

January 10, 2017

Baywater Corbin Project

Letters of Concern or Questions

David Genovese

From: David Genovese
Sent: Monday, January 09, 2017 3:11 PM
To: David Genovese
Subject: FW: Zoning Changes

-----Original Message-----

From: Robert Maslan [mailto:rmaslan@maslanlaw.com]
Sent: Thursday, July 14, 2016 4:19 PM
To: David Genovese <david.genovese@baywater.net>
Subject: FW: Zoning Changes

David:

See below from Jeremy.

Robert F. Maslan, Jr.
Maslan Associates P.C.
30 Old King's Highway South
Darien, CT 06820
Phone: 203-656-3800
Facsimile 203-656-1624
RMaslan@maslanlaw.com

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-----Original Message-----

From: Ginsberg, Jeremy [mailto:JGinsberg@darienct.gov]
Sent: Thursday, July 14, 2016 3:52 PM
To: Robert Maslan
Subject: FW: Zoning Changes

Came in after the public hearing was closed, and will not be forwarded to the Commission until after both Noroton Heights and Corbin are decided.

-----Original Message-----

From: Lucy Fiore [mailto:lucyfiore@optonline.net]
Sent: Wednesday, July 13, 2016 10:32 PM
To: Ginsberg, Jeremy
Subject: Zoning Changes

Hi, Please make this part of the public record. I am against the zoning change request for any new developments in Darien. Please don't change our rules. They are in place for a reason and they are not outdated. I dont care if the developers will lose money or if their project doesn't make sense without all the apartments.

-Lucy Fiore

David Genovese

From: Robert Maslan <rmaslan@maslanlaw.com>
Sent: Wednesday, July 13, 2016 11:25 AM
To: David Genovese
Subject: FW: Post Road / Corbin Drive Redevelopment Project

See below. This is in the record because it arrived before the hearing closed.

Any correspondence that is sent after the hearing closed will not be shared with the Commission.

Robert F. Maslan, Jr.
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From: Ginsberg, Jeremy [<mailto:JGinsberg@darienct.gov>]
Sent: Wednesday, July 13, 2016 11:13 AM
To: Robert Maslan
Subject: FW: Post Road / Corbin Drive Redevelopment Project

From: Recollectics / Pressplns / Ringstop [<mailto:email@recollectics.com>]
Sent: Tuesday, July 12, 2016 7:41 PM
To: Ginsberg, Jeremy
Subject: Post Road / Corbin Drive Redevelopment Project

Dear Mr. Ginsberg,

My name is Daniel Lovegrove. I reside at 174 West Avenue. I donated the bench outside of the Darien Post Office at 30 Corbin Drive and I hope there are plans to keep the Darien Post Office somewhere in the downtown commercial business zone.

While I am in favor of the Post Road and Corbin Drive Redevelopment Project I am **not** in favor of the proposed changes to the zoning regulations to allow six stories in the downtown commercial business zone. The pedestrian crosswalk at the Post Road and Corbin Drive intersection can be very challenging to cross during rush hour traffic. If the zoning regulations are changed to allow six story buildings it will not be long before every building structure within the commercial business district is six stories high and downtown parking will become scarce. I like living in a town not a city.

Thank you.

Daniel Lovegrove

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David Genovese

From: Robert Maslan <rmaslan@maslanlaw.com>
Sent: Monday, July 11, 2016 1:16 PM
To: David Genovese
Subject: FW: Baywater Corbin
Attachments: Baywater Corbin.docx

Email and attachment from Rob Young.

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From: Ginsberg, Jeremy [<mailto:JGinsberg@darienct.gov>]
Sent: Monday, July 11, 2016 1:14 PM
To: Robert Maslan
Subject: FW: Baywater Corbin

From: Robert Young [<mailto:ryoungarch@aol.com>]
Sent: Monday, July 11, 2016 12:35 PM
To: Ginsberg, Jeremy
Subject: Baywater Corbin

Jeremy,

Attached are my notes on Baywater Corbin. I will not be able to attend tomorrow night.

Thanks, Rob Young

July 11, 2016

Darien Planning and Zoning Commission:

I am unable to make the public hearing on Tuesday night, but I wanted to give some of my thoughts.

For as long as I have been a resident, Darien has been seeking a solution to this block in Darien, and it has finally found one in the the proposal put before you by Baywater Corbin Partners, LLC. The proposed public plaza, internal streets, pedestrian walks, underground and above ground parking, buried utilities and multi-storied, mixed-use buildings of a New England mix of facades, scale, color and texture is a pleasant departure from the flat-faced, one-story storefronts, the modernist bank building and the backout parking onto the Post Road. I hesitate to comment on the taller parts of the complex at this point since they have not been shown in detail in any of the renderings that I have seen and the model is of such a scale and detail that it hard to evaluate. I will say that an increase from a possible three stories and 35 feet to six stories and 95 feet in allowable height is extraordinary. The story count is double, yet the footage is disproportionately nearly triple. In some instances and uses, 95 feet would allow for nine stories of structure. Realization of this project will stimulate further similar development in town, as did the public-private sidewalk redevelopment several years ago. Its public plaza, internal streets and on-site parking will draw residents and non-residents alike to the area.

However, while it is located in our central CBD zone, I believe there are seven business district areas in Darien. Using my own terminology, they are; Noroton, Noroton Heights, West CBD (west of I-95), Central CBD (I-95 to RR), East CBD (east of RR) Goodwives, and finally, Darien East (Chipotle). Contrary to the claim that parking at the new development will cause people to park and walk everywhere, it will only do so for the immediate area of the central CBD. It will do little, if anything to alleviate the age old problem of shoppers and diners getting into their cars to go to Goodwives for groceries or Norton Heights for an exercise class.

The only way to get those other business districts connected is through advance planning alternative transportation. The Baywater Corbin proposal mentions in their proposed parking zone regulation changes as section 660d(3): "Reductions for alternative transportation services, transit oriented district, off-site parking. On-site parking shall be considered in the analysis." They also use it as evidence of compliance with the then proposed, now in effect, 2016 POCD, Section A-115 under the 2015 Darien Parking Study; "improve pedestrian, bike and transit options. Developments of this magnitude should be looking to do more with working with town infrastructure and transit. PZ might consider a "Transit Zone" that major developments along the I-95 and RR corridors give ROW's for future light rail links and/or pedestrian and bike paths between Noroton Heights, , West, Central CBD, East CBD, Goodwives and East Darien. Other linkage ideas of the past have included re-connecting OKHS and OKHN under the RR.

The Corbin Development is decidedly beautiful and long awaited, but it is just the Corbin development. There are many other sites in town up and down the transportation corridors that could benefit from the proposed regulations being put forth by Baywater Corbin, LLC. This should not be treated as a stand alone, spot zone change for just this development. The PZ should be looking at the bigger picture of a "transit-zone" or zones of special topographical features such as embankments or special use sites such as car dealerships and train station parking lots that basically stack cars like inventory all day long. PZ should look at this zone change in view of the whole town of Darien business district, not just the Corbin sub-area within the CBD.

One minor last point: I have noticed, despite what experts say, reduction in parking stall width and depth is not a particularly good idea, especially in underground parking where it is dimly lit and drivers must navigate tight turns in a forest of columns. I especially would not reduce parking stall sizes for underground parking for Seniors.

David Genovese

From: CATHY BARRETT <rcbab@me.com>
Sent: Tuesday, March 22, 2016 8:21 AM
To: David Genovese
Subject: Re: It Takes a Village to Make a Village Great...

David,
Thank you so much for letting me know about this meeting. Has anything changed since we met? My concerns remain the same. My newest question is this: If there are 4 empty storefronts on the Post Road (subway, robeke, the carpet place next to Kinnon, and the place next to Gophtex) due to high rents, how will new businesses be able to afford spots in the new development?

Cathy Barrett
Sent from my iPhone

On Mar 22, 2016, at 8:05 AM, David Genovese <david.genovese@baywater.net> wrote:

I am writing to a group of friends and local business owners to invite you to join us for a presentation of our proposal to the Town of Darien for our redevelopment of a large piece of downtown. If you are receiving this note, it's because you have expressed interest in our work to date, with either support or concern.

We are filing today our application to the Town of Darien, and we wanted to have a public information session well in advance of our hearing so that those of you who wish to support our efforts at the zoning meetings can ask in a more private setting any questions that you may have. Equally, those of you who have concern can have the opportunity to ask questions as well. If you would prefer to have a private meeting, please let me know and we can do that. I have had literally 300 private meetings about the project since August of 2015. We have presented the project to many groups as well, including the DCA, the Senior Men's Association, Lions Club, Chamber of Commerce, Board of Realtors, etc. In fact, if you go to the Town of Darien's website, in the section for Channel 78, we are the second most watched video in the history of Channel 78. Now, that either means that people are really checking in and trying to learn more about our project, or my mother is very bored and misses me from Florida!

