

TOWN OF DARIEN PLANNING AND ZONING COMMISSION APPLICATION FORM

Application is hereby submitted for approval in accordance with the following Sections of the Darien Zoning Regulations (check all that apply).

- | | |
|--|---|
| <input type="checkbox"/> Section 810 Coastal Site Plan Review | <input type="checkbox"/> Section 1000 Special Permit Requirements |
| <input type="checkbox"/> Section 820 Flood Damage Prevention | <input type="checkbox"/> Section 1020 Site Plan Requirements |
| <input type="checkbox"/> Section 850 Land Filling, Excavation
and Earth Removal | <input type="checkbox"/> Section 1051 Protected Town Landmarks |
| <input type="checkbox"/> Section 1110 Change of Zoning Regulations and/or Zoning Map | <input type="checkbox"/> Subdivision Application |
| <input type="checkbox"/> Other (specify) _____ | |

Property Location:

Street Address: _____

Assessor's Map(s) # _____ as Lot(s) # _____

Subject property is situated on the [north south east west] side of _____ (street)
(circle as appropriate)
approximately _____ feet [north south east west] from the corner formed by the
(circle as appropriate)
intersection of _____ and _____ (streets).

Zoning District(s): _____ Size of Site: _____ square feet, _____ acres

The subject property ☐ is ☐ is not ☐ as a result of this project will become
tied into the Town sanitary sewer system.

The subject property ☐ is ☐ is not ☐ as a result of this project will become
tied into the public water system (Aquarion Water Co.).

The subject property ☐ is ☐ is not within 500 feet of an adjoining municipality.

Applicant:

Name: _____

Address: _____

Phone #: _____

Fax #: _____

E-mail address: _____

Signature: _____

Property Owner:

Name: _____

Address: _____

Phone #: _____

Fax #: _____

E-mail address: _____

Signature: _____

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ZONING APPLICATION FORM
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Representative or Contact Person (to whom all correspondence shall be addressed)

Name: _____

Company/Firm: _____

Phone #: _____

Fax #: _____

Address: _____

Email address: _____

Signature: R. F. MacLaurin

Summary of proposed activity and development:

(A more detailed explanation should be attached to this application).

Application Fee of _____

See Appendix B - Schedule of Fees of Darien Zoning Regulations.

Make checks payable to the "Town of Darien". Cash is not accepted.

See requirements under Section 1040 for the applicant's responsibility regarding notification of nearby property owners.

Unless specifically waived in advance and in writing by the Planning & Zoning Director, all required materials must be submitted as part of this application:

For Business Site Plan applications under Section 1020:

See Section 1020 of the Darien Zoning Regulations

For Subdivision Applications see the Darien Subdivision Regulations

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ZONING APPLICATION FORM
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The following information is required:

*Development Plan(s) completed in accordance with "Site Plan Checklist" –
Twelve (12) Sets of Plans including:*

	Submitted	Waived
Existing Conditions based on "A-2" Survey	<input type="checkbox"/>	<input type="checkbox"/>
Site Development Plan	<input type="checkbox"/>	<input type="checkbox"/>
Grading and Storm Drainage Management Plan	<input type="checkbox"/>	<input type="checkbox"/>
Computations and Analysis of Stormwater Runoff	<input type="checkbox"/>	<input type="checkbox"/>
Landscaping Plan	<input type="checkbox"/>	<input type="checkbox"/>
Architectural Floor Plans and Elevations	<input type="checkbox"/>	<input type="checkbox"/>
Utility Plans	<input type="checkbox"/>	<input type="checkbox"/>
Chart or Table of Zoning Data	<input type="checkbox"/>	<input type="checkbox"/>
Soil Erosion and Sedimentation Control Plan	<input type="checkbox"/>	<input type="checkbox"/>
Staging or Phasing Plan	<input type="checkbox"/>	<input type="checkbox"/>
<hr/>		
<i>For Coastal Site Plan Reviews under Section 810 of the Zoning Regulations:</i>		
Base Map showing regulated area(s)	<input type="checkbox"/>	<input type="checkbox"/>
Environmental Assessment Report	<input type="checkbox"/>	<input type="checkbox"/>
Review of CAM policies & goals	<input type="checkbox"/>	<input type="checkbox"/>
<hr/>		
<i>For Flood Damage Prevention Applications under Section 820 of the Zoning Regulations:</i>		
Base Map of Flood Zones and Elevations	<input type="checkbox"/>	<input type="checkbox"/>
Architectural Floor Plans including elevation of each floor level within the structure	<input type="checkbox"/>	<input type="checkbox"/>
Engineering Report and certification regarding impact on flood conditions	<input type="checkbox"/>	<input type="checkbox"/>
Engineering Report and certification regarding structural stability	<input type="checkbox"/>	<input type="checkbox"/>
<hr/>		
<i>For Land Filling & Regrading Applications under Section 850 of the Zoning Regulations:</i>		
Detailed Plans of Existing and Proposed Conditions	<input type="checkbox"/>	<input type="checkbox"/>
Report Detailing Operation methods, and Evaluating Impacts	<input type="checkbox"/>	<input type="checkbox"/>
<hr/>		
<i>For Special Permit Applications under Section 1000 of the Zoning Regulations:</i>		
Detailed Statement of Existing & Proposed Uses	<input type="checkbox"/>	<input type="checkbox"/>
Traffic Report addressing Trip Generation, Traffic Movement and Parking Requirements	<input type="checkbox"/>	<input type="checkbox"/>

PETITION OF
BAYWATER CORBIN PARTNERS, LLC

TO

**AMEND THE DARIEN
ZONING REGULATIONS
AND ZONING MAP**

MARCH 29, 2016

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PETITION OF
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MARCH 29, 2016

NARRATIVE

The Applicant, Baywater Corbin Partners, LLC (“Baywater”), and its principals, David Genovese and Penny Glassmeyer, have been involved in development in Darien for over 25 years. They successfully developed several commercial properties in downtown Darien, including Grove Street Plaza, 1020 Boston Post Road, 745 Boston Post Road, 17 Old Kings Highway South, and 1292 Boston Post Road. Projects at the former Knobel Hardware site and the former Chuck’s Steak House are in progress. The high quality and success of these projects is well known in the community and the region.

Baywater’s affiliated companies own or control most of the property within the triangular area bounded by Boston Post Road, Corbin Drive and Interstate 95, having acquired the individual parcels over the past nine years. Baywater is ready to redevelop the entire block.

Baywater has been working with Robert A.M. Stern Architects, of New York, and Tighe & Bond Engineers to develop a plan that would greatly upgrade the downtown area. The plan includes demolishing of all of the existing structures, and creating a mixed-use project that will include retail shops, office spaces and upscale apartments on the upper floors, with sufficient off-street parking to satisfy the parking requirements of the development, and new internal drives to address traffic circulation in and around the project. The project will also provide a public plaza area available for gatherings, events and other activities. To satisfy the requirements of Darien’s Inclusionary Zoning Regulation, Baywater has proposed to construct off-site affordable housing units, with priority offered to adults with special needs.

To accomplish its goal of upgrading the downtown area, Baywater is requesting the Planning and Zoning Commission to create a new “Corbin Subarea” within the Central Business District. The new subarea will consist of approximately 11.25 acres, and larger developments involving a minimum of three acres will be subject to different area and bulk regulations. The proposed regulations

will require projects to include public plaza features totaling five percent of the total land area of the project. More detailed information is contained in the commentary that is included in the proposed regulations.

The proposed amendments to the Zoning Map and the Zoning Regulations, and Baywater's project, are consistent with the 2006 Town Plan of Conservation and Development (the "Town Plan"). Relevant sections of the Town Plan are contained in the supporting appendix. The following is a summary of the relevant sections of the Town Plan.

The Town Plan begins with the Board of Selectmen's Vision Statement, which contains the following statement: "Market incentives are important for our business community to ensure long-term viability as a vital component in serving the needs of our citizens." (A-35 [Plan at iii (Vision Statement)]) Baywater's redevelopment plan is driven by market incentives, and will address the needs of the Town for retail and office space, and upscale residences consistent with the upscale homes within the Town. Baywater's redevelopment plan will also serve as a catalyst for the creation of additional affordable housing in Darien, with a specific goal of addressing the drastic shortage of housing in the State of Connecticut for adults with special needs. Chapter 1 and Appendix A1 discussed demographic trends in the years leading to the adoption of the 2006 Town Plan. The trends reflect increases in population generally, with a downward trend in the senior population. Recently, the Planning and Zoning Commission approved Penny Glassmeyer's request to establish a new Active Senior Overlay Zone, which has enabled her to redevelop the former Knobel Hardware Store site at the corner of Locust Hill Road and Settlers Trail with six new high-end residences. The proposed Corbin Subarea will allow the creation of high-end residences for seniors ("empty nesters") who wish to continue living in Darien. (A-36 to A-48 [Plan Chap. 1 & Appx. A1-9 (excerpts)])

Chapter 4 of the Town Plan contains several discussions regarding traffic and transportation. The list of policies contains the following statements:

"Recognize downtown parking needs for shoppers, employees, and commuters, while balancing the growth of the downtown business district. Continue to monitor the supply and demand for parking spaces amongst these groups.

"Create a pedestrian-friendly downtown where people park once and walk, instead of driving from one store to another.

"Continue to manage access to developed land while preserving the flow of traffic on the surrounding road systems (access management) as fully as possible—both on major arterials as well as on other arteries within the community.

"Move traffic as efficiently as possible, especially along arterial and collector roads. Improve intersections and sightlines where possible to minimize accident rates.

“Support and coordinate the provision of public transportation (rail, bus, taxi). This may occur through a variety of regional planning mechanisms.”

(A-51 [Plan at 4-3] [italics in original]) Chapter 4 also addresses safety and road capacity, and recommends improvements to address high accident rates, improved traffic flow, and improved intersection sightlines. Specifically, the Plan recommends the elimination of off-street parking spaces that require backing into public streets within commercial areas, and consideration of relaxing the existing parking regulations. Improvements to municipal parking in the downtown area is also recommended. The Town Plan also recommends utilization of public transportation, including rail and bus services. (A-52 to A-65 [Plan Chap. 4 & Appx. A4 (excerpts)])

The proposed Corbin Subarea regulations are consistent with the Town Plan’s traffic and transportation recommendations. The site is located on a public bus route, and is within walking distance to the Darien train station. By requiring a traffic and parking management plan, internal traffic circulation and sufficient on-site parking, the proposed regulations will improve traffic circulation, reduce the existing potential for parking shortages in and around the Corbin Subarea, and eliminate backing from the existing parking spaces along the Boston Post Road into oncoming traffic. The redevelopment of the Corbin block will present opportunities to improve sight distances that the intersection of the Boston Post Road and Corbin Drive, and provide adequate sight distances at the entrances and exits on the site.

The Town Plan includes regional issues in Chapter 5, and includes the policy of working with SWRPA and considering a variety of housing options within the Darien Zoning Regulations. (A-67 to A-69 [Plan at 5-2; A5-1]) SWRPA has previously recommended additional streets to alleviate traffic congestion along Boston Post Road, and includes the two streets that Baywater is proposing to include in its redevelopment plan.

The Town Plan also mentions Growth Management Principles that are contained in the Conservation and Development Policies Plan for Connecticut, including redeveloping and revitalizing regional centers and areas with existing or currently planned physical infrastructure, expanding housing opportunities and design choices to accommodate a variety of household types and needs, and concentrating development around transportation nodes and along major transportation corridors to support the viability of transportation options. (A-72 [Plan at A5-4]) The proposed Corbin Subarea and regulations will encourage redevelopment of the Corbin block, which will revitalize the area and present new opportunities for use of public transportation. As with every significant development, the regulations will encourage infrastructure upgrades.

Chapter 6 and Appendix 6 of the Town Plan address housing needs. The Plan recognizes that the Town has made efforts to provide a wide range of housing by allowing apartments on upper floors of buildings in the downtown area, affordable housing, and opportunities for residents who wish to “downsize” and for

residents who need “special kinds of housing.” The Town Plan embraces the policy of providing for a variety of housing needs, including but not limited to condominiums of various sizes. (A-73 to A-75 [Plan at 6-1 to 6-2]) The Plan recommends expanding the current size restrictions for condominiums, amending the existing building coverage and height restrictions to maintain the character of the community, and “[d]evelop incentives to encourage greater apartment construction in critical areas such as the CBD, Noroton Heights and adjacent areas.” (A-75 [Plan at 6-3]) The Appendix to Chapter 6 discusses various forms of housing in the Central Business District. (A-82 [Plan at A6-8]) The proposed Corbin Subarea regulations are fully consistent with these housing objectives.

In Chapter 8, the Town Plan mentions the policy of continuing to use public-private partnerships to provide recreational facilities for the community. (A-90 to A-91 [Plan at 8-2 and 8-3]) Although Chapter 8 addresses larger public parks, the public-private partnerships have been effective on a smaller scale within the Central Business District. For example, the public plaza at Grove Street has become a focal point for public gatherings for concerts during the summer, and outdoor seating almost year-round. Similarly, the vest pocket park next to 1020 Boston Post Road has become another active public space. The public plaza requirement in the proposed Corbin Subarea regulations will continue this public-private partnership concept.

Chapter 9 contains several policies and recommendations that support the proposed Corbin Subarea regulations. The policies include the following:

“Continue the commitment to upgrading all of the commercial districts within the Town, including, but not limited to, Heights and downtown Darien to better serve the needs of the Town.”

“Continue efforts to improve community appearance in all zoning districts.”

“Continue to encourage vibrant commercial areas”

“Maintain the existing zoning density pattern, which encourages higher density development near train stations, and to a lesser extent, near bus routes.”

(A-93 [Plan at 9-2] [italics in original]) The recommendations related to residential and commercial developments include the following:

- “8. Over the next ten years, the Planning and Zoning Commission should continue to study and continue to consider amending the zoning map.”

(A-94 [Plan at 9-3] [Residential-related Recommendations])

- “3. Evaluate the Darien Zoning Regulations to determine if they encourage small storefront shops, while discouraging long blank walls.”
- “5. Consider the ease of pedestrian access during the site plan review process. This would especially apply to pedestrian

access from municipal parking lots to Boston Post Road and other businesses located throughout downtown.”

- “7. Create better signage directing people to downtown municipal parking lots. Adopt clearly defined standards for signs and all commercial zones. Expedite approval of conforming signs. Permit administrative approval of component conforming sign applications.”
- “9. Encourage coordination between property owners/developers to minimize curb cuts, and encourage cohesive development in all commercial zones. Parcel assemblage is beneficial in downtown (the CBD Zone) and in The Noroton Heights (the DC Zone) to meet these desires.”
- “10. In large commercial districts, such as The Noroton Heights and Downtown, one-stop shopping should be strongly encouraged. Shopper should be encouraged to park once, and visit numerous businesses in the area.”
- “11. Continue to establish sidewalks in all commercial areas and in front of all commercial properties and include other pedestrian amenities such as benches, trash cans, streetlights, and crosswalks and pathways to encourage pedestrian access.”
- “12. The Planning and Zoning Commission should work with the Traffic Authority and property owners to eliminate unsafe parking situations, such as backing into Heights Road Port Boston Post Road.”
- “15. In the Noroton Heights and downtown commercial areas (the DC and CBD Zones), the Planning & Zoning Commission should consider revising the Zoning Regulations to allow a full third floor especially if it would provide some form of housing, with the exception that such third floor be set back off the road.”
- “16. Encourage the installation/conversion of existing above-ground utilities to be underground.”
- “18. Develop regulations to encourage redevelopment of the block opposite the movie theater, to eliminate the 90° parking facing the buildings from Boston Post Road, to encourage parking behind the buildings and access off Corbin Drive.”

(A-95 to A-96 [Plan at 9-4 to 9-5] [Commercial-related Development])

Further, Appendix A9 discusses several planning tools, and states, “The Planning and Zoning Commission will continue to periodically review the Zoning Regulations, and amendments to the Regulations can be made from time to

time.” (A-99) [Plan at A9-1]) The Town Plan also recognizes, and indeed recommends, improvements in the Central Business District and other areas within the town. (A-104 to A-107 [Plan at A9-6 to A9-9])

Finally, the Appendix to Chapter 9 reiterates the recommendation for public-private partnerships for the provision of recreation facilities and services, without burdening the community with long-term costs. (A-110 [Plan at A9-22]) By requiring privately owned and maintained public plaza features the proposed Corbin Subarea regulations will serve to achieve this goal.

The Applicant also proposes to amend the parking space and aisle dimensions. The proposed dimensions are taken from page 127 of the current version of the Proposed 2016 Town Plan of Conservation and Development. The Proposed Plan includes a policy of “[d]iscuss[ing] where and how to provide for well-designed parking structures in the downtown,” and a recommendation to “[r]evisit the parking stall size in order to provide as much parking as possible in available areas.” The proposed dimensions for 90-degree parking stalls appears in the margin on page 127; the proposed amendments for parallel and angle parking stalls are based on industry standards. (A-116 [Proposed Town Plan at 127])

The proposed Corbin Subarea regulations are fully consistent with these policies and recommendations.

**Proposed Text Amendments
Marked**

SECTION 650. CENTRAL BUSINESS DISTRICT ZONE (CBD)

651. Background and Purposes

The Central Business District Zone is the Town's primary business area and is intended to be the focal point for retail and business and professional office activities with apartments encouraged on upper floors. These Regulations are designed to encourage the orderly development of this district in a manner which encourages the preservation of the existing architectural character of this zone and, at the same time, to provide the opportunity for creative and flexible architectural design. The sound inter-relationship of buildings to plazas and open spaces, provisions for proper pedestrian and vehicular circulation and consolidated central parking areas, and encouragement of a mix of housing and business uses which are necessary and desirable to serve the needs of the residential community are also specifically addressed in these Regulations. These Regulations are designed for Commercial Sales and Service uses (except for Financial Service uses) on the first floor areas and to provide sufficient spaces for Business and Professional Offices and encourage Dwelling Units in ~~second~~upper floor spaces. The intent is to strengthen the viability of housing and retail business in the Central Business District and to foster pedestrian activity as fully as is practical.

The area within the Central Business District and adjacent to the Interstate 95 right-of-way presents a unique opportunity for redevelopment on a larger scale, and in a manner that utilizes the proximity of the Interstate 95 right-of-way and entrances and exits at the Boston Post Road. The width of that right-of-way serves as a buffer to minimize the impact of larger structures from the residential zone to the south of the right-of-way. The Corbin Subarea also presents an opportunity to distribute traffic through the use of on-site streets and on-site parking. Accordingly, the Corbin Subarea regulations encourage comprehensive, mixed-use developments, with public greens and plazas, landscaped pedestrian plazas, public amenities, internal streets and off-street parking facilities sufficient to meet the parking requirements of a larger redevelopment.

Comment: The new second paragraph sets forth the overall policy objectives of the proposed Corbin Subarea. The revision in the first paragraph reflects the present availability of third floor apartments throughout the Central Business District, and the proposed availability of residences in higher floors.

652. Permitted Principal Uses

The following uses shall be permitted subject to approval of a Zoning Permit in accordance with Subsection 1102:

- a. Commercial sales and services, except that Financial Service uses shall be located on upper floors.
- b. Business and professional offices, provided such uses are located on upper floors.
- c. Public and semi-public uses.
- d. Railroad stations and mass-transit facilities.
- e. Dwelling units located on upper floors.

653. Permitted Accessory Uses

The following accessory uses shall be permitted subject to approval of a Zoning Permit in accordance with Subsection 1102:

- a. Signs, as permitted in Section 920.
- b. Any building or use customarily incidental to a permitted use.
- c. Off-street parking and loading facilities in accordance with Section 900.

654. Principal Uses Requiring Special Permits

The following uses shall be permitted subject to approval of a Special Permit in accordance with Section 1000:

- a. Protected Town Landmarks.
- b. Restaurants.
- c. The sale of prepared food such as candy or ice cream for consumption on or off the premises.
- d. Financial Service and/or business and professional offices on the first floor, provided that the Commission makes a finding that the retail/commercial sales and service use (other than Financial Service uses) of such space is impractical, undesirable, and/or inconsistent with the standards under Subsection 1005h.
- e. Clubs and lodges.
- f. Personal Service Businesses.
- g. Redevelopment projects involving construction or reconstruction of buildings within the Corbin Subarea.

Comment: The new subsection (g) allows redevelopment projects within the proposed Corbin Subarea by special permit. The special permit requirement provides the opportunity for the Planning and Zoning Commission to review the impact of larger developments in the Corbin Subarea. After such a project is complete, the uses within the project will be subject to the same permit requirements that apply throughout the Central Business District.

655. Accessory Uses Requiring Special Permits

The following accessory uses shall be permitted subject to approval of a Special Permit in accordance with Section 1000.

- a. Food Service, Convenience.

656. Area and Bulk Requirements

The following requirements shall be deemed to be the minimum and maximum requirements in every instance of their application. Dimensions are in feet unless otherwise indicated.

1. Minimum Lot Area	None (See Note a)
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2. Minimum Lot Width	40 <u>ft.</u>
3. Minimum Lot Frontage	40 <u>ft.</u>
4. Minimum Lot Depth	100 <u>ft.</u>
5. Minimum Front Yard	None (See Note b)
6. Minimum Side Yard	None (See Note c)
7. Minimum Rear Yard	20 <u>ft.</u> (See Note d)
8. Maximum Height in Stories	2 (See Note e)
9. Maximum Height in Feet	28
10. Maximum Building Coverage	None
11. Minimum Front Landscape Depth.	None
12. Maximum Developed Site Area	None
13. Maximum Floor Area of all Dwelling Units	1,000 sq. ft. (See Note e) 2

Comment: The revisions to the table are not substantive.

Notes:

- a. Requirements for yards and buffers control lot sizes.
- b. No front yard required, except that within 100 feet of a Residential Zone, the setback shall be at least one-half that required in that Residential Zone. No parking shall be permitted in front of any building unless the setback from the street line shall be at least 75 feet. On streets of less than 50 feet width, the front yard setback shall be measured from the center line of the street and 25 feet shall be added to the required front yard setback. See Subsection 372 for requirements where setback of existing buildings shall be greater or less than minimum requirement.
- c. None, except as follows:
 - (1) If a side yard shall be provided, it shall be at least four feet, except where access to parking space shall be provided through a side yard, in which case the yard shall be at least 25 feet in width. Where access shall be provided jointly by two adjoining properties, the side yard may be reduced by 12 1/2 feet provided the full 25 feet wide access shall be assured;
 - (2) Where a side yard abuts a Residential Zone, it shall equal the side yard requirement of said abutting Residential Zone.
- d. As specified above, except as follows:

- (1) Where a rear yard abuts a Residential Zone, the rear yard requirement shall be at least equal to the rear yard requirement of the adjoining Residential Zone;
 - (2) Where the lot is a corner lot and its rear yard is not adjacent to land in any other zone, the rear yard requirement shall equal the side yard requirement.
- e. Two stories and 28 feet, except as follows: The Commission may specifically permit height to be increased to not more than three stories and 35 feet, provided that:
 - (1) An area of open space on the same lot, or on a separate lot within the same site plan, shall be reserved from building coverage and shall be developed and maintained by the owner as a plaza or mall space open to the general public, provided that the Commission may approve as plaza or mall space open space areas covered by an upper floor connecting two portions of the same structure, or by awnings, eaves, or similar appurtenances.
 - (2) The Commission shall first review and approve the Site Plan for the mall or plaza to determine that its location, layout, dimensions, planting, traffic, lighting, signs, drainage, utilities, and other features shall be in harmony with the convenient, orderly and attractive development of the business district; and
 - (3) A 2.5 to 1 ratio shall be utilized in determining gross floor area to be permitted for each square foot of open space developed as a plaza or mall.
- f. If more than 2 dwelling units, than at least 30 percent of the total number of units shall be limited to one bedroom. One additional off-street parking space per bedroom shall be required.

