

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 (Aqarion 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: _____

DARIEN PLANNING AND ZONING COMMISSION
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: _____

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

DARIEN PLANNING AND ZONING COMMISSION
 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:*

	<u>Submitted</u>	<u>Waived</u>
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**

OCTOBER 5, 2016

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**PETITION OF
BAYWATER CORBIN PARTNERS, LLC**

TO

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

OCTOBER 15, 2016

NARRATIVE

I. INTRODUCTION

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 Darien community and in 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 City, Gibbs Planning Group of Birmingham, Michigan, 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.

A map and legal description of the proposed Corbin Subarea are included in this Application at Tab 7 and A-8. Marked and unmarked versions of the proposed text amendments are included at Tab 9 and Tab 10.

II. PREVIOUS APPLICATION (COZM #3-2016 & COZR #7-2016)

The Applicant filed the previous Application requesting zoning map and text amendments for the area bounded by Boston Post Road, Corbin Drive and Interstate 95. After several public hearing and post-hearing deliberations, the Applicant withdrew the Application because during their deliberations, Commission members raised questions and apparently made assumptions that were not raised or addressed during the public hearing. The Applicant withdrew the application so that additional information could be presented to the Commission prior to the close of the public hearing on the present Application.

The present Application differs from the previous Application in several ways. The most significant difference is the proposed building heights. The previous Application requested building heights of 6 stories and 95 feet, with specific areas within which 6, 5, 4 and 3 story buildings would be allowed. The present Application requests a maximum building height of 5 stories and 75 feet, which is 20 feet lower than the 95 feet requested in the previous Application. In addition, the areas within which 5, 4 and 3 story buildings would be allowed have been modified so that the higher buildings would be allowed in significantly smaller areas, with lower vertical height limits than in the previous Application. The present Application also includes several suggested changes to the proposed text amendments that address comments made during the public hearing.

The previous Application was based upon a development concept which was discussed extensively with Darien's Architectural Review Board (the "ARB"). In a letter Dated December 1, 2015, the ARB stated its general support of the project as proposed, and its appreciation of the reductions in height proposed by the Applicant following the conceptual discussion with the PZC and ARB in the summer of 2015. (A- ____ [December 1, 2015 ARB Letter])

In addition, the previous Application was submitted under the Town Plan of Conservation and Development that was in effect at the time the application was filed. Since the previous Application was filed, the new, 2016 Town Plan of Conservation and Development was adopted. Accordingly, the present Application is made under, and must be guided by the 2016 Plan.

The record in the previous Application included substantial evidence of immense public support for the proposed map and text amendments, and the underlying project as presented by the Applicant. Although the present Application differs from the previous Application in various respects, the Applicant incorporates by reference the entire record of the previous Application.

III. CONSISTENCY OF THE PROPOSED ZONING MAP AND TEXT AMENDMENTS WITH THE DARIEN TOWN PLAN OF CONSERVATION AND DEVELOPMENT

The proposed amendments to the Zoning Map and the Zoning Regulations, and Baywater's project, are consistent with the 2016 Town Plan of Conservation and Development (the "Plan"). Relevant sections of the Town Plan are contained in the supporting appendix. The following are some of the more relevant excerpts from the Town Plan.

The Town Plan begins with the Board of Selectmen's Vision Statement, which contains the following 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.

- *Darien continues to be primarily a New England style, single-family dwelling community.*
- *The Town Plan must balance growth and development with preservation and protection of the existing ecosystem on which our future depends, i.e. open space, the Long Island Sound, coastal habitat, our streams, ponds and wetlands.*
- *Downtown and traditional neighborhood commercial centers or corridors, through scale, character and density should create a strong sense of place for living, shopping and dining and add to the vitality of our community.*
- *Multi-modal transportation and pedestrian-friendly streetscape should be complimentary to the character of our town.*
- *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, development and infrastructure improvements. Thoughtful, dynamic leadership continues to be necessary to ensure our community implements the blueprint provided by this Town Plan.

Darien Board of Selectmen

(A-21 [Plan at 9 (Vision Statement)]) The proposed map and text amendments are consistent with this Vision Statement.

Most notably, during the past several months, citizen involvement has been substantial. The Applicant has met with hundreds of individuals and groups to explain the project, and has maintained website for the project at

www.yourdowntowndarien.com. These efforts have resulted in substantial support, as the website has received thousands of hits, and hundreds of comments expressing strong public support. In addition, nearly 1,000 Darien residents have indicated their support by signing an on-line petition that was started by private citizens, who published the petition in a local newspaper. The Darien Chamber of Commerce has submitted a letter of support of the project.

Chapter 11 of the Plan, which is entitled, "Guide Business and Economic Development," discusses business and economic development in Darien, and cites "three key benefits to the community:

- *jobs for residents of the community and the region,*
- *goods and services for residents of the community and the region, and*
- *net tax revenue which helps support community services."*

The same Chapter states the Town's goal, where appropriate, to:

- *promote economic diversity,*
- *expand and diversify the non-residential tax base, and*
- *expand the employment base.*

(A- ___ [Plan at 107]). To this end, the Plan identifies the following goals in promoting business and economic development:

1. *Continue to encourage business and economic development to provide jobs, provide goods and services, and enhance the tax base.*
2. *Continue to work with the Chamber of Commerce and other organization to promote economic growth of Darien.*
3. *Continue to encourage vibrant commercial areas.*
4. *Carefully review any proposal to rezone existing commercial properties for other uses.*

(A-47 [Plan at 108]) Notably, the Plan identifies downtown Darien as an opportunity "for redevelopment of existing sites to better meet market conditions and opportunities," and states the following:

Darien has an excellent regional location, a number of areas zoned for business development, and benefits from having some key locational advantages within the town:

- *two train stations (Darien and Noroton Heights),*
- *Interstate 95 with 4 full or partial interchanges,*
- *Boston Post Road (US Route 1), and*
- *bus transit services.*

The location of the proposed Corbin Subarea and the proposed text amendments fit all of these locational advantages. The proposed subarea is within one quarter mile of the Darien train station, it abuts Interstate 95 at the southbound Exit 11 off ramp, and one side of the Subarea is on Boston Post Road, which is along a Connecticut Transit bus route. (A-47 to A-49 [Plan at 108-110])

Chapter 8 of the Plan, which is entitled “Maintain and Enhance Downtown,” discusses the past, present and future of the downtown area, and includes sections entitled “Encourage Appropriate Development,” “Maintain Character,” “Enhance The Downtown Street System,” “Enhance Pedestrian-Friendliness,” “Manage Downtown Parking,” “Modify Downtown Zoning Regulations,” and “Address Other Downtown Issues.” The following is a list of the more pertinent policies and goals stated in Chapter 8:

Policies:

Continue to encourage the “resilient adaptation” of downtown as a vibrant and dynamic place with a “sense of place.”

Seek to be pro-active in terms of establishing and implementing an overall vision for downtown with particular sensitivity to scale and density.

Guide to future downtown development in ways consistent with Darien’s New England character.

Maintain and enhance the design review process for downtown.

Ensure that traffic issues and improvements are addressed.

Create shorter “Street” blocks (could be proud public or private):

- *Make . . . Street connections to shorten blocks.*

Focus on the quality of the streetscape (the “public realm”) in downtown, not just development on private lands.

Continue to focus on enhancing the pedestrian experience:

- *Appropriate sidewalk widths*
- *Buildings brought close to or at the street*
- *A continuous Street façade*
- *Active first floor uses / outdoor dining, etc.*

Continue to promote a parking philosophy where people park once downtown and visit many destinations as a pedestrian.

Consider public/private partnerships to expand the parking supply in appropriate locations

Regularly review and update zoning regulations to allow for and encourage/require appropriate development in the downtown area.

Continue to encourage the creation of meaningful public places in the downtown area.

Make appropriate accommodations in downtown for cyclists and provide amenities (bike racks/storage, etc.).

Enhance utility infrastructure in the downtown area:

- *Undergrounding of wired utilities.*
- *Extend natural gas to support area development.*
- *Upgrade/maintain water service (pressure).*
- *Transition to LED lighting for area lighting.*

Consider common arrangements among property owners, businesses, and residents if, as and when desired.

To implement these policies, the Plan recommends the following action steps:

Supplement the design guidelines with additional material relevant to downtown:

- *encourage/require “public art”*
- *design guidelines for parking structures*
- *location and design of service areas (mechanical equipment, transformers, meters, delivery, refuse, recycling)*
- *indenting of doorways to avoid pedestrian conflicts*

Continue to budget for and provide for pedestrian amenities (trees, benches, lighting, flowers, hanging baskets, fountains, etc.).

Work with CT-DOT on improving crosswalks on Boston Post Road and connecting streets.

Revisit parking requirements and establish standards appropriate for a mixed-use downtown area.

Consider allowing multi-story parking structures (perhaps one-story below grade and two-stories or so above grade) in appropriate places (with an active street-level use in front).

Consider building height limitations and consider alternative approaches appropriate for the downtown, including allowing more building height in the downtown area when:

- *Impacts on the character of the area are considered*
- *Building walls are set back further from the curb*
- *The overall floor-area ratio remains appropriate*
- *A landmark feature is established in an appropriate location*
- *An open space plaza or a mall is provided*

Consider regulating development in downtown with a maximum floor-area ratio to complement a more flexible height standard.

Review the Zoning Regulations related to residential development in the downtown area.

Consider reinforcing downtown's "edges", including establishing gateway elements, if appropriate.

A-22 to A-35 [Plan at 69-82 (Chap. 8)]

The Plan also contrasts development in the Central Business District with development in the Noroton Heights business district, and sets a goal "for downtown to be a more 'prominent' place in the overall structure of the community than the Noroton Heights business district." (A-31 [Plan at 78])

The proposed map and text amendments will address all of these goals. As noted above, the Darien Chamber of Commerce already has expressed its support for the Applicant's project.

Chapter 8 also contains an illustration that shows how increasing the number of stories on a given site can be used to create more open surface areas, which can be used as public plazas, pedestrian ways and new streets.¹ (A-33 [Plan at 80])

The Plan also discusses residential development, with a view toward creating higher densities in downtown Darien:

Darien's zoning approach will continue to recognize the prevailing development pattern of:

- *a range of housing types to meet a broad array of housing needs;*
- *higher densities in and near downtown Darien and around the train station in the Norton Heights business district,*
- *moderate densities in areas with bus service.*

To this end, the Plan identifies the following policies:

2. *Maintain the basic organizational pattern of higher densities in and near downtown Darien and the Norton Heights business district and a reduction in densities as distance from the centers increase.*
3. *Within this overall framework, seek to provide for a range of housing types and densities to meet a broad array of housing needs.*

¹ Although the Applicant is not proposing a floor area ratio in this Application, the same effect can result from creating different height zones and requiring public plaza space. With appropriate architectural designs, varying building heights can be arranged to soften the appearance of higher structures. The Applicant has done so by relocating sixth floor area to lower floors to maintaining roughly the same total floor area in the project.

(A-37 [Plan at 98]) These policies signal a need for increased residential development in and near downtown Darien. As shown in the Residential Densities Map, at page 99 of the Plan, shows the proposed Corbin Subarea and the Central Business District as a “Non-Residential Zone.”

In addition, the Plan discusses “Housing Needs Of An Aging Population,” “Housing That Is More Affordable,” and “Other Housing Needs.” The Plan identifies the following policies

1. *Continue efforts to diversify Darien’s housing portfolio.*
2. *Continue to consider ways to address the housing needs of an aging population.*
3. *Continue to consider ways to provide for housing that is more affordable.*
4. *Seek to locate higher density housing near the train stations (Darien, Norton Heights) or on or near a bus transit line.*
6. *Continue to participate in efforts to create supportive housing for developmentally disabled people.*

To this end, the Plan recommends the following Action Steps:

7. *Review zoning provisions and locations for multi-family housing to ensure they are appropriate for the future.*
8. *Evaluate and consider eliminating size restrictions for multi-family units and rely instead on building size and bulk standards.*
9. *When and where appropriate, seek to place deed restrictions on housing units that are accessory to Special Permit uses in order to count such units as “affordable housing” quote for as long as they exist. More income limited elderly housing units to meet present and future community needs.*

(A-45 [Plan at 106])

In addition to the Goals and Action Steps related to business, economic and residential development, the Plan addresses parking needs in Chapter 13 (A-54 to A-62 [Plan at 125 to 139 ,Chap. 13 “Address Transportation Needs”), and infrastructure and utilities in Chapter 14 (A-63 to A-68 [Plan at 145 to 150 Chap. 14, “Manage Utility Infrastructure”]) The Plan recommends that the Town consider parking structures and reducing the dimensions of parking spaces. The proposed Corbin Subarea and text amendments will provide a framework for a substantial redevelopment of this portion of the Central Business District, and at the same time implement recommendations for parking, utilities, and infrastructure enhancements.

The proposed Corbin Subarea and accompanying regulations are consistent with the Plan's goals and action steps. The site is located on a public bus route, and is within walking distance (1/4 mile) of 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.

Additional commentary is inserted after the proposed new regulations and amendments to the existing regulations.

IV. TECHNICAL INFORMATION CONCERNING BUILDING HEIGHTS

The following discussion addresses questions and concerns raised during post-public hearing deliberations, and is intended to provide the Planning and Zoning Commission with specific, detailed information regarding the design of new mixed-use buildings. This additional information is intended to assist the Commission in understanding the specific, technical reasons for allowing increased building heights.

In the current retail real estate market, and for the foreseeable future, quality retail anchor tenants will demand first-floor ceiling heights of upwards of 20 feet, which is several feet higher than most, if not all, of the existing retail space within the Central Business District. Smaller retail tenants typically seek first-floor ceiling heights of 14 feet. This is discussed in detail in the accompanying letter of Jessica Curtis, Senior Managing Director of retail services at Newmark Grubb Knight Frank (A-69 to A-70). In its efforts to respond to the Commission's concerns about building height, the Applicant is seeking to create finished ceiling heights of 11 to 13 feet in the non-anchor retail spaces forming a part of the project.

The vertical space above the first-floor ceiling must be sufficient to accommodate several structural elements and mechanicals, including steel I-beams, air handlers, ducts and other HVAC elements, plumbing elements with their hangers, sprinkler systems, conduits for electrical and communications cabling, recessed lighting fixtures, and other elements. Above the I-beams are decking and several inches of poured concrete and finish flooring for the story above. To accommodate these elements. These requirements are discussed in the accompanying letters of Bruce D. Richardson, P.E./Principal of The DiSalvo Engineering Group (structural engineers) (A-71), and Joseph R. Bartels, P.E., LEED AP, Principal of Edwards & Zuck (mechanical, electrical and plumbing engineers) (A-72 to A-74). These experts recommend a minimum of 4-1/2 to 5 feet between floors, not including the thickness of the concrete floor above.