A link to the article about our presentation is below. The meeting is at 7 pm on April 6th, in the Darien Library. Joining me will be Bob Gibbs, our retail planning consultant (who was the architect of the revitalization of downtown Naples, Florida) and Gary Brewer from Robert A M Stern Architects. One of our engineers will also be present to answer any questions people may have about drainage or traffic.

Please spread the word about the meeting, and join us if you can. The more people we can educate about our proposal, the more quickly I believe we can move through the process. Also, through these meetings, we can learn what tweaks we should make to the project. A thousand heads are better than ten and certainly better than one!

David Genovese

From: David Genovese
Sent: Sunday, November 01, 2015 7:25 AM
To: CATHY BARRETT
Cc: Ginsberg, Jeremy
Subject: Response to Questions Concerning Baywater-PG Properties Downtown Dorian Project
Attachments: david genovese.docx; Response to Catherine Barrett.docx

Cathy,

Here are my thoughts on your questions. I look forward to meeting you on Thursday.

All the best,

David

13 Grove Street
Apt. B
Darien, CT 06820

October 30, 2015

David Genovese
Baywater Properties
1019 Post Road
Darien, CT 06820

Re: Corbin/Post Road Development Project

Dear David,

As I have stated on Facebook, I have some concerns about the Corbin/Post Road development project and I wanted to put my questions and concerns to paper so that we can discuss them further.

CATHY, I HAVE LAID OUT THE RESPONSE OF BAYWATER IN ALL CAPS. WHEN WE MEET THIS THURSDAY, WE CAN DISCUSS ANY OTHER QUESTIONS YOU MAY HAVE

When I first learned of this project, my first thought was why do we need another downtown revitalization? Downtown Darien is a much more pleasant area to shop, walk and spend time in since it was updated. What more is needed? As I watched the proposed project presentation, I am still not sure why such a huge project is necessary. Why is such a huge project necessary if the goal is to give downtown Darien more New England-like appearance?

THIS IS A QUESTION RAISES MULTIPLE ISSUES. FIRST, IT IS CLEAR THAT THE CURRENT USE OF THE LAND IS NOT THE HIGHEST AND BEST USE. SINGLE STORY, DILAPIDATED WAREHOUSES OR GARAGES AT THE REAR OF THE SITE ARE NOT REALLY APPROPRIATE IN SUCH A PRIME LOCATION, SITTING BETWEEN WHOLE FOODS AND THE METRO NORTH TRAIN STATION, ALONG THE BOSTON POST ROAD. IF THE SITE WERE JUST RAW LAND, I THINK YOU WOULD AGREE THAT THE TOWN WOULD NOT ENCOURAGE SIMILAR PROPERTIES TO BE BUILT IN 2015. THE TOWN OF DARIEN WOULD BE WISE TO ENCOURAGE DEVELOPERS TO INCREASE THE COMMERCIAL TAX BASE, SO AS TO REDUCE THE PERCENTAGE OF THE TOWN BUDGET BORNE BY RESIDENTIAL PROPERTY OWNERS. THIS IS ESPECIALLY BENEFICIAL IF THE STEPS TAKEN IMPROVE QUALITY OF LIFE AND ENABLE EMPTY NESTERS TO STAY IN TOWN BY PROVIDING THEM WITH A HOUSING OPTION THEY DEEM DESIRABLE. WE TALK WITH MANY PEOPLE ABOUT THE NEED FOR MORE IMPROVEMENTS DOWNTOWN, AND WE CONSISTENTLY HERE THAT PEOPLE WOULD LIKE MORE IMPROVEMENTS TO BE CARRIED OUT.

VIA + LOW COST →
LITTLE FARM CITY →
CITY → SAY LITTLE →
MAYBE A STREET

Why not just make changes to the storefronts themselves?

CHANGING THE STOREFRONTS ALONE WOULD DO NOTHING TO CREATE THE HOUSING OPPORTUNITY WE ARE TRYING TO PROVIDE DOWNTOWN, OR TO CREATE THE OFFICE SPACE WE THINK SHOULD BE A PART OF THE PROJECT. OFFICE IS INTERESTING AS (A) IT CREATES TAXABLE BASE FOR THE TOWN, (B) IT DOESN'T CREATE ANY DEMAND FOR SCHOOL SERVICES AND (C) IT BRINGS BUSINESSPEOPLE DOWNTOWN WHO SUPPORT THE LOCAL STORES AND RESTAURANTS.

And if the backing-out parking spots are an issue, why not convert them to parallel parking spots?

WHEN THOSE BUILDINGS WERE ORIGINALLY BUILT, THEY WERE BUILT WITH PARALLEL PARKING, BUT I BELIEVE IT WAS IN THE 1950S THAT THEY DETERMINED THAT THE PARKING WAS NOT SUFFICIENT TO SUPPORT THE DEMAND OF THE STORES. WHEN YOU COME TO MY OFFICE, I CAN SHOW YOU A PHOTOGRAPH OF THE PARKING AS IT WAS ORIGINALLY DESIGNED. I CAN PROMISE YOU ONE THING, IF WE PROPOSED PARALLEL PARKING IN THOSE AREAS, THE STORE OWNERS WOULD REVOLT AS THEY WOULD LOSE SO MANY SPACES.

At the very least, parallel parking in these new spots will not cause the traffic problems it causes on the rest of the Post Road. And I'm even more confused by the need to 'brand' Darien? People outside of Darien already have preconceived ideas about us and none of them are flattering. It will require more than updating or changing the appearance of our business district to change these ideas.

I DON'T REALLY UNDERSTAND WHAT YOU ARE SAYING HERE. WE ARE NOT SAYING THAT WE NEED TO BRAND DARIEN. BUT RATHER, WE HAVE SAID THAT WE THINK THAT THE PERCEPTION OF DOWNTOWN DARIEN IS THAT IT IS POPULATED WITH LOCALLY-OWNED STORES, AS OPPOSED TO NATIONAL RETAILERS LIKE NEW CANAAN, GREENWICH, AND WESTPORT. WE WOULD LIKE TO STRENGTHEN AND ENHANCE THAT PERCEPTION. I THINK YOU MAY BE REFERRING TO A PERCEPTION, OUT THERE, THAT DARIEN IS FULL OF "SNOBBY" PEOPLE BUT IN MY HONEST VIEW, I BELIEVE THAT THE NEGATIVE YOU REFER TO IS LESSENING...AND IF DARIEN WERE PERCEIVED AS BADLY AS YOU SUGGEST, WHY WOULD SO MANY PEOPLE CONTINUE TO WANT TO MOVE HERE? THE IMMIGRATION STATISTICS ARE KIND OF AMAZING OVER THE LAST TEN YEARS.

Now for specific questions/concerns - How many first and second floor storefronts are being planned?

WE ARE NOT PLANNING TO PUT ANY STOREFRONTS ON SECOND FLOORS. ONLY LL BEAN MAY HAVE PART OF ITS STORE ON THE SECOND LEVEL. THE RETAIL PLAN FOR THE PROJECT IS NOW UPLOADED ONTO THE WEBSITE,

WWW.YOURDOWNTOWNDARIEN.COM AND YOU CAN SEE IT ONLINE. THE LL BEAN STORE DESIGN IS NOT FINALIZED SO THIS IS PRELIMINARY, BUT IT GIVES YOU A SENSE OF THE LAYOUT OF THE STOREFRONTS.

I believe there is space available for the current stores who wish to come back (number?) so how many storefronts need to be filled?

WE HAVE OFFERED EVERY STORE OR SERVICE PROVIDER THE OPPORTUNITY TO COME BACK TO THE NEW PROJECT. SOME WE HAVE TO RELOCATE DURING CONSTRUCTION, AND SOME WILL TAKE A BREAK DURING CONSTRUCTION. WE ARE IN ACTIVE DIALOGUE WITH ALL OF THE TENANTS ON THIS TOPIC NOW.

Is there going to be a ban on nail salons or banks renting one of these storefronts?

WE WOULD LIKE TO OFFER SUNNY NAILS THE OPPORTUNITY TO RETURN TO THE PROJECT, AS WE THINK THAT SUNNY HAS A STRONG FOLLOWING IN DARIEN, AND MANY PEOPLE WE SPEAK WITH LOVE SUNNY AND HER BUSINESS. WE WOULD NOT PUT ANOTHER NAIL SALON IN THE PROJECT. WE DO NOT INTEND TO PUT A BANK IN THE PROJECT, OUR EMPHASIS IS GOING TO BE ON RETAIL AND RESTAURANTS ON THE FIRST FLOOR. WHEN WE BUILT 1020 BOSTON POST ROAD, WE COMMITTED NOT TO PUT NAIL SALONS, BANKS OR DRY CLEANERS ON THE FIRST FLOOR FOR AT LEAST 10 YEARS. WE ARE THE ONLY DEVELOPER TO HAVE EVER MADE SUCH A COMMITMENT TO THE TOWN OF DARIEN.

What is the current number of business offices in town? Are they fully occupied? If not, why is this plan proposing such a large number of new business offices? There are already a number of empty office spaces for rent on the Post Road. If the current available office spaces cannot be rented, why create more office space when the town cannot fill the current office spaces?