657. Special Controls

- a. This zone is subject to the special requirements for Dedication of Public Parking Areas. (See Subsection 1057-~~2~~)
- b. The requirements for parking may be satisfied by donation of land to, and acceptance by, the Town for the municipal parking program subject to the requirements of Subsection 903.2.
- c. Landscaping, screening and buffer areas shall be provided in accordance with Section 940.
- d. All uses shall be subject to Site Plan Approval in accordance with Section 1020.

Table in Section 226:

658. Area and Bulk Regulations for Larger Developments within the Corbin Subarea

Larger Developments within the Corbin Subarea shall comply with the following area and bulk requirements:

<u>1. Minimum Site Area</u>	<u>3 acres (See Note a)</u>
<u>2. Minimum Lot Width</u>	<u>None (See Note a)</u>
<u>3. Minimum Lot Frontage</u>	<u>1,000 ft. (See Note b)</u>
<u>4. Minimum Lot Depth</u>	<u>None (See Note a)</u>
<u>5. Minimum Front Yard</u>	<u>None (See Note c)</u>
<u>6. Minimum Side Yard</u>	<u>None (See Note c)</u>
<u>7. Minimum Rear Yard</u>	<u>See Note c</u>
<u>8. Maximum Height in Stories</u>	<u>See Section 658.1</u>
<u>9. Maximum Height in Feet</u>	<u>See Section 658.1</u>
<u>10. Maximum Building Coverage</u>	<u>None</u>
<u>11. Minimum Front Landscape Depth.</u>	<u>None</u>
<u>12. Maximum Developed Site Area</u>	<u>None</u>
<u>13. Maximum Floor Area of Dwelling Units</u>	<u>3,000 sq. ft.</u>

Notes:

- a. Site area and frontage determine the width and depth of lots. A project site may consist of separately owned parcels.
- b. Lot frontage shall be the total frontage along lot lines that separate the development site from local streets and Interstate 95.
- c. None, except as follows:
 - (1) Except in areas adjacent to the boundary along Interstate 95, if a side or rear yard shall be provided, it shall be at least four feet, except where an access or service road shall be provided through a side or rear yard, in which case the yard shall be at least 25 feet in width. Where access shall be provided jointly by two adjoining properties, the side yard may be reduced by 12 1/2 feet provided the full 25 feet wide access shall be assured;

- (2) Where the applicable building code requires greater than four feet of separation between buildings on separate parcels, the minimum side or rear yard shall be increased as necessary to meet the applicable building code.
- (3) The minimum yard adjacent to the lot line separating the site from Interstate 95 right-of-way shall be 20 feet, except as provided in Note (c)(1).
- (4) Additional setback and stepback requirements for upper floors are set forth in Section 658.1.
- (5) Building appurtenances, such as eaves, awnings and marquees, located at least 8 feet above a sidewalk or 16 feet above the surface of a parking area or road shall not be subject to minimum yard requirements.

658.1. Buildings Heights and Setbacks in Larger Developments in the Corbin Subarea

- a. The building heights of all buildings within the Corbin Subarea shall be a minimum of 2 stories and 25 feet in height.
- b. Maximum building heights within the Corbin Subarea shall comply with the following setbacks:

<u>Maximum Building Height in Stories & Feet</u>	<u>Setback from Boston Post Road</u>	<u>Setback from Corbin Drive</u>	<u>Setback from Interstate 95</u>
<u>2 stories/40 feet</u>	<u>None</u>	<u>None</u>	<u>20 feet</u>
<u>3 stories/55 feet</u>	<u>None</u>	<u>None</u>	<u>20 feet</u>
<u>4 stories/70 feet</u>	<u>140 feet</u>	<u>None</u>	<u>20 feet</u>
<u>5 stories/85 feet</u>	<u>180 feet</u>	<u>See Note 1</u>	<u>20 feet</u>
<u>6 stories/95 feet</u>	<u>220 feet</u>	<u>65 feet</u>	<u>20 feet</u>

Notes:

- (1) The exterior structure of the fifth floor of buildings located within 50 feet of Corbin Drive shall be stepped back not less than 8 feet from the building facade that faces Corbin Drive.
- c. Building heights in the Corbin Subarea shall be calculated as follows:
 - (1) Building height shall be measured from the average grade at the street line to the midpoint between the highest eave and the highest point on the roof.
 - (2) Average grade at the street line shall be calculated by dividing the sum of the highest and lowest elevations along the public or internal street line adjacent to the building by 2. The average grade along Interstate 95 shall not be used in calculating building height.
 - (3) Where portions of the same building are subject to different maximum building heights based on their location relative to the street line, building

height shall be calculated in accordance with Note (c)(1) for each portion of the building that is subject to a different maximum building height.

- (4) The height limitations of section 658.1 shall not apply to spires, flagpoles, copulas, domes, chimneys, ventilators, solar panels, skylights, water tanks, mechanical equipment, parapets or similar features not intended for human occupancy, provided that the Architectural Review Board shall approve such features by a vote of two-thirds of the members present and voting.

Comment: The proposed new area and bulk regulations allow larger buildings, with internal streets, and above and below ground parking facilities. Building height specifications are intended to allow higher structures farther from the abutting streets than the structures that abut Boston Post Road and Corbin Drive. The proposed building height regulations determine building height for each area that allows a different maximum building height.

659. Public Plaza Features for Larger Developments within the Corbin Subarea

Developments within the Corbin Subarea shall include one or more on-site public plaza features that meet the following criteria:

- a. The total area of all on-site public plaza features shall be not less than five (5%) percent of the total area of the lot being redeveloped.
- b. The public plaza feature shall be reserved from building coverage and shall be developed and maintained by the owner as a public plaza space open to the general public, provided that the Commission may approve as a public plaza feature areas covered by an upper floor of adjacent structures, or an upper floor connecting two structures, or by awnings, eaves or similar appurtenances to adjacent buildings.
- c. Public plaza features shall include seating and may include a water feature, such as a fountain, cascade, or other water display, which is maintained in operating condition throughout the year, except when weather conditions prohibit such operation.
- d. Public plaza features shall not be reserved for exclusive use by any occupant or tenant of the redevelopment site.
- e. Commonly used areas that are not located within a public plaza feature, such as sidewalks, parking areas, and the like shall not be included in the calculation of the total area of on-site public plaza features.
- f. The Commission shall find that the location, layout, dimensions, landscaping, traffic, lighting, signage, drainage, utilities, and other features shall be in harmony with the convenient, orderly and attractive development of the Corbin Subarea.
- g. Public plaza areas may be used for public events, such as concerts, farmers' markets, art shows, outdoor movies, and similar events, each event not to exceed 4 consecutive days in duration. Such uses shall be allowed as of right, without the need for separate zoning permits. Events longer than 4 consecutive days in duration shall require a special permit.

Comment: The proposed public plaza requirement is intended as an alternative to the current system of allowing additional finished floor area on a third floor based on the dedication of open space areas. The proposed public plaza regulations require public plazas that are more active than the current regulations require for plaza areas. The intent is to create public plazas similar in design, but larger in scale than Grove Street Plaza, which includes a large fountain and public seating, and public activities such as summer concerts. Public activities up to 4 days in duration would not require separate permits from the Planning and Zoning Commission or Zoning Enforcement Officer. Longer events would require special permits.

660. Off-Street Parking for Larger Developments within the Corbin Subarea

Developments within the Corbin Subarea shall include sufficient off-street parking facilities, subject to the following:

- a. Parking shall comply with the provisions of Section 900, except as otherwise provided in this Section 660.
- b. Parking structures located below grade shall not count as stories in determining building height or gross floor area.
- c. Off-street parking for residential and office tenants may be reserved for such tenants, provided the Commission finds that the remaining parking shall be sufficient for the other uses in the project.
- d. A parking study shall be performed by a qualified parking or traffic consultant, and shall include the following:
 - (1) The study shall identify the properties and uses of the development and other sites within the Corbin Subarea.
 - (2) The study shall use relevant shared parking guidelines and research, published by a reputable nationally-recognized organization, in the estimation of parking demand and shared parking factors by use and/or time of day for the subject development.
 - (3) Reductions for Alternative Transportation Services, Transit Oriented District, Off-Site Parking, On-Street Parking shall be considered in the analysis.
- e. A Parking Management Plan shall be submitted outlining the provisions to assure that parking is shared as projected in the parking study, and that the shared parking arrangement provides that all of the required number of parking spaces are within the Project limits. The Parking Management Plan shall include the following:
 - (1) A site plan showing parking spaces intended for shared parking and their proximity to the uses they will serve.
 - (2) Designation of parking areas reserved for particular uses or groups of uses, and signage directing parkers to the designated locations.
 - (3) A pedestrian circulation plan showing connections and walkways between parking areas and land uses.

(4) A written plan outlining practices that will support successful shared parking, including but not limited to, access controls and enforcement techniques.

f. The following design standards table shall apply in the Corbin Subarea, in lieu of the table contained in Section 226:

A.	Parking Angle	0°	45°	60°	90°
B.	Curb length per car	23' 21'	12'9"	10'5"	9'
C.	Stall Depth	9' 7'	19'4" 17'8"	21'0" 19'0"	20'0" 18'0"
D.	Lot width for 1 row + driveway	21' 19'	33'0" 30'4"	39'0" 33'6"	44'0" 42'0"
E.	Lot width for 2 rows + driveway	30' 26'	53'0" 48'0"	60'0" 52'6"	64'0" 60'0"

Comment: The proposed on-site parking regulations require sufficient on-site parking to satisfy the parking demand of the entire project. There is no exemption for dedication of open space or public plaza areas, or for conveyances of land to the Town for public parking. By providing sufficient parking on site, the project would not generate excessive new parking demand, which would overburden available parking on local streets and in the municipal parking lots.

In order to provide sufficient on-site parking, above and below ground parking structures would be necessary. In addition, the proposed parking regulations allow reserved parking for particular uses or groups of uses, such as separate parking areas for residences.

661. Streets Within Larger Developments within the Corbin Subarea

- a. The location and specifications of the on-site streets and service roads shall be consistent with the Town Plan of Conservation and Development.
- b. Internal streets and service roads shall be privately owned and maintained.

Comment: This section requires that internal streets be owned and maintained by the project owner or manager, and that the layout be consistent with existing recommendations and other recommendations referred to in the Town Plan of Conservation and Development. Internal streets will divert traffic from Boston Post Road and Corbin Street into the site in an orderly manner.

662. Inclusionary Zoning. The provisions of Section 580 shall apply to larger developments within the Corbin Subarea, subject to the following:

- a. The incentives set forth in section 585 shall not apply to larger developments within the Corbin Subarea.

- b. The Commission may approve affordable housing that is subject to additional occupancy restrictions based on age or disabilities, provided that such additional restrictions comply with all applicable housing laws.
- c. Each affordable housing unit that is subject to one or more such additional restrictions shall be credited as two affordable housing units in determining compliance with the minimum number of affordable units under Section 583.

Comment. This section removes the affordable housing incentives that are available under Section 580 (Inclusionary Zoning). Affordable housing units may be subject to additional occupancy restrictions, such as age restrictions, or restricted to persons who are disabled or intellectually challenged. Such units will be entitled to credit as two affordable housing units in determining compliance with the minimum number of affordable housing units required by Section 583.

PROPOSED PARKING DESIGN STANDARDS:

<u>A.</u>	<u>Parking Angle</u>	<u>0°</u>	<u>45°</u>	<u>60°</u>	<u>90°</u>
<u>B.</u>	<u>Curb length per car</u>	<u>21'</u>	<u>12'9"</u>	<u>10'5"</u>	<u>9'</u>
<u>C.</u>	<u>Stall Depth</u>	<u>7'</u>	<u>17'8"</u>	<u>19'0"</u>	<u>18'0"</u>
<u>D.</u>	<u>Lot width for 1 row + driveway</u>	<u>19'</u>	<u>30'4"</u>	<u>33'6"</u>	<u>42'0"</u>
<u>E.</u>	<u>Lot width for 2 rows + driveway</u>	<u>26'</u>	<u>48'0"</u>	<u>52'6"</u>	<u>60'0"</u>

Proposed Text Amendments
Clean

SECTION 650. CENTRAL BUSINESS DISTRICT ZONE (CBD)

651. Background and Purposes

The Central Business District Zone is the Town's primary business area and is intended to be the focal point for retail and business and professional office activities with apartments encouraged on upper floors. These Regulations are designed to encourage the orderly development of this district in a manner which encourages the preservation of the existing architectural character of this zone and, at the same time, to provide the opportunity for creative and flexible architectural design. The sound inter-relationship of buildings to plazas and open spaces, provisions for proper pedestrian and vehicular circulation and consolidated central parking areas, and encouragement of a mix of housing and business uses which are necessary and desirable to serve the needs of the residential community are also specifically addressed in these Regulations. These Regulations are designed for Commercial Sales and Service uses (except for Financial Service uses) on the first floor areas and to provide sufficient spaces for Business and Professional Offices and encourage Dwelling Units in upper floor spaces. The intent is to strengthen the viability of housing and retail business in the Central Business District and to foster pedestrian activity as fully as is practical.

The area within the Central Business District and adjacent to the Interstate 95 right-of-way presents a unique opportunity for redevelopment on a larger scale, and in a manner that utilizes the proximity of the Interstate 95 right-of-way and entrances and exits at the Boston Post Road. The width of that right-of-way serves as a buffer to minimize the impact of larger structures from the residential zone to the south of the right-of-way. The Corbin Subarea also presents an opportunity to distribute traffic through the use of on-site streets and on-site parking. Accordingly, the Corbin Subarea regulations encourage comprehensive, mixed-use developments, with public greens and plazas, landscaped pedestrian plazas, public amenities, internal streets and off-street parking facilities sufficient to meet the parking requirements of a larger redevelopment.

Comment: The new second paragraph sets forth the overall policy objectives of the proposed Corbin Subarea. The revision in the first paragraph reflects the present availability of third floor apartments throughout the Central Business District, and the proposed availability of residences in higher floors.

652. Permitted Principal Uses

The following uses shall be permitted subject to approval of a Zoning Permit in accordance with Subsection 1102:

- a. Commercial sales and services, except that Financial Service uses shall be located on upper floors.
- b. Business and professional offices, provided such uses are located on upper floors.
- c. Public and semi-public uses.
- d. Railroad stations and mass-transit facilities.
- e. Dwelling units located on upper floors.

653. Permitted Accessory Uses

The following accessory uses shall be permitted subject to approval of a Zoning Permit in accordance with Subsection 1102:

- a. Signs, as permitted in Section 920.
- b. Any building or use customarily incidental to a permitted use.
- c. Off-street parking and loading facilities in accordance with Section 900.

654. Principal Uses Requiring Special Permits

The following uses shall be permitted subject to approval of a Special Permit in accordance with Section 1000:

- a. Protected Town Landmarks.
- b. Restaurants.
- c. The sale of prepared food such as candy or ice cream for consumption on or off the premises.
- d. Financial Service and/or business and professional offices on the first floor, provided that the Commission makes a finding that the retail/commercial sales and service use (other than Financial Service uses) of such space is impractical, undesirable, and/or inconsistent with the standards under Subsection 1005h.
- e. Clubs and lodges.
- f. Personal Service Businesses.
- g. Redevelopment projects involving construction or reconstruction of buildings within the Corbin Subarea.

Comment: The new subsection (g) allows redevelopment projects within the proposed Corbin Subarea by special permit. The special permit requirement provides the opportunity for the Planning and Zoning Commission to review the impact of larger developments in the Corbin Subarea. After such a project is complete, the uses within the project will be subject to the same permit requirements that apply throughout the Central Business District.

655. Accessory Uses Requiring Special Permits

The following accessory uses shall be permitted subject to approval of a Special Permit in accordance with Section 1000.

- a. Food Service, Convenience.

656. Area and Bulk Requirements

The following requirements shall be deemed to be the minimum and maximum requirements in every instance of their application. Dimensions are in feet unless otherwise indicated.

1. Minimum Lot Area	None (See Note a)
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2. Minimum Lot Width	40 ft.
3. Minimum Lot Frontage	40 ft.
4. Minimum Lot Depth	100 ft.
5. Minimum Front Yard	None (See Note b)
6. Minimum Side Yard	None (See Note c)
7. Minimum Rear Yard	20 ft. (See Note d)
8. Maximum Height in Stories	2 (See Note e)
9. Maximum Height in Feet	28
10. Maximum Building Coverage	None
11. Minimum Front Landscape Depth.	None
12. Maximum Developed Site Area	None
13. Maximum Floor Area of all Dwelling Units	1,000 sq. ft. (See Note e)

Comment: The revisions to the table are not substantive.

Notes:

- a. Requirements for yards and buffers control lot sizes.
- b. No front yard required, except that within 100 feet of a Residential Zone, the setback shall be at least one-half that required in that Residential Zone. No parking shall be permitted in front of any building unless the setback from the street line shall be at least 75 feet. On streets of less than 50 feet width, the front yard setback shall be measured from the center line of the street and 25 feet shall be added to the required front yard setback. See Subsection 372 for requirements where setback of existing buildings shall be greater or less than minimum requirement.
- c. None, except as follows:
 - (1) If a side yard shall be provided, it shall be at least four feet, except where access to parking space shall be provided through a side yard, in which case the yard shall be at least 25 feet in width. Where access shall be provided jointly by two adjoining properties, the side yard may be reduced by 12 1/2 feet provided the full 25 feet wide access shall be assured;
 - (2) Where a side yard abuts a Residential Zone, it shall equal the side yard requirement of said abutting Residential Zone.
- d. As specified above, except as follows:

- (1) Where a rear yard abuts a Residential Zone, the rear yard requirement shall be at least equal to the rear yard requirement of the adjoining Residential Zone;
 - (2) Where the lot is a corner lot and its rear yard is not adjacent to land in any other zone, the rear yard requirement shall equal the side yard requirement.
- e. Two stories and 28 feet, except as follows: The Commission may specifically permit height to be increased to not more than three stories and 35 feet, provided that:
- (1) An area of open space on the same lot, or on a separate lot within the same site plan, shall be reserved from building coverage and shall be developed and maintained by the owner as a plaza or mall space open to the general public, provided that the Commission may approve as plaza or mall space open space areas covered by an upper floor connecting two portions of the same structure, or by awnings, eaves, or similar appurtenances.
 - (2) The Commission shall first review and approve the Site Plan for the mall or plaza to determine that its location, layout, dimensions, planting, traffic, lighting, signs, drainage, utilities, and other features shall be in harmony with the convenient, orderly and attractive development of the business district; and
 - (3) A 2.5 to 1 ratio shall be utilized in determining gross floor area to be permitted for each square foot of open space developed as a plaza or mall.
- f. If more than 2 dwelling units, than at least 30 percent of the total number of units shall be limited to one bedroom. One additional off-street parking space per bedroom shall be required.

657. Special Controls

- a. This zone is subject to the special requirements for Dedication of Public Parking Areas. (See Subsection 1057)
- b. The requirements for parking may be satisfied by donation of land to, and acceptance by, the Town for the municipal parking program subject to the requirements of Subsection 903.2.
- c. Landscaping, screening and buffer areas shall be provided in accordance with Section 940.
- d. All uses shall be subject to Site Plan Approval in accordance with Section 1020.

658. Area and Bulk Regulations for Larger Developments within the Corbin Subarea

Larger Developments within the Corbin Subarea shall comply with the following area and bulk requirements:

1. Minimum Site Area	3 acres (See Note a)
2. Minimum Lot Width	None (See Note a)

3. Minimum Lot Frontage	1,000 ft. (See Note b)
4. Minimum Lot Depth	None (See Note a)
5. Minimum Front Yard	None (See Note c)
6. Minimum Side Yard	None (See Note c)
7. Minimum Rear Yard	See Note c
8. Maximum Height in Stories	See Section 658.1
9. Maximum Height in Feet	See Section 658.1
10. Maximum Building Coverage	None
11. Minimum Front Landscape Depth.	None
12. Maximum Developed Site Area	None
13. Maximum Floor Area of Dwelling Units	3,000 sq. ft.

Notes:

- a. Site area and frontage determine the width and depth of lots. A project site may consist of separately owned parcels.
- b. Lot frontage shall be the total frontage along lot lines that separate the development site from local streets and Interstate 95.
- c. None, except as follows:
 - (1) Except in areas adjacent to the boundary along Interstate 95, if a side or rear yard shall be provided, it shall be at least four feet, except where an access or service road shall be provided through a side or rear yard, in which case the yard shall be at least 25 feet in width. Where access shall be provided jointly by two adjoining properties, the side yard may be reduced by 12 1/2 feet provided the full 25 feet wide access shall be assured;
 - (2) Where the applicable building code requires greater than four feet of separation between buildings on separate parcels, the minimum side or rear yard shall be increased as necessary to meet the applicable building code.
 - (3) The minimum yard adjacent to the lot line separating the site from Interstate 95 right-of-way shall be 20 feet, except as provided in Note (c)(1).
 - (4) Additional setback and stepback requirements for upper floors are set forth in Section 658.1.

- (5) Building appurtenances, such as eaves, awnings and marquees, located at least 8 feet above a sidewalk or 16 feet above the surface of a parking area or road shall not be subject to minimum yard requirements.

658.1. Buildings Heights and Setbacks in Larger Developments in the Corbin Subarea

- a. The building heights of all buildings within the Corbin Subarea shall be a minimum of 2 stories and 25 feet in height.
- b. Maximum building heights within the Corbin Subarea shall comply with the following setbacks:

Maximum Building Height in Stories & Feet	Setback from Boston Post Road	Setback from Corbin Drive	Setback from Interstate 95
2 stories/40 feet	None	None	20 feet
3 stories/55 feet	None	None	20 feet
4 stories/70 feet	140 feet	None	20 feet
5 stories/85 feet	180 feet	See Note 1	20 feet
6 stories/95 feet	220 feet	65 feet	20 feet

Notes:

- (1) The exterior structure of the fifth floor of buildings located within 50 feet of Corbin Drive shall be stepped back not less than 8 feet from the building facade that faces Corbin Drive.
- c. Building heights in the Corbin Subarea shall be calculated as follows:
 - (1) Building height shall be measured from the average grade at the street line to the midpoint between the highest eave and the highest point on the roof.
 - (2) Average grade at the street line shall be calculated by dividing the sum of the highest and lowest elevations along the public or internal street line adjacent to the building by 2. The average grade along Interstate 95 shall not be used in calculating building height.
 - (3) Where portions of the same building are subject to different maximum building heights based on their location relative to the street line, building height shall be calculated in accordance with Note (c)(1) for each portion of the building that is subject to a different maximum building height.
 - (4) The height limitations of section 658.1 shall not apply to spires, flagpoles, copulas, domes, chimneys, ventilators, solar panels, skylights, water tanks, mechanical equipment, parapets or similar features not intended for human occupancy, provided that the Architectural Review Board shall approve such features by a vote of two-thirds of the members present and voting.

