

# Economic Development Update to the Marshfield Master Plan

1/18/23 Workshop for the  
Brant Rock, Town Pier and Blackman's Point  
Areas



The purpose of tonight's meeting is to talk about Land Use and Zoning as part of updating the economic development section of the Master Plan.

I will break the presentation up by area and by properties. I will quickly run through ideas people have mentioned to the Planning Board/staff in the past. I will then ask for any additional thoughts on a zoning district boundary or parcel(s).

It is ok to say you are in favor or against, but try and explain your concerns and possible ways of addressing your concerns.

Please be respectful of other people's opinion.

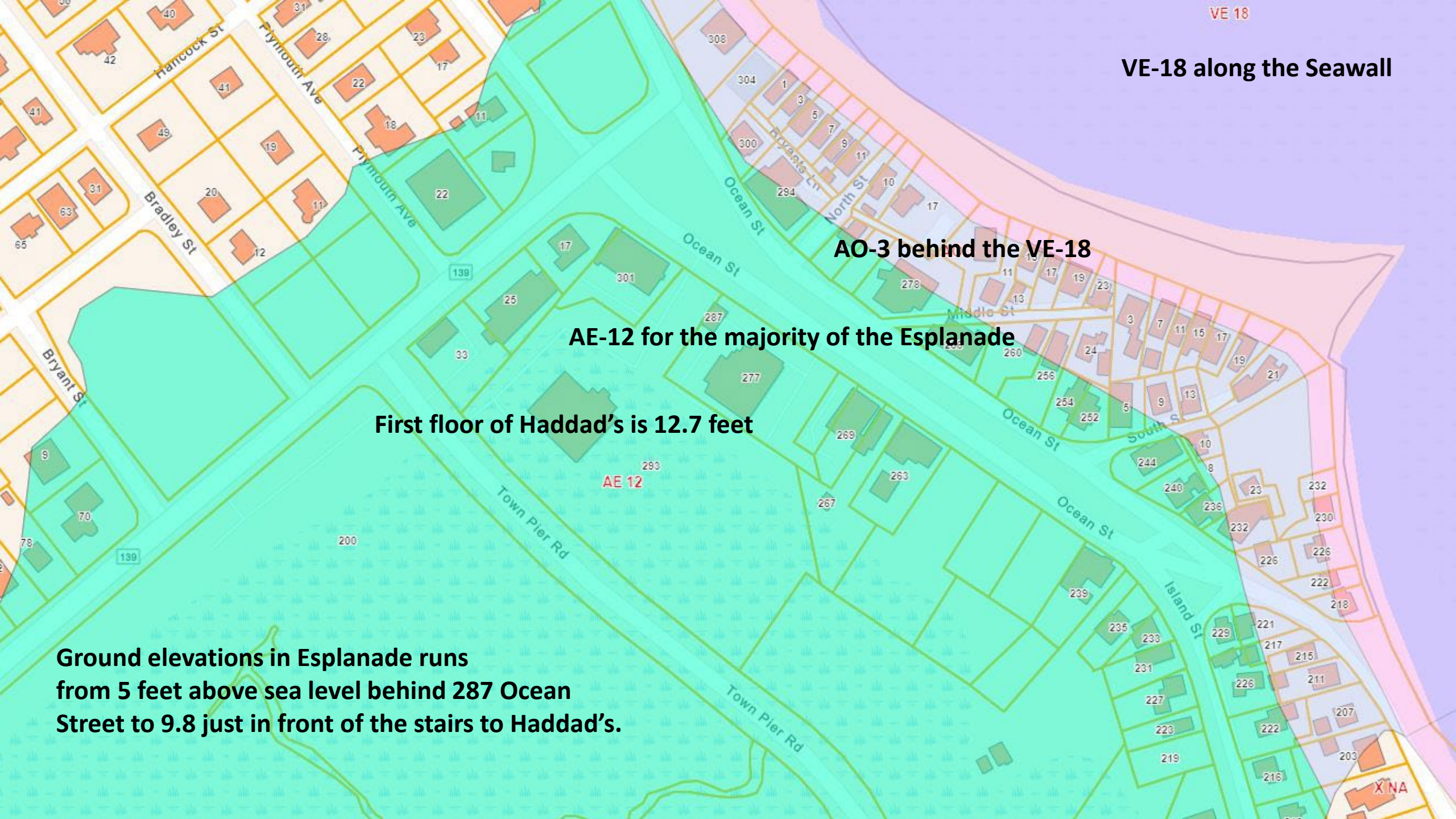
We have the Town Meeting time clock and a speaker will have 2 minutes to express their thoughts on a subject matter.



# 1. Brant Rock Area







**VE-18 along the Seawall**

**AO-3 behind the VE-18**

**AE-12 for the majority of the Esplanade**

**First floor of Haddad's is 12.7 feet**

**AE 12**

**Ground elevations in Esplanade runs from 5 feet above sea level behind 287 Ocean Street to 9.8 just in front of the stairs to Haddad's.**

**XNA**



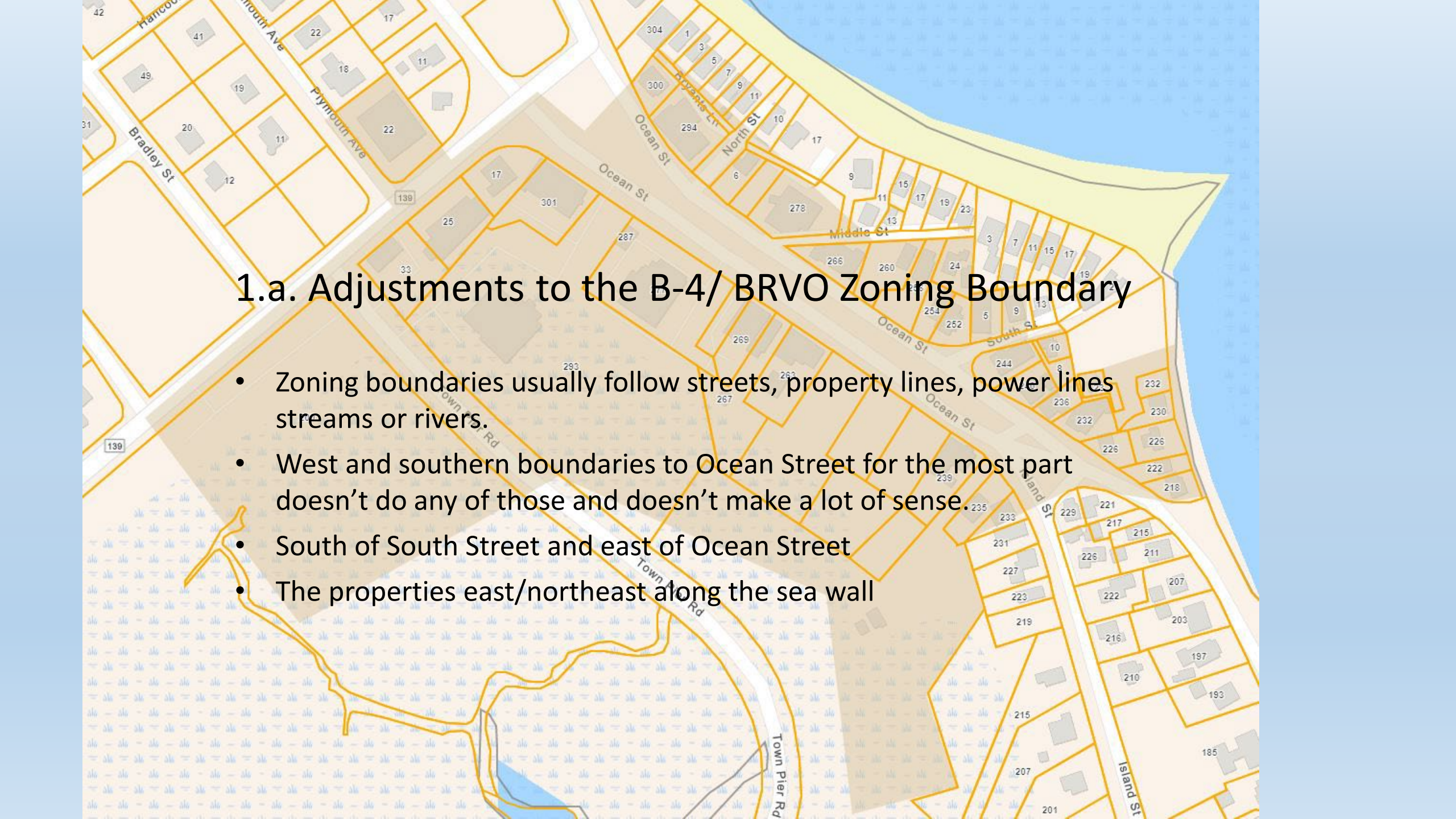


A map of a coastal area showing property boundaries, streets, and two distinct zoning overlays. The map includes streets such as Plymouth Ave, Bradley St, Ocean St, North St, Middle St, South St, Island St, and Town Pier Rd. A large, irregularly shaped area in the center and right is shaded in a darker tan color, representing the B-4 / Brant Rock Village Overlay (BRVO). A larger area on the left and bottom is shaded in a lighter tan color, representing the R-3 zoning. The map also shows a body of water on the right and bottom edges, and various lot numbers are visible throughout the residential areas.