WE OWN SEVERAL OFFICE SPACES IN DARIEN, AND OUR BUILDINGS ARE 100% LEASED. MOST OF THE HIGH QUALITY BUILDINGS LOCATED NEAR THE TRAIN STATION (WITHIN WALKING DISTANCE) ARE 100% LEASED OR NEARLY SO. WE BELIEVE THAT OFFICE IS A GREAT COMPONENT OF A MIXED-USE PROJECT FOR THE REASONS OUTLINED ABOVE. MUCH OF THE OFFICE STOCK IN DARIEN IS OLD AND TIRED, FUNCTIONALLY OBSOLETE. WE BELIEVE THAT THE MARKET WILL BE DESIROUS OF HIGH QUALITY OFFICE SPACE IN DARIEN, WITHIN WALKING DISTANCE OF THE TRAIN AND ALL THE AMENITIES DOWNTOWN DARIEN HAS TO OFFER.

What is the anticipated traffic to the LL Bean store? The few LL Bean stores in the surrounding areas are situated in malls where there is ample parking and access. The location of this proposed store has neither.

A FULL TRAFFIC STUDY WILL ACCOMPANY OUR PRESENTATION TO PLANNING & ZONING. WE HAVE ONLY DONE PRELIMINARY STUDIES THUS FAR, AND THERE

APPEARS TO BE NO ISSUE WITH THE TRAFFIC GENERATED BY THE PROJECT. LL BEAN HAS TOLD US WHAT PARKING THEY REQUIRE, AND WE ARE PROVIDING IT TO THEM. I AM NOT SURE IF YOU UNDERSTAND OUR PLAN, THERE WILL BE TWO LEVELS OF UNDERGROUND PARKING ON-SITE, FOR RETAILERS, OFFICE TENANTS, AND RESIDENTS TO USE. THE INTENTION IS TO OFFER THE PARKING AT NO CHARGE TO VISITORS TO THE STORES OR RESTAURANTS.

How many employees will be needed to staff this store? Have they guaranteed a certain number of jobs for those that live in Darien?

I DO NOT KNOW THE ANSWER TO THIS QUESTION, BUT I WILL FIND OUT. WE HAVE NOT ASKED LL BEAN TO GUARANTEE JOBS FOR DARIEN RESIDENTS, BUT I AM SURE THAT THEY WOULD BE OPEN TO THE IDEA OF OFFERING WORK TO DARIEN PEOPLE WHO WANT IT. FROM MY INTERACTIONS WITH THEM OVER THE LAST FEW YEARS, I HAVE BEEN SO IMPRESSED WITH THEIR CULTURE AND INTEGRITY. I WOULD RECOMMEND YOU RESEARCH THE TOPIC OF HOW THEY HAVE MET THE MASSIVE INCREASE IN DEMAND FOR THEIR CLASSIC LL BEAN BOOTS (GOOGLE), IT TELLS AN INTERESTING STORY ABOUT THEIR FEELINGS ABOUT RESPONSIBILITY TO THE COMMUNITIES IN WHICH THEY WORK. IF YOU CAN'T FIND THE ARTICLES, LET ME KNOW AND I WILL SEND YOU A COPY.

How many parking spots are being set aside for the retail stores and business tenants? At full occupancy of the retail stores and offices suites, how many people will there be and how many cars/parking spots will be needed to accommodate them? How many parking spots will then be available for everyone else?

THIS WILL ALL BE IN THE PARKING ANALYSIS THAT WE PRESENT TO THE TOWN, AND THE STUDIES THAT WE CONDUCT. REST ASSURED, WE WILL BE CERTAIN TO PROVIDE ENOUGH PARKING TO SUPPORT OUR TENANTS. WE DO NOT KNOW THE EXACT TENANT MIX YET, THIS WILL DRIVE THE NUMBER OF PARKING SPACES CREATED BELOW. GENERALLY, WE EXPECT TO PROVIDE 1 OR 2 PARKING SPACES FOR EVERY APARTMENT, 3 SPACES FOR EVERY 1,000 SQUARE FEET OF OFFICE SPACE, AND 4 SPACES FOR EVERY 1,000 SQUARE FEET OF RETAIL OR RESTAURANT SPACE. THIS IS A HIGHER LEVEL OF PARKING THAN WOULD BE EXPECTED TO BE PROVIDED FOR A SIMILAR PROJECT IN A SIMILAR LOCATION.

KNOW ALSO THAT THE TYPICAL APPROACH TO THESE SITUATIONS IS THAT THE DEVELOPER MUST PUT FORWARD TRAFFIC AND PARKING ANALYSIS, AND THEN THE TOWN WILL HIRE AN INDEPENDENT CONSULTANT TO "PEER REVIEW" THE DEVELOPER'S CONSULTANT'S WORK (AND WE PAY FOR THAT BUT THE RELATIONSHIP OF THE PEER REVIEWER IS LEGALLY WITH THE TOWN). THIS IS THE SAME APPROACH AS WAS TAKEN TO WHOLE FOODS.

While the town green is nice, I don't see the need for it. It is just another thing to be enjoyed seasonally and putting the farmer's market there is not a big enough attraction to draw me to the there.

DARIEN HAS NEVER HAD A TOWN GREEN, AND GROVE STREET PLAZA HAS MET WITH AN ENORMOUSLY POSITIVE RESPONSE FROM THE COMMUNITY. WE CAN DISAGREE ON THIS POINT. FARMERS MARKETS ARE BELOVED BY MANY, AND WE WOULD LIKE TO DO ALL THAT WE CAN TO GET MORE PEOPLE SUPPORTING THE FARMERS MARKET IN DARIEN. WE BELIEVE THAT BY PUTTING THE MARKET MORE "FRONT AND CENTER" MORE PEOPLE WILL USE IT, AND THAT CANNOT BE A BAD THING IN OUR OPINION. WE ALSO HOPE TO SHOW MOVIES ON THE GREEN, OR POTENTIALLY CREATE A SEASONAL ICE RINK SIMILAR TO WHAT IS DONE IN PORTSMOUTH, NEW HAMPSHIRE (GOOGLE PUDDLE DUCK POND ICE RINK IN PORTSMOUTH).

Additionally, I question placing the stores that are currently in this proposed development area around this green. If after 17 years they have not drawn me in there's no chance they will do that in their new location.

ARE YOU SAYING THAT YOU HAVE NOT SHOPPED IN ANY OF THESE STORES IN 17 YEARS? PERHAPS THE PROBLEM IS THAT WE DON'T OFFER ALL THAT YOU WANT? WHERE DO YOU SHOP GENERALLY?

The only business that I frequent on a regular basis is the Post Office. While not a profitable tenant, it is a business that is needed.

WE INTEND TO OFFER THE POST OFFICE A PLACE IN THE NEW PROJECT, WE ARE IN DISCUSSIONS WITH THEM NOW TO FIGURE OUT HOW LARGE A POST OFFICE "STORE" WOULD NEED TO BE. AS YOU CAN IMAGINE, THE POST OFFICE HAS BEEN MASSIVELY IMPACTED BY THE INTERNET AND TECHNOLOGY, AND THEY ARE TRYING TO FIGURE OUT WHAT THE POST OFFICE OF THE FUTURE LOOKS LIKE. WE AGREE THAT THE POST OFFICE IS AN IMPORTANT COMPONENT OF OUR PROJECT AND WE WILL BE DOING ALL THAT WE CAN TO OFFER THEM A PROPER SPACE.

Why not move that into the green?

WE MAY DISAGREE HERE, AS WE DON'T BELIEVE THAT THE POST OFFICE SHOULD BE IN A PRIME LOCATION. FROM OUR POINT-OF-VIEW, THE POST OFFICE IS A DESTINATION, SO IT CAN GO IN A PLACE SIMILAR TO ITS EXISTING SPACE, ON CORBIN DRIVE TOWARD OLD KINGS HIGHWAY SOUTH. THAT IS WHERE WE ARE GOING TO PROPOSE THEY GO. WE WOULD RATHER PUT A GREAT RESTAURANT, OR MARKET BUILDING, OR FUN STORES, AROUND THE NEW TOWN GREEN.

How extensive will the changes to the sewer system need to be to handle the proposed stores, businesses and housing?

WE HAVE ALREADY HAD TIGHE & BOND, OUR CIVIL ENGINEERS, CONDUCT A STUDY OF SEWER CAPACITY FROM OUR SITE TO THE STONY BROOK PUMPING STATION AND THE ANALYSIS SUGGESTS THAT THE CAPACITY (EXISTING) IS SUFFICIENT TO HANDLE THE FUTURE DEMAND OUR PROJECT WOULD CREATE. AS SOON AS THAT REPORT IS FINALIZED, IT WILL BE UPLOADED TO OUR WEBSITE AND IT WILL BE SUBMITTED TO THE TOWN AS PART OF OUR APPLICATION.