The Applicant is willing to accept building heights based on the following:

1. Anchor tenant:
 - a. First-floor ceiling height of 18 feet to the underside of the exposed second floor deck.
 - b. Second-floor ceiling height of 14 feet to the underside of the exposed third floor deck.
 - c. Third-floor ceiling height of 9 feet to the closed ceiling. This floor will be used as office space.
 - d. Vertical space above the first- and second- floors of 2 feet for structural members. The MEPs will be exposed below the structural members.
 - e. Vertical space of 5 feet above the third-floor ceiling.
 - f. Total building height of 52 feet.
2. Other mixed use buildings along Boston Post Road and Corbin Drive:
 - a. First-floor ceiling height of 12 feet along Boston Post Road (retail/office).
 - b. First-Floor ceiling height of 13 feet in the Meeting House and its annexes.
 - c. First-floor ceiling height of 12 feet in the Market Lane Apartment building.
 - d. Upper-floor ceiling heights of 9 feet (office/residential).
 - e. Vertical space of 4 feet between all ceilings and floors above.
 - f. Maximum building heights of 52 feet for 3-story maximum areas.
 - g. Maximum building heights of 60 feet for 4-story maximum areas.
 - h. Maximum building heights of 75 feet for 5-story maximum areas.

These dimensions are illustrated in schematic diagrams prepared by the Applicant's architects. (A-75 to A-84) Note that the actual building heights in the illustration vary. The heights listed above are the highest of the 3-, 4- and 5-stories in the project area. There is no longer a 6-story building in the project, no proposed 6-story building height in the proposed text amendments.

Historically, building height regulations for the Central Business District appear to have been based on the heights of buildings that were in existence at the time the regulations were adopted. Such buildings began their existence as residences, small businesses, or a combination of both. When they were built,

typical buildings of that size did not have HVAC systems requiring bulky air handlers and ductwork, large plumbing systems, recessed lighting fixtures, or other mechanical equipment located above ceilings. Indeed, many existing buildings in the Central Business District were built prior to the adoption of Darien's first zoning regulations. The proposed building heights will provide for properly designed, modern mixed-use buildings, which, in turn, will offer a vibrant, resilient downtown development into the future.

The Applicant also proposes to amend the parking space and aisle dimensions. The proposed dimensions are taken from page 135 of the Plan. The Plan includes a goal of discussing "where and how to provide for well-designed parking structures in the downtown," and an action step of implementing recommendations from parking studies conducted in 2007 and 2015. These include revising dimensional requirements for parking spaces and parking lot aisles. (A-58 [Plan at 135])

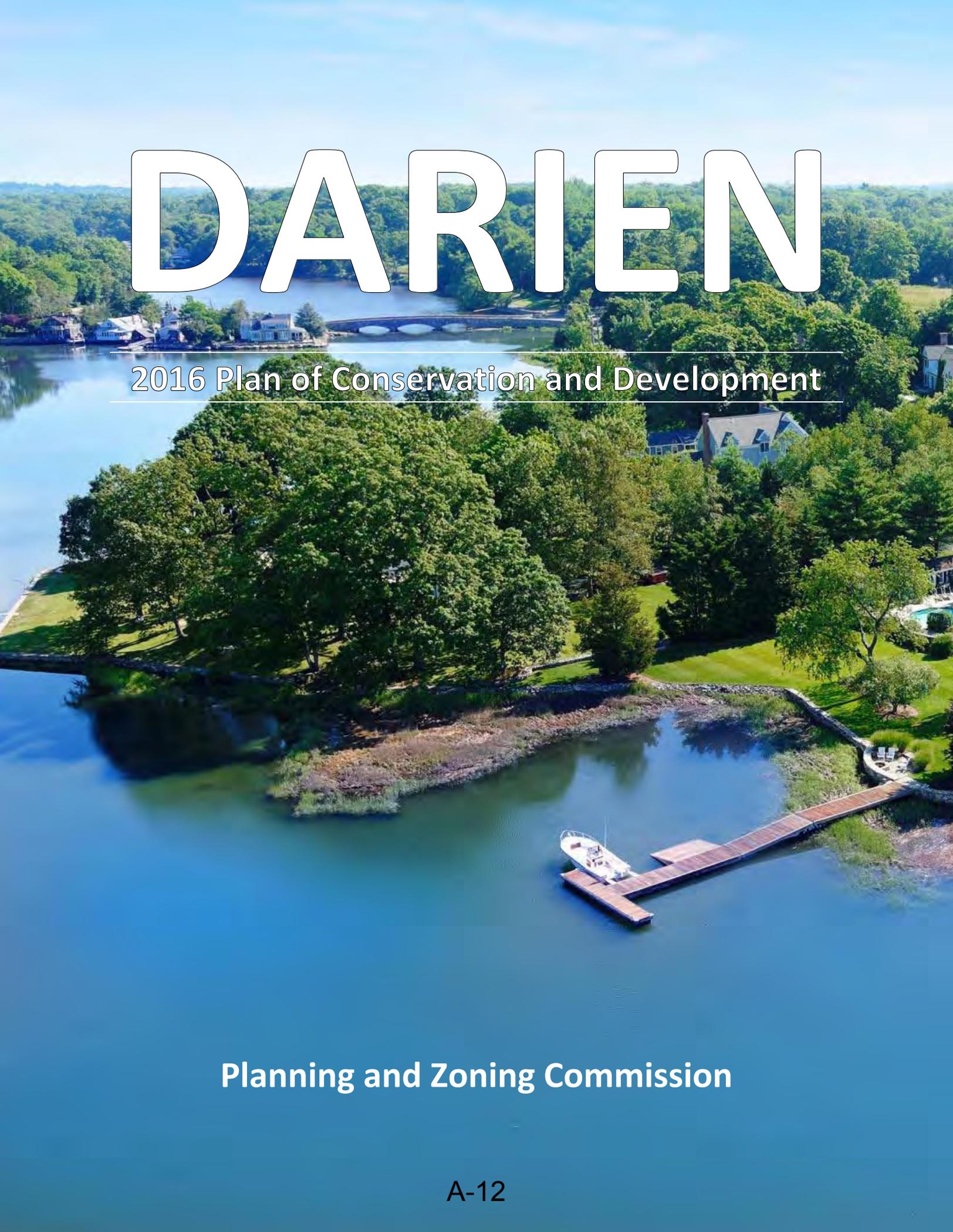
V. "FLOATING" ZONE AND "OVERLAY" ZONE CONCEPTS

During the public hearing on the previous Application, and during the post-hearing deliberations, a question arose concerning the desirability of creating a floating zone or an overlay zone. The Applicant made clear that the proposed map amendment and text amendments are designed for the specific area bounded by Boston Post Road, Corbin Drive, and Interstate 95. By definition, the proposed building height setbacks and step backs apply only to the proposed Corbin Subarea. Although the Planning and Zoning Commission might consider increased building heights in other areas of Darien, it should not be the Applicant's obligation to propose text amendments that extend beyond the proposed subarea.

On the other hand, the Commission has the discretion to initiate its own proposal for amending the Zoning Map and/or Zoning Regulations to provide for large redevelopment projects in other locations. The Commission should not deny the present Application simply because the proposed amendments apply only to the proposed subarea.

VI. CONCLUSION

As discussed above, the present Application is entirely consistent with the 2016 Darien Town Plan of Conservation and Development. The proposed amendments to the Zoning Map and Zoning Regulations provide a well designed framework for redevelopment of the Corbin block. Such redevelopment will enhance greatly the Central Business District, create a vibrant, long-term asset for Darien, enhance Darien's Grand List and real property tax revenue, and become a showpiece for Darien for years to come. The Applicant, along with the over 1000 residents who support this application and the underlying project, strongly urge the Planning and Zoning Commission to approve this Application.

An aerial photograph of a scenic lake area. In the background, a stone bridge with three arches spans across the water. Several houses are visible along the shoreline. The foreground shows a large, lush green island with a wooden dock extending into the water. A white boat is moored at the dock. The sky is clear and blue.

DARIEN

2016 Plan of Conservation and Development

Planning and Zoning Commission

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EXECUTIVE SUMMARY

Overview

This Plan of Conservation and Development (POCD) is an advisory document which is intended to provide a framework for consistent decision-making with regard to conservation and development activities in Darien. It is an update of the 2006 POCD.

Darien has a history of preparing plans to guide future conservation and development activities and it is in that spirit that this POCD has been prepared.

This POCD was prepared with an eye to two key things:

- Involving residents and property owners in identifying and refining of POCD recommendations
- Promoting implementation of the POCD following adoption.

The POCD focuses on identifying “policies” and “action steps”:

- A “policy” is an on-going policy or approach which does not generally have an end date.
- An “action step” is a recommended task that helps implement the strategy (a task has an end date or specific result).

Within the chapters of the POCD, these policies and action steps are assigned to “leaders” and “partners” so that the community will know who is responsible for accomplishing the recommendations of the POCD.

Coastal Location



Key Facilities

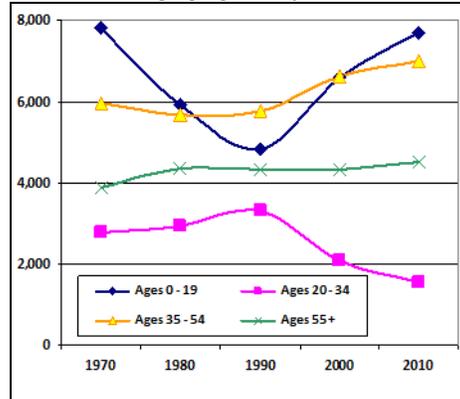


Planning Context

The first section of the POCD presents background information on:

- planning and POCDs,
- conditions and trends affecting Darien at the time the POCD was being prepared, and
- issues identified as important by Darien residents.

Changing Age Composition



Public Meeting Exercises



POCD Themes

The POCD is organized around three main thematic elements:

- **Conservation-Related Strategies** - Things Darien wants to protect or preserve in the future.
- **Development-Related Strategies** - How Darien wants to guide future growth and change.
- **Infrastructure-Related Strategies** - Facilities Darien wants to support the overall vision.

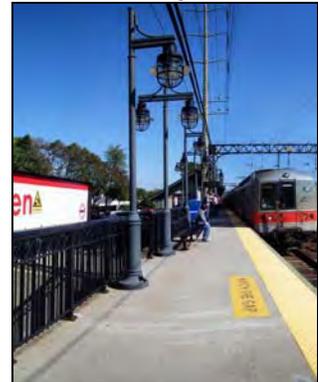
Conservation Strategies



Development Strategies



Infrastructure Strategies



Conservation Strategies

Maintain And Enhance Community Character

- Maintain And Enhance Overall Character
- Manage Character Features
- Protect Historic And Archeologic Resources
- Continue To Promote Architectural Character
- Promote Community Spirit

Preserve Open Space

- Preserve Open Space
- Enhance The Open Space Toolbox

Manage Coastal Resources

- Protect Coastal Resources
- Maintain And Enhance Coastal Access
- Address Other Coastal Issues

Protect Natural Resources

- Protect Water Quality
- Address Water Quantity and Flooding
- Protect Other Important Natural Resources

Downtown



Open Space



Coastal Resources



Natural Resources



Development Strategies

Maintain And Enhance Downtown

- Encourage Appropriate Development
- Maintain Character
- Enhance The Downtown Street System
- Enhance Pedestrian-Friendliness
- Manage Downtown Parking
- Modify Downtown Zoning Regulations
- Address Other Downtown Issues

Transform Noroton Heights Business District

- Transform Noroton Heights Business Area
- Address The Roadway System
- Enhance Pedestrian-Friendliness
- Ensure Appropriate Character
- Guide Private Development
- Enhance The Train Station And Associated Areas
- Address Other Issues In Noroton Heights

Manage Residential Development

- Maintain Residential Character
- Review Residential Zoning Provisions
- Continue To Diversify Darien's Housing Portfolio

Guide Business And Economic Development

- Promote Business / Economic Development
- Manage Business Development

Downtown



Noroton Heights



Infrastructure Strategies

Maintain And Enhance Community Facilities

- Address Community Facility Needs

Address Transportation Needs

- Address Overall Circulation
- Address Other Vehicular Transportation Issues
- Manage Parking
- Improve Pedestrian Options
- Improve Bicycling Options
- Improve Rail Services And Amenities
- Enhance Other Transit Services

Manage Utility Infrastructure

- Maintain and Enhance Piped Utilities
- Maintain and Enhance Other Utilities

Promote Sustainability And Resiliency

- Promote Sustainability
- Promote Resiliency

Community Facilities



Roadways



Utilities



Sustainability



Key Dates

Following a public hearing on May 10, 2016, the Plan of Conservation and Development was adopted at a Planning and Zoning Commission meeting on May 24, 2016 with an effective date of June 19, 2016.

However, in accordance with a policy established by the Connecticut Office of Policy and Management, State agencies consider this POCD to be in effect until May 24, 2026.

Revisions, if any, are listed below:

Adopted Date	Effective Date	Page(s)	Summary
5/24/16	6/19/16	All	Adoption of 2016 POCD

Town Plan 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.

- *Darien continues to be primarily a New England style, single-family dwelling community.*
- *The Town Plan must balance growth and development with preservation and protection of the existing ecosystem on which our future depends, i.e. open space, the Long Island Sound, coastal habitat, our streams, ponds and wetlands.*
- *Downtown and traditional neighborhood commercial centers or corridors, through scale, character and density should create a strong sense of place for living, shopping and dining and add to the vitality of our community.*
- *Multi-modal transportation and pedestrian-friendly streetscape should be complimentary to the character of our town.*
- *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, development and infrastructure improvements. Thoughtful, dynamic leadership continues to be necessary to ensure our community implements the blueprint provided by this Town Plan.

Darien Board of Selectmen

MAINTAIN AND ENHANCE DOWNTOWN

8

Overview

This section of the POCD suggests strategies for downtown Darien.

Darien residents are proud of the downtown. The pedestrian-oriented development patterns which exist in the downtown create a “sense of place” and this sense of place creates value because it attracts shoppers, workers, residents, and others. In addition, the downtown area supports many social activities (such as the farmer’s market, dining, events, concerts, art shows, parades, fairs, etc.) which are part of the overall quality of life in the community.

“Create a compelling vision, one that takes people to a new place, and then translate that vision into a reality ...”

Warren Bennis
American scholar / author

Downtown



Downtown



Yesterday



Today



Downtown Extension

Over time, it may make sense to consider extension of the CBD zoning to the areas east of Old Kings Highway South (presently zoned for office).

In the meantime, any redevelopment of this area should consider the potential for first floor retail uses and moving these buildings closer to the street. This would create a street environment similar to that emerging on Grove Street where the downtown walking environment extends to streets other than the Post Road.

Encourage Appropriate Development

History shows that downtown has grown and changed over the years. Change has happened, new buildings have been built and the character and vibrancy of downtown has been extended to streets behind the Post Road. As a result, the downtown has “resiliently adapted” over time to the changing needs of the community and its residents.