Comment: The proposed new area and bulk regulations allow larger buildings, with internal streets, and above and below ground parking facilities. Building height specifications are intended to allow higher structures farther from the abutting streets than the structures that abut Boston Post Road and Corbin Drive. The proposed building height regulations determine building height for each area that allows a different maximum building height.

659. Public Plaza Features for Larger Developments within the Corbin Subarea

Developments within the Corbin Subarea shall include one or more on-site public plaza features that meet the following criteria:

- a. The total area of all on-site public plaza features shall be not less than five (5%) percent of the total area of the lot being redeveloped.
- b. The public plaza feature shall be reserved from building coverage and shall be developed and maintained by the owner as a public plaza space open to the general public, provided that the Commission may approve as a public plaza feature areas covered by an upper floor of adjacent structures, or an upper floor connecting two structures, or by awnings, eaves or similar appurtenances to adjacent buildings.
- c. Public plaza features shall include seating and may include a water feature, such as a fountain, cascade, or other water display, which is maintained in operating condition throughout the year, except when weather conditions prohibit such operation.
- d. Public plaza features shall not be reserved for exclusive use by any occupant or tenant of the redevelopment site.
- e. Commonly used areas that are not located within a public plaza feature, such as sidewalks, parking areas, and the like shall not be included in the calculation of the total area of on-site public plaza features.
- f. The Commission shall find that the location, layout, dimensions, landscaping, traffic, lighting, signage, drainage, utilities, and other features shall be in harmony with the convenient, orderly and attractive development of the Corbin Subarea.
- g. Public plaza areas may be used for public events, such as concerts, farmers' markets, art shows, outdoor movies, and similar events, each event not to exceed 4 consecutive days in duration. Such uses shall be allowed as of right, without the need for separate zoning permits. Events longer than 4 consecutive days in duration shall require a special permit.

Comment: The proposed public plaza requirement is intended as an alternative to the current system of allowing additional finished floor area on a third floor based on the dedication of open space areas. The proposed public plaza regulations require public plazas that are more active than the current regulations require for plaza areas. The intent is to create public plazas similar in design, but larger in scale than Grove Street Plaza, which includes a large fountain and public seating, and public activities such as summer concerts. Public activities up to 4 days in duration would not require separate permits from the Planning and Zoning Commission or Zoning Enforcement Officer. Longer events would require special permits.

660. Off-Street Parking for Larger Developments within the Corbin Subarea

Developments within the Corbin Subarea shall include sufficient off-street parking facilities, subject to the following:

- a. Parking shall comply with the provisions of Section 900, except as otherwise provided in this Section 660.
- b. Parking structures located below grade shall not count as stories in determining building height or gross floor area.
- c. Off-street parking for residential and office tenants may be reserved for such tenants, provided the Commission finds that the remaining parking shall be sufficient for the other uses in the project.
- d. A parking study shall be performed by a qualified parking or traffic consultant, and shall include the following:
 - (1) The study shall identify the properties and uses of the development and other sites within the Corbin Subarea.
 - (2) The study shall use relevant shared parking guidelines and research, published by a reputable nationally-recognized organization, in the estimation of parking demand and shared parking factors by use and/or time of day for the subject development.
 - (3) Reductions for Alternative Transportation Services, Transit Oriented District, Off-Site Parking, On-Street Parking shall be considered in the analysis.
- e. A Parking Management Plan shall be submitted outlining the provisions to assure that parking is shared as projected in the parking study, and that the shared parking arrangement provides that all of the required number of parking spaces are within the Project limits. The Parking Management Plan shall include the following:
 - (1) A site plan showing parking spaces intended for shared parking and their proximity to the uses they will serve.
 - (2) Designation of parking areas reserved for particular uses or groups of uses, and signage directing parkers to the designated locations.
 - (3) A pedestrian circulation plan showing connections and walkways between parking areas and land uses.
 - (4) A written plan outlining practices that will support successful shared parking, including but not limited to, access controls and enforcement techniques.
- f. The following design standards table shall apply in the Corbin Subarea, in lieu of the table contained in Section 226:

A.	Parking Angle	0°	45°	60°	90°
B.	Curb length per car	21'	12'9"	10'5"	9'

C.	Stall Depth	7'	17'8"	19'0"	18'0"
D.	Lot width for 1 row + driveway	19'	30'4"	33'6"	42'0"
E.	Lot width for 2 rows + driveway	26'	48'0"	52'6"	60'0"

Comment: The proposed on-site parking regulations require sufficient on-site parking to satisfy the parking demand of the entire project. There is no exemption for dedication of open space or public plaza areas, or for conveyances of land to the Town for public parking. By providing sufficient parking on site, the project would not generate excessive new parking demand, which would overburden available parking on local streets and in the municipal parking lots.

In order to provide sufficient on-site parking, above and below ground parking structures would be necessary. In addition, the proposed parking regulations allow reserved parking for particular uses or groups of uses, such as separate parking areas for residences.

661. Streets Within Larger Developments within the Corbin Subarea

- a. The location and specifications of the on-site streets and service roads shall be consistent with the Town Plan of Conservation and Development.
- b. Internal streets and service roads shall be privately owned and maintained.

Comment: This section requires that internal streets be owned and maintained by the project owner or manager, and that the layout be consistent with existing recommendations and other recommendations referred to in the Town Plan of Conservation and Development. Internal streets will divert traffic from Boston Post Road and Corbin Street into the site in an orderly manner.

662. Inclusionary Zoning. The provisions of Section 580 shall apply to larger developments within the Corbin Subarea, subject to the following:

- a. The incentives set forth in section 585 shall not apply to larger developments within the Corbin Subarea.
- b. The Commission may approve affordable housing that is subject to additional occupancy restrictions based on age or disabilities, provided that such additional restrictions comply with all applicable housing laws.
- c. Each affordable housing unit that is subject to one or more such additional restrictions shall be credited as two affordable housing units in determining compliance with the minimum number of affordable units under Section 583.

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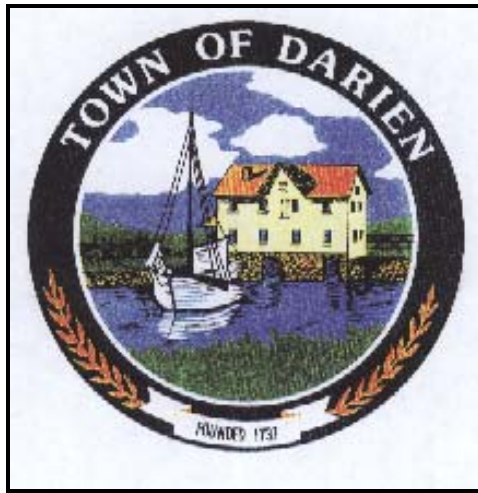
determining compliance with the minimum number of affordable housing units required by Section 583.

PROPOSED PARKING DESIGN STANDARDS:

A.	Parking Angle	0°	45°	60°	90°
B.	Curb length per car	21'	12'9"	10'5"	9'
C.	Stall Depth	7'	17'8"	19'0"	18'0"
D.	Lot width for 1 row + driveway	19'	30'4"	33'6"	42'0"
E.	Lot width for 2 rows + driveway	26'	48'0"	52'6"	60'0"

PROPOSED CORBIN SUBAREA METES AND BOUNDS DESCRIPTION

Beginning at a point located N 73°13'31" E, 60.17 ft. from an iron pipe located on the southerly line of Corbin Drive at the most northeasterly corner of #30 Corbin Drive; thence southerly along the center line of Old Kings Highway South along a curve to the left having a radius of 102.50 ft., an arc length of 70.33 ft. and a delta angle of 39°18'52" with a radial bearing out of S 70°03'35" E and a radial bearing in of S 70°37'33" W; thence continuing along the center line of said Old Kings Highway South S 19°22'27" E, 81.75 ft. to the center line of the Connecticut Turnpike; thence southwesterly along the center line of said Connecticut Turnpike S 70°33'40" W, 1,464.32 ft. to the center line of the Boston Post Road; thence northeasterly along said center line of the Boston Post Road N 38°09'55" E, 1,140.00 ft. to the intersection of the center lines of the Boston Post Road and Corbin Drive; thence southeasterly along the center line of said Corbin Drive S 67°58'02" E, 700.80 ft. to the point and place of beginning. Said subarea contains 489,889, plus or minus, square feet or 11.2463, plus or minus, acres in area.

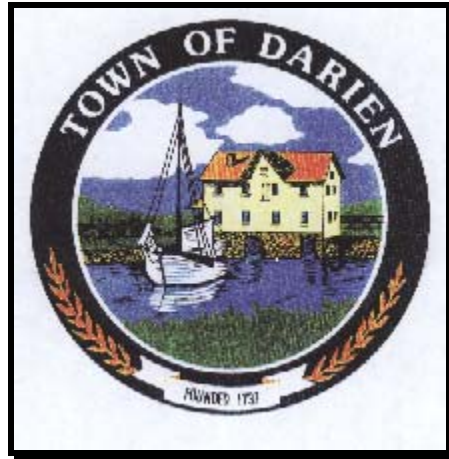


**DARIEN, CONNECTICUT
2006
TOWN PLAN OF
CONSERVATION & DEVELOPMENT**



Effective June 25, 2006

Darien Town Plan of Conservation & Development



Adopted: May 23, 2006

Effective: June 25, 2006

Planning & Zoning Commission Members:

Patrick J. Damanti, Chairman

Frederick B. Conze, Vice-Chairman

Joseph H. Spain, Secretary

Peter Bigelow

Ursula W. Forman

David J. Kenny

Traffic and Transportation Consultant:

URS Corporation

Environmental Resources Consultant:

Fitzgerald & Halliday, Inc.

Graphics work in Chapter 9:

Wesley Stout Associates

BOARD OF SELECTMEN'S VISION STATEMENT

The Town Plan serves as a flexible blueprint for the continuing development of our community. It identifies enhancements and additions to our infrastructure and provides the basis for maintenance of our existing resources.

The future of Darien rests on the following important fundamentals:

- Darien continues to be primarily a single-family dwelling community.
- The Town Plan is compatible with the existing ecosystem on which our future depends, i.e. the Long Island Sound, our streams, ponds, wetlands and open space.
- Market incentives are important for our business community to assure long-term viability as a vital component in serving the needs of our citizens.
- Total citizen involvement, including our elected, appointed, and volunteer groups, are critical to effective planning and successful implementation.

The Town must adopt and implement high quality public policies promoting long-term growth and development. Thoughtful, dynamic leadership continues to be necessary to ensure our community implements the blueprint this Town Plan represents.

CHAPTER 1

PLAN OF CONSERVATION & DEVELOPMENT



DEMOGRAPHICS

Overview

According to the 2000 US Census, the population of Darien was 19,607, which was an increase of 7.7% over 1990. This growth in population has had effects on the community, including a need from 1995-2005 to increase the size of all five elementary schools, the middle school, and the high school. The changes taking place in Darien's population have and will continue to influence the recommendations of this Town Plan. Younger families will have certain types of requirements concerning schools, recreational facilities, library services and social services. Meanwhile, older citizens may have different needs for recreational facilities, library services, as well as possible transportation needs, and other social service programs.

Meeting the needs of all of the age segments of the population is a goal of the Town Plan.

Policies

The policies of the Planning and Zoning Commission are summarized in the Darien Zoning Regulations. Change in the Town's demographics may have an influence on the Darien Zoning Regulations. Zoning regulations conversely may also affect demographics. For example, changes in housing policy through the Zoning Regulations, such as allowing accessory apartments, or rezoning portions of the Town, may result in subsequent population increases as a result of new and/or different types of housing units being allowed and constructed.

Recommendations

Continue to monitor changing demographics in Darien from Board of Education projections, real estate estimations, local and regional projections and other available sources. When considering changes in Zoning Regulations, or changes in overall Town policies, the Planning and Zoning Commission and other local boards and commissions must continue to be mindful of the demographic ramifications of such changes.

APPENDIX A1

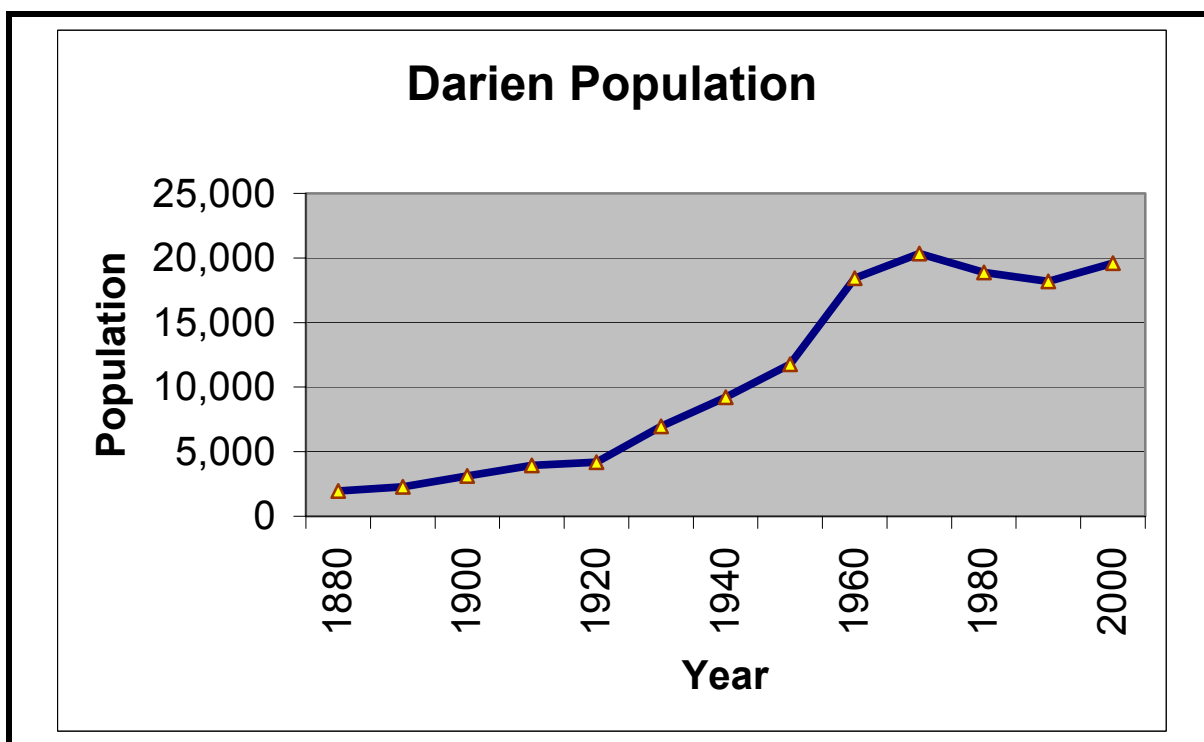
DEMOGRAPHICS



Population Change

The population of a community changes in one of two ways—1) a change in the net number of births over deaths, and 2) a net change of in-migration over out-migration. Although Darien is nearly "built-out", "teardowns" and new subdivisions still account for added housing units (see also Page A6-14). As the number of housing units gradually increases throughout Town, net in-migration becomes more likely, as more dwelling units become available.

**EXHIBIT 1-1
DARIEN POPULATION, 1880-2000**



Exhibits 1-1 and 1-2 show the changes in Darien's population between the years 1880 and 2000. The general population loss from 1970-1990 may be attributed to smaller household sizes rather than a reduction in the number of dwelling units or any other factor. The number of persons per housing unit declined from 1970-1980 and 1980-1990. From 1990-2000, the number of persons per housing unit increased from 2.85 to 3.00.

Exhibit 1-3 sets forth the general population change in the Southwestern Regional Planning Agency (SWRPA) communities from 1960-2000.

**EXHIBIT 1-2
DARIEN POPULATION CHANGE 1880-2000**

<u>YEAR</u>	<u>POPULATION</u>	<u>POPULATION CHANGE BY:</u>	
		<u>NUMBER</u>	<u>PERCENTAGE</u>
1880	1,949	-	-
1890	2,276	327	16.8%
1900	3,116	840	36.9%
1910	3,946	830	26.6%
1920	4,184	238	6.0%
1930	6,951	2,767	66.1%
1940	9,222	2,271	32.7%
1950	11,767	2,545	27.6%
1960	18,437	6,670	56.7%
1970	20,336	1,899	10.3%
1980*	18,892	-1,444	-7.1%
1990	18,196	-696	-3.7%
2000	19,607	1,411	7.7%

**Note: Change in Census Bureau procedures, e.g. students and military personnel counted as residing at their school or base rather than at their home.*

Source: U.S. Census of Population

**EXHIBIT 1-3
POPULATION CHANGE IN
SWRPA COMMUNITIES 1960-2000**

<u>COMMUNITY</u>	<u>1960</u>	<u>1970</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>
Darien	18,437	20,336	18,892	18,196	19,607
Greenwich	53,793	59,755	59,578	58,441	61,101
New Canaan	13,466	17,451	17,931	17,864	19,395
Norwalk	67,775	79,288	77,767	78,331	82,951
Stamford	92,713	108,798	102,453	108,056	117,083
Weston	4,039	7,417	8,284	8,648	10,037
Westport	20,955	27,318	25,290	24,410	25,749
Wilton	8,026	13,572	15,351	15,989	17,633
Southwestern Region	279,204	333,935	325,546	329,935	353,556

*Source: US Census Bureau, US Census of Population and Housing, 1960, 1970, 1980, 1990, 2000.
See note in Exhibit I-2.*

Population by Age

The age distribution data set forth in Exhibit 1-4 illustrates the changes in population composition. This chart reflects the age distribution of the population, may be used to assist the community in determining what types of facilities and programs need to be provided for its residents.

The increase in the population of 75+ year-olds is due to increased life expectancy as well as other factors. One other factor may be the construction of Sterling Glen of Darien, an assisted living facility. Built in 1998, this facility has 86 private residential units. To a lesser extent, certain other housing developments built in the 1980s, such as Clock Hill Homes and Old Town Hall Homes provide housing for those in the 75+ age cohort. Clock Hill Homes is a moderate income development with a mix of seniors and non-seniors. Old Town Hall Homes is a 30-unit Town-owned development restricted to age 62 and above.

**EXHIBIT 1-4
POPULATION BY AGE
1980-2000**

<u>AGE</u>	<u>1980</u>	<u>% OF TOTAL</u>	<u>1990</u>	<u>% OF TOTAL</u>	<u>2000</u>	<u>% OF TOTAL</u>
0-4	844	4.5%	1,413	7.8%	2,028	10.3%
5-9	1,303	6.9%	1,209	6.6%	2,059	10.5%
10-14	1,928	10.2%	1,099	6.0%	1,578	8.0%
15-19	1,855	9.8%	1,090	6.0%	931	4.7%
20-24	996	5.3%	921	5.1%	349	1.8%
25-29	785	4.2%	991	5.4%	489	2.5%
30-34	1,161	6.1%	1,393	7.7%	1,251	6.4%
35-39	1,563	8.3%	1,538	8.5%	1,891	9.6%
40-44	1,381	7.3%	1,547	8.5%	1,897	9.7%
45-49	1,316	7.0%	1,544	8.5%	1,553	7.9%
50-54	1,417	7.5%	1,121	6.2%	1,280	6.5%
55-59	1,287	6.8%	981	5.4%	1,145	5.8%
60-64	1,010	5.3%	987	5.4%	720	3.7%
65-69	728	3.9%	805	4.4%	603	3.1%
70-74	539	2.9%	615	3.4%	628	3.2%
75+	779	4.1%	942	5.2%	1,205	6.1%
TOTAL	18,892	100.0%	18,196	100.0%	19,607	100.0%

Source: SWRPA Data Memo #4, June 1983 and #91-21, July, 1991, 2000 US Census.

Population by Census Tract

The Town's five Census Bureau-defined census tracts are shown in Exhibit 1-5. (Census Tract is defined in the Glossary of Terms and Abbreviations). Exhibit 1-6 sets forth the populations within these five census tracts and compares the changes among the last three Census counts. The only growth area between 1980 and 1990 is a minor increase in tract 302, which may be attributed to the development of condominiums in this area during the mid to late 1980's. Each of the five census tracts increased in population by at least five percent from 1990-2000. The largest increase was in tract 301. Exhibit 1-5 shows the changes in household size between 1970 and 2000. Note the decrease in size in census tract 302 from 1980-1990, which may also be attributed to the amount of multi-family housing/condominium development in this area between those years (Villager Pond, Sedgwick Village, Pine Brook and Old Town Hall Homes) and the smaller household population generally attributed with condominiums.

**EXHIBIT 1-5
 POPULATION PER OCCUPIED HOUSING UNIT**

CENSUS TRACT	1970	1980	1970-1980 % CHANGE	1990	1980-1990 % CHANGE	2000	1990-2000 % CHANGE
301	3.45	3.21	-7.0%	3.04	-5.3%	3.43	12.8%
302	3.24	3.14	-3.1%	2.87	-8.6%	3.06	6.6%
303	3.32	2.92	-12.0%	2.79	-4.5%	2.94	5.4%
304	3.29	3.00	-8.8%	2.71	-9.7%	2.67	-1.5%
305	3.42	2.98	-12.9%	2.85	-4.4%	2.99	4.9%
TOTAL	3.35	3.04	-9.3%	2.85	-6.3%	3.00	5.3%

Source: South Western Region Planning Agency, 1990 U.S. Census Data, 2000 US Census.

As shown in Exhibit 1-7, Census Tract 301 is generally the R-2 (2 acre minimum lot size) Zoning District. Thus, the dwelling units in this area are generally larger than those in other Zoning Districts in Town, and those units can accommodate more people per unit.