How extensive will the changes need to be to handle the electrical needs of the proposed stores, businesses and housing? Will electric cables be underground? Will this specific area have it own power transformer so as not to bring the rest of the Post Road down if there are power issues?

ALL OF THE ANALYSIS REQUIRED OF THIS QUESTION WILL BE DONE ONCE WE KNOW THE BASIC MIX OF USE, WITH A HIGHER DEGREE OF CERTAINTY, BUT BASED UPON WHAT WE HAVE INITIALLY PROPOSED THE CAPACITY OF THE EXISTING SUPPLY IS MORE THAN SUFFICIENT. WE HAVE BEEN IN EXTENSIVE MEETINGS WITH EVERSOURCE (WAS CL&P) ABOUT THE PROJECT BOTH IN TERMS OF GAS AND ELECTRICITY NEEDS. WE ARE ALSO WORKING WITH EVERSOURCE, THE TOWN OF DARIEN, AND OUR ENGINEERS AND ARCHITECTS ON A PLAN TO BURY THE POWER LINES IN A SIGNIFICANT PART OF DOWNTOWN. NEXT TIME YOU WALK OR DRIVE DOWNTOWN ALONG THE POST ROAD BY OUR PROJECT, CONSIDER WHAT IT WOULD LOOK LIKE IF THOSE POWER POLES, POLE-MOUNTED TRANSFORMERS, AND WIRES WERE ALL BURIED.

How long is construction expected to last?

AT THIS TIME, CONSTRUCTION IS EXPECTED TO TAKE 18 MONTHS. WE BELIEVE THAT WE MAY BE ABLE TO ACCELERATE THE OPENING OF THE STORES, HOWEVER, AND THE STREETS AND PARKING AROUND THE PROJECT, TO 12 MONTHS. WE ARE STUDYING THIS NOW.

Why is there concern about making the parking lots more walk-able? I've never had an issue with them. They are well maintained and well lit. The concern should be focused on making the Post Road and other streets/roads leading to town walk-able.

WE AGREE WITH YOU THAT THE CENTER STREET LOT IS WELL-LIT AND WALKABLE. I DON'T THINK THAT THE PARKING LOT BETWEEN GROVE STREET PLAZA AND THE DARIEN SPORT SHOP IS EASILY WALKED. WE ARE VERY FOCUSED UPON CREATING GREAT SIDEWALKS, BEAUTIFUL STOREFRONTS, AND ELIMINATING BACK-OUT PARKING AND CURB CUTS, ALL OF WHICH SHOULD INCREASE THE PROPENSITY OF PEOPLE TO WALK, AND THE SAFETY OF WALKING.

Where is the demand coming from for such high-end luxury apartments? In the presentation, it is implied that only those from Tokencels would be interested in these apartments. I take offense that only those that with a perceived large amount

money would be interested in these apartments and that they are the only ones interested in downsizing.

I DON'T KNOW WHY YOU WOULD SAY THAT WE IMPLIED THAT ONLY PEOPLE FROM TOKENEKE WOULD BE INTERESTED IN THE APARTMENTS WE WOULD CREATE. WHAT WE HAVE STATED AND WRITTEN IS THAT DARIEN DOES NOT HAVE LARGER CONDOMNIUM UNITS WHICH ARE DESIRABLE TO MANY PEOPLE IN DARIEN. MOVING FROM A 2,000 SQUARE FOOT (OR 5,000 SQUARE FOOT) HOUSE INTO A 900 SQUARE FOOT APARTMENT IS NOT WHAT MANY WANT, AND THAT IS WHY SO MANY PEOPLE MOVE FROM DARIEN AFTER THEIR KIDS HAVE LEFT THE HOUSE TO SMALLER HOMES IN ROWAYTON OR NEW CANAAN, OR ELSEWHERE. OUR INTENT IS TO CREATE LARGER, TWO BEDROOM UNITS FOR OLDER PEOPLE WHO WANT TO STAY IN DARIEN. I DON'T THINK WE HAVE EVER IMPLIED ANYTHING ABOUT WHAT NEIGHBORHOOD THE NEW RESIDENTS WOULD BE MOVING FROM, TO LIVE IN OUR PROJECT.

I think there is more of a demand for more affordable midrange housing. I also think the marketing of these apartments to empty nesters is misplaced. I have recently downsized and am in a temporary location until I can find what I want in town. I have one child in college and one child in 8th grade. I no longer need or want a house and its related expenses. I would love to rent a condo or apartment in town but they are usually sold or rented without ever making it to the marketplace. I know of many people in town who would love live in these apartments and all of them have children. And we would live here year-round which would mean more money would be spent here in town. You are focusing on the wrong population for these apartments.

WE HAVE BUILT MANY RENTAL APARTMENTS IN DARIEN, AND THEY ARE NOT ALWAYS RENTED BEFORE THEY COME TO MARKET (THOUGH THEY OFTEN ARE, WHICH SAYS TO US THAT THERE IS A LOT OF DEMAND FOR RENTAL HOUSING ALSO). THE PALMER PROJECT AND THE FEDERAL PROJECT, AS WE UNDERSTAND THEM, WILL INCLUDE RENTAL APARTMENTS. WE ARE FOCUSED UPON CREATING A BALANCE IN SUPPLY, AND WE WOULD PREFER TO BUILD FOR SALE UNITS. YOU NEED TO UNDERSTAND THAT MANY IN TOWN ARE CONCERNED ABOUT RENTAL HOUSING CREATING MORE DEMAND FOR SCHOOL SERVICES FOR EXACTLY THE REASONS YOU DESCRIBE. YOUR POINT-OF-VIEW IS VALID, OF COURSE, BUT YOU SHOULD KNOW THAT ONE OF THE SINGLE BIGGEST CONCERNS WE HEAR ABOUT FROM PEOPLE IS THE IMPACT ON SCHOOLS OF CREATING MORE HOUSING DOWNTOWN. WE ARE TRYING TO FIND THE RIGHT BALANCE, AND I THINK THAT THE TOWN ACKNOWLEDGES THAT WE NEED TO HAVE A HEALTHY MIX OF HOUSING OPTIONS TO CREATE A STABLE COMMUNITY IN DARIEN. WE DON'T WANT ALL OF OUR OLDER, LONG-TIME RESIDENTS TO LEAVE ONCE THEIR KIDS ARE OUT OF THE HOUSE, AND WE WANT TO PROVIDE AN AFFORDABLE OPTION FOR A FAMILY LIKE YOURS THAT MAY BE IN TRANSITION.

ALSO, KNOW THAT AS PART OF DARIEN'S ZONING REGULATIONS WE ARE NOW REQUIRED TO CREATE 12% OF THE NEW UNITS AS "AFFORDABLE" UNDER THE STATE STATUTES. I DON'T KNOW WHAT YOUR INCOME LEVEL IS, BUT IF YOU QUALIFIED FOR THESE UNITS YOU COULD CERTAINLY APPLY FOR THEM, AS WELL. WE CAN DISCUSS THIS WHEN WE MEET.

How many apartments in total are planned for this development? Are all the apartments going to be high-end luxury apartments? How much storage space is available in the apartments? Will there be additional storage space available in the buildings?

WE HOPE TO BUILD APPROXIMATELY 80 UNITS. WE ARE FOCUSED UPON THE IDEA OF SELLING ALL OF THE UNITS, THOUGH WE MAY RENT SOME OF THEM. THAT IS TO BE DETERMINED, BUT AT THIS TIME, I WOULD ASSUME THAT WE ARE SELLING ALL OF THE UNITS. WE WILL BE INCLUDING SOME KIND OF STORAGE FOR THE APARTMENTS, AS WE DID AT 1020 BOSTON POST ROAD AND PENNY DID AT GROVE STREET PLAZA. WE HAVE NOT DECIDED IF ALL OF THE UNITS WILL BE FINISHED IN THE SAME WAY, WITH THE SAME PRICING EXPECTATION, OR IF WE WILL CREATE A MIX. WHEN WE MEET, I CAN SHOW YOU THE VARIOUS APARTMENT BUILDINGS, THEY DO HAVE DIFFERENT STYLES AND THERE MAY BE AN OPPORTUNITY FOR US TO DIFFERENTIATE AMONG THEM AND CREATE A MIX OF PRICE POINTS AND STYLES. WE HONESTLY HAVE NOT GOTTEN TO THE POINT OF OUR ANALYSIS YET. AT THIS POINT, WE ARE REALLY JUST FOCUSING UPON THE BASIC OUTLINES OF THE DESIGN, THE NUMBER OF STORES, THE NUMBER OF APARTMENTS, THE OFFICE SPACES, THE PUBLIC SPACES, THE PARKING AND THE STREETS AND SIDEWALKS. ALL OF THAT WORK WILL COME SOON.

Can the apartments be sublet?

WE HAVE NOT YET DETERMINED WHETHER CONDOMINIUM UNIT OWNERS WILL BE ALLOWED TO RENT THEIR UNITS. IN SOME CASES, OWNERS ARE ALLOWED TO RENT THEIR UNITS BUT THERE ARE RESTRICTIONS ON THE DURATION OF LEASES (SAY 2 YEARS MAXIMUM). THIS IS HOW MIDDLESEX COMMONS CONDOMINIUM ASSOCIATION WAS STRUCTURED.