**Darker shaded area is the B-4 / Brant Rock Village Overlay /BRVO**

**Lighter Tan area is zoned R-3**



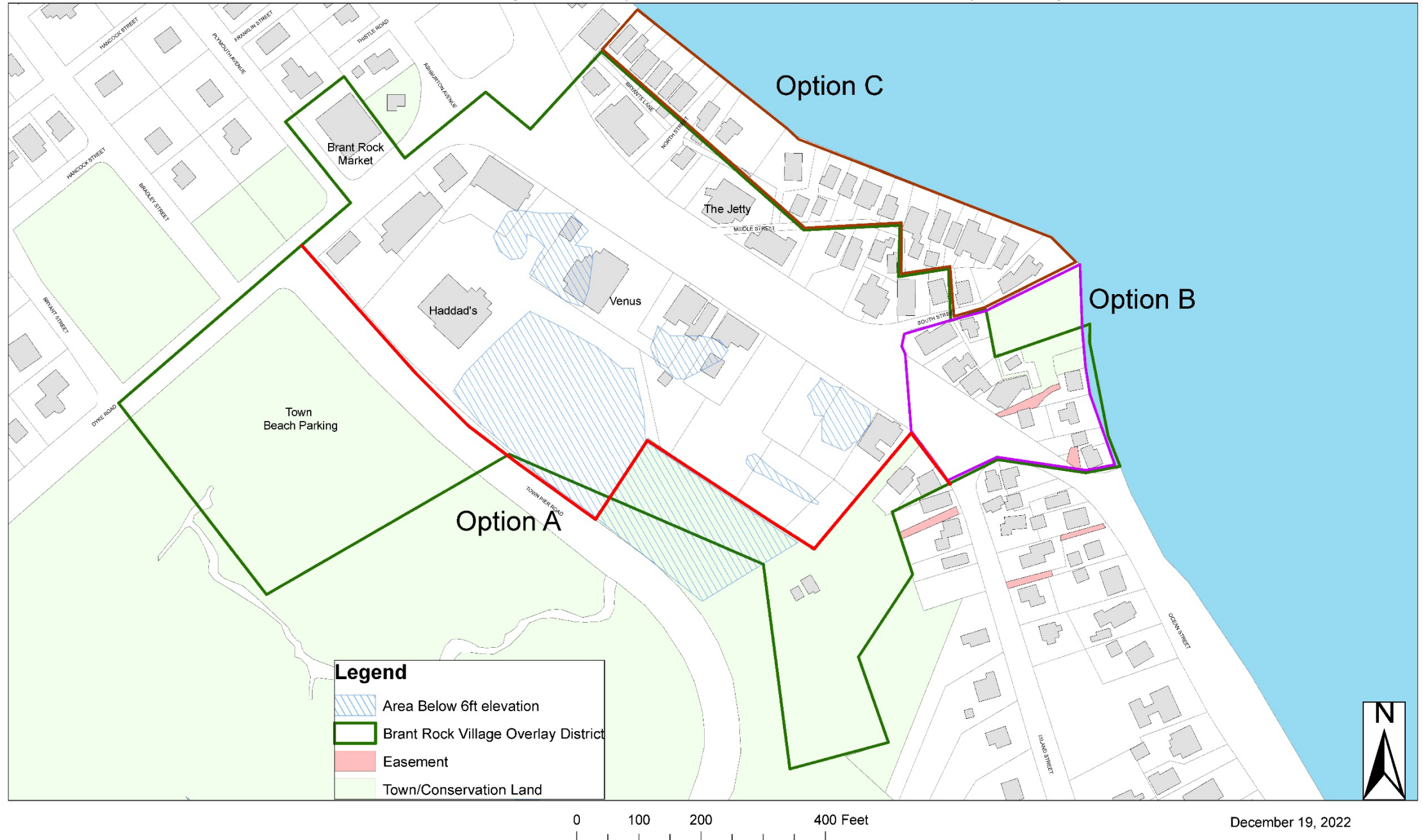


## 1.a. Adjustments to the B-4/ BRVO Zoning Boundary

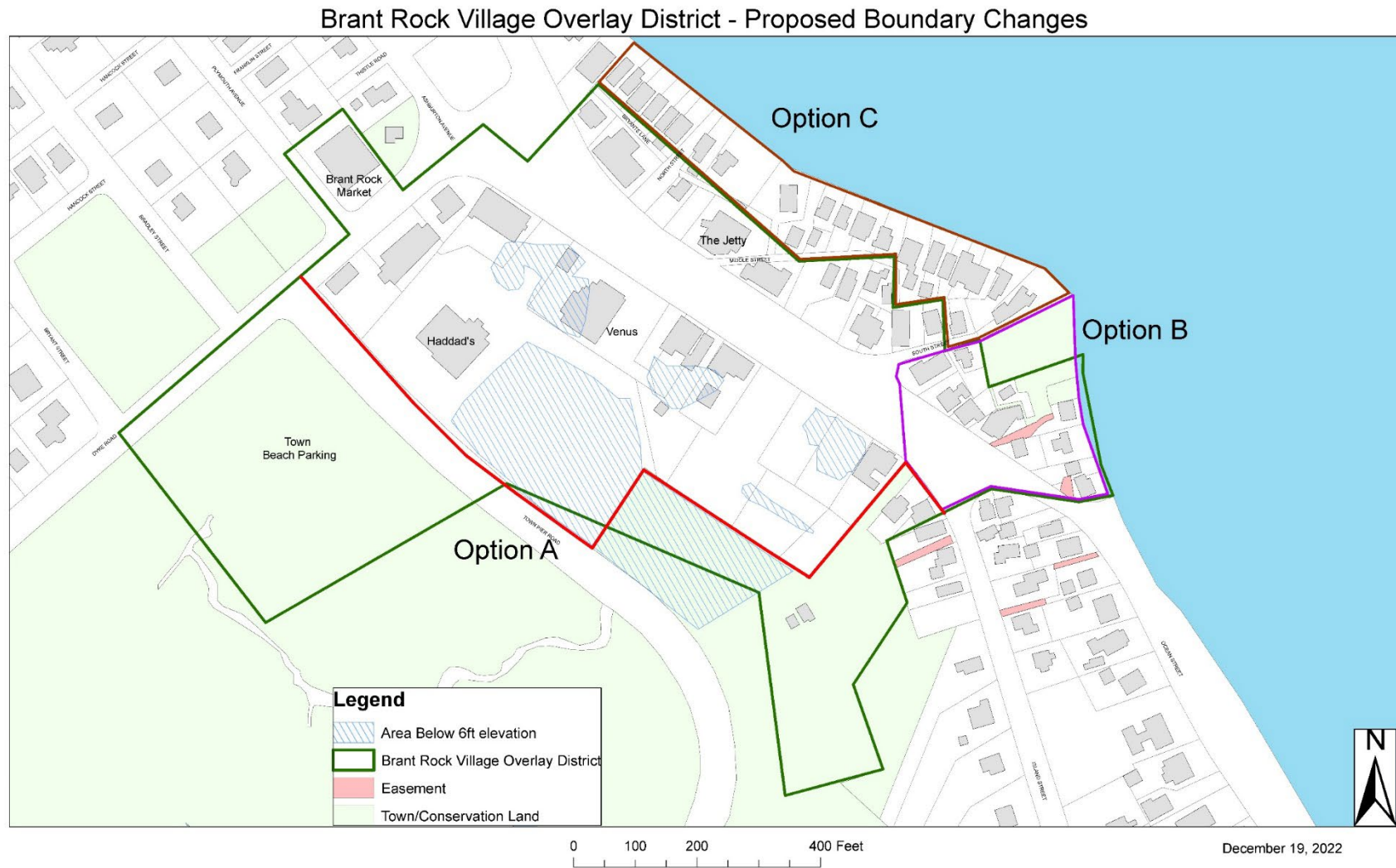
- Zoning boundaries usually follow streets, property lines, power lines streams or rivers.
- West and southern boundaries to Ocean Street for the most part doesn't do any of those and doesn't make a lot of sense.
- South of South Street and east of Ocean Street
- The properties east/northeast along the sea wall




# Brant Rock Village Overlay District - Proposed Boundary Changes



- Any other thoughts on the Zoning Boundaries?