Recent development has improved the appearance and function of downtown and has balanced an increase in floor area with improvements in walkability and overall character. Darien residents are appreciative of the improvements and enhancements. In addition, residents have expressed a willingness to consider more uses and intensity provided it results in an attractive and pedestrian-friendly environment that is attractive and desirable (see the sidebar on page 72 for a discussion of findings from the Route 1 Study).

The “resilient adaptation” of downtown should continue to be encouraged. Infrastructure improvements (roadway capacity, utility capacity, etc.) should occur before or with development proposals.

Encourage Appropriate Development		
Policies	Leader	Partners
1. Continue to encourage the “resilient adaptation” of downtown as a vibrant and dynamic place with a “sense of place.”	PZC	
2. Seek to be pro-active in terms of establishing and implementing an overall vision for downtown with particular sensitivity to scale and density.	PZC	
3. Ensure appropriate transitions from downtown to adjacent residential areas.	PZC	

Outdoor Dining Opportunity



Newer Building



Maintain Character

While continued development and redevelopment of the downtown will occur, it is important that this be managed within overall performance parameters to maintain an appropriate character and scale.

The Architectural Review Board guides the design of new development in the downtown and elsewhere. These efforts will continue and should be enhanced. Another option would be to establish a “village district” as authorized by CGS Section 8-2j.

Enhance Downtown While Maintaining Character		
Policies	Leader	Partners
1. Guide future downtown development in ways consistent with Darien’s New England character.	PZC	ARB
2. Maintain and enhance the design review process for downtown.	ARB	PZC
Action Steps		
3. Supplement the design guidelines with additional material relevant to downtown: <ul style="list-style-type: none"> encourage / require “public art” design guidelines for parking structures location and design of service areas (mechanical equipment, transformers, meters, delivery, refuse, recycling) indenting of doorways to avoid pedestrian conflicts 	ARB	Staff
4. Consider establishing a “village district” overlay zone which extends out to include adjacent non-residential areas including parking lots (Town, private, State), when appropriate.	PZC	

Character Preservation

As was stated in the 2006 POCD, the overall philosophy has been to keep development consistent with the small-town New England character of Darien.

This does not mean that change cannot or will not take place. Rather, it means that future growth and development should contribute to, and be in keeping with, the overall character of the downtown.

Village District

Section 8-2j of the Connecticut General Statutes allows for the establishment of a village district overseen by the Planning and Zoning Commission.

Due to the “distinctive character, landscape and historic value” in the downtown area, the POCD specifically recommends the PZC consider establishment of a “village district” in the downtown area, when appropriate.

Possible Village District Location and Extent



Tax Increment Financing

The State recently enacted legislation to enable the use of “tax increment financing” in Connecticut municipalities (Public Act 15-57).

Tax increment financing (TIF) is a public financing method that allocates the future property tax *increase* (or increment) from a project area to funds invested by the municipality (infrastructure improvements, financing, property assembly, professional services, maintenance and operations, and other costs) associated with the project.

Municipalities can establish their own tax increment districts to meet local needs provided it is in accordance with statutory requirements.

Since the legislation has not been extensively used, it remains to be seen if this approach might be useful in Darien. Nevertheless, it could be a powerful tool to help accomplish things important to Downtown, Noroton Heights, or other areas in the community.

Enhance The Downtown Street System

Downtown Darien is organized around a street system which supports:

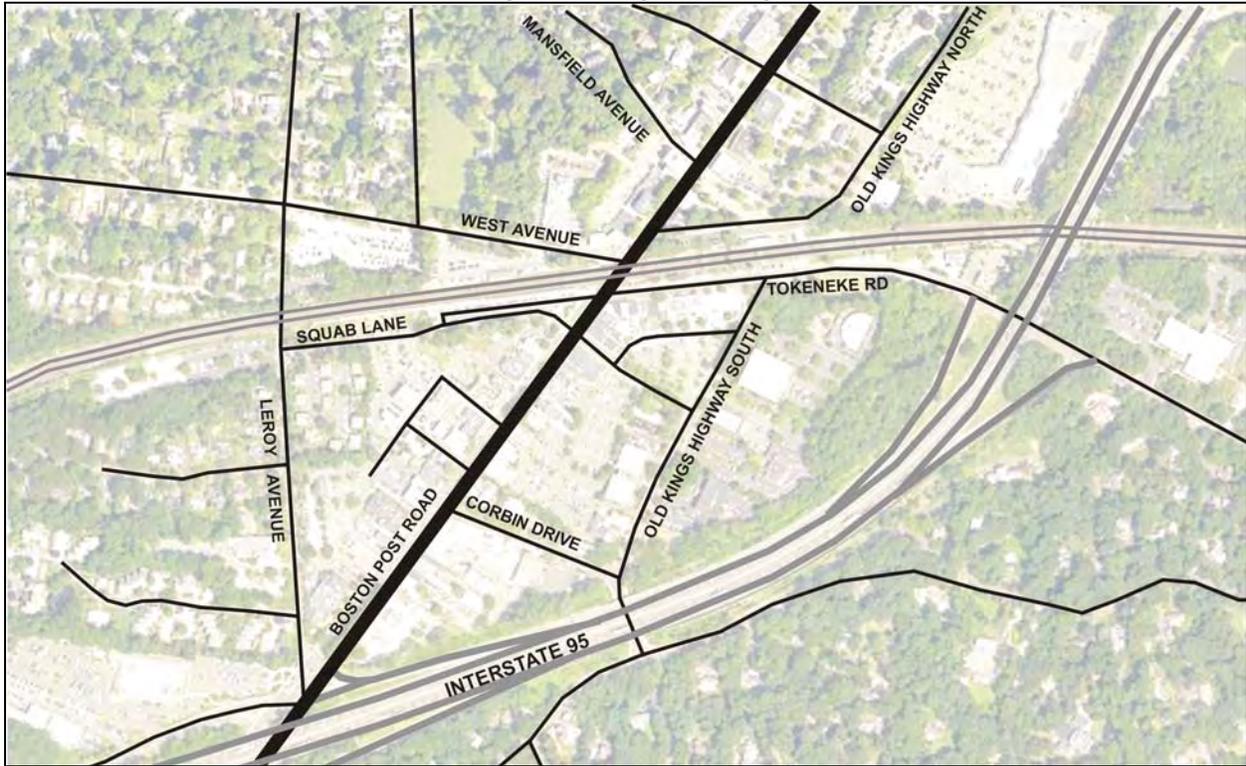
- visibility and access for buildings and uses,
- circulation of pedestrians, and
- circulation of vehicles.

However, the overall arrangement of the street system is not well configured to meet all of the needs of pedestrians, uses, and vehicles.

The POCD recommends that the street system of the downtown be enhanced as shown in the diagrams on the facing page. The establishment of additional road connections will enhance circulation for pedestrians and vehicles and provide additional opportunities for new uses in a “street grid” or block-type system. In addition, the street hierarchy can be used to vary street design (lane assemblies, sidewalk widths, parking arrangements, building setbacks, and/or building heights).

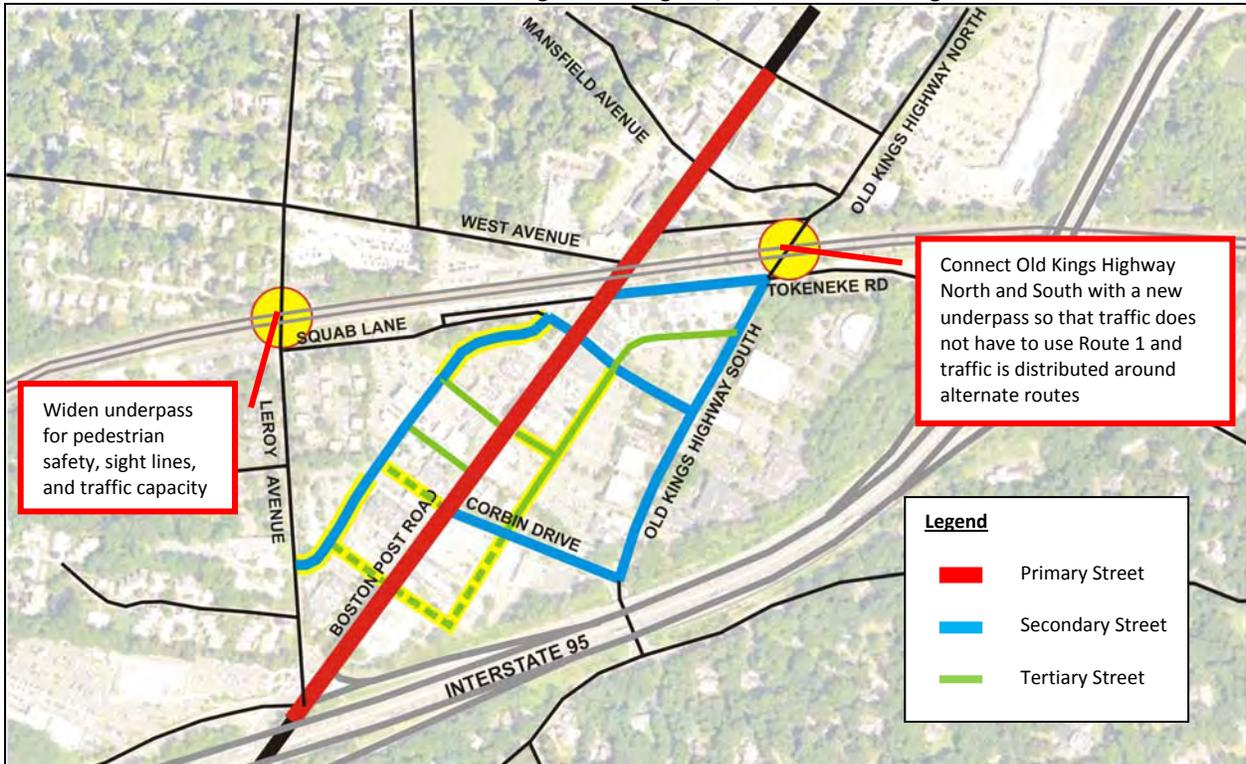
Enhance The Downtown Street System		
Policies	Leader	Partners
1. Ensure that traffic issues and improvements are addressed.	Town	PZC
2. Enhance circulation in the downtown: <ul style="list-style-type: none"> • Widen underpass at Leroy Avenue • Tunnel to connect Old Kings Highway North and South 	Town	PW
3. Create shorter “street” blocks (could be public or private): <ul style="list-style-type: none"> • Extend Grove Street to Leroy Avenue with a connection back to Route 1 • Establish a parallel street on the south side of Route 1 (generally through part of the Center Street parking lot) • Make other street connections to shorten blocks 	Town	PZC
Action Steps		
4. Implement the types of recommendations included in the Route 1 Study: <ul style="list-style-type: none"> • Connect Old Kings Highway North and South • Widen underpass at Leroy Avenue • Review signal locations and coordinate timing • Revise lane configurations / turning movements • Revisit traffic flow at Train Station, Tokeneke Road and Center Street to reduce conflicts and congestion • Consider one-way streets (if necessary) to guide traffic to signalized locations 	Town	PZC PW

Existing Street Configuration Diagram



Planimetrics

Possible Future Street Configuration Diagram / Possible Street Categories



Planimetrics

Walk Score

A “walk score” is a measure of walkability and is based on a “web app” methodology available at walkscore.com. The walk score reflects the diversity of uses and destinations in an area and the provisions for pedestrians.

According to the Walk Score website, research related to walk scores has found that walkable places perform better economically. Studies have found that residential and commercial rents and sale prices are higher in more walkable areas.

Walk scores for some communities are as follows:

Downtowns	Score
Princeton, NJ	95
Newport, RI	94
Greenwich	93
New Canaan	89
Fairfield	84
Ridgefield	81
Downtown Darien	71
Westport	69
Mystic, CT	69
Madison, CT	61
Noroton Heights	61
Wilton	55

Enhance Pedestrian-Friendliness

Maintaining and enhancing the pedestrian-friendliness of downtown is a key recommendation of the POCD. Pedestrian-friendliness contributes to the overall experience and ambience in the downtown area and the overall “sense of place.”

Enhance Pedestrian-Friendliness		
Policies	Leader	Partners
1. Focus on the quality of the streetscape (the “public realm”) in downtown, not just development on private lands.	Town	PZC PW
2. Continue to focus on enhancing the pedestrian experience: <ul style="list-style-type: none"> • Crosswalks in appropriate locations with pedestrian signage, signals and call buttons • Appropriate sidewalk widths • Buildings brought close to or at the street • A continuous street façade • Active first floor uses / outdoor dining, etc. 	Town	PZC PW
3. Enhance pedestrian connections: <ul style="list-style-type: none"> • Make mid-block / off-street pedestrian connections • Connect to outlying areas / neighborhoods • Discourage driveways that interrupt the sidewalk and/or continue sidewalks over driveways to make it clear that pedestrians have priority 	Town	PZC PW
Action Steps		
4. Shorten crosswalks (Ledge Road, Leroy Avenue, Tokeneke Road, West Avenue / Mechanic Street) to enhance pedestrian safety.	Town	PZC PW
5. Continue to budget for and provide for pedestrian amenities (trees, benches, lighting, flowers, hanging baskets, fountains, etc.).	PW	BOS PZC BC
6. Refine the “Model Block” specifications (see possible refinements on the facing page).	ARB	PZC PW
7. Work with CT-DOT on improving crosswalks on Boston Post Road and connecting streets.	Staff	
8. Improve lighting and pedestrian-friendliness for areas under the railroad bridges on Boston Post Road and Leroy Avenue.	PW	CT-DOT MNRR

**Possible Pedestrian Improvements
Ledge Road at Boston Post Road**



**Possible Pedestrian Improvements
Leroy Avenue at Boston Post Road**



Model Block Specifications (Downtown)

Address facade design for various sidewalk widths to require inset doorways to prevent conflicts between opening doors and pedestrian movement.

Update light fixture specifications for conversion to LED light sources.

Provide more detailed standards for "complete streets," including details for curb extensions and cross walks, bike lanes, and universal design elements.

Create minimum standard for tree pits and planting strips to ensure compliance with James Urban's tree planting guidelines.

Expand on standards for benches and trash receptacles to include guidance for sidewalk cafe layout and furnishings.

Allow modifications to concrete/brick materials and pattern to identify special places along the corridor and improve soil conditions for street trees.

Dodson And Flinker

Parking Study

A parking study of downtown Darien was completed by Nelson-Nygaard in 2015. Many of the findings and recommendations in that study are relevant to the POCD.

Parking Ratios

Comparing the total number of parking spaces (on street and off street) to the floor area of buildings in the downtown area reveals a parking ratio of:

**2.97 spaces per
1,000 square feet**

This parking supply has proven to be adequate for the parking needs of downtown in most situations.

On the other hand, the zoning regulations require new buildings to provide:

**6.67 spaces per
1,000 square feet**

In other words, the regulations require double the number of parking spaces actually needed.