Will there be any fees associated with the apartments? Will pets be allowed in the apartments?

FOR THE APARTMENTS WHICH WE RENT TODAY AT 745 BOSTON POST ROAD OR 1020 BOSTON POST ROAD, THERE ARE NO FEES ASSOCIATED WITH THE RENTAL UNITS. TENANTS ONLY PAY FOR ELECTRIC, GAS, CABLE AND TELEVISION. WE PAY FOR THE WATER CONSUMED AND REFUSE REMOVAL. ONE THING I SHOULD SHARE WITH YOU IS THAT GIVEN THE HIGH QUALITY MATERIALS WE USED IN BUILDING 1020 BOSTON POST ROAD OR 745 BOSTON POST ROAD (GOOD WINDOWS, SPRAYFOAM INSULATION, HIGH EFFICIENCY GAS HEATING UNITS AND

RENAI WATER HEATERS) OUR TENANTS SPEND ONLY \$30 TO \$50 PER MONTH IN THE DEAD OF WINTER HEATING THEIR APARTMENTS.

In the presentation, you indicate that at least 2 parking spaces will be allocated to each apartment? What if construction limitations limit the number of parking spots to one per unit?

OUR CURRENT PLAN IS TO PROVIDE TWO PARKING SPACES PER UNIT FOR RESIDENTS. VISITORS WOULD BE EXPECTED TO PARK ON THE STREET OR IN THE GARAGE WHERE RETAIL CUSTOMERS WOULD PARK.

Where will overflow/visitor parking be? Will parking on the Post Road/Corbin/Old Kings Highway have time limits?

THE TIME LIMITS FOR PARKING IN THE AREA AROUND THE PROJECT ARE TO BE DETERMINED, THIS WOULD BE PART OF THE CONVERSATION WITH THE TOWN. I WOULD IMAGINE AT THIS TIME THAT THE MOST PROXIMATE PARKING WOULD HAVE THE SHORTEST TIME LIMIT, SAY ONE OR TWO HOURS, SO THAT THOSE SPACES WOULD BE DESIGNED TO MEET THE NEEDS OF THE PERSON MAKING A QUICK STOP TO DOWNTOWN DARIEN.

Who is funding this project? Who is paying for the infrastructure changes needed for this project?

WHILE DISCLOSING THIS INFORMATION IS NOT REQUIRED OF ANY ZONING APPLICATION, I WILL SHARE IT WITH YOU. THE OWNERS OF THE PROJECT ARE ME, THE GLASSMEYER FAMILY, AND THE FAMILY OF RICHARD GUNTHER. THE GLASSMEYER'S HAVE BEEN FRIENDS OF MINE SINCE AROUND 1972, AND RICHARD GUNTHER WAS MY BOSS FOR TEN YEARS (1990 TO 2000), AND HAS BEEN MY PARTNER FOR 25 YEARS. HE RAN GLOBAL REAL ESTATE FOR BANKERS TRUST COMPANY AND THEN DEUTSCHE BANK FOR MANY YEARS. HE AND I TOGETHER DEVELOPED 195 DANBURY ROAD IN WILTON, CONNECTICUT, AND HE IS AN ACTIVE REAL ESTATE INVESTOR. EACH OF US HOLDS APPROXIMATELY 30% OF THE PROJECT, AND THE MERCEDE FAMILY OF STAMFORD OWNS APPROXIMATELY 10% OF THE PROJECT. THE MERCEDE FAMILY HAVE BEEN LONGTIME FRIENDS OF MY FAMILY, AND THEY ARE OUR PARTNERS IN 1020 BOSTON POST ROAD.

What is the anticipated financial benefit for this project for the town?

THE TAXES CURRENTLY PAID BY THE PROJECT TO THE TOWN EQUAL APPROXIMATELY \$280,000 PER YEAR. DEPENDING UPON THE ULTIMATE OUTCOME, WE BELIEVE THAT THE TAXES SHOULD INCREASE TO SOMEWHERE BETWEEN \$3 AND \$4 MILLION PER YEAR. THIS DOES NOT INCLUDE PERSONAL PROPERTY TAX HELD BY THE BUSINESSES, WHICH COULD BE VERY SIGNIFICANT. THE IMPORTANT BENEFIT TO CONSIDER, ALSO, IS THAT THIS SIGNIFICANT TAX

INCREASE WOULD BE ACHIEVED WITH NO INVESTMENT BY THE TOWN (WE DO NOT INTEND TO ASK THE TOWN TO PARTICIPATE IN ANY OF THE COSTS REQUIRED OF THE PROJECT) AND IF WE ARE RIGHT IN PREDICTING WHO WILL LIKELY BUY THE APARTMENTS WE ARE CREATING, THERE WILL BE NO RESULTANT DEMAND FOR SCHOOL SERVICES ARISING FROM THE PROJECT.

How long is this project expected to take?

IN TOTAL, WE BELIEVE THAT THE PROJECT WILL TAKE 18 MONTHS TO BUILD. WE BELIEVE, HOWEVER, THAT WE MAY BE ABLE TO OPEN THE RETAIL STORES AND THE PARKING LOTS MORE QUICKLY. WE ARE WORKING ON THAT ANALYSIS NOW.

How do you plan to minimize the impact the of the construction inconvenience?

WE HAVE WORKED ON SEVERAL CONSTRAINED SITES BEFORE, AND WE WILL DO OUR BEST TO MINIMIZE THE INCONVENIENCE. WE ARE GOING TO HIRE VERY QUALIFIED CONSTRUCTION COMPANIES TO HELP US DEVELOP THE OPTIMAL PLAN. PENNY AND I ARE BOTH RESIDENTS OF DARIEN, AS ARE MY PARENTS. BELIEVE ME WHEN I SAY, WE ARE TOTALLY FOCUSED UPON MINIMIZING THE DISRUPTION CAUSED BY THE PROJECT! WHEN YOU COME TO MY OFFICE I CAN SHOW YOU SOME OF THE PRELIMINARY ANALYSIS THAT HAS BEEN DONE AROUND STAGING THE CONSTRUCTION OF THE PROJECT.

Finally, we have come to the major reasons I think this plan is not viable for our town. First, at no point in the presentation was the current, longstanding Post Road traffic issues addressed. Most days a traffic cop is needed to keep the traffic moving efficiently on the Post Road. And most days there is an issue on I95 that drives traffic off of I95 onto the Post Road and other side roads in Darien. The two lane Post Road and its ancillary roads cannot handle the anticipated volume of traffic that will be created due to this development. Forcing people to park in the parking lots behind the Post Road is a temporary solution to redirecting the traffic from the Post Road. These cars will end up back on the Post Road no matter what is done. That is a huge problem. Additionally, the parking lot behind 1020 Post is at max capacity now. I don't see what can be reasonably done to create parking spots needed to include the current parking demands and the new parking demands generated by this project.

YOU RAISE TWO QUESTION HERE, PARKING AND TRAFFIC. LET ME GIVE YOU SOME INSIGHTS INTO EACH.

ON PARKING, OUR APPROACH IS GOING TO CENTER UPON THE IDEA THAT WE WILL PROVIDE SUFFICIENT PARKING ON-SITE SO THAT WE WON'T BE CONSIDERING THE "EXCESS CAPACITY" OF THE EXISTING STREET OR LOT SPACES IN DARIEN. OUR PRELIMINARY ANALYSIS SUGGESTS THAT WHILE THIS WILL BE EXPENSIVE, IT CAN BE DONE, AND THAT IS OUR FOCUS.

ON TRAFFIC, WE HAVE ENGAGED A HIGH CALIBRE TRAFFIC ENGINEER, TIGHE & BOND, TO HELP US ENSURE THAT THE TRAFFIC FLOWS WILL WORK IN AND AROUND THE SITE. I CAN WALK YOU THROUGH SOME OF THE PRELIMINARY INPUTS WHEN WE MEET, BUT IN GENERAL, CONSIDER THE FOLLOWING:

APARTMENTS—OUR FOCUS IS UPON DESIGNING THE UNITS TO MEET THE PARTICULAR NEEDS OF EMPTY NESTERS. WE BELIEVE THAT MANY OF THESE FOLKS WILL BE RETIRED, AND SO THEIR COMMUTATION PATTERN WON'T BE THE TYPICAL 7 AM OUT AND 7 AM RETURN. IF THEY ARE WORKING IN NEW YORK, AND TAKING THE TRAIN, THEY WOULD LIKELY WALK TO THE TRAIN AND NOT EVEN TOUCH THEIR CAR. WE ALSO BELIEVE MANY OF THESE PEOPLE WILL ONLY BE SPENDING PART OF THEIR YEAR IN DARIEN, AND SO FOR MUCH OF THE YEAR, THEY WON'T BE GENERATING ANY TRAFFIC ON THE POST ROAD AT ALL.