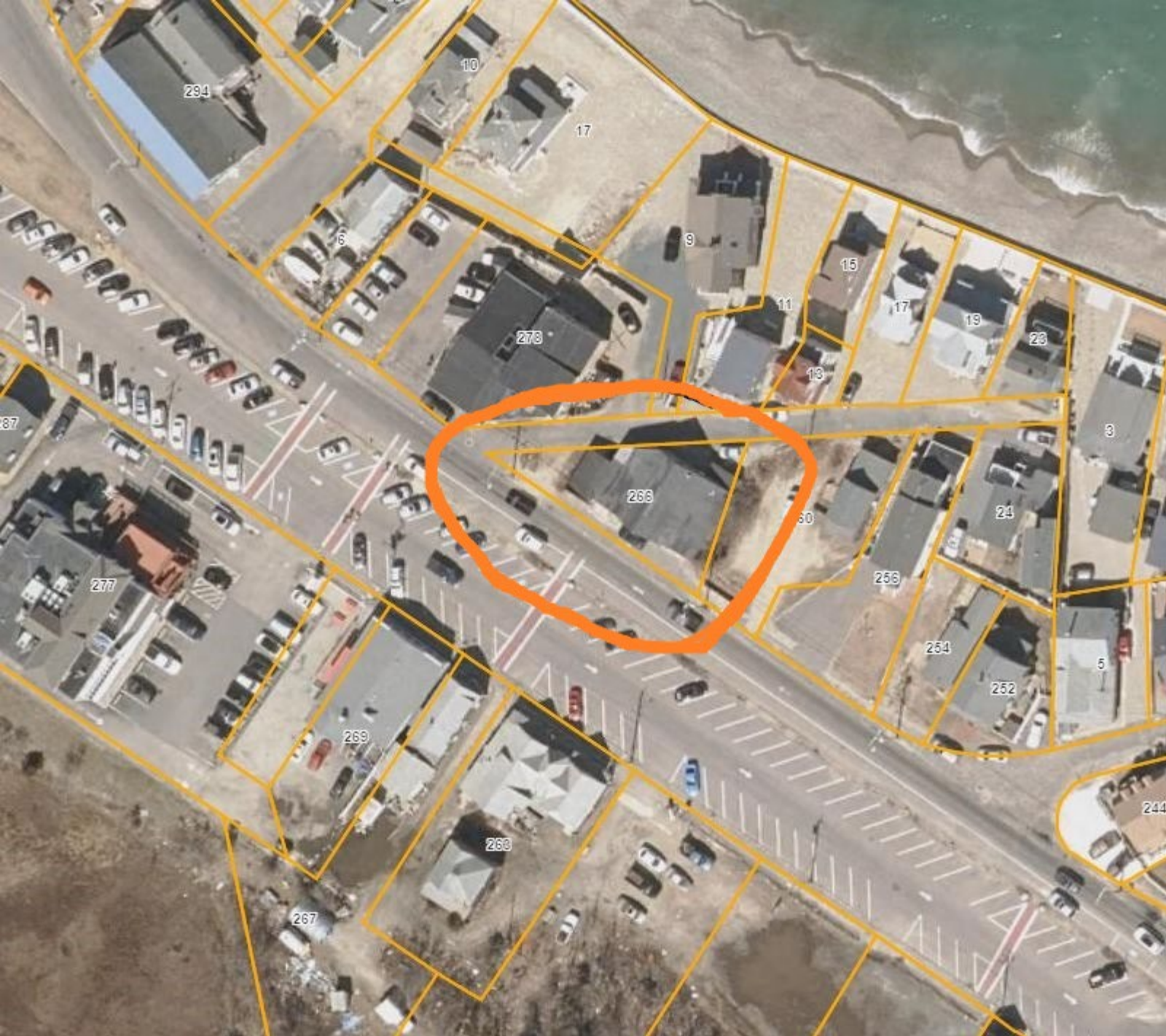






1.b. 266 Ocean Street





## 266 Ocean Street

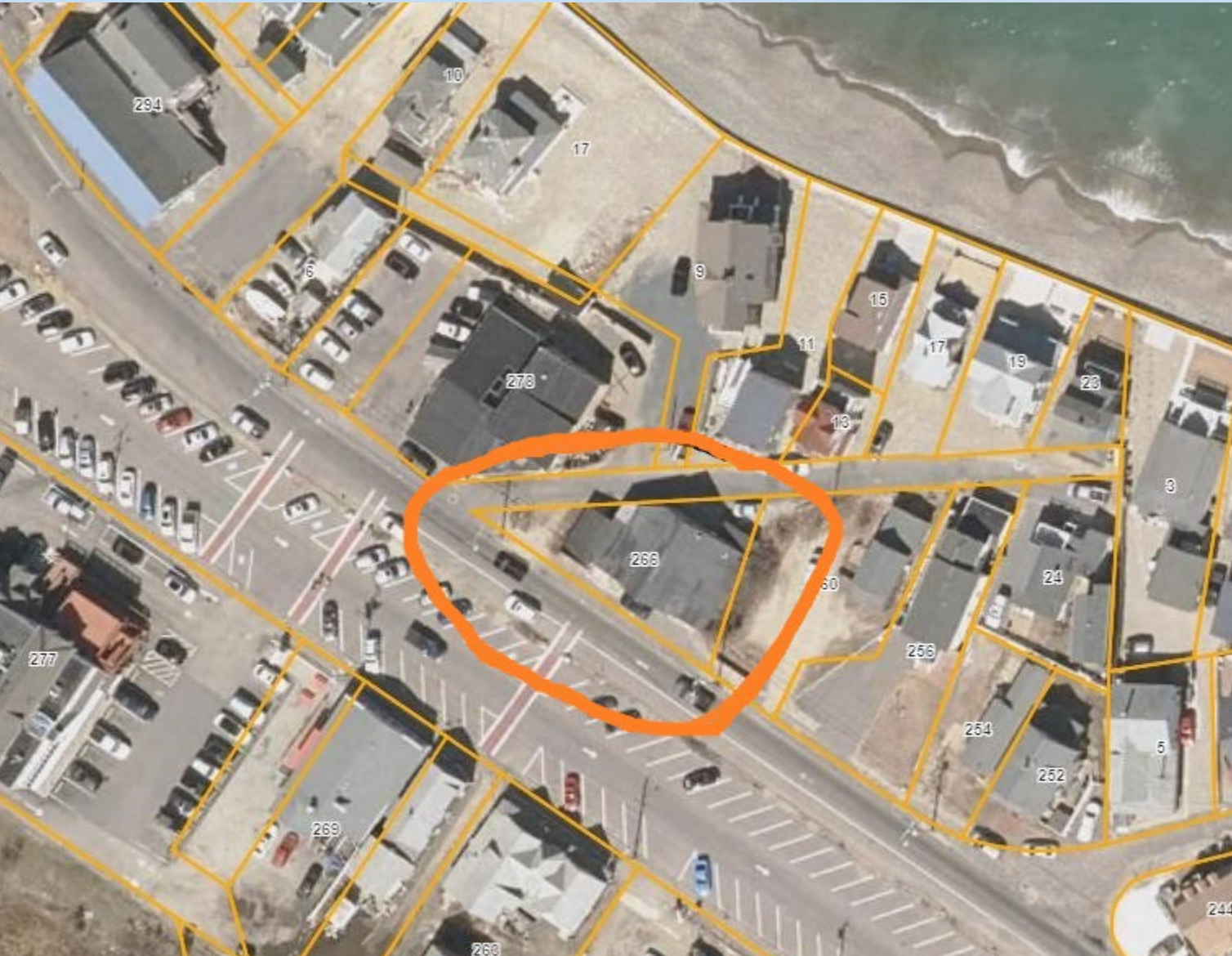
A pre-existing non-conforming building on a difficult site (shape).

### Previous Development Ideas:


- There was a discussion about installing four apartment units on the second floor. That proposal had zoning issues and did not go forward.
- There was a discussion about leaving the existing building footprint and cutting holes in the side of the building and have food trucks pull up to the windows and using the inside as a food court. Again the proposal had zoning issues and did not go forward.
- There was a discussion about taking down the existing building realigning Middle Street to be more of a 90 degree angle with Ocean Street and merging the abutting land with adjacent lots. This proposal would need the sale or cooperation of several property owners.



- Any other ideas for this property?





A detailed map of a coastal town area. The map shows a grid of streets including Hancock Ave, Plymouth Ave, Bradley St, Ocean St, North St, Middle St, South St, Island St, and Town Pier Rd. Numerous property lots are outlined in orange and labeled with numbers. A large, irregularly shaped area in the lower-left and center is shaded in a light tan color, representing the 'Town land around Sub Tower'. This area is bordered by Ocean St to the north and Town Pier Rd to the east. The town is situated along a coastline, with a blue body of water visible on the right side of the map. The map also shows some green spaces and a small body of water in the bottom left corner.

1.c. Town land around Sub Tower





Site of the Brant Rock House (hotel) which burnt down around 1938 and was taken by the Federal Government in 1942 (WW II) at the time included the land with the sub tower. Town purchase the majority of the property from the Federal Government the Sub tower was sold later to a private party.