Manage Downtown Parking

Parking is an important element of downtown areas for the following reasons:

- there must be enough to support activity levels in the downtown on most occasions, and
- there cannot be so much such that it dominates the overall appearance of the downtown and prevents it from having a “sense of place.”

Consolidating parking areas into parking structures can help free up land area for uses that will enhance the downtown. Of course, the provision of structured parking needs to consider the size of the structure, the number of spaces to be provided, and the overall traffic impacts. Any parking structure must be compatible with the overall character of the downtown and address the impacts of increased traffic and any roadway improvements.

To ensure that downtown has an appropriate parking environment, Darien should implement the policies and action steps identified below.

Manage Downtown Parking		
Policies	Leader	Partners
1. Continue to promote a parking philosophy where people park once downtown and visit many destinations as a pedestrian.	Town	
2. Maintain and promote on-street parking wherever possible in the downtown.	Town	PZC PW
3. Seek to provide for distributed parking locations so that all areas benefit from public parking areas.	Town	PZC PC
4. Consider public / private partnerships to expand the parking supply in appropriate locations	Town	PC
Action Steps		
5. Consider creating a separate parking authority / department to manage parking in the downtown area.	BOS	RTM
6. Revisit parking requirements and establish standards appropriate for a mixed-use downtown area.	PZC	
7. Consider allowing multi-story parking structures (perhaps one-story below grade and two-stories or so above grade) in appropriate places (with an active street level use in front).	PZC	
8. Consider incorporating “fee-in-lieu-of-parking” provisions in the Zoning Regulations.	PZC	
9. Improve signage / wayfinding to parking areas.	Town	PW PC

Possible Parking Arrangements

Parallel On-Street Parking



Diagonal On-Street Parking (Pull-In)



Parking Structure With Liner Buildings (Parking Behind)



Parking Structure With Street Level Use (Parking Above)



Parking Arrangements – DISCOURAGED

No On-Street Parking



Diagonal On-Street Parking (Back-In)



Exposed Surface Parking Lot



Unshielded Parking Structure



Parking Arrangements – NOT RECOMMENDED

Parking Structure At Sidewalk



Perpendicular (Pull-In) On-Street Parking



Perpendicular (Back-In) On-Street Parking



Three-Story Buildings

Three-story buildings in the downtown area (and vicinity) include the following:

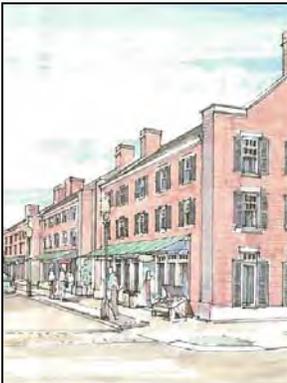
- Bank of America.
- 10 Corbin Avenue.
- 798 Post Road (across from Starbucks).

Other buildings to consider include:

- 895 Post Road (Subway)
- Darien Sports Shop.
- 30 Old Kings Highway South (two-story building elevated above surface parking).
- 36 Old Kings Highway South (three-story building with a half-story below grade).
- 19 Old Kings Highway South (three-story building).
- Darien Library.

Note that the “Golden” plan for the Noroton Heights business district showed three story buildings and it is a goal of this POCD for downtown to be a more “prominent” place in the overall structure of the community than the Noroton Heights business district.

Golden Plan



Modify Downtown Zoning Regulations

Building Height

At the present time, building heights in the CBD zone are limited to 2 stories and 28 feet (measured from average grade to the mid-point between the roof eave and the roof peak). An increase to 3 stories and 35 feet may be permitted if an open space plaza is provided. This has resulted in a number of gathering spaces which have enhanced downtown.

If Darien is to expand the potential of downtown and capitalize on some of the potential opportunities, additional building height may be necessary (and desirable). The Route 1 Study advocated for more height (such as a full third floor) if such a regulation change would help provide for housing. Any additional building height needs to complement the overall character of the community.

From a “place-making perspective”, signature buildings or elements help people understand an area and orient themselves within it. Design features (such as civic buildings, taller buildings, clock towers, open spaces, plazas, fountains, etc.) help create a sense of place. Some potential “landmark structure” locations are shown below.

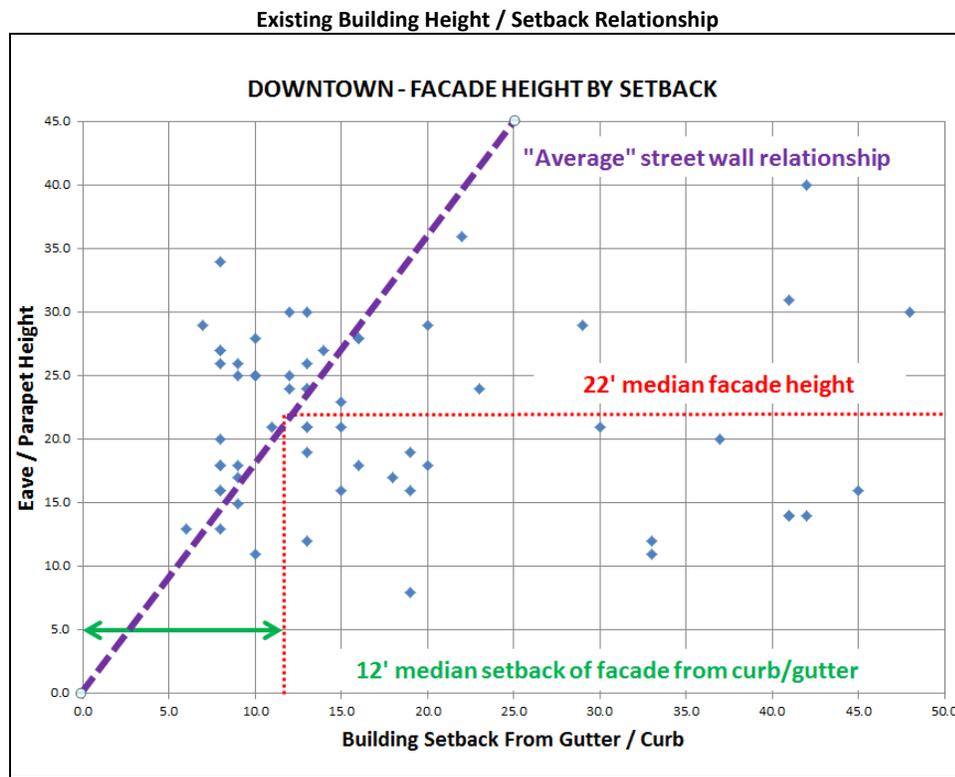
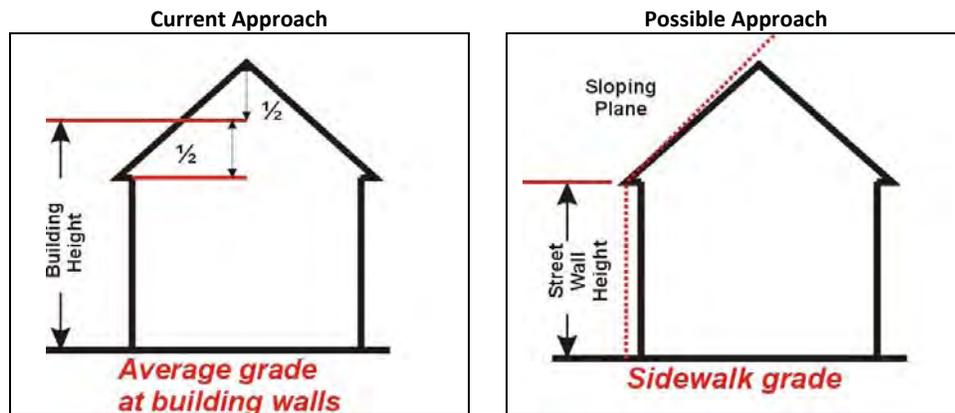
Possible Landmark Structure Locations



Planimetrics

As shown below, Darien could increase the building height or change from an “average height” approach to a “street wall height” approach which will allow more street wall height provided the building is set back further. The regulations now allow additional height above the basic standard if an open space plaza is provided (sidewalks and walkways would not count) should be continued.

The chart on the bottom of the page might provide some guidance as to the appropriate “street wall height” to consider since it represents the relationship between wall height (to eave or parapet) for all buildings in the downtown relative to the gutter / curb edge in 2015.



Filed measurements By Planimetrics

Downtown Development

As part of the Route 1 Study, an analysis was done of the "floor area ratio" (FAR) of different blocks in downtown Darien and of other areas. FAR expresses floor area of building as a ratio of site area.

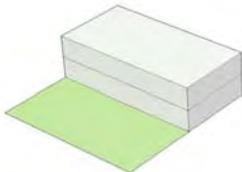
When asked to identify a desirable FAR for downtown Darien, the Route 1 Study participants indicated that participants felt that an FAR range of up to 0.9 FAR on a block area basis (downtown New Canaan was identified as having a range of 0.6 to 0.9 FAR on a block area basis) provided an attractive and pedestrian-friendly environment that people found attractive and desirable.

Examples of FAR = 1.0

One story at 100% coverage



Two stories at 50% coverage

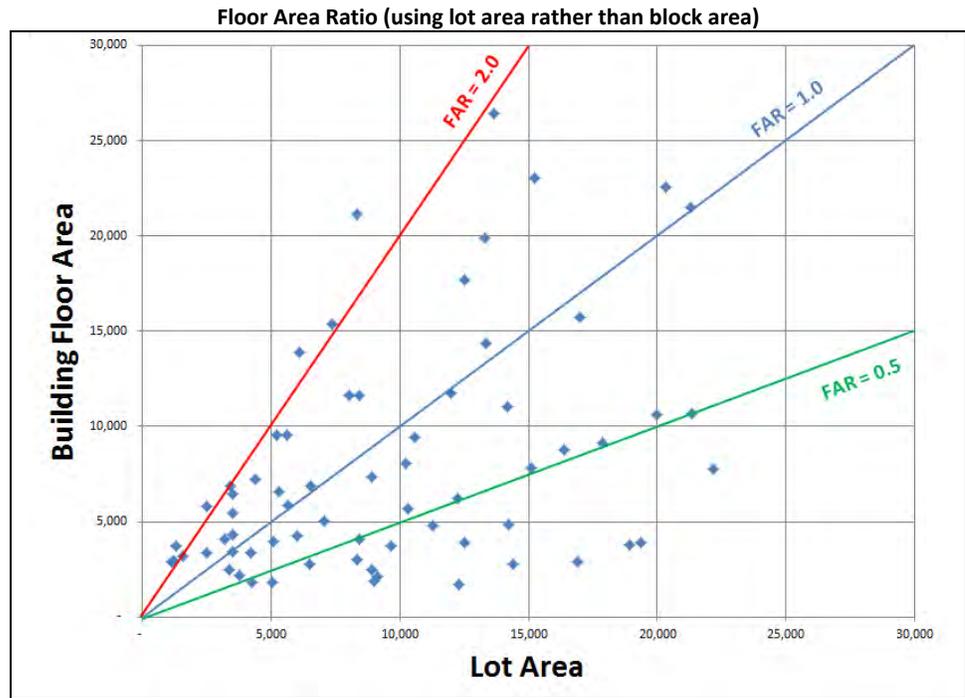


Four stories at 25% coverage

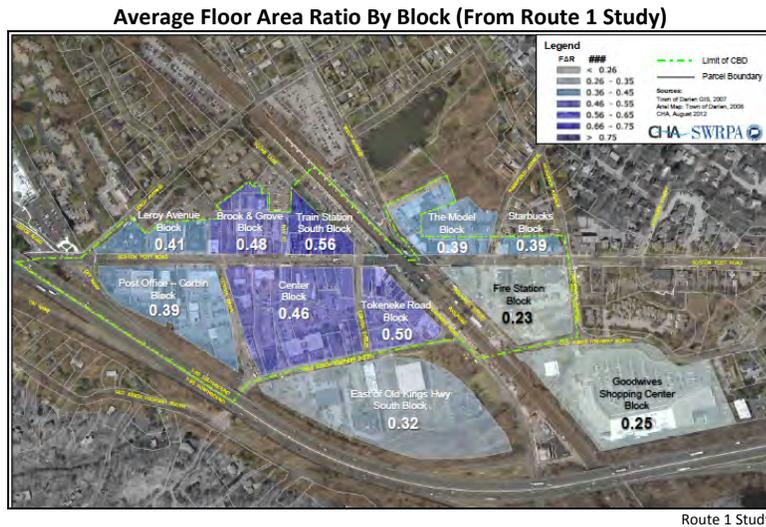


Floor-Area Ratio

Some communities regulate development by a maximum floor-area ratio. Darien may wish to consider a similar approach. This might allow for more flexibility in building height while ensuring that the overall amount of development is rationally related to the size of the parcel and the parking availability.



The following graphic from the Route 1 Study compares the floor area on a block to the overall area of the block. This helps illustrate some of the variations in the downtown.



Residential Provisions

Residential uses are important to a downtown area since they provide a base-line of activity that helps create a sense of place. Downtown areas can also be attractive residential locations (especially with the proximity of the train station) for empty nesters and young professionals.

To enable and manage residential development in the downtown area, the zoning regulations might be modified to:

- limit the overall density (maximum number of units per acre),
- allow larger units (currently capped at 1,000 SF per unit), and/or
- allow more flexibility in the number of bedrooms.

Modify Downtown Zoning Regulations		
Policies	Leader	Partners
1. Regularly review and update zoning regulations to allow for and encourage / require appropriate development in the downtown area.	PZC	
Action Steps		
2. Consider building height limitations and consider alternative approaches appropriate for the downtown, including allowing more building height in the downtown when: <ul style="list-style-type: none"> • Impacts on the character of the area are considered • Building walls are set back further from the curb • The overall floor-area ratio remains appropriate • A landmark feature is established in an appropriate location • An open space plaza or a mall is provided 	PZC	
3. Consider regulating development in downtown with a maximum floor-area ratio to complement a more flexible height standard.	PZC	
4. Review the Zoning Regulations related to residential development in the downtown area.	PZC	

Public Space



Public Art On A Bridge



Common Arrangements

At some time in the future, businesses, property owners, residents, and the Town may want to consider the potential desirability of common arrangements for the downtown area.

Initially, this might consist of an informal coordinating committee for common branding / marketing. This committee might also coordinate the establishment of “pop-up parks” and other special events.

Over the longer term, this might evolve into establishment of a special services district as enabled by CGS Section 7-339m.

**Special Street Event
(Grove Street)**



Address Other Downtown Issues

There are a number of other issues that affect the overall form and function of the downtown. To help address these situations, Darien should implement the policies and action steps identified below.