OFFICE—WE HAVE BUILT SEVERAL OFFICE BUILDINGS IN DARIEN, AND SO WE KNOW THAT MANY OF THE PEOPLE WHO WORK IN THESE BUILDINGS COME TO WORK BY TRAIN. IF YOU SIT AT THE DARIEN TRAIN STATION LOT AT 8 AM EACH MORNING, YOU CAN SEE THE INCREDIBLE NUMBER OF INBOUND COMMUTERS TO DARIEN WHO WORK ON OLD KINGS HIGHWAY SOUTH, THE BOSTON POST ROAD, AND TOKENEKE ROAD. IN OUR ESTIMATION, ABOUT HALF OF THE EMPLOYEES OF OUR HIGH QUALITY BUILDINGS COMMUTE TO WORK BY TRAIN. THE OTHERS OFTEN LIVE LOCALLY, AND SO THEY WOULD DRIVE TO WORK, BUT THE NUMBER OF DRIVERS IS LESS THAN WE WOULD NORMALLY FIND IN AN OFFICE BUILDING THAT WAS NOT LOCATED WITHIN WALKING DISTANCE OF A METRO NORTH TRAIN STATION.

RETAIL—IN REALITY, WE ARE NOT ADDING AS MUCH RETAIL AS YOU MIGHT THINK, AND I WILL WALK YOU THROUGH THIS WHEN WE MEET. WE ARE ELIMINATING THE POST OFFICE SORTING AND DELIVERY FACILITY, WHICH WILL SIGNIFICANTLY REDUCE SOME OF THE TRAFFIC THAT THE POST OFFICE GENERATES. WE WILL BE WORKING WITH THE POST OFFICE, AS MENTIONED ABOVE, TO INCORPORATE A "STORE" FOR THE USPS. WE BELIEVE THAT APPROXIMATELY 20,000 SQUARE FEET OF OUR EXISTING STORES WILL COME BACK. WE ARE PROPOSING A 20,000 SQUARE FOOT LL BEAN STORE (WHICH WILL INCLUDE A BIKE SHOP AND BIKE REPAIR FACILITY), TWO RESTAURANTS, A COFFEE SHOP, AND THEN MAYBE 4 MORE STORES.

I welcome the opportunity to discuss these issues with you.

CATHERINE, YOUR QUESTIONS WERE VERY COMPREHENSIVE AND COVERED AS FAR AS I CAN TELL ALL THE BASES, AND ALL THE KEY POINTS THAT YOU AND OTHERS SHOULD BE RAISING. SOME OF WHAT YOU RAISE, IN MY OPINION, IS PERSONAL IN NATURE (FOR EXAMPLE, WHY CONTINUE THE REVITALIZATION OF DOWNTOWN DARIEN, OR WHY EVEN BUILD A TOWN GREEN) BUT I HOPE THAT THESE ANSWERS ARE HELPFUL FOR YOU TO CONSIDER AND I HOPE THAT I HAVE

**ALLAYED SOME OF YOUR CONCERNS. WE CAN DISCUSS THEM IN GREATER
DETAIL WHEN WE MEET, AND ANY OTHER QUESTIONS YOU MAY HAVE AFTER
CONSIDERING MY RESPONSES.**

**I LOOK FORWARD TO MEETING YOU AND THANK YOU FOR TAKING SO MUCH
TIME TO PUT FORWARD YOUR THOUGHTS.**

Sincerely,

Cathy Barrett

cc: J. Ginsburg, Planning and Zoning Director

David Genovese

From: web@yourdowntowndarien.com <dev@mcdonmott.com>
Sent: Sunday, April 08, 2015 3:05 PM
To: info@yourdowntowndarien.com
Subject: New submission from Contact Us

First Name

Cindy

Address

192 Old Kings Hwy South

Last Name

Hampton (Van Solver)

City

Darien

State

CT

Email

Cindyhampton@shawcable.net

Zip Code

06820

Phone #

203-665-3080 / 203-247-0570

Message

To the Baywater Team,

What if any impact studies have been done regarding the impact of this project to OIG-15 and the other ancillary roads?? I posed this question years back and am still waiting for a response from someone! OIG-15 cannot handle any more over flow from Route 1 and this project will CLEARLY have an impact that can't be ignored! Improvements to Down Town are great, but let's look at the impact all around!

As a long time Darien resident (my children are 8th generation) I have worked diligently over the years with other OIG-15 residents to try and keep OIG-15 a safe neighborhood street. We petitioned for speed bumps and only received three out of the five we were promised by the Town. We also went to the State of CT for the "No Thru Truck" signage approval. OIG-15 is an old carriage road that has become overloaded with traffic over the years. The residence of OIG-15 deserve to have an understanding of how this project will effect us and should not be ignored.

I will look forward to hearing from someone on this matter.

Thank you!

Cindy Hampton

Interested in

General Inquiry

David Genovese

From: CINDY HAMPTON <cindyhampton@sbcglobal.net>
Sent: Tuesday, April 05, 2016 11:00 PM
To: David Genovese
Subject: Re: Email

My youngest, Morgan, is also a 6th grader at MMS. She is a trooper and took it in stride, probably better than I did!

I do have major concerns and I'm not afraid of "lengthy" or "technical". I welcome the opportunity to understand the proposed analysis and share some insight. I will be happy to once again rally the OKHS and neighboring residents to meet with John and others.

It is my hope that people realize that OKHS is a historic road that can't take any more of the down town traffic overflow. The road is literally falling apart from the volume of traffic it sees. We worked very hard to get the 25 MPH speed signs posted, petitioned for the speed bumps, and went to the State for the "No Thru Truck" signs and even with these deterrents it has done little to preserve the road.

I will look forward to meeting you tomorrow night and continued dialogue on this matter.

Thank you!

Sent from my iPhone

> On Apr 5, 2016, at 2:54 AM, David Genovese <david.genovese@baywater.net> wrote:

>
> Thanks Cindy....I'm so sorry about your youngest child...what grade is he or she in? I have two at Middlesboro, Lily (8th grade) and Ryan (9th grade).

>
> I have heard literally the opposite about the Whole Foods intersection, including from Middlesboro Commons residents, your observation catches me by surprise. I think that the analytical evidence supports the statement that the intersection functions better now than it ever has, since the improvements. This will all be part of our analysis.

>
> Your concerns are legitimate but the answers may be lengthy and technical. I would suggest that if you have these kinds of concerns, we should meet with John with others on Old Kings Highway South at some time, after we have done all of our detailed analysis, and we can share it with you and explain it. You can also give us some insights before we start the analysis, to ensure that we don't miss anything.

>
> Does that make sense?

>
>
> From: CINDY HAMPTON <cindyhampton@sbcglobal.net>
> Sent: Monday, April 4, 2016 11:15 PM
> To: David Genovese
> Cc: John W. Block
> Subject: Re: Email

>
> Hi David,

> I am sorry I was unable to get back to you until now. It has been a long Monday beginning with my youngest face planting on the stairs at Middlesex and breaking both front teeth.

> I did reach out on this site last year when it came through a Facebook share, but I did not hear back from anyone at that time.

> I am familiar with Waze, but it is only one of a number of GPS apps and the traffic on OJHS began picking up long before these became popular. I grew up on OJHS and we have been in our current home since 1999 and the traffic has just gotten progressively worse year after year. People are constantly using OJHS to avoid Route 1 and readily admit it. They can jump on OJHS and avoid no less than 5 traffic lights by doing so. I am not sure who believes that Whole Foods has not had a real impact, but that's really not true. The traffic light rotation between Route 1 North and South, Ledge Road, the I-95 south bound exit and Leroy Ave. takes so long people have told me they avoid it at all costs, unless they are actually going to Whole Foods.

> Thank you for including Mr. Block, I will look forward to meeting him and learning more about the traffic studies that have been or will be conducted.

> I am not sure that we will have an opportunity to meet or speak before the meeting on the 8th, but I will look forward to meeting you as well.

> Thank you!

> Cindy

> Sent from my iPhone

>> On Apr 4, 2016, at 5:30 AM, David Genovese <david.genovese@baywater.net> wrote:

>> Cindy, absolutely. I saw a few notes on the newspaper websites from people I'm guessing are neighbors about Old Kings Highway South. When you say the website, I think you mean the SWPRA Route 1 Corridor Study site? I just want to be sure as I don't think we received anything from you via our website, www.yourdowntownderien.com, before this weekend. I want to be sure it is working properly, as we have gotten many notes from many people. Also, I want to make sure I didn't miss your email.

>> I am happy to meet with you any time about the project and the evenings are fine. I could even meet tonight if you like. Let me know what time you could meet me, my office is above Grif's Pharmacy.

>> The OJHS traffic has gotten worse, my hypothesis is, due to Waze. Have you used this app? I think that it is re-routing traffic along OJHS that would otherwise be on the Post Road.