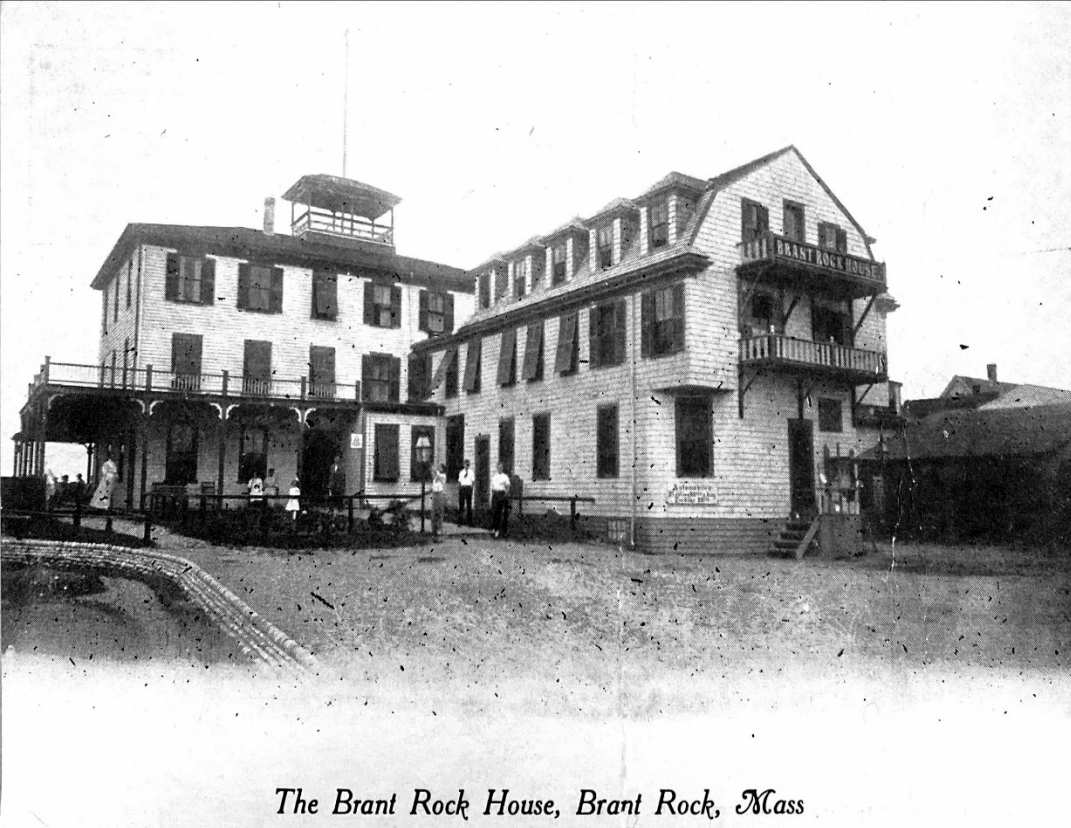
Parcel has no legal frontage on a public way.

There access through the site and over the seawall (stairs) to the beach.

Previous Development Ideas:

- A park,
- A playground or
- A possible site for oceanographic studies/research.





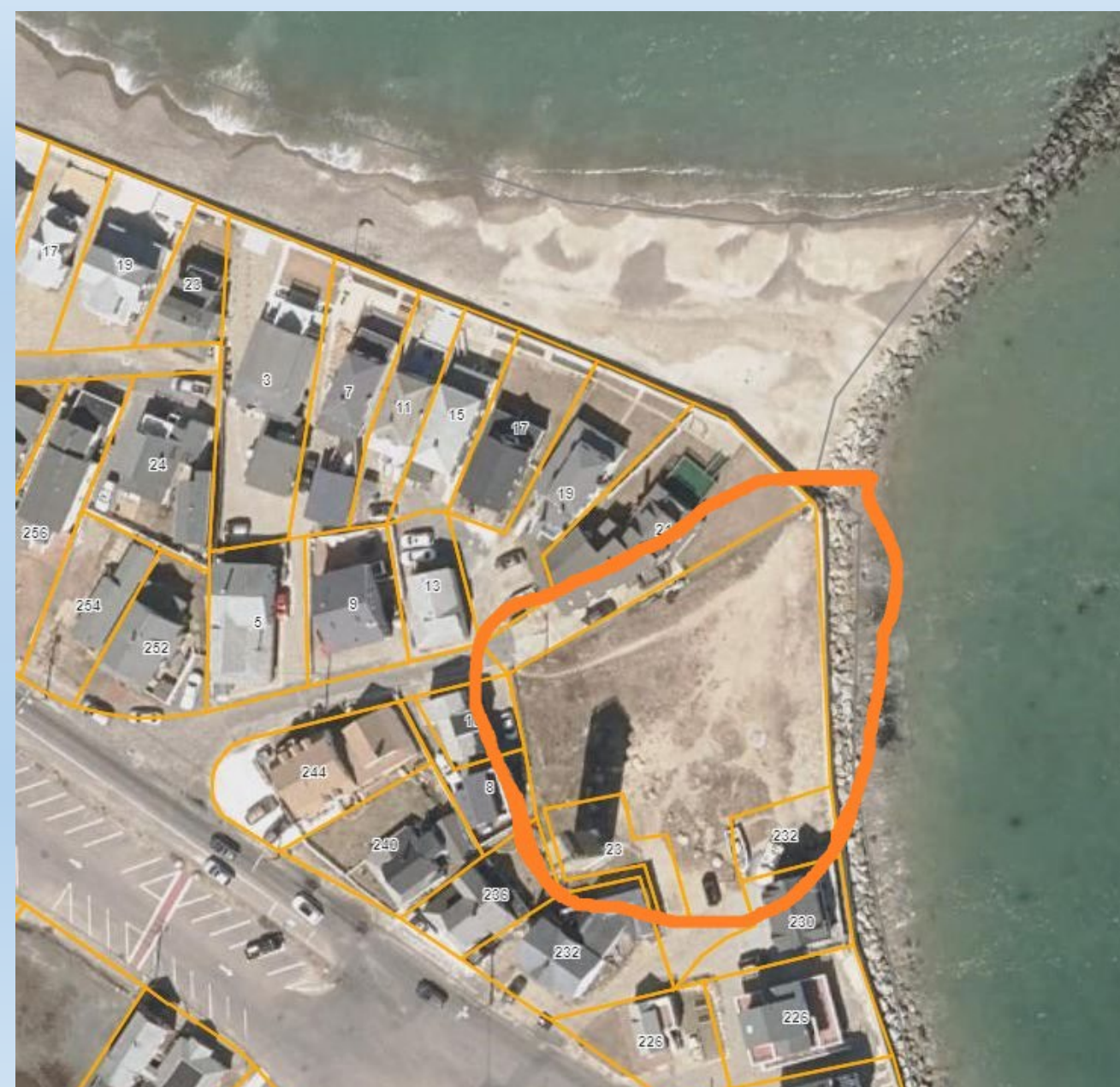
*The Brant Rock House, Brant Rock, Mass*



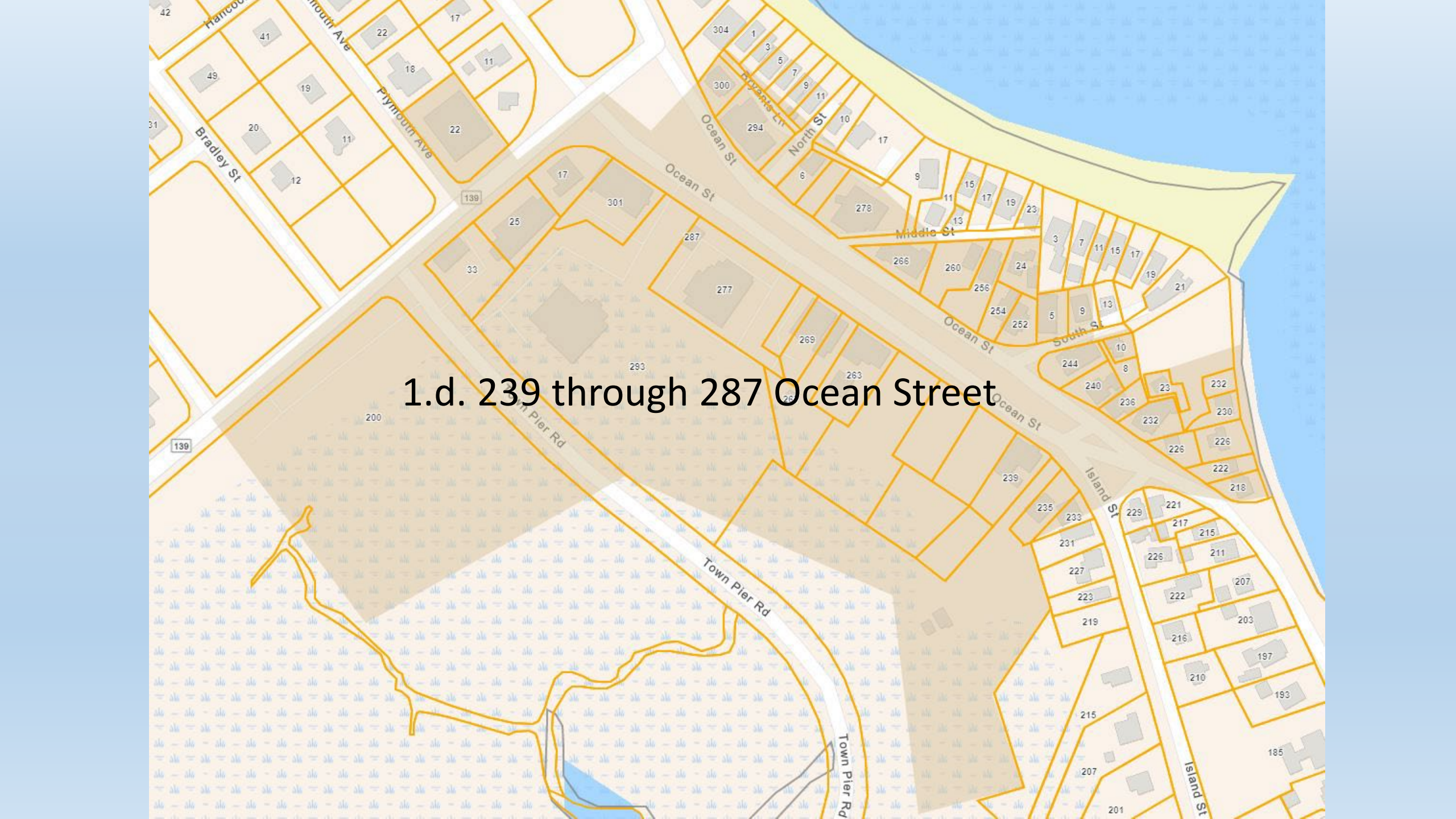
Birds Eye View Looking East of Brant Rock, Mass.