Address Other Downtown Issues		
Policies	Leader	Partners
1. Guide any changes on State highways to maximize “context sensitive” solutions to traffic issues.	Town	PW CT-DOT
2. Continue to encourage the creation of meaningful public spaces in the downtown area.	Town	PZC
3. Make appropriate accommodations in downtown for cyclists and provide amenities (bike racks/storage, etc.).	Town	PW
4. Enhance utility infrastructure in the downtown area: <ul style="list-style-type: none"> • Undergrounding of wired utilities. • Extend natural gas to support area development. • Upgrade / maintain water service (pressure). • Transition to LED lighting for area lighting. • Upgrade traffic signals and similar equipment. 	Town	PW
5. Consider common arrangements among property owners, businesses, and residents if, as and when desired.	Town	
Action Steps		
6. If necessary, investigate “un-numbering” Route 1 in the downtown area to help accomplish local objectives and encourage “context-sensitive” results.	Town	PW CT-DOT
7. Consider reinforcing downtown’s “edges”, including establishing gateway elements, if appropriate.	BC	
8. Work with CT-DOT and Metro-North to improve / enhance the railroad bridges and the I-95 underpass (pedestrian-friendly lighting, public art, and impact warnings on the railroad bridge).	Town	PW ARB BC

For additional information ...
 Discussion booklets prepared during the process of preparing this POCD may provide additional relevant information for consideration. These booklets are on file at Town Hall and the Library.

For additional information ...
 Illustrations depicting possible concepts for downtown are contained in an Appendix . These drawings do not reflect the policy desires of the Commission and should not be construed as such.

MANAGE RESIDENTIAL DEVELOPMENT

10

Overview

Darien has long seen itself as a residential community and most of the land area of Darien is zoned and used for residential purposes. Preservation and enhancement of an attractive living environment will continue to be a priority of the POCD.

Preservation and enhancement of Darien's attractive living environment will continue to be a priority...

Single-Family House



Single-Family House



**Mixed Use
(Grove Street)**



**Multi-Family Development
(Avalon Darien)**



Key Considerations

The following are key considerations in terms of evaluating the overall impact on character:

- Design
- Size / height / scale
- Density
- Traffic
- Parking
- Quality of Life

Maintain Residential Character

Maintaining the residential character of the community is a key element of the Plan. A corollary to this is maintaining the character of residential neighborhoods by continuing to seek a balance between people’s desires to improve / expand their homes and the impacts on their neighbors and the community.

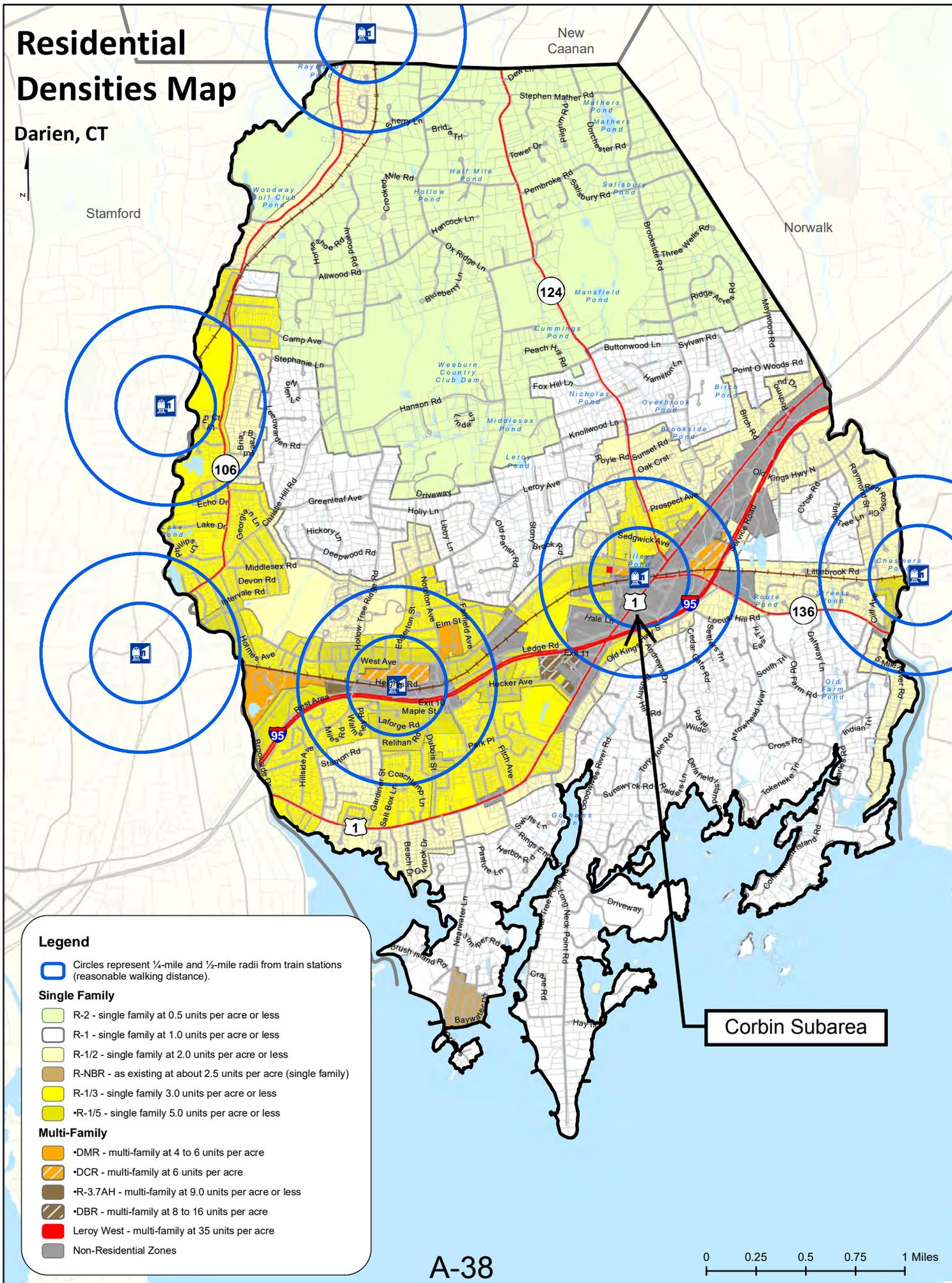
Darien’s zoning approach will continue to recognize the prevailing development pattern of:

- predominantly single-family development;
- a range of housing types to meet a broad array of housing needs;
- higher densities in and near downtown Darien and around the train station in the Noroton Heights business district,
- moderate densities in areas with bus service, and
- a reduction in density as distance from these centers increase.

Maintain Residential Character		
Policies	Leader	Partners
1. Continue to maintain the character of Darien as a residential community which is primarily comprised of lower-density single-family neighborhoods.	Town	PZC
2. Maintain the basic organizational pattern of higher densities in and near downtown Darien and the Noroton Heights business district and a reduction in density as distance from these centers increase.	PZC	
3. Within this overall framework, seek to provide for a range of housing types and densities to meet a broad array of housing needs.	PZC	HA
4. Continue careful monitoring of land uses in and near residential areas to minimize impact on surrounding residential neighborhoods.	PZC	

Residential Densities Map

Darien, CT



Legend

Circles represent 1/4-mile and 1/2-mile radii from train stations (reasonable walking distance).

Single Family

- R-2 - single family at 0.5 units per acre or less
- R-1 - single family at 1.0 units per acre or less
- R-1/2 - single family at 2.0 units per acre or less
- R-NBR - as existing at about 2.5 units per acre (single family)
- R-1/3 - single family 3.0 units per acre or less
- R-1/5 - single family 5.0 units per acre or less

Multi-Family

- DMR - multi-family at 4 to 6 units per acre
- DCR - multi-family at 6 units per acre
- R-3.7AH - multi-family at 9.0 units per acre or less
- DBR - multi-family at 8 to 16 units per acre
- Leroy West - multi-family at 35 units per acre
- Non-Residential Zones

Review Residential Zoning Provisions

Section 315 of the Zoning Regulations states that:

Where a lot in one ownership of record is divided by one or more zone boundary lines, regulations for the less restricted portion or portions of such lot ***shall not extend*** into the more restricted portion or portions. (emphasis added)

This means that there can be two separate set of dimensional or other requirements for the lot.

Zoning District Locations And Boundaries

An analysis of lot sizes and zoning districts in Darien indicated several areas where the prevailing lot sizes are smaller than the minimum lot size requirement in the zoning district. In such situations, the yard setbacks and other zoning requirements may reduce the usable area of the lot (since they may have been designed or intended for a larger lot).

While this might not be a consideration if the smaller lots were dispersed, there are concentrations of smaller lots in certain areas. The Commission may revisit the zoning of these areas in order to relate the zoning requirements to the prevailing lot sizes.

When zoning was instituted in Darien (1925), a number of zoning boundaries were established based on setbacks from road centerlines or other features. This was considered to be the best approach at that time since a town-wide property line base map was not available in sufficient detail for this purpose. However, some of these zoning boundaries bisect a number of properties and this can create dilemmas in terms of dimensional requirements, permitted uses, or other provisions (see sidebar).

The Planning and Zoning Commission may consider reviewing and amending the zoning map, where appropriate, to place properties into a single zoning district, where reasonable. Where there is a very deep lot however, placing the entire lot in one zoning district may not be as logical or as simple.

Any residential rezoning is intended to address issues of conformity (lot area, yards, etc.) and is not intended to result in more lots being created through subdivisions or lot splits.

Building Height

As part of the review of residential zoning districts and boundaries, the Commission may also review other regulatory provisions related to building height:

- use of highest ridge and highest eave to measure building height,
- making accommodations to allow cupolas, roof dormers, and other architectural features), and
- revisiting FEMA floor elevations to consider requiring an additional one-to two feet of elevation above flood levels

Bulk And Coverage

At the community workshop meetings, some people expressed concern that the size of some houses in the small-lot residential districts is “out-of-scale” with the character of the neighborhood and the community. The overall proportion of buildings to sites is something which has been talked about in Darien for some time. For example, the 2006 POCD made the following recommendations:

- Consider, review, or study amending the definition of Building Coverage to include all impervious surfaces, including all accessory buildings and impervious driveways, parking areas, walks, and terraces, or alternately create a maximum Developed Site Area within all residential zones.
- Continue to evaluate and consider amending the existing building coverage and height restrictions to maintain the character of the community.
- Consider establishing regulations regarding impervious surfaces coverage restrictions to maintain the character of the community.

At the present time, all residential zoning districts in Darien have the same maximum building coverage limitation of 20 percent. A number of communities vary the amount of building coverage depending on the zoning district. Darien may modify this standard.

Comparison Of Allowed Building Coverage

	Low				High
R-1/5 8,712 SF	12.6% Ridgefield	15% Westport	16.4% Madison	20% Darien	24% New Canaan
R-1/3 14,520 SF	10.9% Ridgefield	14.7% Madison	15% Westport	17% New Canaan %	20% Darien
R-1/2 21,780 SF	9.8% Ridgefield	12% New Canaan	13.7% Madison	15% Westport	20% Darien
NBR 25,000 SF	9.3% Ridgefield	11% New Canaan	13.4% Madison	15% Westport	20% Darien
R-1 43,560 SF	7.9% Ridgefield	8% New Canaan	10% Madison	20% Darien	Not regulated Westport
R-2 87,120 SF	5.9% Ridgefield	6% New Canaan	10% Madison	20% Darien	Not regulated Westport

Greenwich regulates floor area and not building coverage.

The Commission may also consider splitting “building coverage” (typically something which has three dimensions) from “impervious coverage or “developed site area” (typically something which has two dimensions).

Some communities limit the total amount of floor area that can be built on a residential parcel based on the size of the parcel. In other words, they use a “floor-area ratio” to maintain proportionality of the size of the house to the size of the lot. Darien may consider a similar standard in the future.

Coverage and Bulk

Darien experiences some number of “teardowns” each year as people replace houses they find to be functionally obsolete with new construction. In most every case, this results in a bigger house with more coverage and more floor area.

Year	Teardowns
1996	13
1997	9
1998	12
1999	25
2000	29
2001	31
2002	30
2003	27
2004	43
2005	33
2006	40
2007	54
2008	23
2009	14
2010	21
2011	16
2012	38
2013	57
2014	36
2015	36

Darien Building Department

Review Residential Zoning Provisions		
Policies	Leader	Partners
1. Seek to reduce the number of areas that are non-conforming as to the minimum lot size requirement.	PZC	
2. Seek to reduce the number of residential properties split into multiple zoning districts.	PZC	
3. Address building bulk and coverage in the residential zones.	PZC	
Action Steps		
4. Review and rezone residential neighborhoods, where appropriate, to make fewer lots non-conforming as to the minimum lot size requirement (and result in more appropriate yard setback requirements).	PZC	
5. Review and amend the zoning map, where appropriate, to reduce the number of residential properties split into multiple zoning districts.	PZC	
6. Consider reviewing other residential regulations such as building height, yard locations, and floor elevations in flood zones.	PZC	
7. Consider splitting “building coverage” (typically something which has three dimensions) from “impervious coverage” or “developed site area” (typically something which has two dimensions).	PZC	
8. To address building scale and massing, consider adopting floor area limitations in some or all residential zones.	PZC	
9. Consider adopting a building coverage limitation which varies by district.	PZC	
10. Consider adopting an impervious coverage limitation in some or all residential zones which varies by district.	PZC	
11. Re-examine home occupation regulations to ensure that they are consistent with changing times and community needs and desires.	PZC	

Continue To Diversify Darien’s Housing Portfolio

It is anticipated that Darien will always be a community where owner-occupied, single-family detached houses predominate. For example, according to the Census:

- About 85 percent of all dwelling units in Darien in 2010 were owner-occupied.
- About 91 percent of all dwelling units in 2010 were single-family detached units.

While the 2020 Census will likely reflect a decrease in the percentage of owner-occupied units and a decrease in the percentage of single-family detached units (due to the redevelopment of Allen O’Neill into The Heights at Darien, and the construction of Kensett), Darien remains a predominantly single-family and owner occupied community.

However, Darien’s population and housing needs have changed over the years and it is anticipated that these preferences will continue to change in the future. People have always sought housing that met their life-stage and lifestyle needs (location, cost, size, amenities, etc.) and Darien residents are no different. As the information on age composition and age-related migration in the “Conditions and Trends” section of the POCD indicates:

- Darien may not be “gaining” young people (ages 20 to 35) because they cannot find housing that is affordable and meets their needs.
- Darien may be “losing” older residents (ages 55 and over) because they also cannot find housing that meets their needs (fewer maintenance responsibilities and more amenities within walking distance).

The Planning and Zoning Commission generally views a variety of housing options as an enhancement to Darien. Darien should continue to encourage a broad range of housing in appropriate locations. In recent years, the Commission has taken steps to promote more housing diversity, including:

- “Knobel Hill” (larger age-restricted condominiums with two off-site affordable units required),
- “Kensett” (larger age-targeted condominiums with three off-site affordable units required),
- “The Heights at Darien” (106 affordable apartment units replacing 53 single-family affordable units),
- “Garden Homes” (a mixed-income housing development), and
- “The Cottage” (housing for developmentally disabled young adults).

Darien will always have a strong presence of single-family detached houses and will always strive to retain its single-family residential character. However, Darien can, at the same time, gradually diversify its housing portfolio to meet a broader range of housing needs of present and future residents.