>> We believe that given our project's location adjacent to north and southbound entrances and exits to I-95, we won't materially increase traffic in other parts of Derien, in the same way that Whole Foods is considered by most to have not had real impact. I'm copying John Block here, John is our engineer and his firm, Tighe & Bond, is doing all of the traffic studies. John will be with us on Wednesday night so you can meet him, as well.

>> I look forward to meeting with you. Let me know if tonight may work, otherwise, we can find another night.

>> All the best,

>> David

>> From: CINDY HAMPTON <cindyhampton@sbcglobal.net>

>> Sent: Sunday, April 5, 2016 10:40 PM

>> To: David Genovese

>> Subject: Re: Email

>>

>> Hi David,

>>

>> Thank you for your response. While I may not have spoken with you I have been raising concerns for years regarding the proposed down town renovations and the impact to OKHS. When the website first went up I sent e-mails and spoke several times with SWRPA reps when the Route 1 corridor studies began. I was assured that OKHS would be looked at. The 2013 Study barely touches on OKHS and sadly anyone who thinks OKHS will not be significantly impacted by what is being proposed down town only needs to live on this road to see how wrong that is.

>>

>> I would be happy to meet with you to discuss this, but since I work, evenings would be best for me. I will remain hopeful that with all the down town focus the impact to OKHS hasn't once again been lost in the process! I do plan on attending the meeting on April 8th.

>>

>> Jessica is my niece!

>>

>> Thank you again,

>>

>> Cindy

>>

>> Sent from my iPhone

>>

>>> On Apr 5, 2016, at 9:13 PM, David Genovese <david.genovese@baywater.net> wrote:

>>>

>>>

>>> Cindy

>>>

>>> I received your note tonight but this is the first I have heard from you. You said you sent a note years ago, to whom?

>>>

>>> Happy to discuss any time. Please email me some good times to meet.

>>>

>>> Are you related to Jessica? I know her well from the Darien yr

>>>

>>> David

>>>

>>>

>>> Sent from my iPhone

>>> Please excuse any typos

David Genovese

From: Anne Bayler <abavler@bavlerdesign.com>
Sent: Wednesday, April 13, 2016 6:39 PM
To: David Genovese
Subject: RE: I saw your Darien project

Wow, thanks for your detailed answers!
Especially being that you are in Florida.

It sounds like you answered her concerns so the word needs to get out!
I'll be there on the 17th and looking forward to hearing Robert Stern.

Good luck!
It will be great for Darien and increase property values for the residents.

Anne Bayler - Bayler Design, LLC - 277 Rowayton Avenue, Rowayton, CT 06863
P 203.388.1818 / C 203.607.0621 - abavler@bavlerdesign.com

From: David Genovese [<mailto:david.genovese@nywater.net>]
Sent: Wednesday, April 13, 2016 6:18 PM
To: Anne Bayler <abavler@bavlerdesign.com>
Subject: Re: I saw your Darien project

Anne, some thoughts for you, in all caps. I will try to go meet the notary when I am back from Florida, here with my family this week.

Sent from my iPad

On Apr 13, 2016, at 5:13 PM, Anne Bayler <abavler@bavlerdesign.com> wrote:

Hi David:

I was at the Library today getting something notarized and saw your Darien project model and renderings. It looks fantastic!

The notary saw me looking at it and spoke up. She said that she was a life-long Darien resident and is dead set against it.

I asked her why and she said this:

- It doesn't fit the character of Darien. I asked her to explain and she said that Darien is a small quaint town. I think that New Canaan, Greenwich and Westport have all had much nicer down towns and it's about time we update!

THIS IS A BIG ISSUE, WE HAVE HAD MANY DISCUSSIONS WITH ARB AND THE TOWN HISTORIAN AS DARIEN DOES NOT REALLY HAVE AN ARCHITECTURAL STYLE. IT EVOLVED AS JUST A HODGE PODGE OF MOSTLY BAD BUILDINGS. I THINK THAT THE THREE STORY

BUILDINGS ALONG THE POST ROAD AND THE TOWN GREEN ALSO KEEP THE SCALE DOWN. THINK ABOUT THE BUILDINGS THAT ARE DOWNTOWN TODAY, ESPECIALLY THE ONES WE ARE REPLACING...ARE THEY REALLY QUAIN AND REPRESENTATIVE OF A "NICE NEW ENGLAND TOWN"?

- She said there is no parking. Is there parking?

LOTS OF PARKING AROUND THE PROJECT, ALONG ALL THE STREETS INTERNAL AND EXTERNAL TO THE PROJECT, AND THEN MASSIVE PARKING UNDERGROUND. PLAN IS FOR TWO STORIES OF PARKING BELOW GRADE, THE DEEPEST BEING FOR OFFICE AND APARTMENT TENANTS, THE NEXT LEVEL UP BEING FOR RETAIL VISITORS WITH MANY ENTRANCES AND EXITS, QUICK WAYS IN AND OUT. WE HAD DESIGNED ANOTHER VERSION OF THE PROJECT WITH A MULTI-STORY ABOVE-GRADE PARKING STRUCTURE THAT WOULD SIT ALONG I-95 WHICH WOULD CANDIDLY BE CHEAPER AND LESS RISKY TO EXECUTE, BUT THAT FORCED COMPROMISES IN THE BUILDINGS THAT WE COULD CONSTRUCT AND THE TOWN GREEN IDEA WAS VERY SMALL....SO WE WERE LEAD TO THIS NEW PLACE

- The school population will increase which will increase taxes.

DEFINITELY NOT A RISK. WE HAVE STUDIED DOWNTOWN HOUSING, ESPECIALLY THE CONDOS, AND CAN SHOW THAT THERE ARE VERY, VERY FEW KIDS IN THE SCHOOLS LIVING IN THE DOWNTOWN HOUSING UNITS. WE HAVE ONLY ONE CHILD IN OUR RENTALS, AND HE IS THE SON OF A TEACHER WE RENT AN AFFORDABLE UNIT TO. WE INTEND TO SELL THESE CONDOS TO EMPTY NESTERS AND WE HAVE GOTTEN ENORMOUS RESPONSE FROM THE MARKET, NONE OF THESE UNITS WOULD HAVE CHILDREN FROM WHAT WE CAN SEE. THE TAXES THE PROPERTIES WE WOULD REDEVELOP CURRENTLY PAY IS ABOUT \$280,000. WE PROJECT NEW TAXES APPROACHING \$4 MILLION, WITH NO IMPACT ON SCHOOLS. SO TO THE CONTRARY WE FEEL LIKE THIS PROJECT IS THE PERFECT WAY TO (A) IMPROVE QUALITY OF LIFE IN DARIEN BY ENHANCING DOWNTOWN (B) IMPROVE PROPERTY VALUES THROUGHOUT DOWNTOWN, ESPECIALLY IN THE NEIGHBORHOODS NEAR DOWNTOWN, (C) CREATE SIGNIFICANT ADDITIONAL TAX REVENUES THAT CAN HELP PAY FOR THE NECESSARY IMPROVEMENTS IN OUR SCHOOL SYSTEM. OVER THE TWENTY YEAR PERIOD TO 2010, THE TOWN POPULATION INCREASED BY ABOUT 6 PERCENT, BUT SCHOOL AGE POPULATION (K-12) INCREASED BY 80%. THIS IS TOTALLY UNSUSTAINABLE AND KIND OF SCARY, FINANCIALLY. WE HAVE TO GET RID OF THE PORTABLES NOW (ESPECIALLY GIVEN SANDY HOOK) AND THE SCHOOL CLASSROOMS ARE AT OR ABOVE CAPACITY, SO THIS IS A GREAT WAY TO PAY FOR THE IMPROVEMENTS THAT ARE STARING US IN THE FACE.

- The trees that are shown are not accurate, because it will take years for them to grow to be that large and will probably be the locusts that are outside the library.

WE'LL PLANT SOME MATURE TREES....LOOK AT GROVE STREET PLAZA TODAY...AND WE WILL PICK GOOD VARIETIES, THIS IS NOT SOMETHING TO WORRY ABOUT.

- The traffic will be horrendous even though a road is being added by I 95.