- Any other ideas for this property?

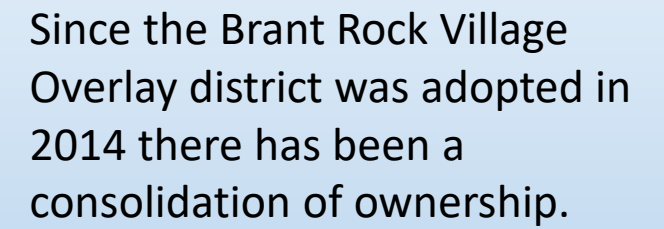






1.d. 239 through 287 Ocean Street





- Original redevelopment plan for the old Arthur and Pat properties couldn't work due to the FEMA Map change that raised BFE to elevation 16
- Weekend Food Truck proposal (2016) for the Arthur and Pat properties was turned down by the Board of Appeals
- A 2017 concept for the whole site was discussed with staff from various departments. Feedback was provide about lowering building and spreading the footprint of the building out more along the frontage of Ocean Street.

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Town staff have not seen anything since the 2017 meeting for this property.

The Town has been told revised plans are in process. No applications or plans have been filed to date.

The most recent changes to the Zoning for Residential over Commercial Special Permits in the BRVO include:

- Allowing a full third story,
- Parking for residential units must be above the Base Flood Elevation (BFE),
- Residential parking and storage is allowed in the rear of the building's first floor,
- Planning Board would be the Special Permit Granting Authority.


The property (roughly 2.85 Acres) under current BRVO zoning would allow for a maximum of 37 residential units.



- Any other ideas for this property?

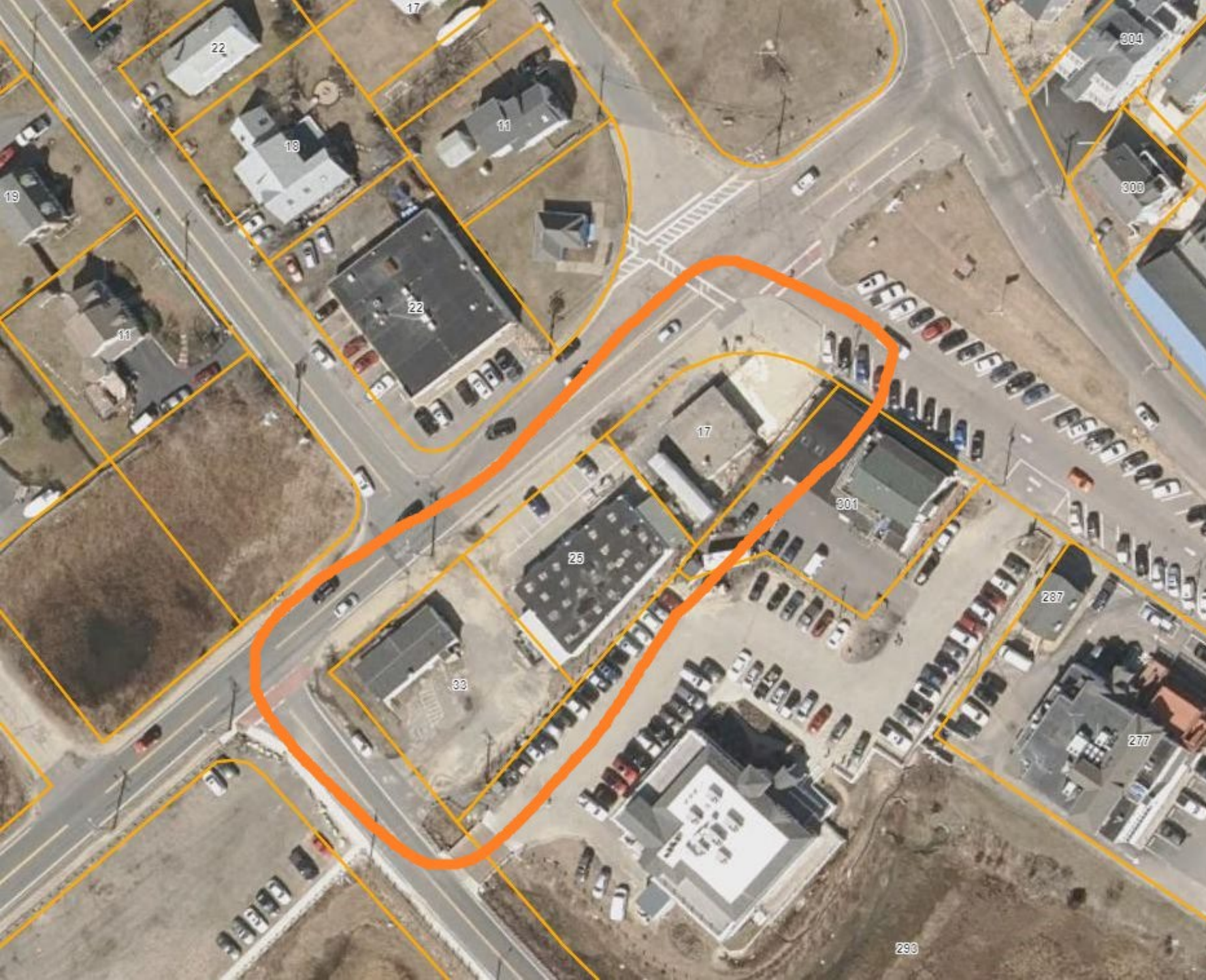






1.e. 17 through 33 Dyke Road



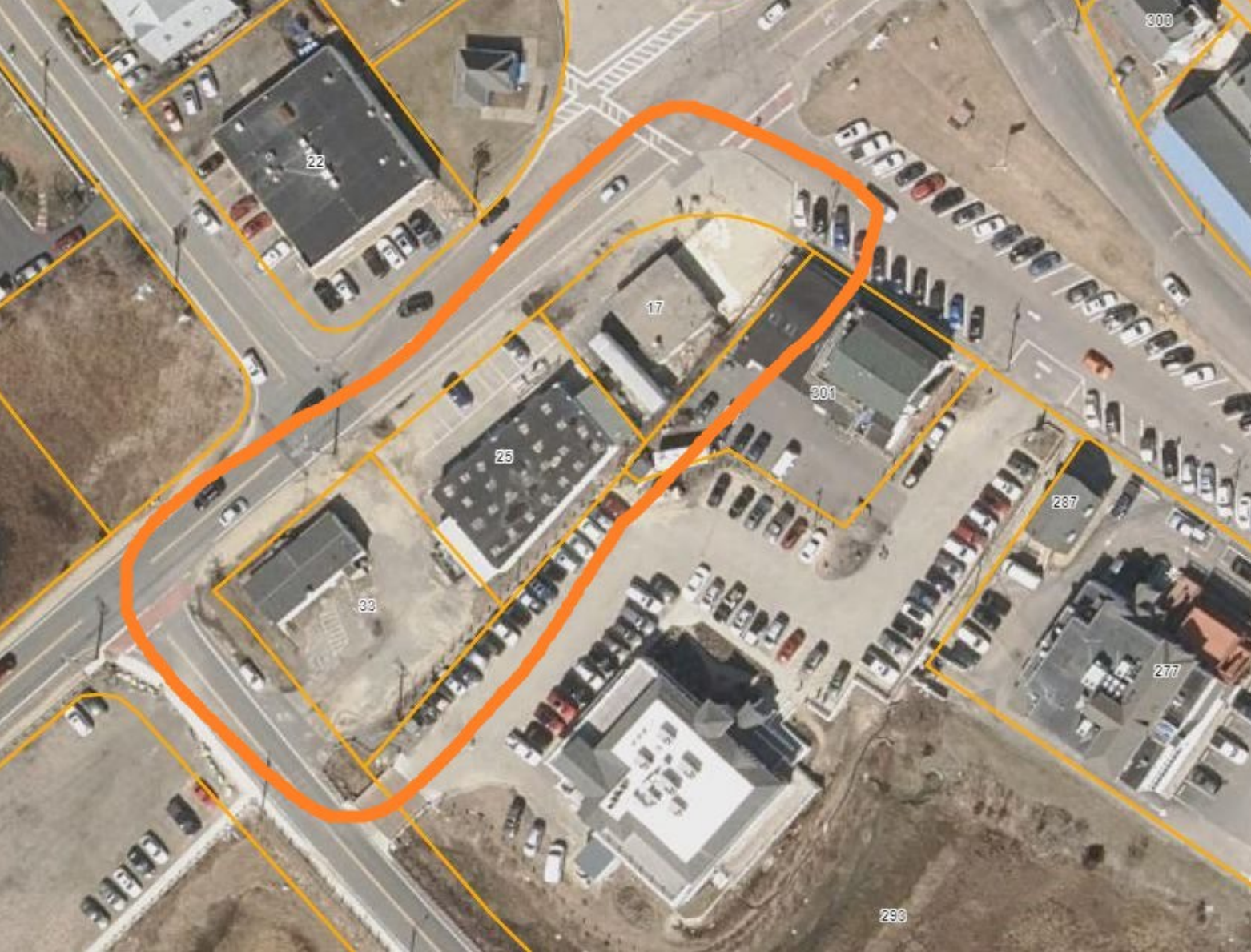


The three properties are on a fairly level area at elevation 8 feet.