Making Progress

Old Town Hall Homes is an excellent example of ways to help meet the housing needs of the community.

Originally developed in 1988 with 30 units, experience over time found that the outside access to units and the lack of elevators was not meeting community needs.

After redevelopment, there will be more units (55 units are being planned) with internal corridors and elevators to help meet the housing needs of older residents.

Housing Needs Of An Aging Population

Population projections indicate that Darien, like many other communities, will experience a marked rise in the number of older residents in the future. Since housing needs can change as people get older for health, economic, or lifestyle reasons, having a range of housing option can help ensure that residents will always be able to live in Darien if they so choose.

To accommodate future housing needs, Darien may consider allowing:

- modifications to existing homes to accommodate an aging population (handicapped ramps, caregiver services, first floor additions for one-floor living, energy efficiency, etc.),
- accessory housing units within or attached to homes,
- additional multi-family units in appropriate places and configurations to address potential future needs,
- more income-limited elderly housing units to meet present and future community needs, and/or
- congregate / independent living / assisted living / nursing / convalescent home in other zones as well.

Advocacy and Support



Housing That Is More Affordable

While about 3.4 percent of Darien’s housing stock meets the State definition of affordable housing, Darien has made significant progress over the last decade or so in adding such housing. The units added were created by the Town (via the Housing Authority and by private developers. In fact, data reported by the Department of Housing indicates that Darien has at least 152 more affordable housing units than it did in 2002. Some of these units were created by the Town via the Housing Authority, and some were created by private developers.

As a result, Darien accumulated enough “housing unit equivalent points” to obtain a four-year moratorium from the Affordable Housing Appeals Procedure starting in October 2010. With the creation of additional affordable housing units since then, the Town will be in a position to apply for additional moratoria in the future.

Darien will seek to encourage both affordable rental units and affordable ownership units in appropriate locations at appropriate densities.

Other Housing Needs

Darien has participated in efforts via a public-private partnership to create supportive housing for developmentally disabled people in the past and will engage in such efforts in the future.



Affordable Housing Appeals

In 1989, Connecticut adopted the “Affordable Housing Appeals Procedure” (codified as Section 8-30g of the Connecticut General Statutes) which affects any municipality where less than ten percent of the housing stock is considered affordable (as defined in the statute).

As of 2014, about 3.4 percent of the housing stock in Darien (239 out of 7,074 units) met the State criteria and so Darien is subject to the statute.

Affordable Housing Stock

According to the State’s Affordable Housing Appeals program, about 239 Darien housing units are considered “affordable”:

Governmentally Assisted Units	136
Tenant Rental Assistance	7
CHFA/USDA Mortgages	1
Deed Restricted Units	95
Total Assisted Units	239

CT-Department of Housing (2014)

Continue To Diversify Darien’s Housing Portfolio		
Policies	Leader	Partners
1. Continue efforts to diversify Darien’s housing portfolio.	Town	PZC HA
2. Continue to consider ways to address the housing needs of an aging population.	Town	PZC HA AHID
3. Continue to consider ways to provide for housing that is more affordable.	Town	PZC HA
4. Seek to locate higher density housing near the train stations (Darien, Noroton Heights) or on or near a bus transit line.	PZC	Town HA
5. Work with the Darien Housing Authority to help meet local housing needs.	Town	PZC
6. Continue to participate in efforts to create supportive housing for developmentally disabled people.	Town	PZC
Action Steps		
7. Review zoning provisions and locations for multi-family housing to ensure they are appropriate for the future.	PZC	
8. Evaluate and consider eliminating size restrictions for multi-family units and rely instead on building size and bulk standards.	PZC	
9. When and where appropriate, seek to place deed restrictions on housing units that are accessory to Special Permit uses in order to count such units as “affordable housing” for as long as they exist.	Town	PZC

GUIDE BUSINESS AND ECONOMIC DEVELOPMENT

11

Overview

For the purpose of the POCD, economic development includes any use which produces more in tax revenue than it requires in service costs (i.e. – produces net tax revenue). By this definition, some non-residential uses and some residential uses result in economic development to Darien.

Business and economic development in Darien provides three key benefits to the community:

- jobs for residents of the community and the region,
- goods and services for residents of the community and the region, and
- net tax revenue which helps support community services.

It is the Town's goal, where appropriate, to:

- promote economic diversity,
- expand and diversify the non-residential tax base, and
- expand the employment base.

Business and economic development in Darien provides key benefits to the community...

Local Retailer



Office Building



Promote Business / Economic Development

Business and economic development provide a number of advantages to the community and Darien should continue to promote and encourage appropriate business and economic development.

Darien has an excellent regional location, a number of areas zoned for business development, and benefits from having some key locational advantages within the town:

- two train stations (Darien and Norton Heights),
- Interstate 95 with 4 full or partial interchanges,
- Boston Post Road (US Route 1), and
- bus transit services.

The range of principal and accessory uses allowed in the business districts seems reasonable and appropriate. The uses which are only allowed by Special Use Permit could have impacts on other uses and so the level of review which occurs as part of the Special Use process is necessary and reasonable.

As noted in the 2006 POCD:

The amount of commercial property in Darien is quite limited, and as ... there is a desire for the community to have a mix of zones, and not be entirely residentially zoned. While [Darien] is and should remain primarily a residential community ..., the quality of residential life in such a community is enhanced by well-planned commercial and other "support" uses within the Town.

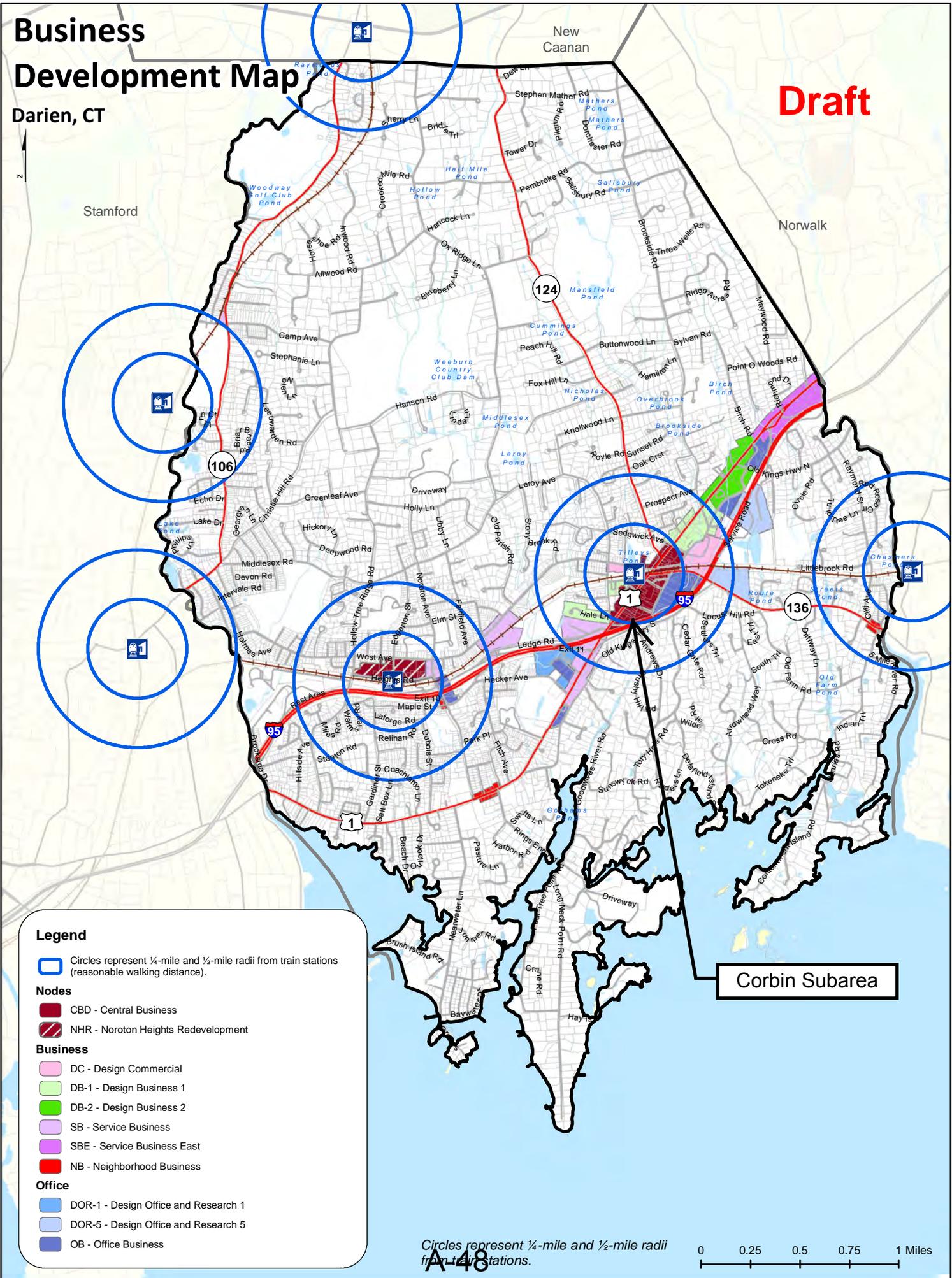
This philosophy remains relevant and is continued in this POCD.

Promote Business / Economic Development		
Policies	Leader	Partners
1. Continue to encourage business and economic development to provide jobs, provide goods and services, and enhance the tax base.	Town	
2. Continue to work with the Chamber of Commerce and other organizations to promote economic growth of Darien.	Town	
3. Continue to encourage vibrant commercial areas.	Town	PZC
4. Carefully review any proposal to rezone existing commercial properties for other uses.	PZC	

Business Development Map

Darien, CT

Draft



Legend

Circles represent 1/4-mile and 1/2-mile radii from train stations (reasonable walking distance).

Nodes

- CBD - Central Business
- NHR - Noroton Heights Redevelopment

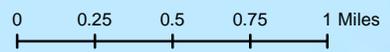
Business

- DC - Design Commercial
- DB-1 - Design Business 1
- DB-2 - Design Business 2
- SB - Service Business
- SBE - Service Business East
- NB - Neighborhood Business

Office

- DOR-1 - Design Office and Research 1
- DOR-5 - Design Office and Research 5
- OB - Office Business

Circles represent 1/4-mile and 1/2-mile radii from train stations.



Corbin Subarea

Development Opportunities

Since Darien is mostly built out, there are not a lot of opportunities for new business development.

On the other hand, there are opportunities for redevelopment of existing sites to better meet market conditions and opportunities:

- **Downtown Darien**
- The Noroton Heights business district
- Goodwives Shopping Center
- Parklands Office Park
- Old Kings Highway North / South
- Post Road East
- Post Road West
- Noroton Neighborhood Business Area

Manage Business Development

Overall Character

Architectural design influences the character of a community. Buildings that complement each other and are consistent with local architectural styles will enhance community character.

Darien has had an Architectural Review Board for some time. The Board reviews commercial developments and provides comments to the applicant and to the Planning and Zoning Commission. To aid in their work, they also prepared “Commercial Design Guidelines” in 2009 to help applicants in the formative stages of project design. These efforts to promote and encourage compatible design will continue.

Zones And Uses

Since Darien may have more business zoning districts than are useful and distinguishable, the Commission may undertake a review of the various zoning districts and their locations to determine if they are accomplishing what the community desires in an efficient way. The subtle distinctions between uses in some of the zoning districts and locations might be modified to better meet community goals and objectives. Over the long term, it may be more viable for Darien to think about its broad performance objectives for each of the main business areas in the community and how to get the best results from each.

This review should also look at the locations, boundaries, and provisions for:

- the Design Business zones (two zones / four locations),
- the Service Business zones (two zones / four locations),
- the various office zones (three zones / nine locations), and
- the Neighborhood Business zones (one zone / two locations).

Local Market



Restaurant



Access Management

Access management refers to strategies to maintain roadway capacity (and reduce congestion) by controlling and sharing driveway(s). This is particularly relevant on major roadways and in commercial areas where turning movements are greatest. Access management has been used on a number of roadways around Connecticut and has direct applicability to commercial roadways in Darien. The Commission will consider adding a special section into the regulations regarding access management principles.

Parking Requirements

The Commission will review the parking requirements in the Zoning Regulations to ensure they are appropriate for Darien. The parking requirements in the Zoning Regulations may be requiring more spaces than are actually needed for some of the business uses. At the same time, some parking requirements appear to require less parking than might be necessary. In addition, the parking stall size requirement (9 feet by 20 feet) should be re-evaluated.

Signage Regulations

As part of the review of business zoning regulations, the Commission will also review the signage regulations. The signage regulations will benefit from a comprehensive review and analysis to ensure they are meeting community needs and are consistent with the latest statutory requirements and legal decisions.

Local Office



Restaurant



Manage Business Development		
Policies	Leader	Partners
1. Keep future commercial development consistent with the existing small-town New England character of Darien.	PZC	ARB
2. Continue to enhance the design of buildings and sites through the design review process.	ARB	PZC
3. Encourage adaptive reuse of existing buildings and sites.	PZC	
4. Enhance the function of the roadway through access management in business areas.	PZC	TA
5. Encourage coordination between property owners/developers to minimize curb cuts and encourage cohesive development in all commercial zones.	PZC	TA
6. Seek to limit business impacts and intrusion on adjacent residential properties and streets.	PZC	
7. Encourage pedestrian access, continue to require sidewalks and pedestrian amenities (such as benches) in all commercial areas and in front of all commercial properties.	PZC	
Action Steps		
8. Review the various business zoning districts and their locations to determine if they are accomplishing what the community desires in an efficient way (such as the requirement that commercial sales and service in the Service Business zone <u>require</u> "external storage or activity").	PZC	
9. Establish an access management section in the zoning regulations applicable to development in all areas.	PZC	
10. Review the parking requirements in the zoning regulations.	PZC	
11. Review the parking stall size requirement in the zoning regulations.	PZC	
12. Undertake a comprehensive review and revision of the signage regulations.	PZC	

INFRASTRUCTURE STRATEGIES



ADDRESS TRANSPORTATION NEEDS

13

Overview

The transportation system in a community like Darien is functionally important to the day-to-day life of community residents, visitors, and businesses as well as being an important component of its character and self-image.

This section of the POCD looks at the overall configuration of the vehicular transportation network and other transportation modes (pedestrian, bicycle, bus, rail, etc.).

The transportation system is important to the day-to-day life of residents, visitors, and businesses ...

Roadways



Roadways



Pedestrians



Bicycle



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.

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

Downtown Parking (including Darien Station)



Noroton Heights Parking



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.

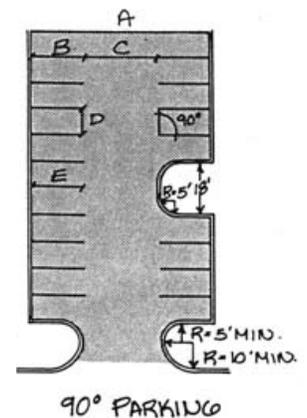
When Darien residents visit other communities, they likely park in 9x18 spaces.