MANY OF US WORRIED ABOUT THE SAME WHEN WHOLE FOODS WAS BUILT, BUT WITH GOOD DESIGN (GETTING CARS OFF THE POST ROAD QUICKLY, ELIMINATING THE BACK-OUT PARKING) WE CAN MITIGATE THE INCREASE IN TRAFFIC. WE SHOWED THAT THE INCREASE IN RETAIL IS ONLY REALLY LL BEAN PLUS TWO RESTAURANTS, 66 APARTMENTS WHICH WON'T GENERATE A LOT OF RUSH HOUR TRAFFIC AND AN INCREMENTAL 45,000 SQUARE

FEET OF OFFICE. WE BELIEVE STRONGLY THAT THE OFFICE WILL BE OCCUPIED BY PEOPLE WITH LOTS OF IN-BOUND TRAIN COMMUTERS, JUST AS WE HAVE SEEN ON OLD KINGS HIGHWAY SOUTH. WE ALREADY HAVE ABOUT 45,000 SF OF OFFICE IN THE EXISTING PROPERTIES, SO REALLY JUST DOUBLING IT, BUT MAKING IT MORE LIKELY TO BE UTILIZED BY HEDGE FUNDS, PRIVATE EQUITY FIRMS, ETC. WHO WILL HAVE LOTS OF YOUNG PEOPLE COMING IN FROM NEW YORK. YOU WOULD ESPECIALLY UNDERSTAND THE OFFICE IDEA, HAVING WORKED IN STAMFORD FOR SO MANY YEARS...DARIEN COULD HAVE VERY HIGH QUALITY OFFICE (BETTER QUALITY THAN OLDER GREENWICH OFFICE BUILDINGS) WITHIN EASY WALKING DISTANCE OF THE TRAIN STATION, WITH NO CHARGE FOR PARKING, AND RENTS HALF THAT IN GREENWICH. THE KEY, THOUGH, IS THE AMENITY-RICH ENVIRONMENT. NOW WE HAVE WHOLE FOODS, RESTAURANTS, COFFEE SHOPS, YOGA STUDIO, GYM...SO THIS WOULD BE A GREAT PLACE TO LOCATE A FINANCIAL SERVICES FIRM THAT IS LOOKING FOR BETTER VALUE THAN GREENWICH, AND MANY MORE AMENITIES THAN STAMFORD.

- It will not be safe or pedestrian friendly

THAT COULDN'T BE FURTHER FROM THE TRUTH, CROSSWALKS WILL BE INSTALLED, SIDEWALKS INSTALLED, BACK-OUT PARKING ELIMINATED, THE TOWN GREEN WON'T HAVE ANY CARS ON IT. WHOLE IDEA IS CENTERED UPON MAKING IT PEDESTRIAN FRIENDLY, AND MAKING DOWNTOWN MORE FRIENDLY TO THE PEDESTRIAN.

- Where will the Post office be located? She likes where it is now and she said there were no plans for the new post office.

WE ARE WORKING WITH THE POST OFFICE ON A PLAN FOR A NEW POST OFFICE IN THE PROJECT, ABOUT WHERE THEY ARE LOCATED NOW (IN THE PROPOSED OFFICE BUILDING). THIS CAME UP IN THE MEETING ON APRIL 6...ACTUALLY, A UNION REPRESENTATIVE FOR THE POST OFFICE CAME TO THE MEETING. WE ARE WORKING HARD TO FIND THEM A TEMPORARY, AND PERMANENT, PLACE. THE POST OFFICE IS ACTUALLY GOOD FOR RETAILERS, AS IT GENERATES FOOT TRAFFIC.

I know that you are super busy, but I would love to hear how the meeting on April 8th went and your response to some of her concerns.

I see that there are meetings scheduled for May 17th and 31st. Are they open to the public?

YOU SHOULD DEFINITELY COME ON THE 17TH, ROBERT STERN WILL BE PRESENTING, AS WILL OUR RETAIL CONSULTANT, BOB GIBBS. WE HAVE A GREAT GROUP WORKING ON THIS. PUBLIC COMMENT PROBABLY WON'T BE ALLOWED UNTIL THE 31ST, SO YOU CAN WATCH THE 17TH ON TV IF YOU PREFER BUT GIVEN YOU ARE IN THE BUSINESS, YOU SHOULD COME IF YOU HAVE TIME! I THINK YOU'LL GET A KICK OUT OF BOB STERN.

THANKS SO MUCH FOR THE INSIGHT HERE. WE ARE REALLY TRYING HARD TO ANSWER EVERYONE'S QUESTIONS IN A TIMELY MANNER. THE SUPPORT APPEARS TO BE BUILDING...BUT WE'LL SEE. IT WILL REALLY TAKE A VILLAGE TO MAKE IT HAPPEN!

Thanks!

Anne

David Genovese

From: Bill Sash <spreaditaround@hotmail.com>
Sent: Thursday, July 23, 2015 9:57 AM
To: dg@beywater.net; David Genovese; dgenovese@beywater.net
Subject: Your proposed changes to downtown Darien

Mr. Genovese,

I just read your proposal for downtown Darien.

I just moved here I am extremely concerned that you would consider changing the face of the town so radically and potentially infusing it with even MORE traffic. I'm sure if you polled Darien residents none would say they one thing they wish their town had was more of a strip-mall feel with offices and parking garages.

I live within walking distance of downtown and your proposal would just about destroy the investment I have made in my new home. I can't even imagine the increase in vehicle traffic that 500 parking spaces, offices and apartments would bring as everyone will be taking the back roads to get to their downtown destination or residence to avoid the increase in Post Road traffic.

The safety of my children and all children who live close to downtown will be severely compromised by these changes and adding a service road to I-95 behind downtown Darien only compounds my fears.

Your concerns about what keeps you up at night about the mall in Norwalk are about as far from the concerns of your fellow Darien residents as can be. What keeps us residents up at night are increased traffic, our children's safety and the preservation of Darien's intimate downtown setting.

Greenwich is Greenwich. Westport is Westport. Darien is Darien and my neighbors and I will not sit idly by while you try to change that.

Sincerely,
A concerned resident

David Genovese

From: HarpuFSS <harpuafss@gmail.com>
Sent: Friday, July 24, 2015 12:17 PM
To: David Genovese
Subject: Re: Downtown Darien Project

David,

No problem, thanks for the detailed response, it's much appreciated.

I will be in touch soon.

Have a great weekend.

Sincerely,
Tom Tondillo

On Fri, Jul 24, 2015 at 5:48 AM, David Genovese <david.genovese@hwywriting.net> wrote:

Tom,

Sorry for not responding earlier...I put my kids to bed last night and fell asleep next to my daughter, fully clothed!

To meet or not soon is completely your choice. I do think that if I walk you through the project and its components, and how we see the street network functioning, it may relieve some of your concern. The ideas that we incorporated into the right actually come from the Post Road Corridor Study prepared by SWRPA, the State of Connecticut, these were recommended changes by them after months of study, a few years ago. I can try to find the link to that report and I will send it to you.

I want you to know that I grew up in Darien, and I live here also with my family. We really would not put something forward if we thought that it would cause problems. We have excellent traffic engineers and consultants, as well, who will help us design the project in such a way that it will have the least impact on Darien. It may even improve the traffic situation compared to what exists today. I know that you find that hard to believe, but when we walk you through the entirety of the project, I think that if you can keep an open mind, you may see it in a different way.

Touch base whenever it is convenient for you. I am seriously happy to meet whenever you wish to explain the ideas and concepts to you, and why I do not think that you should be worried.

Sincerely,

David Genovese

From: Harpu FSB <harcourt@small.com>

Sent: Thursday, July 23, 2015 7:41 PM

To: David Genovese

Subject: Re: Downtown Darian Project

Mr. Genovese,

After speaking with neighbors, I think it could be fruitful to meet and discuss our concerns as a community once we have had a chance to fully think things through as some of us are kind of in a state of shock at the moment.

In a nutshell Old Kings Hwy S is a residential street with many families. We already get afternoon rush traffic from people trying to bypass the traffic on I-85. New apartments and office buildings as well as the creation of two new streets and a service road to Old Kings Hwy S would increase traffic exponentially as it would be used constantly for residents and office workers to bypass downtown traffic.

If it's okay with you, I'd like to get back to you when we are ready.

I know your time is valuable and I appreciate you taking a moment to respond.

Sincerely,
Tom Torillo

On Thu, Jul 23, 2015 at 10:35 AM, David Genovese <david.genovese@bayswater.net> wrote:
Thank you, Tom.

Would you be willing to meet with me to discuss your concerns?

David

Sent from my iPhone
Please excuse any typos

On Jul 23, 2015, at 10:50 AM, HarpuaF58 <harpuaF58@gmail.com> wrote:

Mr. Genovese,

As a courtesy, I am copying you on the email I have sent to the editor of The Darien Times and the Darien Planning & Zoning Commission and Architectural Review Board concerning your proposal for downtown Darien.

Thank you for your time.

Sincerely,
Tom Terrillo
108 Old Kings Hwy S
Darien, CT 06820
(203) 964-3061

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I just read David Genovese's proposal for downtown Darien and the surrounding area.

<http://darienite.com/two-big-proposed-projects-would-change-the-face-of-downtown-darien-halshis-1114>

As someone who just moved to Darien last year I am extremely concerned about the impact of these projects on the quality of life in Darien. I did not move here to be surrounded by offices, apartment buildings and parking garages.

Traffic is bad enough in town and with these proposals, even with the proposed new streets, I can't even imagine how much worse traffic will get not to mention changing the look and feel of Darien from a small-town idyllic setting to something more akin to a strip mall.

Also, as someone who lives on Old Kings Hwy S, the impact of this development on our investment in our new home will be severe. Our street can be busy as it is and connecting a service road for I-95 to it will no doubt make it even busier and less safe for all families who live on it.

I have already been contacted by many residents and you can be assured that these changes will not go unchallenged.

Tom Terrillo
Darien, CT

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