#### Previous Development Ideas:

- A three level parking garage covering all three lots,
- Half of building would be parking and the corner around Dyke road to Ocean Street be developed as commercial and residential,
- Use of moveable containers for shops and a restaurant. The containers would be brought in for the summer season and removed from site and stored in a location out of the flood zone for the winter.





- Any other ideas for this property?





1.f. 200 Dyke Road





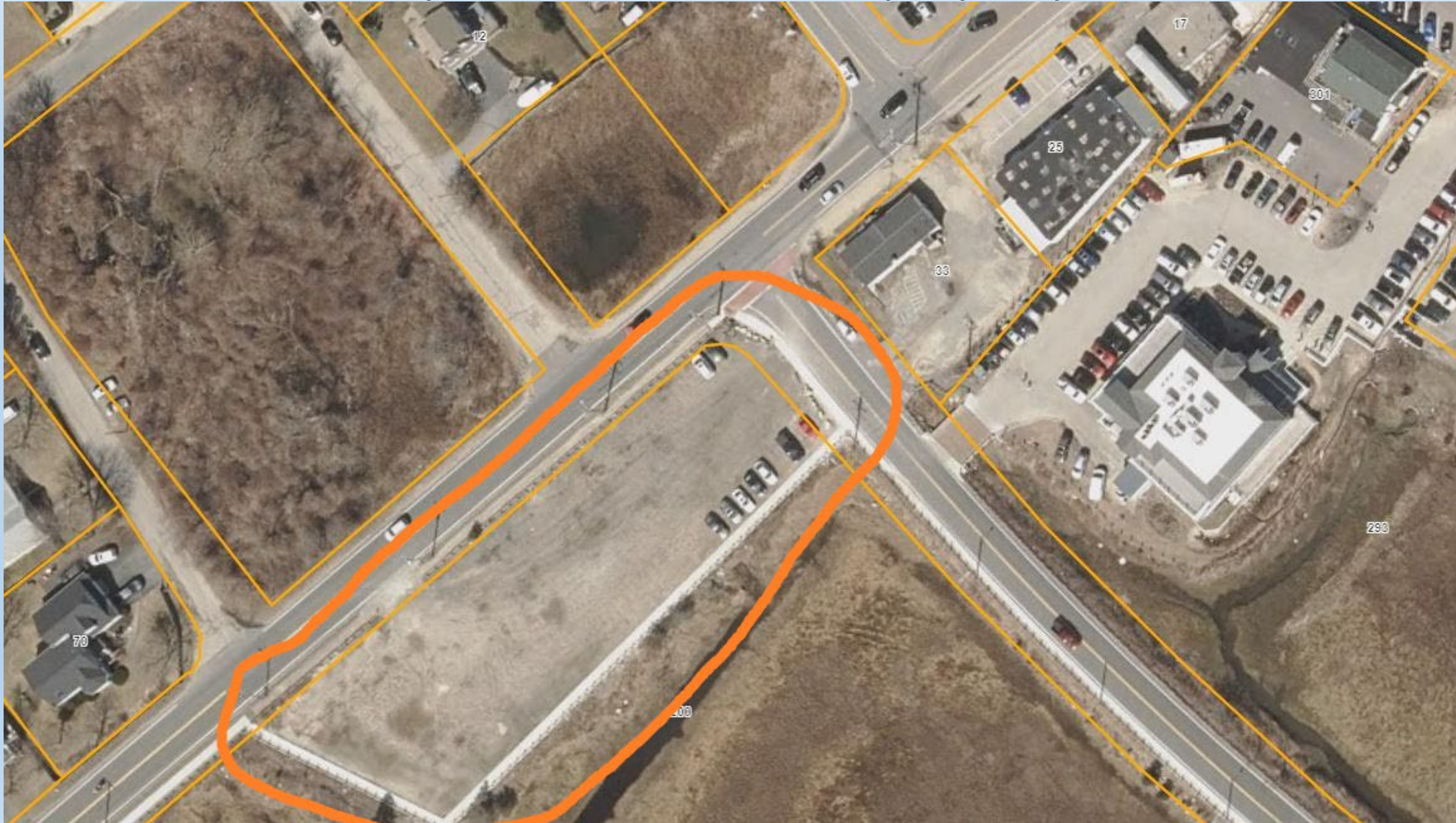
Currently this parking lot serves as a beach lot during the day in the summer and restaurant over flow in the evenings and in the winter.

A secondary use (temporary) is construction staging area for the Town for seawall reconstruction.

The initial idea for this site was a single level parking deck or two levels above the ground level (this would allow for flood parking for residents in low lying areas)



- Any other ideas for this property?



Note: it is roughly 1,000 feet from this parking area to “The Jetty”





## 2. Town Pier Area

Note: it is roughly 2,565 feet (or ½ mile) from the Harbor Park parking area to “The Jetty”



The Town Pier and the surrounding area is in an AE12 FEMA Flood zone. The Harbor itself is a VE13.

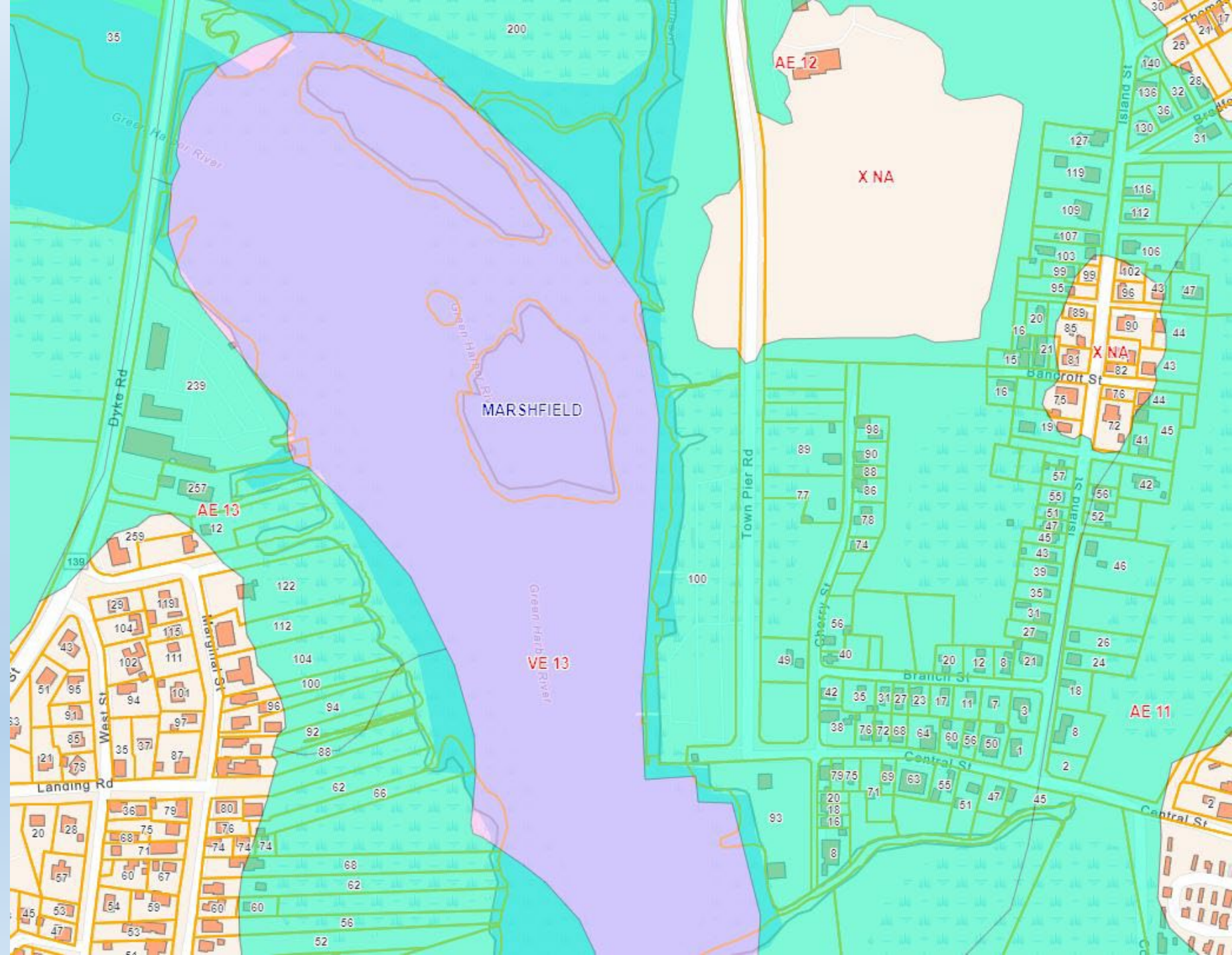
Town Pier Parking lot is approximately at elevation 8.5 feet.