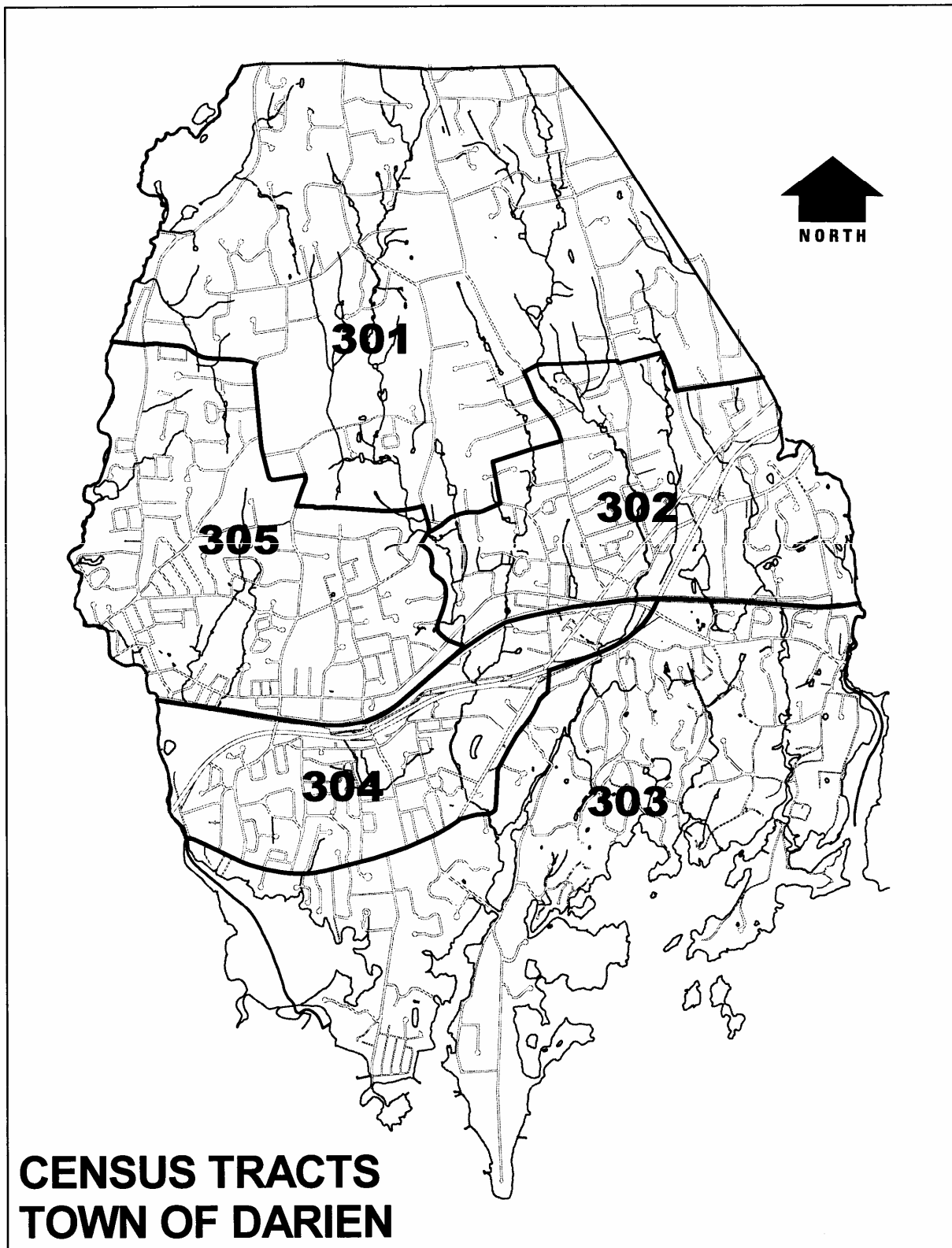
While Darien has limited land left for new residential development (except for the “Club-owned” properties—the three Country Clubs, the Ox Ridge Hunt Club, and the Middlesex Swim Club), and there are no current proposals for major changes in zoning policies, over 86 percent of the Town's housing stock has three bedrooms or more and over 37 percent have four or more bedrooms. Consequently, there is capacity within the existing residential units in Darien to accommodate additional population growth in terms of family or household size. For example, consider that this community's population was 18,437 in 1960 with a total of 5,263 housing units at that time compared to the 1990 population of 18,196 residing in 6,657 units. The highest population counted in the Census was 20,336 in 1970.

**EXHIBIT 1-6
 POPULATION BY CENSUS TRACTS**

CENSUS TRACT	1970	1980	1970-1980 % CHANGE	1990	1980-1990 % CHANGE	2000	1990-2000 % CHANGE
301	2,992	3,094	3.40%	2,983	-3.60%	3,451	15.69%
302	3,239	2,992	-7.60%	2,994	0.10%	3,378	12.83%
303	4,278	3,962	-7.40%	3,859	-2.60%	4,057	5.13%
304	3,785	3,315	-12.40%	3,177	-4.20%	3,392	6.77%
305	6,042	5,190	-14.10%	5,022	-3.20%	5,329	6.11%
Subtotal	20,336	18,553	-8.80%	18,035	-2.80%	19,607	8.72%
Group Quarters	<u>0</u>	<u>121</u>	----	<u>161</u>	<u>33.10%</u>	<u>178</u>	<u>10.56%</u>
TOTAL	20,336	18,674	-8.20%	18,196	-2.60%	19,785	8.73%

Source: South Western Region Planning Agency, 1990 U.S. Census Data, 2000 US Census

**EXHIBIT 1-7
DARIEN CENSUS TRACTS (2000)**



Population Density

Darien continues to be the third most densely populated community within the SWRPA area, behind only the Cities of Norwalk and Stamford. Exhibit 1-8 shows a population density comparison of Darien with the other communities in the South Western Region between the years 1980 and 2000. The Exhibit is contrary to the perception of some that Darien is a low-density community. As discussed in both the Housing and Land Use Chapters, the Town has a mix of single-family residential zoning districts ranging in size from 1/5-acre minimum lot size to 2-acre minimum lot size, and a range of higher-density zoning districts which allow condominiums and apartments.

EXHIBIT 1-8 POPULATION DENSITY DARIEN AND SWRPA PLANNING REGION 1980 TO 2000

	TOTAL AREA (SQUARE MILES)	PERSONS PER SQUARE MILE:		
		1980	1990	2000
Darien	12.85	1470.2	1415.9	1525.9
Greenwich	47.86	1244.8	1221.2	1277.5
New Canaan	22.12	810.6	807.4	876.5
Norwalk	22.80	3410.8	3435.8	3637.3
Stamford	37.71	2716.9	2865.4	3101.9
Weston	19.79	418.6	436.9	506.9
Westport	20.00	1264.5	1220.3	1286.7
Wilton	<u>26.95</u>	<u>569.6</u>	<u>593.5</u>	<u>654.3</u>
TOTAL	210.08	1500.0	1570.5	1682.6
SWRPA AREA				

Source: U.S. Census of Population and SWRPA.

The number of births from 1991-2004 is listed in Exhibit 1-9. Births have generally been around 300 per year since 1993. When performing long-range planning, the Darien Board of Education has found that the number of births in Darien correlates well with the expected number of schoolchildren expected by grade. Over the past few years, the Board has found that they can predict the number of schoolchildren to within 5%, based upon birth data received.

**EXHIBIT 1-9
DARIEN BIRTHS BY YEAR
1991-2005**

YEAR	TOTAL
1991	282
1992	259
1993	305
1994	309
1995	333
1996	316
1997	322
1998	319
1999	295
2000	313
2001	299
2002	283
2003	277
2004	300
2005	271

Note: Includes births to Darien residents, not necessarily births that occur in Darien.
Source: Darien Town Clerk

The number of housing units and type of housing units constructed has had a significant effect on the Town's population. This may be the result of changes in Zoning Regulations. For example, in the 1980s, changes in the Zoning Regulations allowed the construction of condominiums, and over 150 condominium units were subsequently built. As of the year 2000, there were 792 occupied rental units in Darien. With the construction of Avalon Hollow in 2003-2004, 189 new rental units were constructed, together with other rental units constructed throughout the community, increasing the number of rental units available by over 25%. The increase in one bedroom units are likely attributable to condominium construction. The occupancy of these units has increased the overall Darien population. The adjacent vacant Duhaime property on Hollow Tree Ridge Road has been zoned for multi-family housing, which may result in 15-22 apartments being constructed on that 3.7+/- acre property.

**EXHIBIT 1-10
NUMBER OF BEDROOMS
PER OCCUPIED HOUSING UNIT
1990, 2000**

	1990	%	2000	%
Owner-occupied housing units	5,491		5,800	
No bedroom	0	0.0%	0	0.0%
1 bedroom	21	0.4%	95	1.6%
2 bedrooms	375	6.8%	402	6.9%
3 bedrooms	1,808	32.9%	1,757	30.3%
4 bedrooms	2,208	40.2%	2,341	40.4%
5 or more bedrooms	1,079	19.7%	1,205	20.8%
Renter-occupied housing units	913		792	
No bedroom	14	1.5%	40	5.1%
1 bedroom	158	17.3%	187	23.6%
2 bedrooms	248	27.2%	206	26.0%
3 bedrooms	286	31.3%	159	20.1%
4 bedrooms	166	18.2%	166	21.0%
5 or more bedrooms	41	4.5%	34	4.3%

NOTE: 2000 Figures do not include Avalon Hollow's 189 units, which include 77 1-bedroom units; 80 2-bedroom units; and 32 3-bedroom units. Also not included are 10 rental apartments on Grove Street constructed in 2004-2005.

Source: 1990 & 2000 US Census

Population Projections

In the past, the State of Connecticut Office of Policy and Management (OPM) prepared population projections. The last projections were done in 1995. Although it is acknowledged by that agency that the projections are in need of updating, that agency has no plans to update them. OPM's 1995 projections are not shown here for two reasons—1) because they do not reflect any information from the 2000 Census (which is generally considered to be the most reliable source of population information) and 2) because they are outdated by over 10 years. As noted earlier, the Darien Board of Education projects the number of schoolchildren. However, the Board of Education does not project the other age cohorts of the Town. Their projections are shown in Exhibit 1-11. This Exhibit shows the need for the construction of a new Darien High School to accommodate the increase in students from 814 in 2000-2001 to 1,336 in 2014-2015. One caveat is that as the projections go further into the future, they are generally considered to be less reliable, as there is a greater possibility for interim change and for the emergence of new or differing trends.

Because of the lack of vacant land in the community (refer to the Existing Land Use Chapter for further details), it is likely that the population will not change significantly in the future. However, for a variety of reasons as noted throughout this document, Darien has the capacity to continue to grow, and there will continue to be development pressure upon it. It is expected that the population will continue to climb very slowly. As noted in the 1995 Town Plan, Darien has the capacity to grow without adding any new housing units, as many of the existing houses due to their size, have the ability to accommodate large families. This is reflected in Exhibit 1-10. In 1990 over 86% of the Town's housing stock had three bedrooms or more, and over 37 percent had four or more bedrooms. Again in 2000, over 86% had three or more bedrooms. However, the number of housing units that had four bedrooms or more had increased to over 56%. Nearly all new single-family house construction from 1990-2000 was for residences of 4 bedrooms or more.

The Board of Education prepares an enrollment report annually. This report estimates the number of school children by grade. Exhibit 1-11, which is from the October 1, 2005 report, shows that the projected peak of elementary school students (K-5) is projected to be in 2006-2007; the peak of middle school students (grades 6-8) will be in 2009-2010, and the peak of high school students (grades 9-12) will be in 2014-2015. The Board of Education is expected to continue to monitor and estimate the number of school children. This information is used for planning purposes for bus routing, classroom size estimates, and to assist in determining when and where school expansions may be needed.

CHAPTER 4

PLAN OF CONSERVATION & DEVELOPMENT



TRAFFIC AND TRANSPORTATION

Overview

The Town recognizes the relationship between its residential character and the adequacy of its street system. It is the preservation of that residential character, and not merely the physical capacity of the existing roadway system, that should guide future land use decisions. This chapter of the Town Plan discusses roadway, parking issues and public transportation as the basis for possible future improvements.

Virtually all of the major arteries in Darien are State highways. By their very nature, their primary function is to link other major corridors together and to serve the regional needs of the State. A secondary function is that of serving local needs. As will be noted, traffic volumes on the arteries have grown appreciably since the last Town Plan was prepared in 1995. Use of these major arteries today clearly reflects their prominence in the Town's street system. But as traffic has increased, so has the inclination of motorists to find and use alternate (local) routes to bypass "trouble spots". As a consequence, the use of certain local roadways has transformed them into the arteries of choice – both by residents and regional commuters.

The Town of Darien cannot control all traffic problems within its borders. Many problems exist due to outside factors beyond the Town's control. For example, increasing I-95 and Merritt Parkway traffic is a by-product of development activities in the adjacent towns of Stamford and Norwalk as well as development on a more regional basis.

The Town Planning & Zoning Commission recognizes that traffic and transportation is the number one concern as identified in the League of Women Voters roundtable sessions held in late 2003 and early 2004 as part of the development of this Town Plan.

Although some local improvements to the roadway network have occurred recently, such as intersection changes, signalization to improve capacity and safety, and bridge widenings undertaken by the State, no major changes have occurred since 1995.

Policies

Recognize downtown parking needs for shoppers, employees, and commuters, while balancing the growth of the downtown business district. Continue to monitor the supply and demand for parking spaces amongst these groups.

Create a pedestrian-friendly downtown where people park once and walk, instead of driving from one store to another.

Continue to manage access to developed land while preserving the flow of traffic on the surrounding road systems (access management) as fully as possible--both on major arterials as well as on other arteries within the community.

Move traffic as efficiently as possible, especially along arterial and collector roads.

Improve intersections and sightlines where possible to minimize accident rates.

Support and coordinate the provision of public transportation (rail, bus, taxi). This may occur through a variety of regional planning mechanisms.

Achieve all of the above while preserving the residential character of the community and not compromising on safety.

Reduce excessive speeding and improve safety for cars, walkers and bicyclists.

Recommendations

Safety and Capacity

Consider safety and/or capacity improvements where needed. The improvements itemized herein address three basic issues - high accident occurrences; the need for improved traffic flow; and the need for improved intersection sightlines, including more attention to the enforcement of the existing rules.

Consider methods for reducing truck traffic using Tokeneke Road as a “cut-through” (see Appendix A4, page A4-7).

The Town may wish to consider the possibility of acquiring an off-street parking area close to the Darien Post Office if it becomes the only postal facility in Town.

The Parking Authority should evaluate the possibility of increasing usage of the Mechanic Street parking lot by commuters by means of pricing adjustments.

Over time, eliminate the off-street parking spaces which requiring backing into public streets within commercial areas.

Consider revising sightline requirements within the Zoning Regulations and Subdivision Regulations at new street intersections and curb cuts. The Connecticut Department of Transportation (DOT) guidelines provide a starting point for Town consideration (see page A4-26).

Parking Improvements

Study and consider the relaxing of parking regulations.

Because the municipal parking lots are mostly not visible from Boston Post Road, there is a need for better signs indicating their location. On street parking needs better defined parking spaces.

1. Improve Signage and Visibility of Municipal Parking Lots

- a. There is a lack of consistency in signing – by location and format. To better provide accessibility to the existing lots, a consistent look, style and format of signage needs to be established and adhered to. The following is suggested: Directional signing to municipal parking lots should have a distinctive sign (logo) that would stand out and not become part of the urban clutter of other signs along the Boston Post Road. Existing parking signs should be removed and replaced with new signing. All municipal lots should have a sign at their primary entranceways indicating the name of the facility. Existing unsigned municipal lot parking areas need to be posted. See pages A4-30 through A4-34 for more details.

- b. Parking lot signing should be provided, in both directions, at Mansfield Avenue leading to the Mechanic Street Lot and/or the Tilley Lot, and other locations as needed.
- c. Eastbound traffic on Boston Post Road should be directed by signage to the Center Street Lots via Corbin Drive and Old Kings Highway South to Center Street.

2. Improve On-Street Markings/Signage

- a. Individual parking spaces shall be clearly marked. This will increase the efficiency of on-street parking.
- b. Existing unsigned on-street parking areas need to be posted.
- c. As downtown activity increases, consider providing more municipal parking.
- d. Reallocate parking space distribution between shoppers, employees, and commuters in the most efficient manner possible. (see page A4-30)

Sidewalk Improvements

- 1. Increase efforts to repair existing sidewalks, and construct new ones where needed and appropriate. (see page A4-37)
- 2. Consider placing funds in the Capital Improvement Program on an annual basis to improve, renovate, and construct sidewalks.

Public Transportation Improvements

- 1. Consider the acquisition of the private Koons Lot to provide more commuter railroad parking near the Darien train station and to facilitate the coordination of all available public transportation.
- 2. Consider instituting a shuttle van service that would offer, at peak commuter hours, home-to-station service. During mid-day times, these vans could be used to transport senior citizens or others for shopping, medical or for personal trips around town. This option, including its cost ramifications, should be explored more fully.
- 3. In order to encourage the use of Connecticut Transit bus services, existing schedules and route maps should be prominently posted at bus stops, rail stations, and at other municipal facilities.
- 4. Consider regrading the steep entrance and exit from the Darien train station via the Boston Post Road in order to flatten the hill. Occasionally, buses get stuck at the entranceway due to the vertical grade and the abrupt change in grade.

APPENDIX A4

TRAFFIC AND TRANSPORTATION



3. Boston Post Road @ Corbin Drive

Corbin Drive intersects the Boston Post Road east of the I-95 interchange Exit 11. Long delays can occur for south/westbound motorists turning left out of Corbin Drive. During peak commuter hours these delays are understandable; however, during off-peak hours, the signal cycle length should be reviewed for possible reduction to minimize the delay time. On the Boston Post Road approach to Corbin Drive (eastbound), an exclusive right turn lane is designated by signing and pavement markings for movements onto Corbin Drive. At commuter peak hours of the afternoon, problems arise as motorists merge into the remaining eastbound single lane on the Boston Post Road through downtown Darien. On-street parking, on both sides of U.S. Route 1, is permitted during the commuter hours. At issue here, therefore, is the balance that the Town of Darien is trying to achieve between serving the need for mobility on the street system versus that of parking for adjacent land uses. (The railroad bridge over the Boston Post Road, only a short distance to the east of Corbin Drive, also limits the Boston Post Road to a single lane in each direction.)

4. Boston Post Road @ Noroton Avenue

This signalized intersection accommodates turning movements between two important town arterials, the Boston Post Road and Noroton Avenue. Currently, vehicles making left turns into Noroton proceed on a permissive green against two lanes of westbound Boston Post Road traffic. Of the sixteen accidents reports, four involved vehicles attempting to make the left turn. To improve safety and operations at the intersection, the signal could be modified to provide an eastbound advance phase along with a left turn arrow. This would help clear left turners from the inside eastbound travel lane. It is also recognized that there is a balance between providing on-street parking and traffic flow in the area of this intersection. Currently, the existing on-street parking limits the directional flow roadway width to about 1-1/2 lanes in each direction.

Improved Traffic Flow

1. Noroton Avenue @ Ledge Road

Ledge Road runs east-west along the north side of I-95 and forms a four legged intersection with Noroton Avenue, a north-south arterial. East of the intersection, I-95 westbound off-ramp terminates at Ledge Road (Interchange 10). West of Noroton Avenue, Ledge Road becomes an I-95 west-bound entrance ramp and an entrance to the south side of Noroton Heights railroad station parking area. At Noroton Avenue, the intersection serves heavy commuter and truck traffic and experiences congestion during peak commuter hours. To ease congestion, roadway widening for a second westbound approach lane is recommended. Sufficient right-of-way exists, but businesses located on the northeast side of the intersection utilize some of the roadway right-of-way for parking. Exhibit 4-11 shows a concept plan that provides a second westbound lane along with a potential reconfiguration of the parking lot intended to mitigate parking impacts. It is also suggested that an evaluation be made to determine the need for a left turn signal for vehicles heading south on Noroton Avenue and turning onto Ledge Road

6. Boston Post Road @ Thorndal Circle

The Thorndal Circle approach to the Boston Post Road is under stop sign control. The stop bar is located appropriately in relation to an expanded Boston Post Road cross-section west of the intersection. From the stop bar, sight lines to the east are restricted by both shrubs and vehicles parked in the adjacent car dealership lot. Motorists must creep beyond the stop bar to adequately see oncoming Boston Post Road traffic. To improve sight lines, a uniform cross-section should be created by narrowing the Boston Post Road west of Thorndal Circle, and the stop bar should be moved closer to the Boston Post Road.

7. Boston Post Road @ Renshaw Road

Sightlines from this stop controlled intersection are restricted. Turning movement count data is needed to perform a traffic signal warrant analysis. A traffic signal is recommended if traffic signal warrants are met.

Roadway Conclusions

The Town of Darien has a number of roadway locations in need of safety and/or capacity improvements. Locations along the Boston Post Road, Noroton Avenue and Middlesex Road, as well as other locations mentioned herein and in the 1995 Town Plan, need to be addressed. Volume increases on these roads and on town roadways since 1995 will continue with the region's growth, and the areas of high accident rates and traffic flow deficiencies will continue to worsen. The Town, in conjunction with the South Western Regional Planning Agency (SWRPA) and the Connecticut Department of Transportation (ConnDOT), should strive to make necessary roadway improvements including those detailed in this chapter, to ensure the safe and efficient movement of traffic now and for the future. Enforcement of sight line requirements in the Zoning Regulations (height of vegetation within set distances of an intersection) is important.

On state highways, coordination with ConnDOT could result in state support, project initiation and funding for the roadway improvements, especially at SLOSS locations. Likewise, many of the improvements may qualify through SWRPA for Federal Surface Transportation Program (STP) funding.

Downtown Parking

Parking surveys were conducted in the latter half of October, 2003 in the downtown area of Darien. Their purpose was to determine the demand for parking spaces and the adequacy of the existing supply relative to use by downtown business patrons and employees. Included in the surveys were five municipal lots and on-street parking for selected streets. Not included were private parking areas and most municipal spaces specifically designated for railroad commuters/users, such as Leroy West, parking at the railroad station or the privately owned Koons lot. The Town should review the inventory of parking and consider the use of well-designed structured parking in certain circumstances where necessary and appropriate.

There are five municipal lots, and their associated supply of parking, are itemized below:

Center Street Lot North	-	109 total spaces
Center Street Lot South	-	132 total spaces
Mechanic Street Lot	-	121 total spaces
Tilley Lot	-	144 total spaces
Grove Street Lot	-	77 total spaces

Within each of these lots, various user designations and/or time limitations are posted.

To obtain an indication of usage, surveys were conducted both on a weekday and Saturday. For the weekday, counts began at 8:00 AM and were made on an hourly and two-hour basis until 6:00 PM. The Saturday count, made in a similar fashion, spanned the period 9:00 AM until 5:00 PM. Recorded by location and by user designation/time designation were the number of spaces occupied. Due to the restricted use of the Center Street Lot South on Wednesday, October 22nd, resulting from the Farmers Market, both Center Street Lots were recounted on the Tuesday of the following week. These additional surveys, therefore, provide a comparison of a “typical” day versus that of a special event occurrence.

In several instances, the number of parkers exceeded the supply within a certain area or lot designation. In these cases, vehicles are either parked illegally (not in designated areas) or were “half-in/half-out” posted areas. A brief narrative of each parking area is provided below:

Along the Boston Post Road, existing signage in either direction is posted for the Grove Street Lot at Brook Street. Signage is found westbound on the Boston Post Road directing motorists to the Center Street Lots via Center Street. There is no signage in either direction on the Boston Post Road to the Tilley Lot, the Mechanic Street Lot and in the eastbound direction to the Center Street Lots. A sign is posted, eastbound, on Old King’s Highway South to the narrow secondary driveway leading to the Center Street Lot South. An older green colored sign, double faced, is found on Center Street, pointing to the Center Street Lot North.

Municipal Lot Parking

1. Center Street North

This lot contains four designated components – permit spaces, 3-hour spaces, unsigned spaces and reserved spaces (for specific businesses/customers). The unsigned spaces (5) were fully occupied on both weekdays for the entire day. The permit spaces (21) were

the next most heavily used spaces on a weekday, ranging from 16-18 spaces occupied at times during the two days. Overall, the supply of spaces on a Saturday well exceeded demand.

2. Center Street South

This lot contains three designated components – permit spaces, 3-hour spaces and 1-hour spaces. The 1-hour supply of spaces (62) was near or at capacity at times during each of the weekday survey days as well as on Saturday. Only during the Farmers Market event did the permit and 3-hour areas become fully used as the existing supply was reduced.