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)



“Complete Streets”

For many years, roadways had been treated as the exclusive area for vehicles. This “singular” approach is now changing and communities around the country are seeking to establish “complete streets” which provide for a wider range of transportation modes including walking, cycling, and transit.

As stated by the National Complete Streets Coalition, “complete streets” are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

The Route 1 Corridor Study produced a report entitled “Complete Streets Strategies and Tools for Boston Post Road, Darien.” This report can be used to help guide “complete streets” approaches on Route 1 and some recommendations may be relevant to other streets in Darien as well.

Improve Pedestrian Options

There is growing interest in walking and pedestrianism in Darien. To further these efforts, the Town established a Pedestrian Infrastructure Advisory Committee in 2015 to explore, identify and recommend improvements to the existing pedestrian infrastructure of Darien.

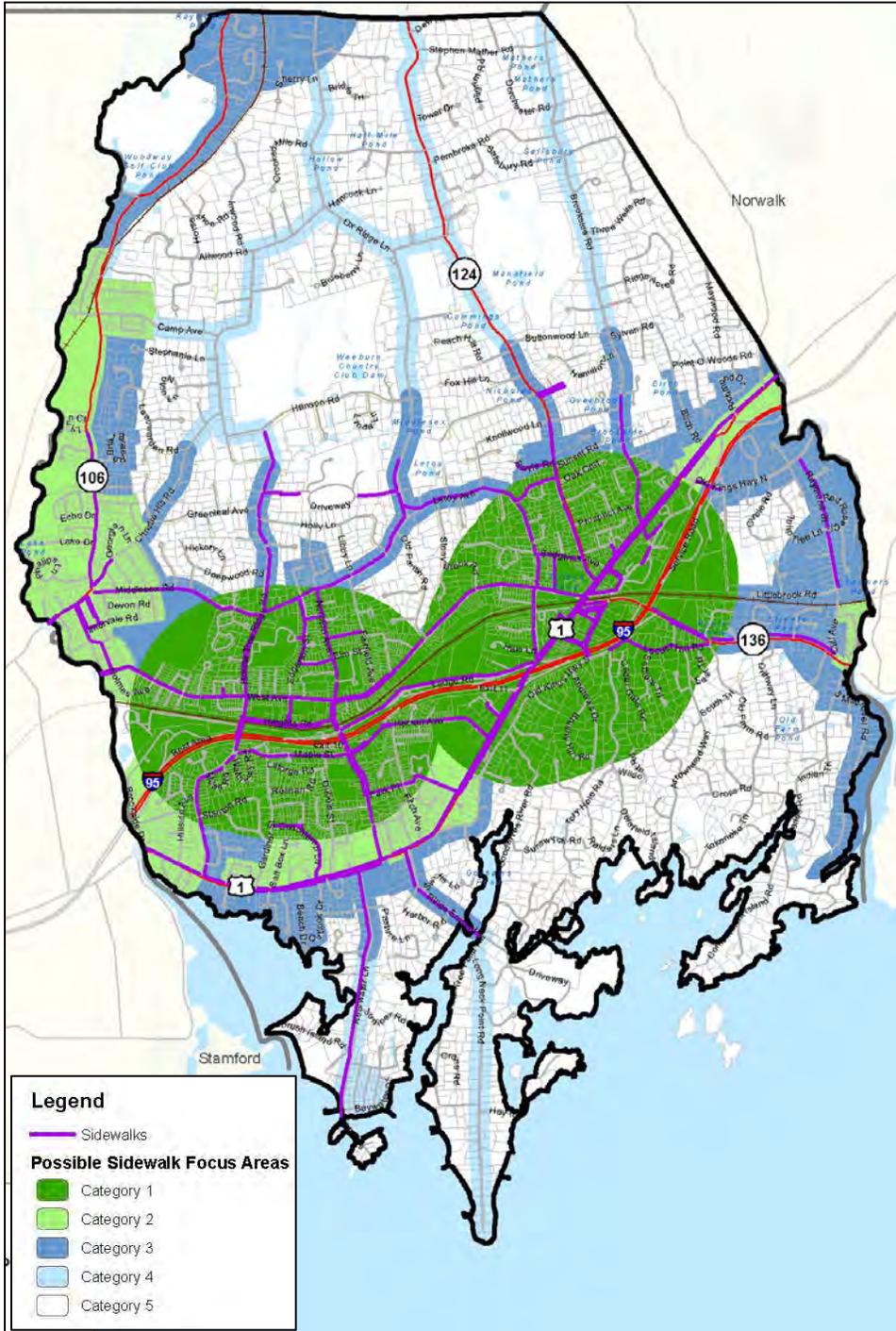
The POCD encourages and supports:

- Making more provision for pedestrians / walkers.
- implementation of the recommendations from the Pedestrian Infrastructure Advisory Committee.
- Continuation of the Sidewalk Improvement Program.

The map on the facing page suggests a possible hierarchy where “gaps” might be prioritized in order to address locations which might have the greatest benefit or serve the most people.

Improve Pedestrian Options		
Policies	Leader	Partners
1. Continue to encourage and support provision for walking.	Town	BOE
2. Continue efforts to close “gaps” in the sidewalk system.	PW	BOS BOE
3. Increase efforts to repair existing sidewalks, and construct new ones where needed and appropriate.	PW	BOS BOE
4. Continue placing funds in the Capital Improvement Program on an annual basis to improve, renovate, and construct sidewalks.	BOS	
5. Continue to consider sidewalks, pedestrian access, and related amenities during the site plan and Special Permit review process.	PZC	
Action Steps		
6. Implement recommendations from the Pedestrian Infrastructure Advisory Committee.	Town	PW BOE
7. Work with CT-DOT on improving crosswalks on State highways (such as Boston Post Road, Tokeneke Road, Mansfield Avenue, Hoyt Street, etc.).	Staff	Town

Possible Sidewalk Focus Areas



Planimetrics

Possible Focus Areas

Category 1

- 1/2 mile radius of Darien / Noroton Heights train stations
- CBD zone and 1/4 mile buffer
- Noroton Heights Overlay zone and 1/4 mile buffer

Category 2

- Other business zones
- R-1/5 zone and R-1/3 residential zone

Category 3

- 1/2 mile radius of Talmadge Hill / Springdale / Glenbrook / Rowayton train stations (provided sidewalks are available in adjacent community)
- Arterial and collector roads when located within 1-mile of CBD zone or Noroton Heights Overlay zone
- R-1/2 residential zone

Category 4

- Arterial and collector roads located more than 1-mile from CBD zone or Noroton Heights Overlay zone

Category 5

- R-1 zone and R-2 residential zone
- Noroton Bay residential zone
- Private roads

“Complete Streets”

See the sidebar on page 128 for a discussion of “complete streets” since that approach is relevant to bicycles as well as other modes of transportation.

Bicycle Route Sign



Bike Rack Project At Train Stations



More Information

More information on bicycle routes (including a statewide bicycle suitability map) may be found here:

ct.gov/dot/bikeped

Improve Bicycling Options

The POCD supports provision for bicycles. Encouraging more bicycle use (and creating an overall system of bicycle routes on State and local roads, as appropriate) is strongly encouraged.

However, there may be challenges in Darien to accomplish this. Some roads in Darien may be too narrow, too twisty, or have limited sight lines preventing motorists and cyclists from comfortably co-existing with each other. On other roadways, traffic speeds, traffic volumes, and/or shoulder width may deter even the most experienced cyclists.

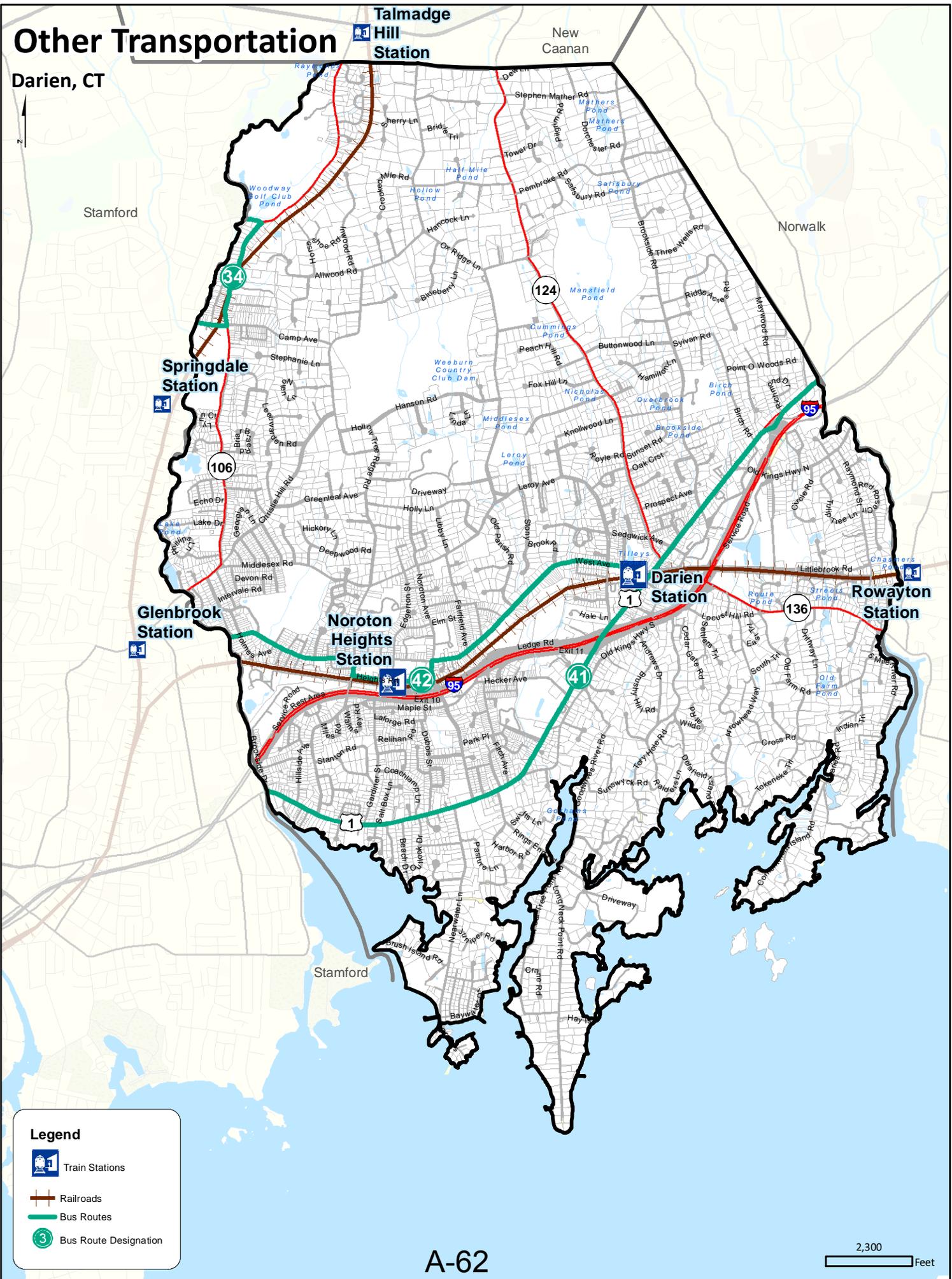
Darien intends to undertake a process to:

- identify streets with the most potential for bicycle use,
- provide bicycle amenities as appropriate (lane striping, signage, bike racks, etc.), and
- educate motorists and cyclists about sharing the roadway.

Improve Bicycling Options		
Policies	Leader	Partners
1. Encourage and support provision for bicycling.	Town	BOE PRC
2. Consider bicycle access and amenities during the site plan review process.	PZC	
3. Seek to establish a system of safe bicycle routes throughout the community.	Town	PW BOE PRC TA
4. Evaluate bicycle potential as part of any roadway improvement or pavement striping project in Darien.	PW	PD TA
5. Place funds in the Capital Improvement Program to establish and enhance bicycle routes.	BOS	
6. Encourage provision of safe, locking storage for bicycles.	Town	PZC

Other Transportation

Darien, CT



Legend

- Train Stations
- Railroads
- Bus Routes
- Bus Route Designation

MANAGE UTILITY INFRASTRUCTURE

14

Overview

The availability of utility infrastructure – water, sewer, electricity, and communications, for example – has a significant influence on overall public health, safety, welfare, and quality of life. Even though some of these utilities may be provided by private companies, their availability is important for residents, businesses, and visitors to Darien.

The POCD looks at the availability of these utilities (both capacity and location) to ensure they are adequate for community needs.

Utility infrastructure has a significant influence on overall public health, safety, welfare, and quality of life ...

Water Service



Sewage Service



Storm Drainage



Wired Utilities



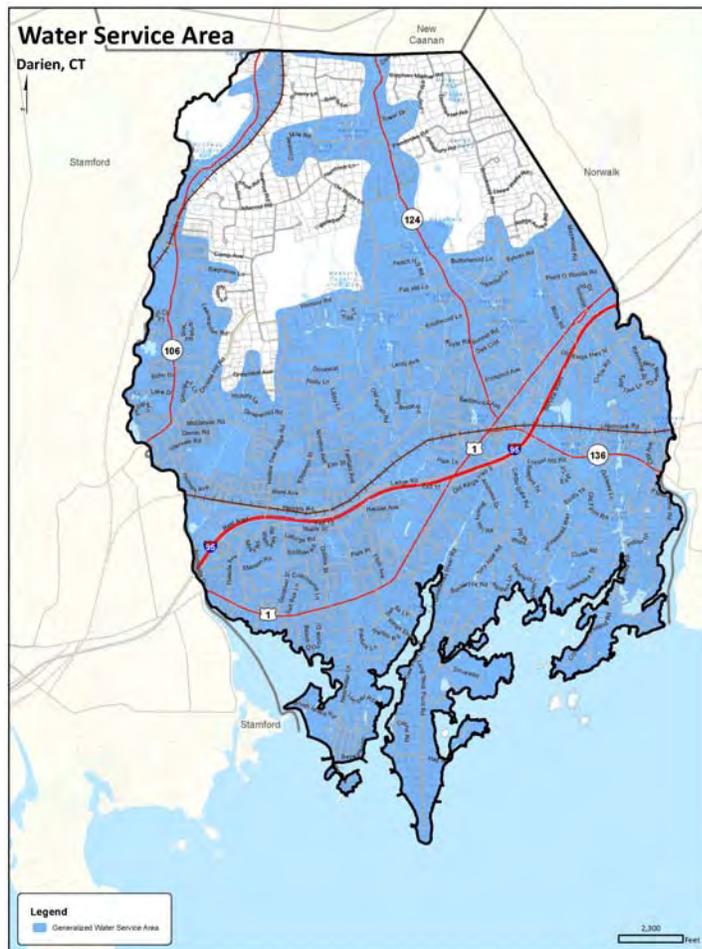
Maintain and Enhance Piped Utilities

Maintain and Enhance Water Service

Water service in Darien is provided by the Aquarion Company as part of their water system in southwest Connecticut. Aquarion reports that it has over 6,600 connections in Darien and thus serves about 19,900 residents.