The first floor of “The Point” Restaurant is just under elevation 9 feet.

The Harbormaster Building’s first floor is at elevation 17.1.

Current harbor park parking lot is approximately elevation 15 feet.

The dredge spoils area is varies with the low point elevation 10 up to the high point of 13 feet.







The Town Pier is currently zoned R-3 and the existing use is grandfathered.

Future municipal uses could fall under the Essential services category.

In 2015 a business owner in the area had asked about rezoning the Town Pier. The majority of the abutters were not in favor of the rezoning. The Planning Board had considered it at the time but felt because it was a municipal property and the essential services category would cover most municipal uses that a rezoning was not needed.

- a. Any other ideas for this property?
- a. Should the Town Pier be zoned B-4 commercial?
- b. If rezoned what should be included?
  - 93 Central Street (Taylor Marina and the Point Restaurant)
  - 8 Cherry Street (Sea Tow South Shore)
  - Both are directly adjacent to the Town Pier.





3. Blackman's Point



The property is approximately 11.2 Acres.

The highest point of the property (elevation 26 feet) is just to the east of the entrance off Central Street and is outside of the flood zone.

The lowest part of the property is at elevation 8 in the southern part of the property near Cove Street and is in a AE-11.

A portion of the property (southern) is in a VE 14. the ground elevation in that area is roughly 12 feet.

Two portions are in a AO-3 zone.

Along the coast, the northern part of the property is in a VE-18 and the southern portion is in a VE-17 zone



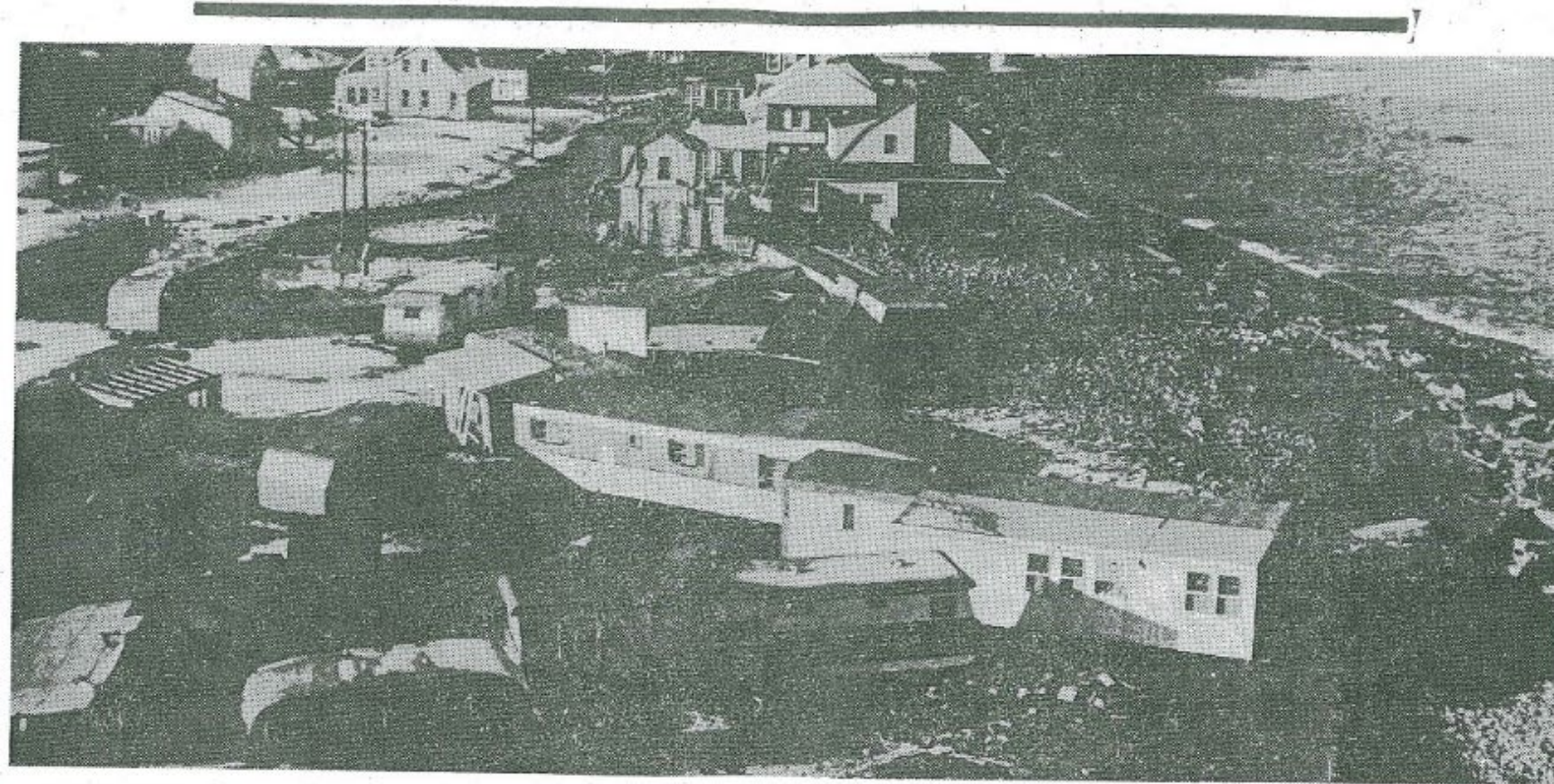


# The Patriot Ledger

20 Cents

Saturday, February 11, 1978

South Edition



STORM WINDS and waters redesigned the lay-out of a trailer park in the Brant Rock section of Marshfield. Damage in the area was extensive.

(Aerial photo by Richard W. Green)

Just because most of this property is higher up and not in the Flood zone doesn't mean it would not feel the impacts (wind and wind driven waves) of a major storm.



### **Previous Development Ideas:**

- a. Also in the late 1980's there was talk about possible rezoning Blackman's Point to condos. This would require changes in the Zoning By-laws (Town Meeting).
- b. In 1988 there was a preliminary subdivision plan drawn up around 30 lots. The area is zoned R-3 so a subdivision would not need a zoning change.
- c. Shortly after that a DCR person asked would the Town be in favor of making Blackman's Point a State Waterfront Park.
- d. A couple of years ago the Planning Department was asked about a possibility of having a restaurant and hotel complex. This type of redevelopment would require zoning changes.







- Any other ideas for this property?



- Any other ideas or thoughts ?

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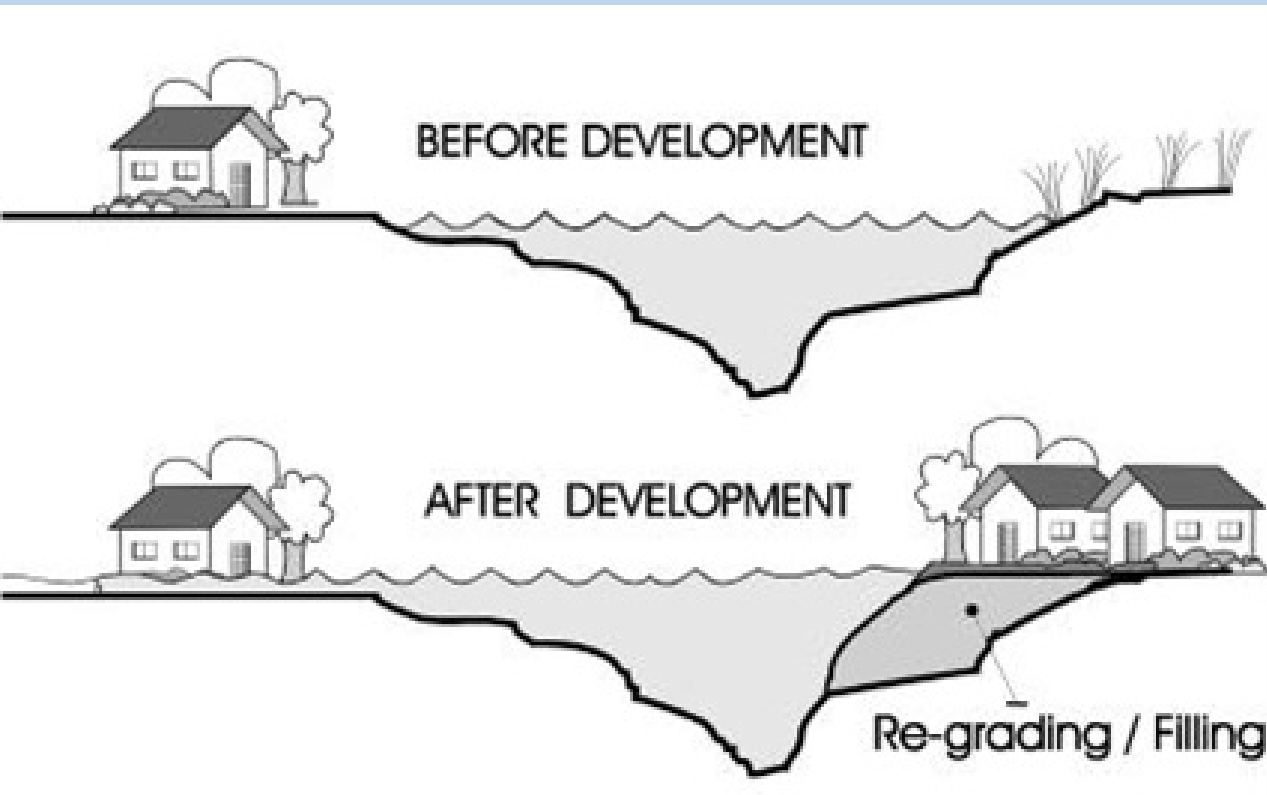
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# Resilient Elevators

Resilient elevators include strategies to protect or relocate vulnerable motors and controls, protecting the elevator cab, and providing backup power solutions.