3. Mechanic Street

This lot has permit and 3-hour designations. On a weekday and Saturday, utilization of both areas was well below the existing supply of spaces.

4. Tilley

This lot comprises three different but interconnected areas. The upper level/back area is adjacent to a bank. Five designations are found – unsigned, 2-hour spaces, 1-hour spaces, 15-minute bank customer parking and two separate handicapped spaces (adjacent to West Avenue). With the exception of the handicapped spaces, no shortage of spaces was found either on a weekday or Saturday. The middle level is designated for 2-hour parking and is used as an overflow area for the lower level of spaces. Just over half of these spaces were occupied on both a weekday and weekend. The lower level, behind the retail shops along the Boston Post Road, contains 2-hour and 1-hour designations. Both these areas were near capacity at times on a weekday and were at capacity for extended periods of time on a Saturday.

5. Grove Street

This lot has permit and 3-hour designated spaces. The former spaces (55) are primarily used by railroad commuters. As such, the supply was near or at capacity on a weekday and minimally used on a Saturday. Use of the 3-hour supply was near capacity only at times on a weekday.

On-Street Parking

1. Boston Post Road

On the north side of this artery, between Leroy Avenue and Sedgwick Avenue, approximately 31 1-hour spaces are found. In addition, 2 spaces are designated for 15-minute parking. With the exception of the area between Leroy Avenue and Brook Street, the available supply of spaces was very heavily used on both weekdays and on Saturday. In general, utilization of these spaces was at-capacity. On the south side of the artery, 25 1-hour spaces are found in the two blocks between Corbin Drive and Tokeneke Road. Surveys indicated hourly utilization of these spaces was heavier on Saturday (almost at near capacity).

2. Corbin Drive

The east side of the street contains approximately 18 2-hour spaces. Utilization of spaces was heaviest near the Post Office. On the west side, 9 2-hour spaces and 4 15-minute spaces (fronting the Post Office) are provided. At times, the west side spaces were near or at capacity utilization.

3. Center Street

There are approximately 18 3-hour spaces (some diagonal parking) and 2 15-minute spaces along the one-way section of this street. The 3-hour spaces were heavily utilized approaching near or at capacity at times during weekdays and Saturdays. West of the municipal lot, both unsigned and 2-hour designations are found along the two-way section of Center Street. Minimal use of both of these designations was recorded.

4. West Avenue

The four 1-hour spaces on the street near the Boston Post Road were never fully utilized during the survey periods.

5. Tokeneke Road

There are approximately 25 2-hour diagonal spaces fronting the retail businesses between the Boston Post Road and Old Kings Highway South. Usage was heaviest on the Saturday with 21 spaces occupied at noon-time. Fronting the railroad tracks, on the east side of the roadway, 33 spaces are provided with 2-hour designations. Both on the weekdays and Saturday, peak utilization in this area varied between 55-60 percent of the supply.

6. Mechanic Street

Parking is found on both sides of this one-way road. Along the railroad embankment, about 14 2-hour spaces are provided (unmarked) between the Boston Post Road and the gravel area to the south. Most of the vehicles found parked were located close to the Boston Post Road. A maximum of 5 vehicles were recorded at any one time period during the survey days. On the other (east) side of the street, 4 unsigned spaces are found. These spaces were fully occupied at times on both survey days.

Closer to the municipal lot entrance on Mechanic Street, an off-street area is designated containing 10 usable diagonal spaces by permit only. At times, on both a weekday and Saturday, 8 vehicles were recorded in this area.

7. Brook Street

Operating one-way northbound (from the Boston Post Road), approximately 12 2-hour parking spaces, in total, are provided on both sides of the street. These spaces were fully utilized at times during a weekday and Saturday.

8. Day Street

Operating one-way southbound (towards the Boston Post Road), parking is found along both sides of the street. A total of about 13 2-hour spaces are found. These spaces were fully utilized at times during the weekday.

9. Grove Street

Between the private lot serving the Darien Theatre/Darien Sport Shop and Grove Street, this two-way street accommodates about 10 vehicles. The north side has 7 2-hour spaces and the south side 3 unsigned spaces (unmarked). Between Brook Street and Day Street, a total of 9 spaces are found on this one-way (now two-way) section of the street. The north side (including along the then-present construction fencing) is unsigned and unmarked for about 5 spaces. The south side has 4 2-hour spaces. On both the weekday and Saturday, portions of the two-block section were near or at capacity utilization at various times of the day.

Parking Overview Summary

In general, the basic approach to parking that the Town of Darien has followed is to designate both on-street and off-street spaces closest to retail establishments as 1-hour duration zones. The further removed from these businesses, 2-hour and then 3-hour or permit zones are posted. This philosophy recognizes the value of close-in parking spaces and the desire to have as many vehicles in these prime locations over the course of a day as possible. Also recognized is that the longer the parking duration, the greater the walking distances parkers should be willing to assume. Lastly, this philosophy discourages downtown employees from parking in prime locations.

Only with some exceptions, the parking supply in the municipal parking lots exceeds the demand for spaces today. In the Center Street Lot South, the 1-hour zone is effectively at capacity. Since the adjacent 3-hour zone on a typical day is not fully used, this situation is not a problem as it just means a slightly longer walk to the retail establishments. In the Tilley Lot on the lower level, both the 1-hour and 2-hour zones function at capacity – particularly on a Saturday. The 2-hour spaces in the middle level area are not fully used. In this instance, the issue is to make parkers more fully aware of the additional parking that is available nearby. (Signage may assist in this task). Similarly, the Mechanic Street Lot, with its vehicular access/egress onto the Boston Post Road, has under-utilized 3-hour spaces available for the same merchants that the Tilley Lot serves. The drawback for the Mechanic Street Lot is only a slightly longer walk to these businesses and the crossing of the Boston Post Road (at a crosswalk under traffic signal control). In the Grove Street Lot, virtually all of the permit spaces (for railroad users) are occupied on a weekday.

On-street parking is heavily used along portions of the Boston Post Road, Brook Street, Day Street, and due to Post Office related activity, sometimes on Corbin Drive.

Potential for Increased Parking Demand

The Post Office on Corbin Drive may, in time, become the only postal facility in Town. If it does, additional short duration parking demand will increase on Corbin Drive and is likely to exceed the availability of on-street spaces. It is suggested, therefore, that the Town explore the possibility of acquiring an off-street area, close to the building, to handle this potential future demand for parking.

Redevelopment of properties on the north and south sides of the Boston Post Road, between Day Street and Center Street, is highly likely over the next few years. The redevelopment of the “Fairbanks” block (south side of the Boston Post Road) between Exit 11 and Corbin Drive may also assist in Post Office parking as customers may combine trips.

Parking Conclusions

The Darien Parking Authority should consider some re-allocation of parking spaces within the municipal lots or take steps to encourage greater usage of spaces. Any action must recognize the balance between the need of serving local businesses versus that of commuters. Improved signage for the municipal lots is a must throughout the downtown area.

For the Mechanic Street lot, in particular, the Authority may want to evaluate the possibility of increasing its usage by commuters by offering permit stickers at a discounted rate for the area in the rear of the lot. To encourage greater use of the 3-hour spaces by retail patrons, as a means of lessening the parking demand on the lower level of the Tilley Lot, signage and publicity options should be explored.

Existing off-street parking spaces that front onto the public thoroughfare and which require parking maneuvers that create safety and operational hazards for those traveling on the public street, including pedestrians, should be eliminated over time. This applies to existing areas on Heights Road and along the Boston Post Road, among other streets.

Possible Street Directional Changes

The possibility of altering flow patterns, to lessen the amount of traffic on portions of the Boston Post Road (U.S. Route 1) and to provide alternative circulation options within the downtown area of Darien, is discussed herein. Involved would be Tokeneke Road, Center Street, and Corbin Drive, with Tokeneke Road and Corbin Drive becoming one-way streets. Each of these roadways is currently two-directional. Left turns from southbound Boston Post Road onto Tokeneke Road are prohibited today. Instead, left turns are designated at Center Street for routings to Old Kings Highway South back to Tokeneke Road (State Route 136). The intersections of the Boston Post Road at Tokeneke Road, at Center Street and at Corbin Drive are signalized. Stop signs control movements from Center Street and Corbin Drive onto Old Kings Highway South and a stop sign controls movements on Old Kings Highway South onto Tokeneke road.

The intersection of the Boston Post Road with Tokeneke Road is four legged with a one-way egress from the Darien Railroad Station lot (two lane discharge – left and through/right). The other intersections are all “T” type of configurations.

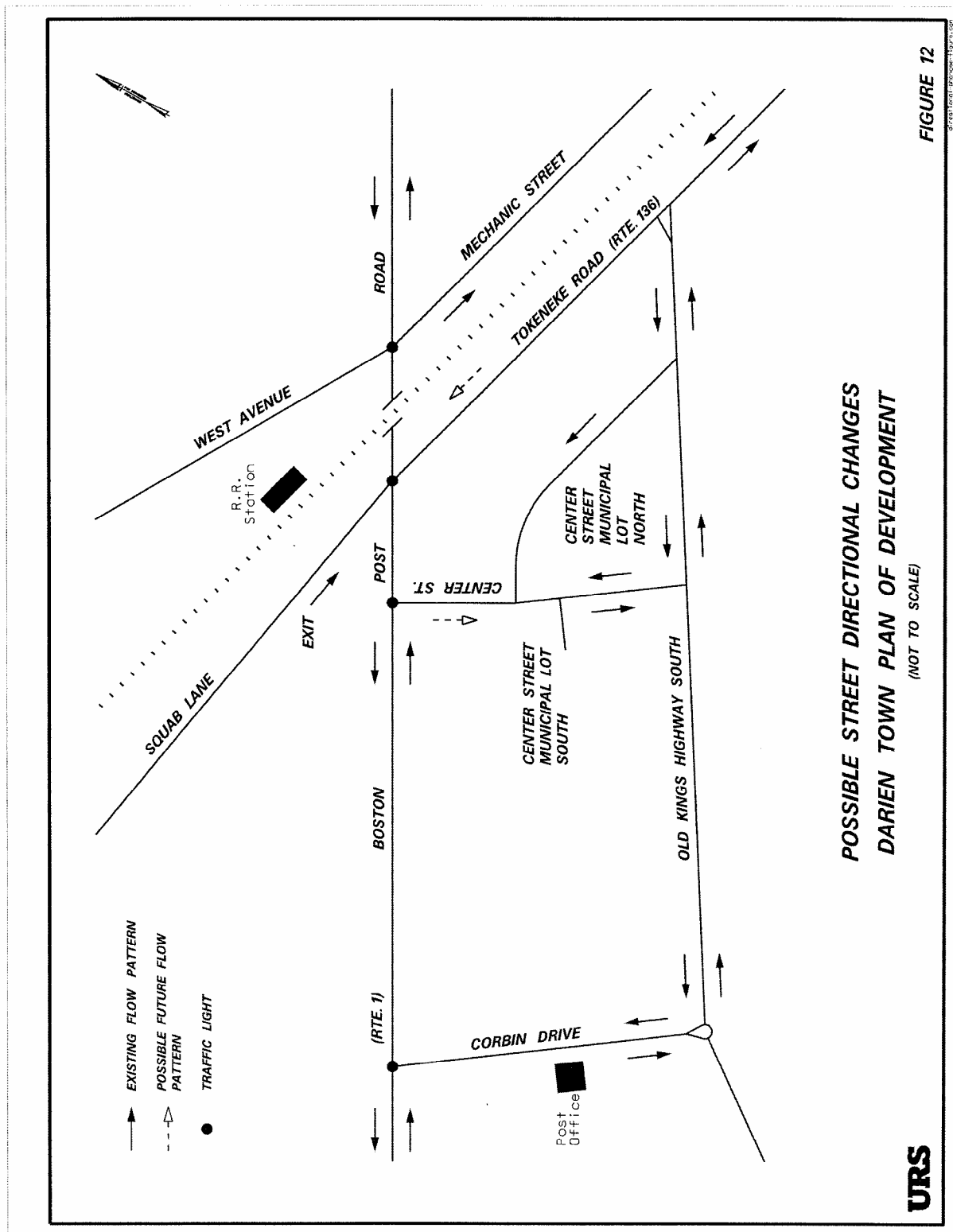
Peak hour turning movements at each of the area intersections are not known. From visual observations, however, it is noted that the primary movement on the Corbin Drive approach to the Boston Post Road is the left turn. On the Old Kings Highway South approach to Tokeneke Road, the right turn appears to predominate.

Use of Corbin Drive, again based on observations, can be moderately heavy at times and includes both automobile and truck traffic. Conversion of this street to one-way flow southbound (towards Old King’s Highway South) would force northbound traffic wishing to get to the Boston Post Road to use either Center Street (if left status quo) or Tokeneke Road. The end result would be increased traffic on Route 1 (and congestion) in the downtown area past the retail shops and the on-street parking zones. This type of flow pattern does not seem desirable at first glance.

Perhaps a more meaningful change would involve converting a portion of Center Street to one-way flow southbound and Tokeneke Road to one-way northbound (between Old King’s Highway South and the Boston Post Road). The portion of Center Street along the east side of the Center Street Lot North would remain one-way northbound as it does today. With the elimination of the Center Street approach to the Boston Post Road, additional green time could be allotted to the U.S. Route 1 through movements and/or the southbound left turns onto Center Street. Under this revised flow pattern, motorists exiting the railroad station could no longer enter Tokeneke Road directly but would have to make a right turn and then a left turn onto Center Street. The number of affected vehicles is not known. Of critical importance is the extent of any additional left turn queuing on U.S. Route 1 at the Center Street traffic light.

Conversion of Tokeneke Road to one-way operation may require the State to designate Center Street and the Old King’s Highway South link back to Route 136 as a State thoroughfare. It is suggested, therefore, that if the Town of Darien believes that clear benefits could ensue with directional street changes, a more detailed traffic analysis should be undertaken with State input, including the gathering of current traffic data.

EXHIBIT 4-15 POSSIBLE STREET DIRECTIONAL CHANGES



Sidewalks

In the late 1980s and 1990s new sidewalks were placed in downtown Darien and in Noroton along Boston Post Road. Gaps remain along certain portions of those areas. As redevelopment of properties occurs, those sidewalks should be upgraded as well. Sidewalks along the north side of Heights Road should be installed as part of development of those commercial properties.

As noted in the 1995 Town Plan, the Town should create a sidewalk map, identifying where there is a desire to have construction of new sidewalks to enhance pedestrian safety and use.

Public Transportation

Public transportation for the Town of Darien is available via rail, bus and taxi services.

1. New Haven/Metro-North Railroad

Two stations on this commuter line, linking New York City and New Haven with intermediate station stops within Connecticut and New York State, are located in the Town. The Darien station, found in the downtown area of the community, is situated just off the Boston Post Road. Within close proximity of the station area, and in other adjacent areas, approximately 860 parking spaces are provided in numerous lots. The supply of parking is in both public and private lots and includes permit and daily designated spaces. The private parking, found in the Koons lot, is located at the intersection of Leroy Avenue and West Avenue and contains about 322 spaces.

The second station is in the Noroton Heights section of Town. It lies just north of I-95 between Noroton Avenue and Hollow Tree Ridge Road. Approximately 770 parking spaces located both north and south of the railroad tracks, are provided.

Fees for station parking generally approximate \$235.00 for an annual permit and \$2.25 for daily use. Occupancy of designated station spaces tends to be near or at capacity on a typical weekday. The Town of Darien maintains a waiting list for a parking permit which now approaches a five year wait.

The proximity of Darien with the New Canaan branch of the Metro-North Railroad allows some residents to also utilize station stops at Talmadge Hill (in New Canaan); and at Springdale and Glenbrook (in Stamford). The Rowayton station, along the main line of the railroad in Norwalk, is also used by some Darien residents.

2. Connecticut Transit Company Bus Service

Two Connecticut Transit routes run through or into the Town. The first route, Bus No. 41, connects the Stamford Transportation Center (and downtown Stamford) with Norwalk's downtown business area around Wall Street, and runs in both directions. Within Darien, buses on this route transverse the Boston Post Road (U.S. Route 1) with stops en route – including the Darien train station. Service is provided seven days a

week. During weekday commuter hours, buses generally run at 15-minute intervals. At other times, service is at ½ hour intervals. Saturday service is every ½ hour and Sunday service is hourly. Buses do not run late into the night or into the early morning hours.

Bus No. 42, also beginning at the Stamford Transportation Center, traverses West Avenue, Hollow Tree Ridge Road, Heights Road, Edgerton Street and back to West Avenue within Darien. Stops are made at both train stations with the Darien station being the last stop on the route, and then a return to Stamford. Weekday service is every ½ hour. Saturday service is hourly. No Sunday service is provided on this route. Similarly, buses do not operate late at night or very early in the morning.

Ridership on the two Darien routes, as provided by Connecticut Transit, approximate:

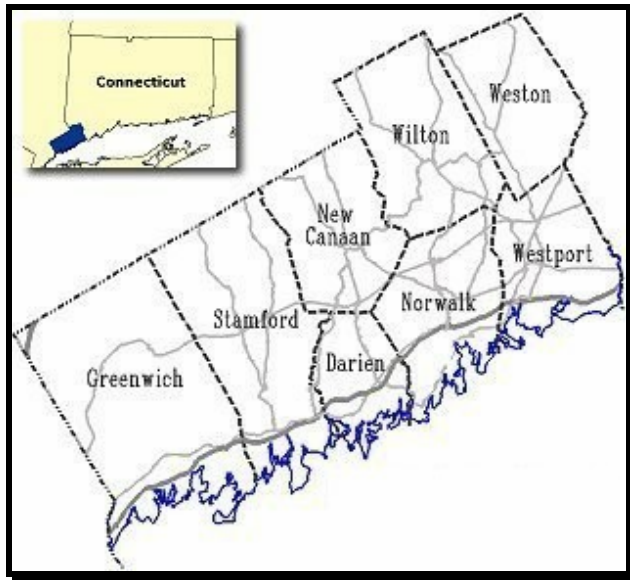
	<u>Passengers Per Day</u>		
	<u>Weekday</u>	<u>Saturday</u>	<u>Sunday</u>
Route #41:	2,800	1,800	800
Route #42:	600	300	---

3. Taxi Service

Taxi service is operated by the Darien Eveready Cab Company. It is located at the Darien railroad station (1 Squab Lane).

CHAPTER 5

PLAN OF CONSERVATION & DEVELOPMENT



REGIONAL ISSUES

Overview

The Town of Darien, located in Fairfield County, is part of the Southwestern Connecticut region. The Town is located between two of the largest cities in Connecticut, Norwalk and Stamford, and is bisected by I-95 and Route 1/Boston Post Road. Its location between these two major cities provides both opportunities as well as challenges.

Darien is a member of the South Western Regional Planning Agency (SWRPA), which consists of eight towns/cities: Greenwich, Stamford, Darien, New Canaan, Norwalk, Weston, Westport, and Wilton. Darien shares a common interest with these communities because of: their general location within the State; impacts of I-95 and the Merritt Parkway; Route 1 (Boston Post Road); and, the Metro North Railroad. Other shared regional issues include: telecommunications, housing, and environmental protection. The latter encompasses, but is not limited to, aquifer protection; flooding and storm water control; air quality concerns due to industries in the region and transportation facilities as well as externally generated problems; protection of fresh water resources for recreation and drinking; and most importantly, Long Island Sound and the coastline (all of which are covered in further detail in the Regional Issues Appendix).

The policies listed herein reflect the necessity of working with other communities and State agencies to accomplish these goals.

This Chapter concludes with a review of this Plan's consistency with both the Regional and State Plans of Conservation & Development.

Policies

Support and coordinate the provision of public transportation (rail, bus, taxi). This may occur through a variety of regional planning mechanisms.

Encourage placement of telecommunication antennas within church steeples, flagpoles, or other inconspicuous locations throughout the community.

Encourage co-location of telecommunication antennas.

Work with SWPRA to study housing issues at a regional level.

Consider a variety of housing options within the parameters of the Darien Zoning Regulations.

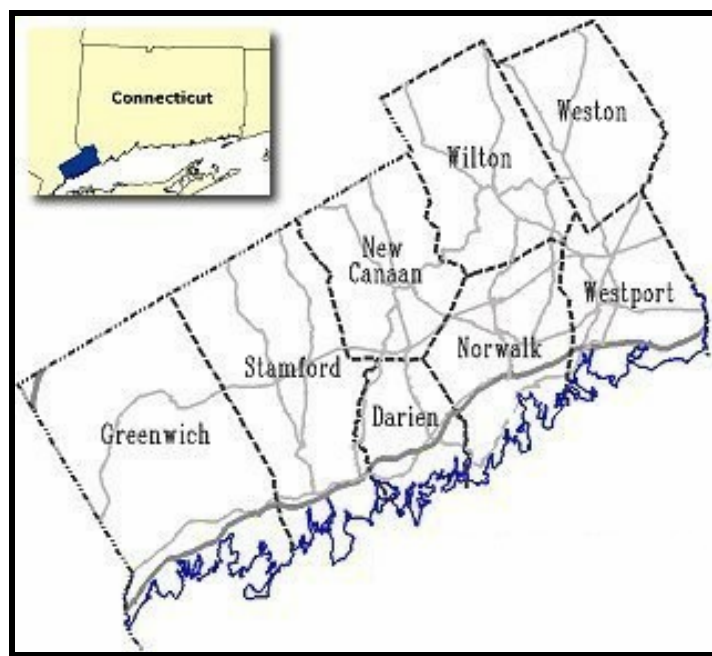
Protect and enhance Long Island Sound.

Work with and lobby our State and Federal Legislators to address air quality and emission problems.

Support local, regional and State efforts to provide protection and preservation of groundwater aquifers.

APPENDIX A5

REGIONAL ISSUES



Telecommunications. In the past several years, telecommunications antennas and towers have become prolific, as cellular phone use and the number of personal communication systems have increased exponentially. Sufficient antennas need to be placed throughout any region to provide seamless coverage, the Federal Communication Act of 1996 requires each community to process applications for antennas and towers in accordance with State and Federal regulations. Communities on a regional basis should cooperate to provide the most efficient and least impacting placement of these utilities. The Connecticut Siting Council has jurisdiction over most types of new towers, and in the past, they have required, or strongly recommended that the developers of proposed towers obtain local approvals before seeking State permits.

Darien has strongly encouraged antenna placement in existing towers such as within church steeples or other inconspicuous locations throughout the community, flagpoles at country club properties, or antennas on top of existing tall buildings. Co-location, the process of multiple carriers sharing a single tower or facility location, is strongly encouraged as well. Because building heights in Darien are not as tall as those of neighboring Stamford and Norwalk, it may be more cost effective and aesthetically pleasing to have antennas on the larger buildings in those communities rather than large towers constructed in Darien. Telecommunications companies should continue to use ingenuity in providing aesthetically pleasing yet essential services to the Darien community. Section 950 of the Darien Zoning Regulations, adopted in 1999, regulates Wireless Telecommunications.

Housing. Housing is a regional issue that affects all of the local communities. More information on housing is included in the Housing Chapter of this Plan (Chapter 6).

