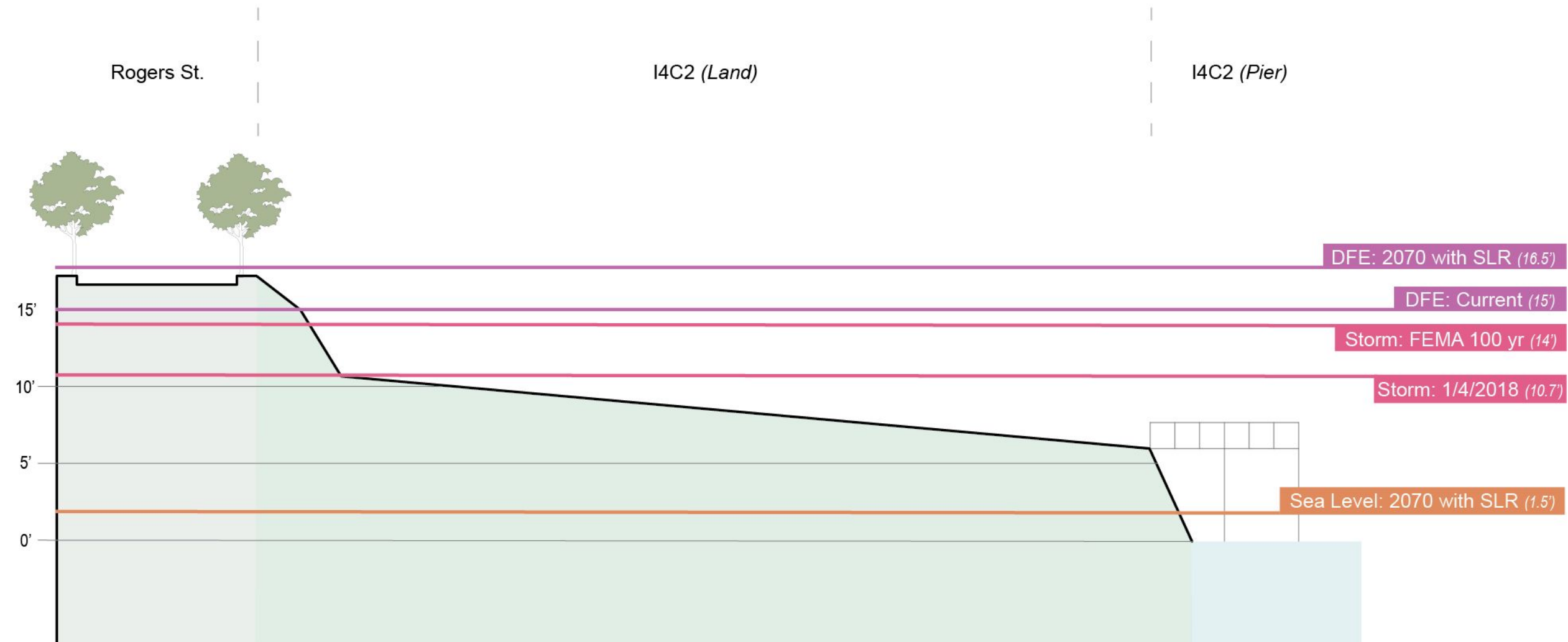
Abbreviations:
MHHW - Mean Higher-High Water
MSL - Mean Sea Level
MLLW - Mean Lower-Low Water

- Storm-Based Flood Risk
- 2070 Sea Level Rise
- 2021 Current Conditions

All elevations are provided in NAVD88, unless otherwise noted.



Design Flood Elevation (DFE)