Elevator systems are vulnerable to flood damage because elevator pits and control components typically extend below the lowest floor. Hydraulic elevators may face damage to the hydraulic cylinder and piping, whereas traction elevators may be exposed to damage to hoist ropes and wiring. By raising or making watertight components that are sensitive to water exposure and establishing flood-protected backup power, flood damage to elevators can be avoided and post-flood accessibility maintained.

## Applicability

<b>Project Scale</b>	Non-Art. 80 renovations and new construction, Art. 80 renovations and new construction
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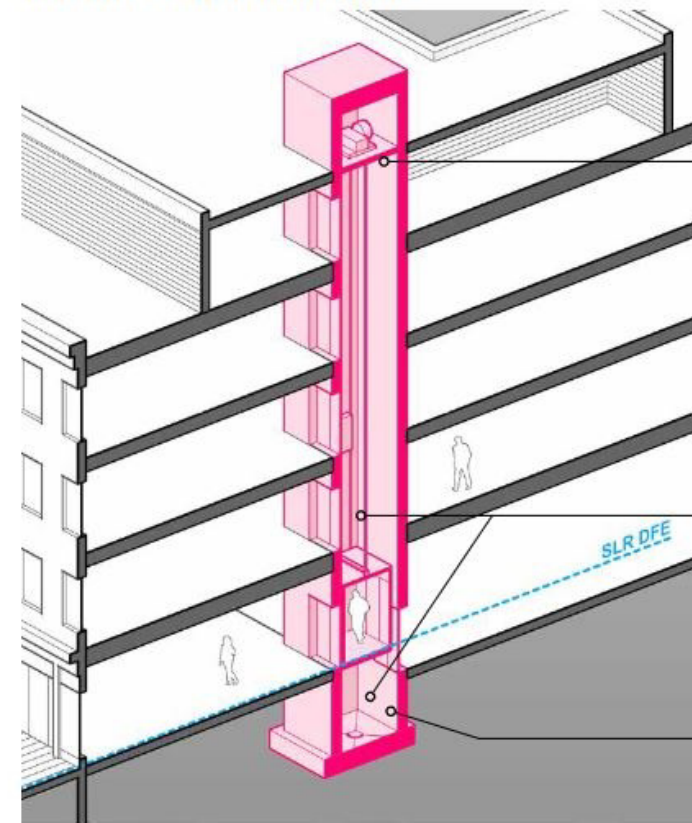
## Cost and Insurance Considerations

\$    \$\$    \$\$\$    \$\$\$\$

## Additional Resources

- FEMA 348: Protecting Building Utilities From Flood Damage
- FEMA Technical Bulletin 4: Elevator Installation for Buildings Located in Special Flood Hazard Areas in accordance with the National Flood Insurance Program

## Technical Considerations



### Elevator Penthouse

Consider wind and water resistance of elevator overrun or penthouse walls to protect the elevator shaft, controls, and motors.

### Controls

Locate controls above the SLR-DFE.

### Backup Power System

For buildings four stories or greater, provide a standby power system to keep one elevator operational while parking the other elevator cars out-of-service at a flood-safe floor. Provide visual indication for out-of-service cars at the control panel.

### Elevator Cab

To protect the elevator cab, consider installing a detection system with one or more water detection switches in the elevator shaft. This prevents the cab from descending into a flooded pit.

### Emergency Protocol

Establish emergency protocol in the event of water infiltration.

### Protection below DFE

Electrical switches and wiring installed in the hoistway below the design flood elevation should be waterproofed to NEMA 6 where available or NEMA 4 standards.

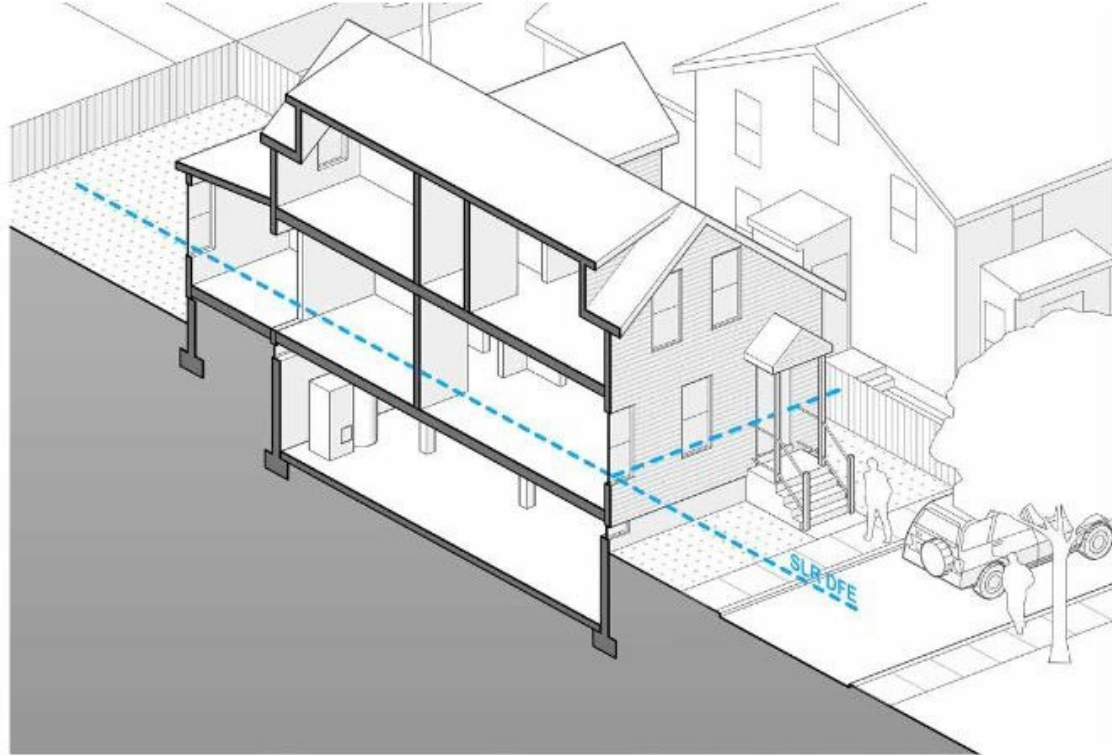


# One- and Two-Family Residential

## Existing Conditions

This type is commonly found in Dorchester within the Overlay neighborhoods. Structures are typically one or two-story wood-framed structures with pitched roofs and fieldstone foundations. They are commonly free-standing

and often set back a few feet from the sidewalk, with porches covering raised stoops. Because of the scale of these buildings and their separation from adjacent structures, elevating the building is a viable adaptation measure.



## Case Study Location



## Sea Level Rise Conditions

SLR-BFE	19.50' BCB
SLR-DFE	20.50' BCB
FEMA BFE	16.46' BCB

## Other Neighborhoods

Dorchester, East Boston

## Building Characteristics

Grade elevation	approx. 14.57' BCB
Lowest occupiable floor	approx. 17.57' BCB
Cellar elevation	Unknown
Critical systems location	Basement
Construction type	Wood frame
Year built	Late 19th–early 20th century
Stories	2
Units	1
Sidewalk width	4'
Zoning district	Two-family Residential

## Long-term Strategy

### Building Systems

#### Protect Critical Systems

Locate water heater and critical systems above the SLR-DFE.

Evaluate life of systems and upgrade where possible. Consider upgrading heating to high-efficiency mini-split heat pump system with equipment mounted outside and above the SLR-DFE.

### Building Form

#### Elevate on Open Foundation

Elevate house on posts above SLR-DFE on new foundation system. Consider elevating higher to accommodate storage and/or parking. Abandon basement and fill it to the lowest adjacent grade.

When elevating, incorporate screens, porches, and stairs to integrate with the public sidewalk.

### Supporting Strategy

#### Enhanced Envelope

Conduct energy audit and blower door test. Air-seal at windows, doors, and penetrations. Upgrade windows to low-e, low-U-factor units.

Install blown-in cellulose insulation to wall cavities; add roof insulation outboard of deck. Install islandable, grid-connected solar PV system on the roof for on-site energy generation.



### Building Envelope and Access

#### Flood-Damage-Resistant Materials

Use saltwater-damage-resistant materials below SLR-DFE.

### Building Form

#### Repurpose / Relocate Ground Floor Use

Abandon basement and ground floor. Fill basement to the lowest adjacent grade.

Convert ground floor use to storage, parking, or access. Eliminate any habitable spaces below SLR-DFE. Recupereate lost FAR at roof addition.

When filling basement, consider structure and envelope to prevent wicking of moisture up into building after flooding.



View from the street