Environmental Issues

Long Island Sound. The region contains many miles of shoreline, 16.5 miles of which are within Darien. There are a number of environmental issues that have regional importance. One of these is the protection and enhancement of Long Island Sound. Some people consider Long Island Sound to be this region's greatest resource. It is incumbent upon all of the regional communities to preserve and protect that resource. The Town should continue to work with SWRPA, the adjacent communities, the Connecticut Department of Environmental Protection (DEP), and other groups interested in preserving, protecting and enhancing Long Island Sound.

Aquifer Protection. Aquifer protection has significant impacts to the Region and Town, and as noted within the Environmental Resources Chapter of this Plan. Residences with well water have tapped into one of several underground water sources located throughout our community. Much of the public water supplied to Darien residents and businesses comes from out-of-Town and out-of-region aquifers and reservoirs. Just as it is important for those communities to protect their ground water and surface water resources, it is critical that Darien take actions to protect the Rewak Well, and Noroton River aquifers as discussed in the Environmental Resources Chapter. The State has passed legislation mandating local aquifer protection programs, but the implementation of those requirements has been delayed for a variety of reasons. Most likely, the protection program in Darien would take the form of prohibiting certain commercial uses (that are high risks to cause ground water pollution) from being within designated aquifer recharge areas, and to require water company review of other proposed development within those areas. Special criteria for development within the recharge areas (such as underground fuel storage tanks) would lessen the likelihood of accidental contamination of the aquifers. The possible development of aquifer

protection ordinances in Darien and the surrounding communities should be strongly encouraged, even before it is mandated by State Statute. **Chapter 3, Environmental Resources**, also refers to environmental issues. **Exhibit A3-1 in the Environmental Resources Appendix** shows Aquifer Resources within Darien, and **Exhibit A3-5 in the same Appendix** shows Watersheds within Darien.

Flooding and Storm Water Quality. As development and re-development of property continues, the proper management of storm water runoff is an increasingly important problem. At the local level, the changes in the amount of impervious area (roofs, parking lots, streets, etc) results in a dramatic increase in the rate and speed of runoff compared to pre-development site conditions. This can result in neighboring properties being inundated with more water than ever before. On a larger scale, or watershed basis, more development will result in much larger volumes of storm water flow reaching the lower portions of watersheds much more quickly. These concentrated flows result in more land being temporarily flooded and the flood levels being higher. This is critical to Darien because the community is at the bottom of the watershed areas of the Noroton River, Goodwives River and the Five Mile River.

Darien and other communities within or neighboring the watersheds that are partially or entirely within Darien, should institute programs to require small-scale storm water detention systems, where appropriate, be installed for every project and that neighborhood detention systems be encouraged for existing developments. These systems are designed to delay (or temporarily detain) the surge of storm water runoff. The water would not necessarily be permanently retained. It would be released at a predetermined rate to correspond to the pre-development site conditions. In that way, the downstream areas would not be inundated with any more water at any given time and the potential for flood damage would be greatly reduced or eliminated.

Storm water detention areas can also serve an important function with respect to water quality. As the water is temporarily stored on site, eroded soil particles and contaminants will have an opportunity to settle out. If vegetated detention areas are utilized, many of the biodegradable contaminants can be processed out. Natural wetlands should not be used as the primary storm water detention areas because these areas are fragile and can be unexpectedly altered due to the greater influx of water and pollutants and the extended storage time of the water. Areas adjacent to wetlands are more suitable for this function. Whether structural systems (like underground galleries) or vegetated systems (like artificially created wetlands) are used, continued monitoring and maintenance will be necessary.

Fresh Water for Drinking and Recreation. Storm water management systems and designs to protect groundwater aquifers and to minimize flooding can and should also serve to protect the surface waters for drinking supplies and for recreation uses. While Darien does not have any reservoirs or large publicly accessible freshwater recreation areas, other communities in the region do have such facilities. Darien residents should be reminded of the importance of those water bodies and should support local, regional and State efforts to provide protection and preservation whenever and wherever possible.

Air Quality. Much of the air pollution evident in the region is from our dependence on motor vehicles for personal and commercial transportation. Automobiles and trucks traveling on Interstate Route I-95, or stuck in jams, are a major source of the air pollution. State officials from the Department of Transportation and Department of Environmental Protection are trying to

address these issues on a Statewide and regional basis. SWRPA and the communities along the I-95 corridor must work together to develop and implement reasonable solutions to these concerns.

The other source of pollution in our air is from emissions originating in States to our west. The predominant winds from the west carry these particulate and chemical pollutants to our region and seriously impact our air quality. Darien residents need to work with and lobby our State and Federal Legislators to deal with these emission problems.

Traffic & Transportation Issues

Rail. Train service through Darien is primarily for commuter service into and out of New York City (interstate service). There are two stations that service the community; the Darien Station in the downtown area at the intersection of the Boston Post Road and West Avenue, and the second station at Noroton Heights – located on the south side of Heights Road between Noroton Avenue and Hollow Tree Ridge Road. The Darien Station was renovated in 2001 and made handicapped accessible.



the Darien Train Station

To a lesser extent, the local railroad stations are for intrastate service (by persons taking the trains to Darien, and local residents taking trains from Darien to other locations in the region). Amtrak trains travel through Darien, but do not stop here; Stamford is the closest stop for Amtrak service. Increased usage of rail services and the stations should continue to be encouraged. Certain improvements to the facilities (especially the Noroton Heights station) should be studied and implemented where needed, appropriate, and cost-effective. Such improvements may include: better lighting; better security; landscaping; smoother and expanded sidewalks in the areas around the stations; improved taxi service and local bus service to work sites; and securing long term agreements to keep existing parking areas as they are.

A single, commercial railroad siding in Darien is used by Rings End Lumber Company on West Avenue.

I-95. The interstate highway system, and in particular, Route I-95 has profoundly impacted the development of Darien and the region in the latter half of the 20th century. It will likely continue to be both a source of problems and a valuable resource for the foreseeable future. Approximately 134,000 vehicles per day use this six lane, limited access roadway through Darien each weekday. It provides interstate access for both commerce and personal use. It also is heavily used by commuters both into and out of the region.

Consistency with SWRPA Regional Plan. The SWRPA Regional Plan, entitled, the Fourth Plan of Conservation & Development, 2005-2015, is in draft form as of November 10, 2005.

The Plan's guiding principle is centrality—which is the planning alternative to sprawl. Other basic goals of this plan are: encouraging municipal land use planning; preserving open space; improving public transportation; providing for energy needs; encouraging housing alternatives; encourage preservation of historic structures; fostering cooperation for emergencies; planning for an aging and diverse population; protecting quality of life; and maintaining a strong business climate.

Consistency with State Plan. The State Plan entitled, “Conservation and Development Policies Plan for Connecticut 2004-2009” was approved in 2005. That Plan contains six basic Growth Management Principles, which serve as the basis for the various chapters within the plan. All of those Principles are consistent with this Plan.

Growth Management Principle #1

Redevelop and Revitalize Regional Centers and Areas with Existing or Currently Planned Physical Infrastructure

Growth Management Principle #2

Expand Housing Opportunities and Design Choices to Accommodate a Variety of Household Types and Needs

Growth Management Principle #3

Concentrate Development Around Transportation Nodes and Along Major Transportation Corridors to Support the Viability of Transportation Options

Growth Management Principle #4

Conserve and Restore the Natural Environment, Cultural and Historical Resources, and Traditional Rural Lands

Growth Management Principle #5

Protect and Ensure the Integrity of Environmental Assets Critical to Public Health and Safety

Growth Management Principle #6

Promote Integrated Planning Across All Levels of Government to Address Issues on a Statewide, Regional and Local Basis

CHAPTER 6

PLAN OF CONSERVATION & DEVELOPMENT



HOUSING

Overview

Darien continues to be primarily a single-family residential community. Preservation and enhancement of an attractive suburban living environment should be continued. In recent years, the Town has made efforts in providing a wide-range of housing, both affordable and market-rate. This has resulted from a number of policies and Regulations that have been adopted which allow such uses as condominiums, apartments on upper floors of buildings in downtown and in other zoning districts, assisted living facilities, and apartment complexes that include affordable units (see Appendix A6 for more information).

The Planning and Zoning Commission generally views a variety of housing options as an enhancement to Darien. The provision of various types of housing may allow opportunities for Darien residents who wish to “downsize”; may provide housing for those who want to rent; who need special kinds of housing; or who need housing assistance.

When considering any change to the Zoning Regulations, the Planning and Zoning Commission takes into account the short and long-term results on the community and the impact on existing neighborhoods as a result of the change.

Overall, Darien should continue to be a residential community, with primarily single-family residences. It should continue to have higher density housing located near transportation facilities such as train stations, and within walking distance to local shopping both in Noroton Heights and downtown Darien. A diversity of housing types should continue to be provided where appropriate for the specific property and the neighborhood in general.

Policies

Ensure that Darien continues to be mainly a residential community.

Ensure that all new housing fits within existing neighborhoods, and is appropriate for the specific property.

Provide for a variety of housing needs, including but not limited to, condominiums of varying sizes.

Preserve historic residences within the community when possible.

Recommendations

1. Consider expanding the current size restrictions for condominiums.
2. Continue to evaluate and consider amending the existing building coverage and height restrictions to maintain the character of the community.
3. Consider establishing regulations regarding impervious surfaces coverage restrictions to maintain the character of the community.
4. Continue to preserve historic residences within the community by working with the Historical Society and using available methods such as the National Register, Village Districts or Historic Districts when possible. (see Historic Resources Chapter for more information).
5. The Town should work with the Darien Housing Authority to ensure the viability and availability of affordable housing where and when possible. Also, consider the adoption of mechanisms which would facilitate the continued maintenance and operation of the Housing Authority's residential units.
6. Investigate the feasibility of allowing in-law/accessory apartments. Not only should the feasibility of allowing market rate in-law accessory apartments be investigated, but they should be considered to help the Town meet its affordable housing goals.
7. Develop incentives to encourage greater apartment construction in critical areas such as the CBD, Noroton Heights and adjacent areas.
8. Study legalization of illegal apartments in Darien.
9. Identify specific parcels that should be considered for affordable housing, as for instance the present library site on Leroy Avenue.
10. Adopt density incentives for congregate/cluster and condominium housing providing significant open space.

APPENDIX A6

HOUSING



Introduction

Existing housing in Darien can be distinguished into two types: single-family and multi-family. Since affordable housing can be one or the other, that topic is treated separately.

Housing by Type

Single-family housing

Over 90% of the dwelling units in Darien are in the form of single-family housing detached units (6,213 out of 6,792 overall units). This is a lower percentage than in past years (see page A6-2 for details on housing by type). The percentage will continue to decrease over time, as condominium units were built in the 1980s and apartment units such as the recently constructed Avalon Darien were completed. Issues related to the construction of single-family residences are covered in the Housing Chapter.



Two examples of single-family houses built in the late 1990s in the R-2 Zone in Darien.

Exhibit 6-1 shows the number of Zoning Permits issued for new single-family residences.

EXHIBIT 6-1 ZONING PERMITS FOR NEW SINGLE-FAMILY RESIDENCES BY YEAR

<u>YEAR</u>	<u>PERMITS</u>
1997	21
1998	24
1999	28
2000	45
2001	43
2002	28
2003	30
2004	41
2005	54

Source: Darien Planning & Zoning Department records.

Exhibit 6-2 shows housing by type in Darien and surrounding communities. Except for the cities of Stamford and Norwalk, most housing within the Southwestern region consists of one unit detached (single-family) housing.

**EXHIBIT 6-2
HOUSING BY TYPE, 2000**

<u>COMMUNITY</u>	<u>TOTAL HOUSING UNITS</u>	<u>1 UNIT, DETACHED</u>	<u>1 UNIT, ATTACHED</u>	<u>2 UNITS</u>	<u>3 OR 4 UNITS</u>
Darien	6,792	6,213	183	120	57
Greenwich	24,511	15,651	1,310	2,556	1,451
New Canaan	7,141	5,339	584	494	285
Norwalk	33,753	16,670	1,971	4,127	2,769
Stamford	47,317	19,017	2,958	3,849	4,758
Weston	3,532	3,463	62	7	0
Westport	10,065	8,755	408	334	196
<u>Wilton</u>	<u>6,113</u>	<u>5,403</u>	<u>238</u>	<u>20</u>	<u>90</u>
Southwestern Connecticut Region	139,224	80,511	7,714	11,507	9,606

<u>COMMUNITY</u>	<u>5 TO 9 UNITS</u>	<u>10 TO 19 UNITS</u>	<u>20 OR MORE UNITS</u>	<u>MOBILE HOME</u>	<u>BOAT, RV, VAN, ETC</u>
Darien	79	25	109	6	0
Greenwich	1,002	614	1,912	9	6
New Canaan	124	98	201	16	0
Norwalk	2,567	2,384	3,160	86	19
Stamford	3,523	2,350	10,835	27	0
Weston	0	0	0	0	0
Westport	139	55	97	81	0
<u>Wilton</u>	<u>96</u>	<u>21</u>	<u>245</u>	<u>0</u>	<u>0</u>
Southwestern Connecticut Region	7,530	5,547	16,559	225	25

Source: US Census Bureau, 2000 Census of Population and Housing, Demographic Profile, DP-4.
Profile of Selected Housing Characteristics.

Housing Complexes

Multi-family housing exists both as complexes, whether it be condominiums or apartments, and “scattered” multi-family housing, such as apartments above downtown buildings or grandfathered multi-family structures. Darien currently has five condominium complexes, one large apartment complex (Avalon Darien), and two Town-owned moderate-income multi-family complexes (see Exhibit 6-3, below).

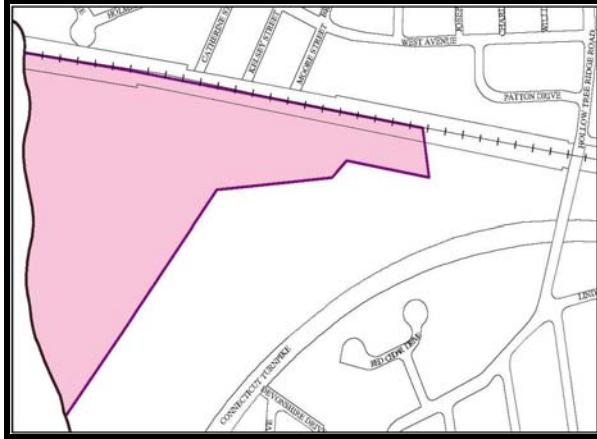
Condominiums were allowed by zoning in Darien starting in the mid-1980s. Since that time, approximately 200 condominium units were constructed. At the time, the Commission put restrictions on the size of the units partially with the expectation that this would help keep the units affordable. Recently, those restrictions were reduced (ie. the units could become larger).

EXHIBIT 6-3 LARGE MULTI-FAMILY HOUSING PROJECTS

PROJECT NAME	LOCATION	NUMBER OF UNITS	SITE ACREAGE	ZONING DISTRICT
<u>Apartments</u>				
Avalon Darien	Hollow Tree Ridge Road	189	32+/-	DMR
189 apartment units in 24 buildings				
<u>Condominiums</u>				
Pine Brook	Old King's Hwy. North	20	5.2	DBR/DB-1
Middlesex Commons	Hale Lane	60	10.5	DBR/DB-1
Villager Pond	Boston Post Rd.	37	4.4	DBR/DB-2
Includes 2 income-restricted units				
Sedgwick Village	Old King's Hwy. North	22	3.2	DBR/DB-1
Darien Close	Old King's Hwy. North	21	2.7	DBR/DB-1
<u>Darien Housing Authority-owned multi-family housing</u>				
Old Town Hall Homes	Academy St./Post Rd.	30	2.5	DBR/DB-1
20 one-bedroom units; 10 efficiencies--moderate income senior housing				
Allen O'Neill	Allen O'Neill Drive	53		R-1/3
41 houses; 1 twelve-unit apartment building				
<u>Town-owned projects</u>				
Clock Hill Homes	Gideon Lane	30	2.2	DBR/DB-1
(moderate-income condominium units)				
TOTAL		462	30.73	

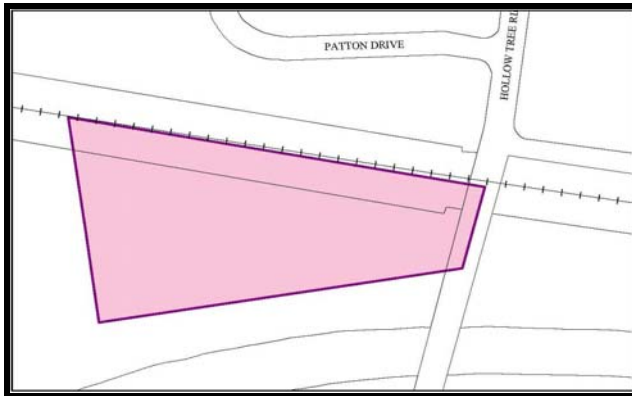
Source: Darien Planning & Zoning Department, and 1995 Town Plan of Development.

**EXHIBIT 6-4
REVIEW OF ZONING DISTRICTS
WHICH ALLOW MULTI-FAMILY HOUSING COMPLEXES**



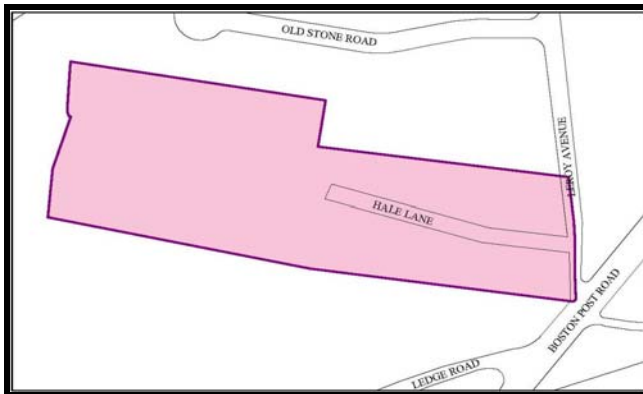
Designed Multi-Family Residential (DMR) Zone

Total: ±31.52 acres Properties: 1 Status: fully developed—no vacant land.
Avalon Darien 189 apartment units, including 42 affordable units



***3.7 acre Hollow Tree Ridge Road Small
Acreage Zone for Affordable Housing (3.7AH) Zone***

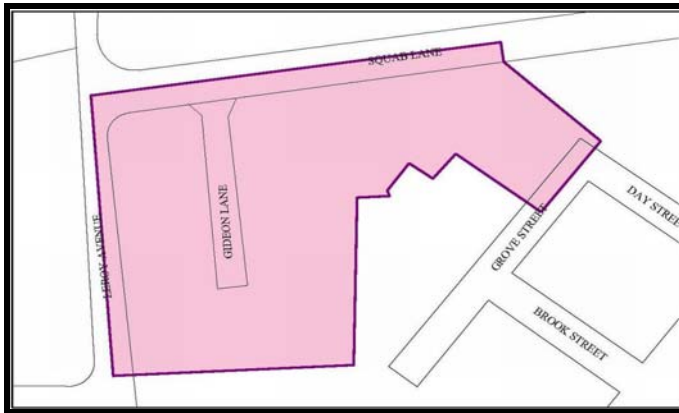
Total: ±3.7 acres Properties: 1 Status: Vacant
Development Potential: 33 housing units, including affordable units



DBR Zone – Hale Lane

Total: ±10.17 acres Properties: 2 Status: fully developed—no vacant land.
Development: Middlesex Commons, 60 condominium units

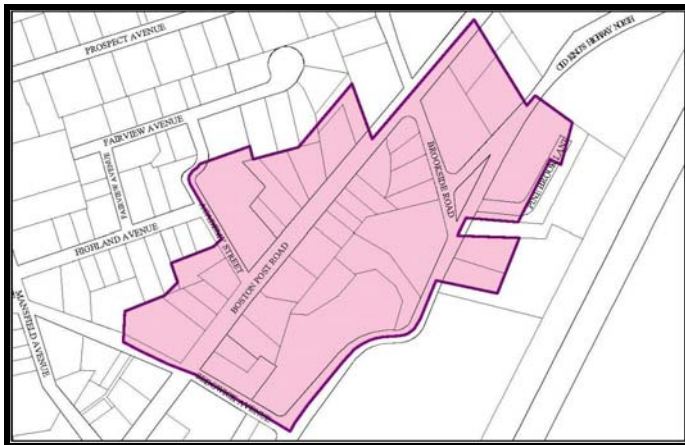
EXHIBIT 6-4 continued



DBR – Gideon Lane

Total: ±3.4 acres Properties: 2
 Clock Hill Homes, 30 condominium units

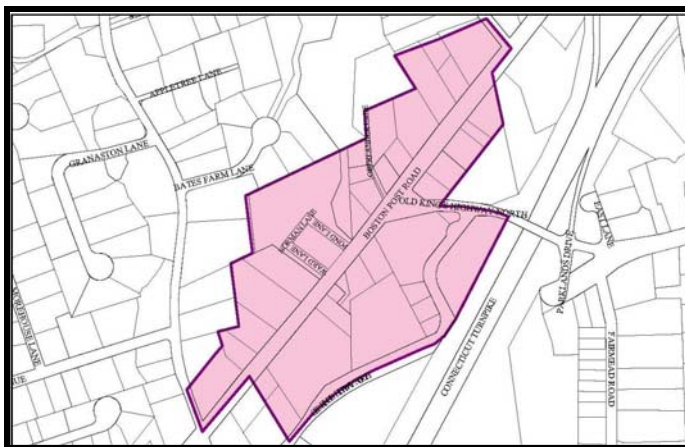
Status: fully developed



DBR – Boston Post Road (DB-1 Zone)

Total: ±24.9 acres Properties: 39
 Old Town Hall Homes, 30 units; Pine Brook, 20 condominium units;
 Sedgwick Village, 22 condominium units

Status:



DBR – Boston Post Road (DB-2 Zone)

Total: ±39.9 acres Properties: 39 Status:
 Villager Pond, 37 condominium units, including 2 affordable units
 Darien Close, 21 condominium units

Other housing allowed in Darien

Section 650 of the Darien Zoning Regulations allows as a permitted principal use, dwelling units located on upper floors in the Central Business District Zone (the CBD Zone, which is downtown Darien). They are also allowed by right in the SB and SB-E zones (except above automotive service uses). They are also allowed in the DC Zone (Noroton Heights), NB Zone, DB-1 Zone, DB-2 Zone, by Special Permit. Thus, there is opportunity for additional housing to be built in these areas. The Grove Street Plaza project consists of two mixed-use buildings with apartments on the upper floors. This project provides 10 new residential units in the middle of Downtown Darien across from the Darien Train Station. This is the first new housing constructed downtown since Clock Hill Homes back in the early 1990s.

In 2004, the Grove Street Plaza project was constructed in the CBD Zone. It consisted of two mixed use buildings on the north side of Grove Street in downtown Darien. The upper floors on each of the buildings will have residential apartments of various sizes—a total of 10 in all. As noted in the 1995 Town Plan, apartments in downtown may provide “desirable housing alternatives for childless households, both young and old, who may work in the business area or who desire the convenience which such a location offers. It also has the advantage of introducing a night-time population that add to the security as well as the variety of life in the business areas.”