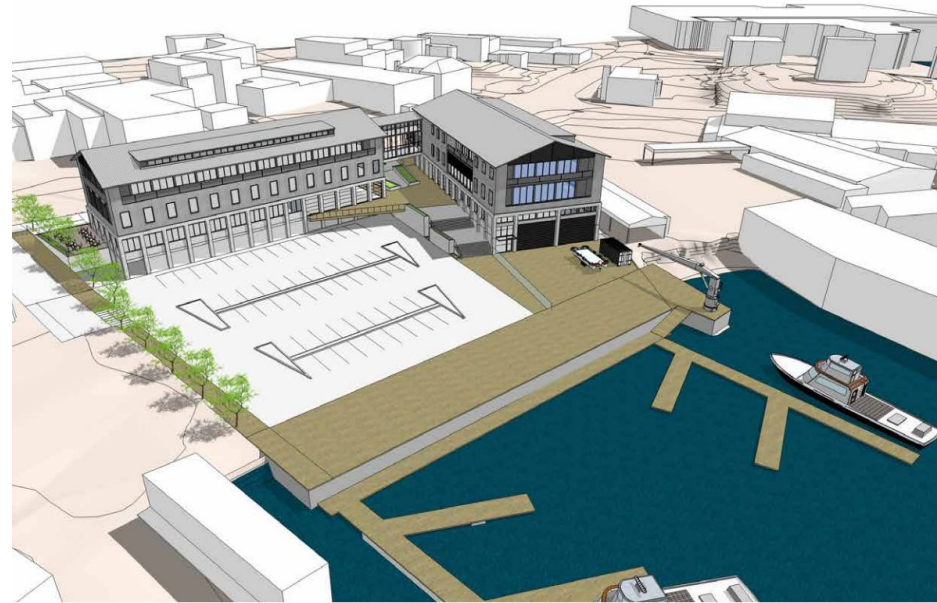


Potential Uses & Past Proposals

Potential DPA-compliant and Supporting Uses and Considerations

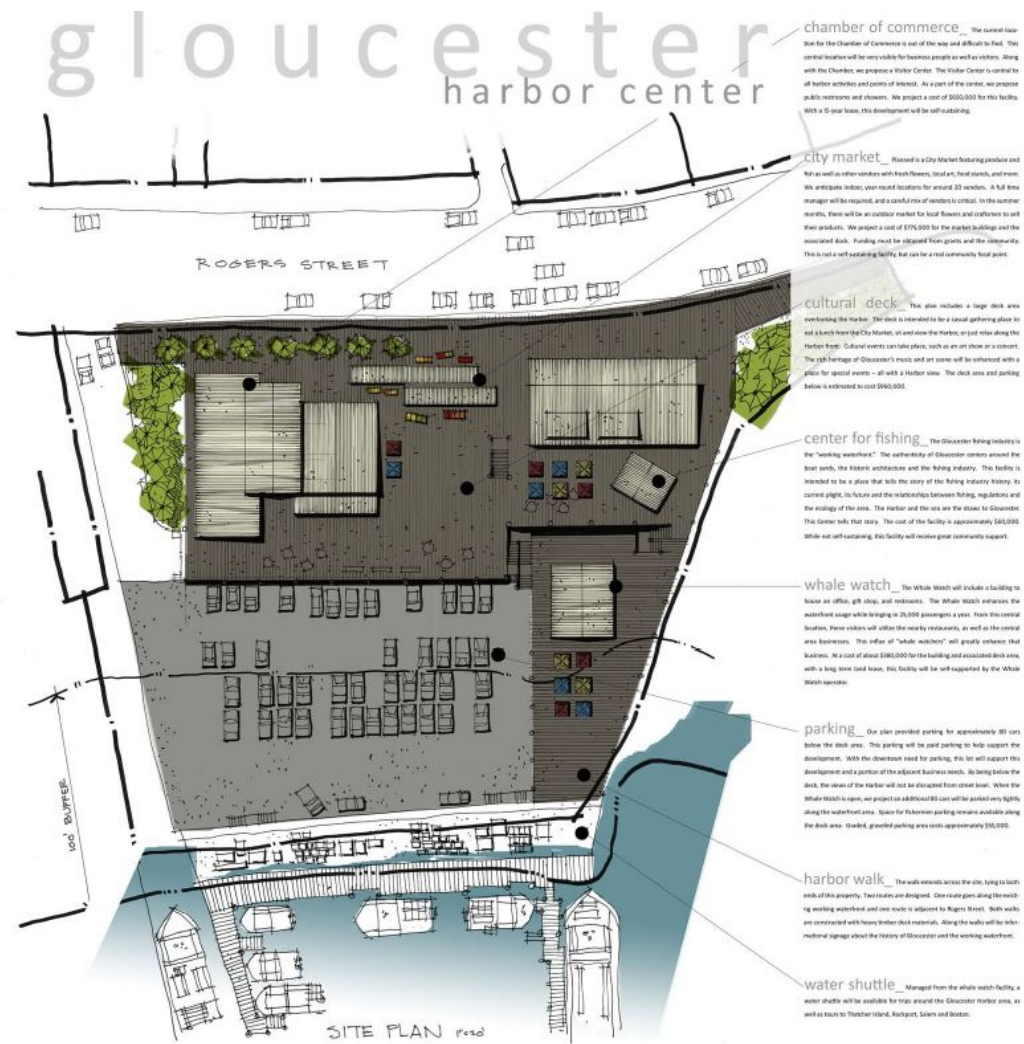
- Marine Research / Education
- Fish Processing
- How can we maximize support for fishing industry utilizing the site?
 - Storage, equipment, offloading
 - Expansion of dockage
 - Shared Parking
- Boat Repair
- Support for open space programming, point access to the working waterfront for tourists
- Fish Retail and/or Wholesale, public market
- Restaurant

Past Idea Proposals (mini grant): Marine Innovation Center



- Envisioned as a multi-use, multi-tenant facility that will leverage the synergy of a blend of partners - facility with a balanced mix of compatible tenants
- Study identified potential tenants in three broad categories: Ocean Engineering, Adaptive Fisheries Management, Ocean Product Development
- Spaces: Lab/Workshop Suites, Office Space, Test Kitchens, Shared Tenant Uses and Amenities, Water Access and Logistics, Public Amenities

Past Idea Proposals (mini grant): Harbor Center



- Harbor Walk both along the existing waterfront piers, as well as along Rogers Street.
- Whale Watch office and gift shop and dockage for 2 boats or 200 ft. of dockage.
- water shuttle based at the Whale Watch facility, along with dockage.
- year-round city market with both inside and outside vendor areas.
- facility for the Gloucester Chamber of Commerce, including a Visitor Center.
- Center for fishing industry history and awareness.
- large deck area for cultural events.
- Parking for the general public with public access to the waterfront.

Q&A / Discussion

1. **Dockage:** is there room for increased dock space and boat access on site?
2. **Supporting Uses:** what would be the preferred supporting use mix?
3. **Other Uses:** how could additional uses on site provide support (if licensing is approved)?
4. **Tourism:** Should there/could there be some form of public point access (provided it does not hinder primary marine industrial uses)?
5. **Local Zoning:** Should zoning changes be contemplated that facilitates more compatible supporting use i.e. parking restrictions, height

Other MHP Considerations & Next Steps

- 112 Commercial St Review
- East Gloucester Zoning
- Local Zoning Considerations - Commercial Vessels & Dock Space
- Public Meeting #3: Draft Recommendations