In the late 1990s, the Planning and Zoning Commission amended the Darien Zoning Regulations to allow Assisted and Independent Living Facilities in the Service Business (SB) zone (Section 667 of the Regulations). This resulted in the constructed of an assisted living facility on Ledge Road, a facility with 86 units.

Another related issue is group homes. It is likely that in the future, requests will be made to allow group homes in Darien. These may consist of a group of supervised developmentally disabled adults who live together in a house. Such a use may be affordable housing, or may not be. Such uses should be located within walking distance of public transportation facilities such as the train or bus.

Affordable Housing

Section 8-30g of the Connecticut General Statutes gives special treatment of affordable housing within certain communities in Connecticut, including Darien. According to the Department of Economic and Community Development, as of 2003, only 29 of the 169 communities in Connecticut are exempt from Section 8-30g. Although the Planning & Zoning Commission has reviewed and approved a number of projects that have been submitted under that Statute, the only one actually constructed was a project on Hollow Tree Ridge Road. That project includes 42 affordable units amongst the 189 apartments constructed. A future site that can also accommodate affordable housing is the adjacent Duhaime property. That property is 3.7 acres in size and can accommodate about 33 apartment units, with the possibility of 11 of those being affordable.

Subsidized Housing

It is likely that within the 10-year planning period, a decision will need to be made regarding the Allen O'Neill housing. As these units become in need of more repair, it may be more cost-effective for the Darien Housing Authority to demolish and rebuild, rather than to renovate. It is possible that the existing cape-style houses will be replaced with a different type of unit, such as a townhouse, creating a more land-efficient design. The apartment building (shown below, converted into apartments in the 1940s) is likely to stay. The use of the existing soldiers' field should be preserved if it is determined that it has historical value.



Allen O'Neill housing owned by the Housing Authority of the Town of Darien.

Old Town Hall Houses at 719 Post Road, the location of the Old Town Hall, will not likely need significant renovations over the 10-year period.

Housing by Value

Housing values have increased at a rapid rate in Darien over the past 10 years. Further details are shown in Exhibits A6-6 and A6-7. Much of the costs associated with housing in Fairfield County and the Southwestern Region are the land costs, which in Darien can reach over a million dollars an acre in some cases. Exhibit 6-7 shows the average price of houses sold in 2003. Note that this Exhibit shows average value, which can be skewed with one or two high values. Median value, as shown in Exhibit 6-6, is the median price of all houses sold, and would not be as skewed by the sale of one very-high priced property.

**EXHIBIT 6-6
 HOUSING BY VALUE, 1980, 1990, 2000**

<u>COMMUNITY</u>	<u>1980 MEDIAN VALUE</u>	<u>1990 MEDIAN VALUE</u>	<u>2000 MEDIAN VALUE</u>
Darien	\$156,700	\$462,500	\$711,000
Greenwich	\$165,800	\$500,000+	\$781,500
New Canaan	\$186,700	\$500,000+	\$831,000
Norwalk	\$90,100	\$241,300	\$270,100
Stamford	\$108,800	\$295,700	\$362,300
Weston	\$164,900	\$458,900	\$633,900
Westport	\$149,000	\$422,400	\$625,800
Wilton	\$149,200	\$408,000	\$561,100
Southwestern Connecticut Region			\$469,500

Source: US Census Bureau, 2000 Census of Population and Housing, Demographic Profile, DP-4. Profile of Selected Housing Characteristics, and SWRPA 1992 Planners Data Book.

**EXHIBIT 6-7
 HOUSING BY AVERAGE VALUE, 2003**

<u>COMMUNITY</u>	<u>AVERAGE VALUE</u>
Darien	\$ 1,190,297
Greenwich	\$ 1,757,020
New Canaan	\$ 1,415,462
Norwalk	\$ 522,131
Stamford	\$ 668,714

Source: Stamford Advocate, September 2004.

Housing Density

The Exhibit below shows Darien having the third highest housing density in the Southwestern Region, behind only the two cities—Norwalk and Stamford. It is somewhat surprising to compare Darien with New Canaan—a community of generally the same population. It shows that New Canaan's housing density is nearly ½ that of Darien's.

**EXHIBIT 6-8
HOUSING DENSITY, 2000**

<u>COMMUNITY</u>	<u>TOTAL HOUSING UNITS</u>	<u>AREA (SQUARE MILES)</u>	<u>HOUSING DENSITY</u>
Darien	6,792	12.8	528.3
Greenwich	24,511	47.8	512.5
New Canaan	7,141	22.1	322.7
Norwalk	33,753	22.8	1,480.0
Stamford	47,317	37.7	1,253.6
Weston	3,532	19.8	178.3
Westport	10,065	20.0	502.9
Wilton	6,113	26.9	226.8

Source: US Census Bureau. 2000 Census of Population and Housing, Summary File 1.

Housing by Tenure

Most of Darien's housing is owner-occupied. This is reflected in the accompanying Exhibit. Again, the construction of Avalon Darien, which consists of 189 rental units, has changed the percentages, so that rental units now comprise approximately 14% of the housing stock.

**EXHIBIT 6-9
HOUSING TENURE, 1990 and 2000**

<u>HOUSING TENURE</u>	<u>1990 NUMBER</u>	<u>1990 PERCENT</u>	<u>2000 NUMBER</u>	<u>2000 PERCENT</u>
Occupied housing units	6,399	100%	6,592	100%
Owner-occupied housing units	5,480	86%	5,799	88%
Renter-occupied housing units	919	14%	793	12%

Source: US Census Bureau. 1990 and 2000 Census of Population and Housing, Summary File 1.

See the Glossary of Terms and Abbreviations for a definition of tenure.

EXHIBIT 6-10
HOUSING TENURE, BY NUMBER OF BEDROOMS, 2000

TENURE BY BEDROOMS	NUMBER	PERCENT
Owner-occupied housing units	5,800	100
No bedroom	0	0
1 bedroom	95	1.6
2 bedrooms	402	6.9
3 bedrooms	1,757	30.3
4 bedrooms	2,341	40.4
5 or more bedrooms	1,205	20.8
Renter-occupied housing units	792	100
No bedroom	40	5.1
1 bedroom	187	23.6
2 bedrooms	206	26
3 bedrooms	159	20.1
4 bedrooms	166	21
5 or more bedrooms	34	4.3

Source: US Census Bureau. 2000 Census of Population and Housing, Summary File 1.

Housing by Age

The chart below shows housing stock by age, as of the 2000 Census. One notes that although substantial development still occurs, there are only 30-40 new single-family residences built annually in Town. This is because of the very limited amount of vacant land. Only a fraction of the 30-40 new houses are on vacant land. Most of them are “teardowns”—a term explained on the next page.

EXHIBIT 6-11 HOUSING UNITS BY YEAR BUILT, 2000

<u>AREA NAME</u>	<u>TOTAL HOUSING UNITS</u>	<u>1999 TO MARCH 2000</u>	<u>1995 TO 1998</u>	<u>1990 TO 1994</u>	<u>1980 TO 1989</u>	<u>1970 TO 1979</u>	<u>1960 TO 1969</u>	<u>1940 TO 1959</u>	<u>1939 OR EARLIER</u>
Darien	6,792	23	224	114	452	453	819	2,595	2,112
Greenwich	24,511	129	519	875	2,038	2,522	3,383	7,360	7,685
New Canaan	7,141	136	281	218	692	979	1,321	1,918	1,596
Norwalk	33,753	201	869	1,069	4,032	4,522	5,317	10,607	7,136
Stamford	47,317	583	1,917	1,647	5,995	7,129	8,870	12,921	8,255
Weston	3,532	77	187	106	492	561	908	817	384
Westport	10,065	121	286	180	1,045	813	1,818	3,454	2,348
<u>Wilton</u>	<u>6,113</u>	<u>94</u>	<u>275</u>	<u>173</u>	<u>1,135</u>	<u>938</u>	<u>1,332</u>	<u>1,223</u>	<u>943</u>
Southwestern Connecticut Region	139,224	1,364	4,558	4,382	15,881	17,917	23,768	40,895	30,459

Source: US Census Bureau. 2000 Census of Population and Housing, Demographic Profile, DP-4, Profile of Selected Housing Characteristics.



One of the oldest houses in Town—the Mather Homestead.

“Teardowns”

The phrase “teardowns” has come into use recently, as the trend towards building larger houses continues in the region. The concern with teardowns is that the new structure is always larger than the structure being demolished. Neighborhoods can change or be greatly impacted through this type of activity. One example is on Brush Island Road, where in a five year period, three houses on the street were demolished, and new, larger houses constructed. Because of the very limited amount of vacant land remaining in Darien, teardowns will continue. Issues related to teardowns include drainage, and view impacts. The Exhibit below shows that over 75% of all new single-family residences constructed in the past two and a half years was a “teardown”.

**EXHIBIT 6-12
“TEARDOWNS” BY QUARTER
2003-2005**

<u>DATES</u>	<u>TOTAL PERMITS</u>	<u>"TEARDOWNS"</u>	<u>VACANT LAND</u>
2003 Jan.-March	8	6	2
2003 April-June	6	5	1
2003 July-Sept.	8	4	4
2003 Oct.-Dec.	8	6	2
2004 Jan.-March	17	14	3
2004 April-June	6	6	0
2004 July-Sept.	3	2	1
2004 Oct.-Dec.	15	13	2
2005 Jan.-March	11	7	4
2005 April-June	17	10	7
2005 July-Sept.	11	9	2
2005 Oct.-Dec.	15	13	2
TOTAL	125	95	30

“Total permits” reflect the total number of zoning permits issued for new single-family residences. The “vacant land” column indicates the number of zoning permits issued for new single-family residences on vacant properties.

Source: Darien Planning & Zoning Department records.

An issue often related to the teardown issue is the “Monster House” or “McMansion”. These are considered to be very large houses, and will be referred to as such in this Plan. Oftentimes, large houses can be over 9,000 square feet in size. Darien has no overall restriction on the square footage of a residence, but rather, has limits on building coverage and building height. Together, along with basic yard setback provisions, houses are restricted in size. However, in the R-1 and R-2 zoning districts, some houses have been constructed which exceed 9,000 square feet in size, and are out-of-scale for the neighborhood.

CHAPTER 8

PLAN OF CONSERVATION & DEVELOPMENT



PARKS & RECREATION

Overview

This chapter reviews two interrelated issues—Parks and Recreation. The 1995 Town Plan of Development and the 1996 Parks, Recreation and Open Space Plan both provided a number of recommendations for short and long-range projected improvements. The Town has made strides since the adoption of these Plans in significantly improving its parks and recreation facilities. These include: modifications and improvements to Baker Field; the acquisition of property and construction of a new fieldhouse, ballfield and playground at McGuane Field; acquisition of property adjacent to Woodland Park; irrigation of a number of fields within the community; improvements to Cherry Lawn Park; and enhanced parking at Stony Brook Park.

This Plan focuses on improvements and enhancements of the Town's existing facilities, and properties, including those used for active recreation, those used for passive recreation, and those preserved as natural open spaces. This chapter will outline and describe policies related to parks, recreation and open space, and conclude with a list of recommendations. Appendix A8 explains the issues related to many of the existing parks and recreation facilities within the community, and provides tables and maps showing existing open space within Town owned by various entities.

Policies

To increase water-based recreation opportunities.

To protect Darien's waterfront resources.

To maximize existing park and recreation facilities.

To continue the high level of maintenance and enhancements at all parks.

To continue to use public-private partnerships, where appropriate, to provide recreation facilities for the community.

To preserve as much land as possible for parks, recreation and natural open space to maintain Darien's high quality of life.

Recommendations

Update the 1996 Parks, Recreation and Open Space Plan to reflect the changing needs and desires of the community.

Complete the Weed Beach Master Plan that would review, analyze, and prepare an efficient layout for that area.

Consider purchasing the lot(s) on Short Lane to allow for the expansion of Weed Beach.

Examine all opportunities to preserve land for public recreation and open space.

Consider purchasing properties contiguous to Town-owned properties if they become available.

Prepare a Master Plan for all Town Park properties (Tilley Pond Park, Cherry Lawn, Woodland Park, Pear Tree Point, Selleck's Woods, Baker Field).

Where appropriate, encourage "Friends of" groups to take an active role in park planning. This has worked effectively over the past few years.

CHAPTER 9

PLAN OF CONSERVATION & DEVELOPMENT



LAND USE

Overview

Darien is primarily a single-family residential community, with some areas of Town specifically set aside for multi-family development. There are a number of commercial areas--Noroton, Noroton Heights, downtown Darien, and certain properties extending along the Boston Post Road east towards Norwalk. The Town is especially interested in maintaining its character in light of the development in the adjacent communities of Stamford and Norwalk. Darien needs to take the impact of this nearby development into account in its own planning. Furthermore, Darien has traditionally developed with higher density residential housing located in and around commercial areas and around the two train stations. As one goes further out to the north and south of the Town center, residential development density gets lower.

By their very nature, land uses are related to many aspects of daily life in the Town. Readers should refer to the various other Chapters in this plan for land use issues relating to Environmental Resources, Traffic and Transportation, Housing, Public Facilities, and Parks and Recreation.

Policies

Maintain a primarily low-density residential community.

Continue the commitment to upgrading all of the commercial districts within Town, including, but not limited to, Noroton Heights and downtown Darien to better serve the needs of the Town.

Preserve the Town's open character and scenic features as part of development and/or redevelopment of any property, whether residential or commercial.

Continue efforts to improve community appearance in all zoning districts.

Continue to encourage vibrant commercial areas.

Continue to encourage small business in the DB-1 and DB-2 Zones, encourage the preservation and renovation of existing older structures, and discourage parcel assemblage in these areas.

Maintain the existing zoning density pattern, which encourages higher density development near train stations, and to a lesser extent, near bus routes.

Continue careful monitoring of Special Use Permits to minimize impact on surrounding single family neighborhoods.

Recommendations

Residential-related

1. A sidewalk plan should be developed and implemented in phases over a period of years. Sidewalks near schools, train stations, and/or adjacent to commercial areas, should be given priority.
2. The Darien Zoning Regulations should be amended to specifically require addressing storm drainage as part of development and/or redevelopment of any property.
3. The Town should consider the establishment of large-scale flood control projects.
4. Re-examine home occupation regulations to ensure that they are consistent with changing times and community needs and desires.
5. The existing Darien Library is located in a residential zone. In the event of the Library's moving, efforts should be made to rezone this property to allow condominiums.
6. The Town should continue exploring possible locations for a community center/community pool facility.
7. Property owners should be encouraged to share docks and floats in order to minimize the impacts to Long Island Sound from a multitude of such facilities.
8. Over the next ten years, the Planning and Zoning Commission should continue to study and continue to consider amending the zoning map. This may be appropriate in areas where existing zone boundary lines split properties and are not a set distance from a street.
9. Some residential district boundaries follow streets rather than rear lot lines, split lots between different districts, or do not appropriately reflect existing lot sizes. In large measure, this is due to those lines having been established as measurements back from a street centerline or right-of-way, before a Town lot line base map existed. It is recommended that these residential zoning district boundaries be studied and carefully reviewed for possible adjustment. Some boundaries which follow streets which should be further considered for alteration include:
 - Hoyt Street properties north of Woodway Road, which are split zoned R-2 and R-1/2;
 - Holmes Avenue properties which are split zoned R-1/5 and R-1/3;
 - Fairmead Road properties which are split zoned R-1 and R-1/2;
 - Hecker Avenue properties near Frate Court, which are split zoned R-1/5 and R-1/3.

Commercial-related

1. As part of any future redevelopment of downtown Boston Post Road properties (south side), consideration should be given to providing a direct accessway to the Center Street Lot South from U.S. Route 1.
2. Keep future commercial development consistent with the existing small-town New England character of Darien.
3. Evaluate the Darien Zoning Regulations to determine if they encourage small storefront shops, while discouraging long blank walls.
4. Better publicize the Board of Selectmen's and Planning and Zoning Commission's policies which encourage outdoor dining.
5. Consider the ease of pedestrian access during the site plan review process. This would especially apply to pedestrian access from municipal parking lots to Boston Post Road and other businesses locations throughout downtown.
6. Consider amending the Zoning Regulations to allow perpendicular hanging signs along the front facades in downtown.
7. Create better signage directing people to downtown municipal parking lots. Adopt clearly defined standards for signs in all commercial zones. Expedite approval of conforming signs. Permit administrative approval of conforming sign applications.
8. Index signs in municipal parking lots showing business locations to direct visitors to businesses.
9. Encourage coordination between property owners/developers to minimize curb cuts, and encourage cohesive development in all commercial zones. Parcel assemblage is beneficial in downtown (the CBD Zone) and in Noroton Heights (the DC Zone) to meet these desires.
10. In large commercial districts, such as Noroton Heights and Downtown, one-stop shopping should be strongly encouraged. Shoppers should be encouraged to park once, and visit numerous businesses in the area.
11. Continue to establish sidewalks in all commercial areas and in front of all commercial properties and include other pedestrian amenities such as benches, trash cans, street lights, and crosswalks and pathways to encourage pedestrian access.
12. The Planning and Zoning Commission should work with the Traffic Authority and property owners to eliminate unsafe parking situations, such as backing into Heights Road or Boston Post Road.

13. As trends change through time, the Commission should consider methods to accommodate such in the Darien Zoning Regulations. Examples include, but are not limited to: the provision of day care; wireless telecommunications; home occupations, senior housing developments, cluster housing, hotels, and larger condominiums. The Zoning Regulations should continue to be reviewed to ensure that they meet the changing demographic needs of the community, while maintaining existing community character.
14. Continue to limit (in most circumstances) commercial and business impacts and intrusion on adjacent residential properties and streets.
15. In the Noroton Heights and downtown commercial areas (the DC and CBD Zones), the Planning & Zoning Commission should consider revising the Zoning Regulations to allow a full third floor especially if it would provide some form of housing, with the exception that such a third floor be set back off the road.
16. Encourage the installation/conversion of existing above-ground utilities to be underground.
17. Emergency planning should be continued. Zoning should accommodate this where necessary and appropriate.
18. Develop regulations to encourage redevelopment of the block opposite the movie theatre, to eliminate the 90° parking facing the buildings from Boston Post Road, to encourage parking behind the buildings and access off Corbin Drive.

Open space-related

1. The Planning & Zoning Commission should consider amending the Subdivision Regulations to require greater open space than the current 10% requirement.
2. The Town should work together with the Darien Land Trust to preserve and protect “natural” open space. This would include a proposal for partial town funding of these efforts introduced by the Board of Selectmen and structured by the Board of Finance that would help provide funding for these efforts. This would be modeled after some of the Private/Public Partnerships in town that have proven successful.
3. The Town should set up a Conservation Easement stewardship effort similar to the Darien Land Trust’s. This would be comprised of a formal list of all of the Town-owned properties to assure proper compliance of these easements.
4. The Town should focus on adding open space.
5. Seek legislative authorization for a conveyance tax to be collected by the Town and used solely for acquisition of land for municipal purposes.

6. Consider the establishment of bike paths and greenbelts.

Miscellaneous

1. Consider separating into a separate Planning Commission and Zoning Commission.

APPENDIX A9

LAND USE



Introduction

Planning is not a static, one time process. It requires professional input and policy re-evaluation by the Commission on a regular basis and continuing efforts to identify and resolve important issues.

The Town should continue to support and strengthen a professionally capable and adequately staffed Town Planning and Zoning Department. The Commission must be concerned with the day-to-day decision making which influences the specifics of this Plan and with the need to continually re-evaluate the Plan's long range objectives as development patterns and changes take shape.

Planning Tools

Zoning

One of the most effective ways to assure that Darien is developed as planned is through its zoning. Zoning Regulations control the way in which land is used. While Regulations cannot require that land be developed for uses proposed in the Plan, they can prevent land from being developed contrary to the Plan. The Planning and Zoning Commission will continue to periodically review the Zoning Regulations, and amendments to the Regulations can be made from time to time.

If zoning is to continue to be a valuable means of maintaining Darien as a highly desirable residential community, the Planning & Zoning Commission, the Zoning Board of Appeals, the Zoning Enforcement Officer, the Building Official, the Environmental Protection Commission, and the Architectural Review Board must continue to maintain an effective relationship with one another. The integrity and enforcement of the zoning regulations, as they have been established by the Commission, must be paramount. The Zoning Enforcement Officer must have the strong support of all Town officials in order for this vital aspect of the program to be effective.

Subdivision Regulations

Subdivision Regulations, last updated in 1992, are another important tool to control the proper development of the Town. While zoning regulates the use of land, the Subdivision Regulations guide the layout and design of new roads and lots, and ensure that all required improvements are properly accomplished. Subdivision review by the Planning and Zoning Commission makes it possible to continue Darien's long history of well planned development.

The subdivision process also offers the opportunity for implementing some of the Town's open space and recreation objectives. As a part of the approval procedure, the Planning and Zoning Commission requires a developer to set aside a minimum of 10 percent of the land for open space purposes in many of the larger subdivisions which it processes and requires that appropriate measures be taken to protect environmentally sensitive land.

Capital Improvements Program

How the Town of Darien spends money for public improvements (e.g. schools, parks, recreation facilities, open space, roads, sidewalks, and municipal buildings), and the design standards to which they are built, have a major effect upon the development of the Town. Since the authority to initiate and carry out these improvements is widely distributed throughout many agencies of Town government, it is important that the various recommendations for action by these agencies be reviewed by the Planning and Zoning Commission as specifically required by Section 8-24 of the Connecticut General Statutes (Municipal Improvements/Mandatory Referral) so that they will conform to the overall plan for Town development.

The Town of Darien has had, and will continue to need, a Capital Improvement Program (CIP) to guide the Town officials in careful scheduling and implementation of various public works and public land acquisitions that are needed over a period of years as the Town continues to develop and change. Each year the program is restudied and revised in light of changes in priorities required by changing conditions.

Such a CIP will provide the estimated future development needs and costs facing the Town. It will help to give greater stability to the tax rate by spreading improvement costs systematically over a period of years in closer accord with the Town's financial ability, and thus avoids the grouping of several expensive projects in one year with a consequent jump in the tax rate.

Private Development

The vast majority of development in Darien has been and it appears that it will continue to be carried out by private individuals and organizations. Therefore, it is private action that is the most important element in developing the community, guided and regulated by the Town as described above.

Neither the Town Plan, zoning or subdivision regulations, nor the Town agencies which administer these regulations, can force any private individual or agency to develop a particular piece of land for a particular use. However, the Plan provides an orderly framework for private development and related municipal service facilities and, therefore, can be helpful to private enterprises in determining the right type of development and the proper place for it. Where there is a good Town Plan, and it is followed on a continuing basis, private enterprise has a more reliable foundation upon which to plan and build. This not only encourages good development, but also helps to accomplish the Plan's specific recommendations.

Town Implementation

One of the most important aspects of the various proposals in the Plan is the acquisition of land needed for future public purposes within the Town's fiscal capability. If land is not reserved now, it simply may not be available when it is needed in the future.

1. **RESIDENTIAL ZONING (including Special Permit uses)**

As noted within the Chapter 7—Housing, and its related Appendix, there are a number of issues related to housing in Darien. It is likely that due to the high cost of land, subdivision of parcels will continue, and houses on oversized lots will seek possible subdivision or resubdivision approval as well. Variances from the Zoning Board of Appeals and applications to the Environmental Protection Commission will increase as more difficult parcels are developed and added on to, as property owners seek to develop their properties to the greatest extent possible.

Permitted Uses

Over the next ten years, the Planning and Zoning Commission should continue to study and continue to consider amending the zoning map. This may be appropriate where existing zone boundary lines split properties and are not a set distance from a street. The residential district boundaries recognize and preserve the character of areas which already have an established residential type of development.

In some areas, existing residential district densities do not match the prescribed density for residential development. This has the effect of making the use of private property difficult for both the homeowner and the Town, where any addition or modification to a single-family residential dwelling is not possible without a variance from the Zoning Regulations.

Special Permit Uses within Residential Zones

The Darien Zoning Regulations allow for a variety of uses of a non-residential nature within all residential zoning districts. This includes such uses as private clubs and places of worship.

Another type of Special Permit use is the Darien Historical Society building on Old King's Highway North. The Darien Historical Society should consider the acquisition of the adjacent property in order to provide for their storage needs and for the possible establishment of a museum-type facility. This will allow the Society to accept more historic donations, as they would have the additional necessary storage space. The museum-type facility would be a worthwhile educational opportunity for local students to learn more about Darien's history.

The Darien Community Association owns 8+/- acres on Middlesex Road. The Town should explore preserving that property. This may be through the use of easements, leases, public-private partnerships, or outright purchase. Similarly, the Ox Ridge Hunt Club is a property which has provided an aesthetic for northern Darien for many years, and the Town should explore preserving through easements or other means all or part of that property as well.

If Special Permit parcels become available, efforts should be made to protect the residential character of the neighborhood. Any future uses should be consistent with residential zoning,

and any succeeding Special Permit uses should be maintained as closely as possible to the prior existing use.

Commercial Development within residential zones (non-conforming commercial uses)

One of the few existing commercial businesses in a residential zone is a hardware store at the intersection of Locust Hill Road and Settler's Trail. Two possible uses could be another hardware store or single-family residences.

Another commercial use in a residential zone is a restaurant on Boston Post Road near the Stamford municipal line. This is a pre-existing non-conforming use, and should not be allowed to expand further into adjacent residentially-zoned properties.

The Commission has had a long-standing policy of not allowing additional commercial uses (as distinguished from Special Permit uses) or encroachment into residential zones. That should continue into the future in order to strictly protect these residential areas, which are the core of the Town community.

2. NON-RESIDENTIAL ZONING (including Multi-Family Zones)

Multi-Family Zones

According to the Darien Zoning Regulations, four zoning districts in Town allow multi-family housing. These zoning districts (DBR overlay, DMR, and 3.7AH) are technically considered non-residential zones because they are not exclusively single-family zones. The largest vacant parcel in these zoning districts is the 3.7 acre property on Hollow Tree Ridge Road. It is recommended that access to and from that property be from a shared driveway with Avalon Darien onto Hollow Tree Ridge Road, which is now signalized. This will eliminate conflicts any new curb cut may have with nearby roads, drives, and entrances. A more desirable option would be for development of this property to accommodate the relocation of a single shared driveway with Avalon Darien farther to the south to improve sightlines and safety.

Where logical, the Commission should consider rezoning properties for use as either senior housing or for condominiums. The Procaccini property off of Hoyt Street may be a logical site for such development, if access and wetland issues can be properly addressed.

Commercial Zones

The two largest commercial areas in Town are the downtown/central business district; and the Noroton Heights area (the Heights). There are also smaller commercial areas, such as several sections along the Boston Post Road, and scattered neighborhood business areas.

It is expected that during the next ten years, market forces will determine whether owners seek to convert existing commercial development within DBR overlay zones to multi-family housing. The Planning & Zoning Commission does not recommend expansion of these four non-residential zones into traditional single-family residential zones.

The Commission should be hesitant to rezone existing commercial properties for other uses. The amount of commercial property in Town is quite limited, and as noted in the goals throughout this document, there is a desire for the community to have a mix of zones, and not be entirely residentially zoned. While the Town community is and should remain primarily a residential community comprised mostly of single-family residences, the quality of residential life in such a community is enhanced by well-planned commercial and other “support” uses within the Town.

Downtown Darien is listed in the draft SWRPA regional plan as a Town Center—a “Historic Town Center with cultural and governmental facilities, retail development and service-oriented commercial development.” Substantial changes in this area have been implemented since the 1995 Town Plan. This includes: renovation of the Darien Playhouse additions to the Darien Sport Shop, and the Grove Street Plaza project.

Noroton Heights is listed as a “Local Center”, which is defined as “Established neighborhood centers, with local retail and service businesses.” That too, has seen significant improvements over the past 10 years.

Downtown

The Commission specifically notes that these concept plans do not show proposed development, but only development which represents the general design goals of downtown. Other designs not shown may be equally viable and desirable.

The concept plan on the page A9-11 (Exhibit 9-1) shows potential development and redevelopment on Boston Post Road in downtown, and in Noroton Heights. The concept plans provide guidance to planners, property owners, developers, and prospective investors. It also allows Planning and Zoning Department staff the opportunity to better guide developers, property owners and investors on the community’s desires and goals. These concept plans also reflect design views of the Planning and Zoning Commission, which include: sidewalks and improved pedestrian access; minimal curb cuts; shared driveways; small park/open space areas where appropriate; improved connections (both pedestrian and vehicular) to the municipal parking lots; and parking areas which flow into one another. In many, but not all cases, it would be logical to have buildings in these areas close to the road, with parking in the rear.

The concept plan for the north side of Boston Post Road shows the redevelopment of the northeast corner of Boston Post Road and Day Street. It shows the merging of three properties, demolition of the existing buildings and the construction of a new pedestrian-oriented commercial sales and service building, with a new sidewalk built to Model Block standards. It shows one ingress from Boston Post Road, in generally the same location as the existing curb cut, and uses the existing curb cuts to enter and exit via Day Street. The new building is closer to Boston Post Road and Day Street, in order to develop a consistent streetscape for direct pedestrian access to the area. Parking and traffic flow should be coordinated with adjacent properties. New landscaping will enhance the area. A design concern would be a long blank wall along Day Street which may be uninviting to pedestrians (eg. An existing example of this can be observed on both sides of Center Street near Boston Post Road). An open space plaza is not shown for this site, as there is no logical place for one in this area.

The concept for the south side of the Boston Post Road shows various property owners taking advantage of the special provision in the Darien Zoning Regulations which allows the establishment of rear building lines. Another important aspect of this concept is the new ingress into the Center Street municipal parking area. This may relieve some traffic congestion through downtown by getting motorists into the municipal parking with the least

amount of maneuvering. It also expands and makes more prominent the existing vest pocket park adjacent to the Exxon gas station, and preserves the existing brook corridor to the greatest extent possible. Pedestrian access from the municipal parking lot into Boston Post Road needs to be safe, convenient, and attractive. Buildings are located along the front property line to have direct access from the Boston Post Road sidewalk. The ground floor immediately adjacent to the Boston Post Road should be one story in height, and, in order to maximize sunlight in the area, should have the second floor recessed back at least ten feet. One potential option would be to have outdoor seating/dining on the second floor of one or more of the new buildings. Note that the concept shows both front and rear entrances to the buildings, with connections to the existing municipal parking lot in the rear, and also to other parking lots adjacent to it.

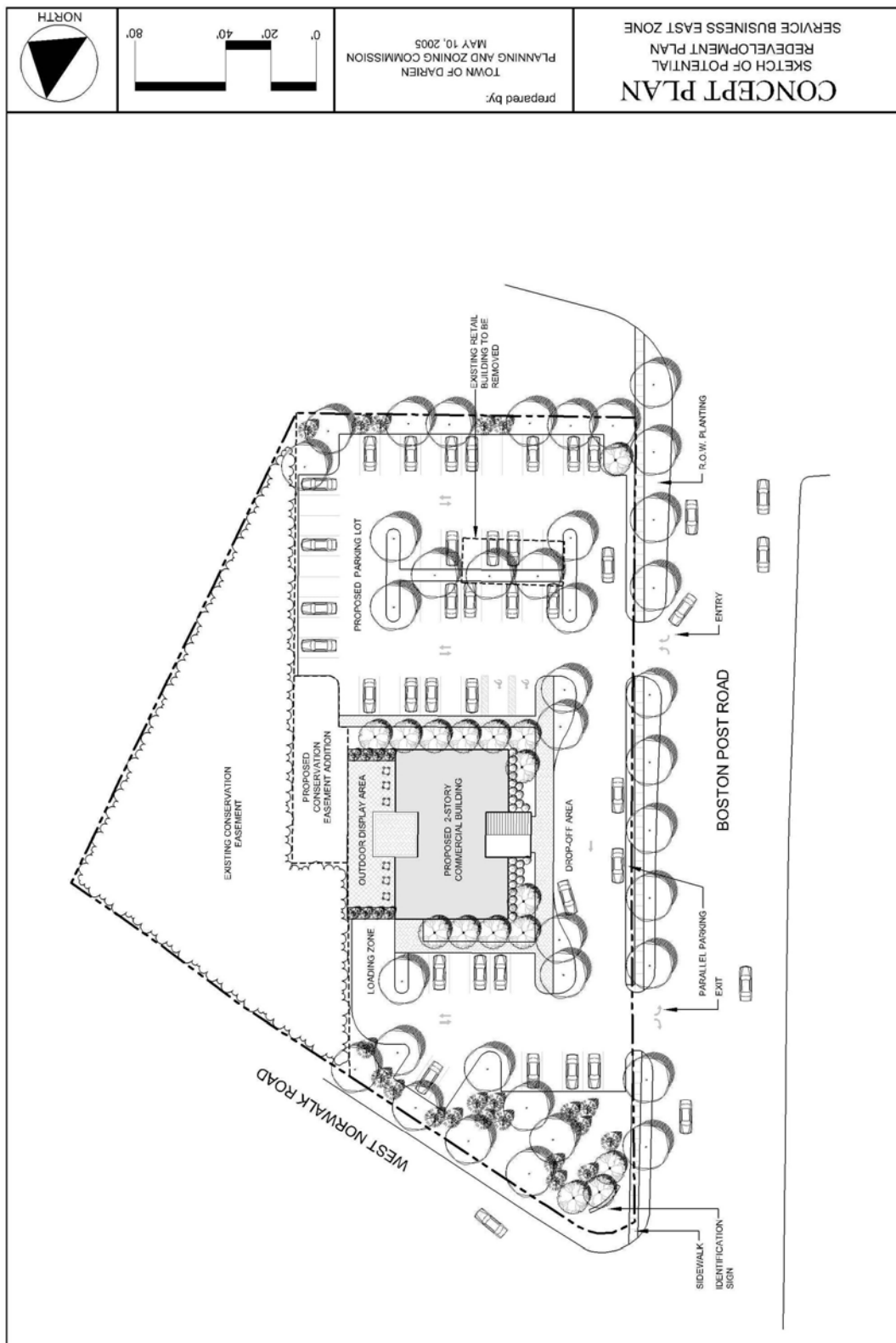
[illegible]

Although not shown on a concept plan, a vacant parcel now exists on the south side of Old King's Highway South, nearly across from Corbin Drive. Wetlands exist on this parcel, and it is located in the Office Business (OB) Zone.

The Noroton Heights Concept Plans (Exhibits 9-2 and 9-3) show a better flow between parking lots, added and/or improved sidewalks and pedestrian access, and combined curb cuts on Heights Road. Vehicular access and curb cuts from West Avenue should continue to be prohibited. Most importantly, this Plan also shows the elimination of parking spaces perpendicular to Heights Road, where vehicles now back into the Road. This will improve both vehicular and pedestrian safety. The general goal is for safe pedestrian access throughout the area, and a circulation system which encourages shopping in a variety of stores.

Exhibit 9-2 shows the block between Edgerton Street and Noroton Avenue. Exhibit 9-3 shows the block between Hollow Tree Ridge Road and Edgerton Street.

EXHIBIT 9-5
CONCEPT PLAN: SERVICE BUSINESS EAST ZONE



Outdoor seating/dining—In order to have more vibrant commercial areas, the Board of Selectmen and Planning & Zoning Commission have recently made a concerted effort to find appropriate locations for outdoor seating/dining. Said outdoor seating/dining may be on either privately-owned, or municipally-owned property, with the prior written authorization from the property owner. It is imperative that it be located in a safe area, properly away from traffic in the area and not obscuring or interfering with existing parking or with pedestrian flow or vehicle flow. Outdoor seating/dining shall have sufficient parking available nearby, and not cause a nuisance to other businesses or nearby residences. Trash pickup is important if there will be no wait service. The Planning and Zoning Commission should continue to develop written guidelines to assist property owners and commercial tenants about these uses.

Exhibit 9-6 shows existing land use in Darien as of September 2005. This Exhibit shows the limited amount of vacant land available in Town.

Public-private partnerships

A recent phenomenon within Darien has been the use of public-private partnerships for to the provision of recreation facilities and services.

Recent examples include the field house, batting cages and special needs field at McGuane Park by the Darien Little League; the Cherry Lawn playground replacement; private fund-raising for artificial turf and a new scoreboard at the Darien High School; the dredging of Darien's harbor channel, and the construction of the Darien Nature Center within Cherry Lawn Park. It is likely that these types of partnerships will continue into the future. However, the Town needs to work closely with their partners to ensure that these private groups meet community needs and desires with projects that are consistent with all local plans, and the results do not burden the community with long-term costs that are not fiscally responsible.

An aerial photograph of a serene lake scene. In the background, a stone bridge with three arches spans the water, with several houses visible on the opposite shore. The middle ground is dominated by a large, lush green island with many trees. In the foreground, a wooden dock extends into the water, with a small white boat moored at it. The sky is clear and blue.

DARIEN

2016 Plan of Conservation and Development

PROPOSED POCD

Public Hearing Scheduled For May 10, 2016

WELCOME!

March 2016

To Darien Residents,

This document is the PROPOSED 2016 Plan of Conservation and Development (POCD) for Darien. The strategies outlined in the POCD are intended to provide a framework for guiding conservation, development, and infrastructure activities in Darien for the next 10 years or so.

The strategies in the POCD reflect discussions among the members of the Planning and Zoning Commission and input from Darien residents, other boards and agencies, Town Staff, and a land use consultant.

The Commission has scheduled a public hearing to consider adoption of the POCD for:

**Tuesday May 10, 2016
Darien Town Hall - Auditorium
2 Renshaw Road
8:00 PM**

Thank you for your interest in the future of Darien!

Sincerely,

Susan Cameron, Chair
Planning and Zoning Commission

Manage Parking

Darien maintains several surface parking lots (see sidebar) and these are a key part of the overall community. On-street parking is generally limited to certain areas in downtown Darien, the Noroton business area (the small neighborhood business area on Route 1), and the Noroton Heights business district. In other locations, parking is provided on private property.

Downtown Parking - In the downtown area, a 2015 parking study found 205 on-street spaces and 451 off-street spaces (656 total public spaces).

The parking spaces are posted for different types of parking (15-minutes, 1-hour, 2-hour, daily permit, etc.) to strike a balance between shoppers, visitors, employees, and commuters. The general approach has been to designate on-street and off-street spaces closest to retail establishments for short durations with longer durations in less convenient locations. As the parking dynamics of downtown have changed over time, the type of parking in certain areas has changed. For example, the Grove Street parking lot was recently changed to favor shoppers over commuters. These approaches have served the downtown area well and will be continued (on-street parking, shared parking, shorter duration in more convenient areas, rebalancing parking allocations based on demand, etc.).

On Street Parking



Off-Street Parking



Surface Parking



Parking Structure (Walnut Creek, CA)



Darien must consider where and how to provide for well-designed parking structures to help address the future parking needs. Unless this is done, it may not be possible to accommodate redevelopment or additional development with surface lots alone. Any parking structure must be compatible with the overall character of the community and address the impacts of increased traffic and any roadway improvements.

Some communities have been very successful at integrating parking structures into their communities by placing “liner buildings” in front of them or devoting the street level façade of the parking structure to active uses such as restaurants and retail shops. Other communities have established attractive parking structures near train stations or off main streets. Darien will consider doing the same.

Noroton Heights - While Noroton Heights has public parking lots for the train station, private development is supported primarily by off-street parking facilities. This pattern emerged when the business areas along Heights Road were established in the 1950s when the original Noroton Heights village area was removed by the construction of I-95.

Downtown Parking (including Darien Station)



Noroton Heights Parking



Major Parking Facilities

The numbers are keyed to the maps on this page.

Town Owned Lot

1. Leroy Avenue West
2. Grove Street
3. Tilley Lot
4. Center Street South
5. Center Street North

State Lot / Town Run

6. Leroy Avenue East
7. Squab Lane
8. Tokeneke Road
9. Mechanic Street
10. Darien Station - North
11. Darien Station - South
12. Noroton Heights Station – North
13. Noroton Heights Station – South

Private Parking Lots

14. Koons Lot
15. Lundberg Lot

On-Street (not on map)

- Boston Post Road north
- Boston Post Road south
- Corbin Drive
- Center Street
- Old Kings Hwy South
- West Avenue
- Tokeneke Road
- Mechanic Street
- Brook Street
- Day Street
- Grove Street

Possible Parking Ratios

The 2015 Downtown Darien Parking Study suggests the following parking ratios may be appropriate in certain mixed-use downtown areas:

Use	Spaces
• Multi-family residential	1 space / unit
• Office	2 spaces / 1,000 SF
• Retail	3 spaces / 1,000 SF
• Restaurant	6 spaces / 1,000 SF

In addition, the report suggests that off-setting peaks associated with different uses may allow a 30% reduction in actual parking use as opposed to adding the peaks together.

Parking Studies

Two parking studies have been undertaken for Darien since the 2006 POCD:

- The 2007 Parking Study, and
- The 2015 Downtown Darien Parking Study.

2007 Parking Study - The 2007 Parking Study was conducted for the Planning and Zoning Commission by Fitzgerald-Halliday Inc. Recommendations from that Study included:

- identify target locations for public parking facilities in the downtown area (including parking structures),
- consolidate / update parking standards in the Zoning Regulations,
- add criteria and standards for parking waivers and reductions contained in the Zoning Regulations,
- add options for meeting the parking requirements in the downtown area through a Special Permit process,
- provide clear directions for developers to meet Darien's parking objectives (such as providing on-street parking spaces in the downtown), and
- create a single responsibility for oversight / planning of parking.

2015 Downtown Darien Parking Study - The 2015 Downtown Darien Parking Study was undertaken for the Parking Authority (Board of Selectmen) by Nelson/Nygaard Consulting Associates. The first part of the study evaluated existing conditions (supply, management, demand/utilization, zoning requirements, and stakeholder input). Then, the study looked at projected conditions and opportunities.

Some of the key findings and recommendations included:

- modify the Zoning Regulations to consider using lower parking requirements in the downtown area,
- continue to expand the parking supply over time (on-street, public off-street, private developments),
- consider strategies to provide for short-term availability of coveted spaces,
- explore way-finding and signage to direct people to parking areas,
- investigate pricing strategies,
- improve pedestrian, bike, and transit options, and
- explore ways to reduce parking needs.

These recommendations were consistent with recommendations from the "Action Plan for Revitalization of Downtown" and the "Route 1 Corridor Study."

Manage Parking		
Policies	Leader	Partners
1. Continue to address parking issues within the downtown area and at Noroton Heights, including the train stations.	Town	PC
2. Evaluate shared parking strategies.	Town	PZC
3. Continue to encourage or require on-street parking where appropriate.	Town	PZC
4. Continue to designate spaces closer to retail areas for shorter duration parking in the downtown.	PC	
5. Continue to rebalance parking spaces for shoppers, visitors, employees, and commuters, as necessary in the downtown.	PC	
6. Discuss where and how to provide for well-designed parking structures in the downtown.	Town	PZC PC
Action Steps		
7. Create a single responsibility for oversight / management / enforcement / planning of parking.	BOS	RTM
8. Develop a strategic parking supply plan.	PC	
9. Implement the recommendations from the 2007 Parking Study including consolidating / updating parking standards in the Zoning Regulations.	Town	PZC PC
10. Implement the recommendations from the 2015 Downtown Darien Parking Study, including parking ratios in the downtown area and offsetting peaks.	Town	PZC PC
11. Explore way-finding and signage to direct people to parking areas.	PW	PC
12. Revisit the parking stall size in order to provide as much parking as possible in available areas.	PZC	

Parking Dimensions

Most communities have adopted a parking stall requirement of 9 feet wide by 18 feet long with a 24-foot wide aisle.

Darien has a parking stall requirement of 9 feet wide by 20 feet long with a 24-foot wide aisle.

While the 2' difference (18 square feet) may not sound like much, it adds up considerably in a parking lot or a parking structure. In fact, parking lots are 10% less efficient than they could be.

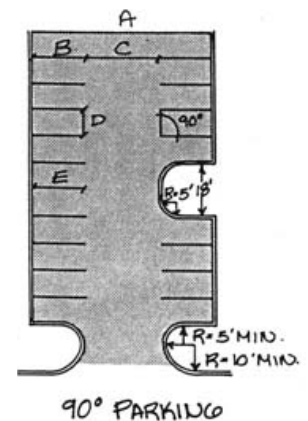
When Darien residents visit other communities, they likely park in 9x18 spaces.

A.	Width of double parking bay	60 ft.
B.	Depth of bay	18 ft.
C.	Aisle width	24 ft.
D.	Width of space	9 ft.
E.	Depth of space	18 ft.

Center Street North (Public)



Lot Next To Leroy Avenue (Private)



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Legal Assistants
Suzann C. Maslan

Writer's e-mail:
mmaslan@maslanlaw.com

March 22, 2016

Donna Rajczewski, Town Clerk
Town of Darien
2 Renshaw Road
Darien, CT 06820

**Re: Baywater Corbin Partners, LLC
Petition to Amend Darien Zoning Map
and Darien Zoning Regulations**

Dear Madam Clerk:

We represent Baywater Corbin Partners, LLC. Please accept for recording the enclosed Application/Petition to Amend the Darien Zoning Map and Darien Zoning Regulations. As you know, proposed zoning regulation amendments must be filed with the Town Clerk.

Please stamp the additional two copies, one for the Planning and Zoning Department, and one for our file.

Please feel free to call us if any additional information is required.

Thank you.

Very truly yours,



Robert F. Maslan, Jr.

Enclosures

cc: Mr. R. David Genovese
Baywater Corbin Partners, LLC
Jeremy B. Ginsberg, Town Planner

BAYWATER CORBIN PARTNERS, LLC
1019 BOSTON POST ROAD
DARIEN, CT 06820

March 22, 2016

Town of Darien
Planning and Zoning Commission
Zoning Board of Appeals
Environmental Protection Commission
Architectural Review Board
2 Renshaw Road
Darien, CT 06820

**RE: Amendment of Darien Zoning Map
and Zoning Regulations**

Dear Ladies and Gentlemen:

As applicant in the above-referenced application, we hereby authorize the law firm of Maslan Associates P.C. and its attorneys to file any and all applications related to the property.

Thank you.

Very truly yours,

Baywater Corbin Partners, LLC

By: Baywater Properties, LLC, Its Manager

By:



R. David Genovese, Its Member
Duly Authorized