Aquarion reports they have ample supply capacity to meet local needs and continue to make improvements to improve capacity and pressure. Water quality is in accordance with State and Federal requirements. Water pressure can be an issue in some areas and the Town will continue to press Aquarion to address these situations. The Town will also advocate for “color-coded” hydrant tops that clearly indicate the available pressure in different locations.

Overall, the water system is expected to be adequate for community needs during the planning period (2016-2026).



Maintain and Enhance Sewer Service

Over 70% of the Town of Darien is served by a sanitary sewer system. The system collects sewage discharges from local properties and conveys them to the water pollution control facility in Stamford. Darien has an inter-municipal agreement with Stamford for the treatment of sewage waste. Operation of the sewer facilities in Darien is overseen by the Sewer Commission.

According to the Public Works staff and the Health Department, no area of Darien is considered a “sewer avoidance area” at this time. In other words, all areas of Darien may be eligible for public sewer service at some time in the future.

Other issues to address in the future to make efficient use of available sewage treatment capacity include:

- inflow (discharge of non-sewer water from basement sump pumps, roof leaders, and other sources) and
- infiltration (seepage of groundwater into sewer pipes).



Sea Level Rise

While there are not expected to be any major issues in Darien related to sewage capacity, one of the issues for the community to address in the future is related to possible future climate change and sea level rise.

Sewers tend to be located in low lying areas (in order to collect sewage from nearby properties) and these areas are vulnerable to flooding.

In the future, Darien will need to develop strategies to floodproof or protect sewage infrastructure (such as pump stations and manholes) from flood damage or sea level rise.

Encourage Expansion Of Natural Gas Service

While natural gas service is not widely available in Darien at the present time, natural gas service is being considered for some of the major developments being proposed in downtown Darien and the Noroton Heights business district. Gas service should also be extended to major municipal facilities, if possible (especially since some of these serve as emergency shelters). The introduction and expansion of natural gas service is encouraged since it can provide an alternative source of fuel to local residents and businesses.

Address Storm Drainage Issues

Storm drainage in Darien is addressed by a combination of structural systems (such as catch basins and underground pipes) in areas of newer development and by more natural approaches (ditches and swales) in other areas. Drainage and flooding issues can occur along a number of watercourses in the community since culverts and drainage facilities did not anticipate the level of development prevalent today.

While the Town has attempted to address some of the more difficult drainage situations, these proposals have sometimes been opposed by the abutting property owners. As a result, some of the problems have persisted for a long time and will likely persist into the future until some consensus or direction emerges among the affected property owners.

In the meantime, the Town is utilizing a drainage policy which encourages or requires detention on individual sites. This policy (called “fresh meadow”) means that any new development is evaluated on the total drainage impact as if the site was an undeveloped meadow rather than an already developed site. In the future, it is anticipated that Darien will do more to implement “low impact development” strategies where attention is paid to treating runoff to remove pollutants and infiltrating it into the ground as soon as possible.

While this approach will certainly yield benefits over the long term, there are some serious drainage issues at the present time that will persist unless something is done.

Darien Flooding



Darien Flooding



Maintain And Enhance Piped Utilities		
Policies	Leader	Partners
1. Continue to work with utility companies to improve utility service and response.	Town	
2. Encourage improvement of water service.	Town	
3. Advocate for color coded hydrants (shows water flow/pressure).	VFD	
4. Maintain and enhance sewer service.	SC	PW HD
5. Develop strategies to floodproof or protect sewage infrastructure (such as pump stations and manholes) from flood damage or water level rise.	SC	PW
6. Continue to investigate and address inflow and infiltration of non-sewer water.	SC	PW
7. Encourage expansion of natural gas service.	Town	
8. Continue to investigate and address drainage and flooding issues (such as undersized culverts).	PW	
9. Continue to address storm drainage issues (such as requiring new development to conform to the Town's "fresh meadow" drainage policy).	PW	PZC
10. Continue comprehensive master drainage planning.	PW	
11. Implement "low impact development" strategies where attention is paid to treating runoff to remove pollutants and infiltrating it into the ground as soon as possible.	PW	PZC IWC HD

Rain Garden



Pervious Pavement



Streetlights

Some communities are purchasing and then managing and maintaining local streetlights.

Darien should consider this approach in order to maintain the street-lighting system as cost-effectively as possible.

This should also include a conversion of streetlights to LED technology.

Maintain and Enhance Other Utilities

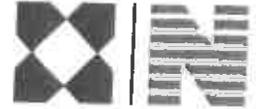
Wired utilities include electrical service, wired telephones, and also cable television / internet. The reliability of these systems is an important consideration since they can be vulnerable to service interruptions from storm events and other disruptions where the wires are exposed. In areas such as downtown Darien and the Noroton Heights business district, it is the Town’s desire that wired utilities be placed underground. In other areas of Darien, the Town will continue to seek an appropriate balance between electrical reliability and the impacts on community character / environmental health from trimming of tree branches.

The Town will encourage expansion of internet capacity for residents and businesses.

People are increasingly relying on wireless services for voice and data. Wireless services enhance public safety since people can call for assistance from anywhere service is available. People are often concerned about wireless services because of the visual impact of new towers.

Darien will seek to balance the demand for wireless services and the public safety benefits with the visual and other impacts of new tower installations.

Maintain and Enhance Other Utilities		
Policies	Leader	Partners
1. Continue to work with utility companies to improve utility service and response.	Town	
2. Continue to seek an appropriate balance between reliability of wired utilities and community character / environmental health.	Town	PW TW
3. Consider acquiring the street-lighting system and operating it as cost-effectively as possible.	Town	PW
4. Seek to balance the demand for wireless services and the public safety benefits with the visual and other impacts of new tower installations.	Town	
5. Work with property owners and utility companies to bury utility wires, especially in downtown Darien and the Noroton Heights business district.	Town	PW
6. Encourage the expansion of internet capacity and wireless coverage while maintaining community character.	Town	



Jessica Curtis
Senior Managing Director
203.531.3626
jessica.curtis@ngkf.com

September 22, 2016

David Genovese
Baywater Properties
1019 Post Road
Darien, CT 06820

Dear David:

We received your inquiry for information with regard to desired retail space conditions in the Fairfield County landscape in the context of your planning for the Corbin project.

As you know, there are a number of factors that create an ideal retail space. Among these factors are storefront, ceiling heights, and accessibility for customers and servicing. It is our professional opinion that at present, the most marketable retail spaces are ones that offer a retailer a single-tenant brand identity in the form of a unique storefront allowing them to infuse their brand DNA into the presentation. In addition to this, retailers require ease of access for customers in the form of convenient parking or walkability, and convenient access for deliveries and services (i.e. trash, loading). With regard to ceiling heights, retailer demands vary. We find that larger anchor tenants will request heights of up to 20' (most will settle for 18') and smaller tenants seek an ideal height of 14'. Much of this is driven by Tenant fixturing, which is standardized in larger regional and national companies. To elaborate on this point, a company may have a fixturing package that consists of 12' shelving units, which are bought in large quantities from their supplier. Any space that does not provide them the ability for 12' shelving (with room overhead for product and buffer) would require custom fixturing, which carries additional cost and headache when programming product in the store. These additional costs play into their proformas and can, at times, throw a deal off-course. We prefer to avoid this at all cost.

To that end, while we have had success leasing spaces with less than 14' ceilings, our team has experienced significant leasing hurdles with ceiling heights coming in under 11' 6". Typically, this condition creates an elongated leasing process and reduces the stable of tenants we can choose from. At present, my team is actually working on a building in Westport where the Landlord is raising the roof of the building at their cost to accommodate a national retailer's request for 14' clear height ceilings in order to make a deal. Obviously, it is better to address this need on the front end of construction and not on the back end!

In summation, we recommend individual creativity in Tenant storefronts, careful consideration for ingress/egress/parking/deliveries and a minimum ceiling height of 14' clear for inline small shop-retail with the possibility of up to 20' for larger anchor tenants.

Please feel free to contact me with any questions you may have.

Best,

A handwritten signature in black ink, appearing to read "Jessica Curtis". The signature is fluid and cursive, with the first name "Jessica" written in a larger, more prominent script than the last name "Curtis".

Jessica Curtis

Lee Farm Corporate Park
83 Wooster Heights Road
Suite 200
Danbury, CT 06810
Tel: (203) 490-4140
www.tdeg.com



September 1, 2016

Mr. David Genovese
Baywater Properties
1019 Boston Post Road
Darien, CT 06820

Re: Downtown Darien Development
Corbin Drive, Darien, CT

Dear David:

The purpose of this letter is to provide our opinion regarding the typical floor construction elements of the proposed mixed-use buildings at the Downtown Darien Development project.

It is our understanding that the project will include multiple buildings of varying heights for a mixture of retail and residential occupancies. The floor construction of the proposed structures will consist of concrete floor slabs poured on standard galvanized metal floor deck supported by structural steel beams and girders. The thickness of the floor slab will depend on the span and fire resistance rating requirements. The depth of the structural steel beams and girders will depend on the spacing of the building columns.

Using the parameters outlined above and assuming a conventional column grid spacing of approximately 25' to 30', we estimate that the typical "depth of construction" for the concrete slab and structural steel beams and girders will be approximately 2'-0". In addition, we would typically expect a depth of approximately 2'-0" below the structural framing at the residential levels for ductwork, sprinklers, lighting, and ceiling construction, and a 3'-0" depth above the retail (main) level.

These estimated depths will result in an overall depth of construction of approximately 4'-0" above the ceiling at the residential levels, and approximately 5'-0" above the ceiling at the retail (main) level.

I trust that this information is adequate for your planning purposes. Let me know if you need additional information or clarification.

Sincerely,
The Di Salvo Engineering Group



Bruce D. Richardson, P.E. / Principal
bruce@tdeg.com
(203) 490-4140 ext. 234

Bruce D. Richardson, P.E.
Kenneth D. Jones, P.E.
Trevor B. Hill, P.E.

Town of Darien
ARCHITECTURAL REVIEW BOARD
2 Renshaw Road
Darien, Connecticut 06820

December 1, 2015

Mr. R. David Genovese
Baywater Properties
1019 Boston Post Road
Darien, CT 06820

Re: *Corbin Drive Project*
Summary of November 17, 2015 ARB Meeting

Dear David:

Thank you for bringing the Corbin Drive Project team to meet with the Architectural Review Board (ARB) for an informal discussion on November 17. It was beneficial for all of us to see the progress and changes made to the project since our joint meeting with the Planning and Zoning Commission over the summer. The likelihood of such a vast development plan occurring in downtown Darien again anytime soon is slight. It is, therefore, of utmost importance that the project be planned and designed with sensitivity and consideration acknowledging the inherent characteristics and history of Darien. Over the years, the concern of the ARB has always been that any new architecture have a quiet simplicity to it and not look too contrived in a downtown that was never fancy or over-designed.

The ARB members were gratified to see that the proposed height of the entire development had been reduced. Topping off the buildings facing the Post Road at three stories will make the transition from the neighboring existing buildings to the new less abrupt. Your team's having designed a variety of ground level storefronts, potential signage locations, and specifying a mixture of architectural colors and materials will contribute to the concept of Darien's commercial area having evolved over time. The Board found the new brick building on the Bank of America site most appropriate as it reflects the classic 1920s commercial style found in other existing structures along Boston Post Road. The need to have a strong gateway at this end of the development was emphasized by the Board. The distinct curve at the intersection of the 95 off-ramp and the Post Road could be a great opportunity for public art.

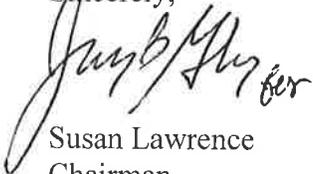
The concept of an open space and all the activity it would generate was met with enthusiasm. But how to best meld this space and the architecture surrounding it has engendered the most comment from ARB members. One member noted that perhaps the term "market park" would be more descriptive since "town green" connotes a distinct architectural and planning concept which never occurred in Darien. The suggestion of a town green automatically leads one to envision a civic or church building as the focal point. In the proposed project, it is this building, the Market Building, which has been thought of as the weak link. As we discussed in our November 17 meeting, it could easily be re-designed to better reflect, from the exterior, the retail use being planned for its interior. Some of the suggestions to achieve this included enlarging the windows, eliminating the large entrance portico, and entering at grade level. Another idea was to position the to-be-relocated Post Office at one end of the building. The concept of the sister buildings with facing porches having

been designed as part of an ensemble with the Market Building was understood and appreciated, but there was a comment concerning the slight awkwardness of the 2-story Boston Post Road gable ends set against the 3-story Dutch gambrel roofs.

The Board expressed its opinion that the Office Building location along Corbin Drive would be an exciting and appropriate site for a more modern building which would look to be of a different hand and time, looking forward rather than backward to a previous precedent. With skill and sensitivity, a light and airy structure with an emphasis on the fenestration could be a wonderful counterpoint to the historic character of the rest of the development and would only serve to enhance the other new, more traditional buildings.

The ARB is appreciative of your vision and enthusiasm for this project. We, of course, would be happy to meet with your team at any time before you make a formal application outlining more final design development, color and material selection, street furniture, signage, lighting, and landscaping details. The ARB certainly applauds your proposal to bury all power lines along the development's stretch of the Post Road.

Sincerely,

A handwritten signature in cursive script, appearing to read "Susan Lawrence".

Susan Lawrence
Chairman

Cc: Robert F. Maslan, Jr., Esq.

S:\wimword\ARB\letters\12.01



September 22, 2016

Mr. David Genovese
Baywater Properties
1019 Boston Post Road
Darien, CT 06820

Re: Downtown Darien Development
Corbin Drive, Darien, CT

Dear David:

The purpose of this letter is to provide our opinion regarding space requirements for routing mechanical and electrical (MEP) systems in ceiling cavities of the proposed mixed-use buildings at the Downtown Darien Development project.

It is our understanding that the project will include multiple buildings with a mixture of retail, residential and office occupancies. The MEP systems that run in the ceiling cavities consist of ductwork, sanitary/storm plumbing piping, sprinkler lines, recessed light fixtures and electrical conduits. The routing of these systems must be coordinated around the structural members of building. MEP systems generally require two to three feet of clear space in order to be installed.

We have attached a typical section detail for the top floor of a building detailing the routing of a duct and a storm pipe that cross each other while passing under a 2' structural beam. This case requires a minimum of 2 ½ feet under the beam to maintain the required routing that totals a ceiling cavity requirement of 4 ½ for structure and MEP systems to fit. This does not consider the thickness of the concrete floor above. This is just one of many possible arrangements.

We recommend that you plan your building with 4 to 5 feet of ceiling cavity space so that you are assured it is constructable.

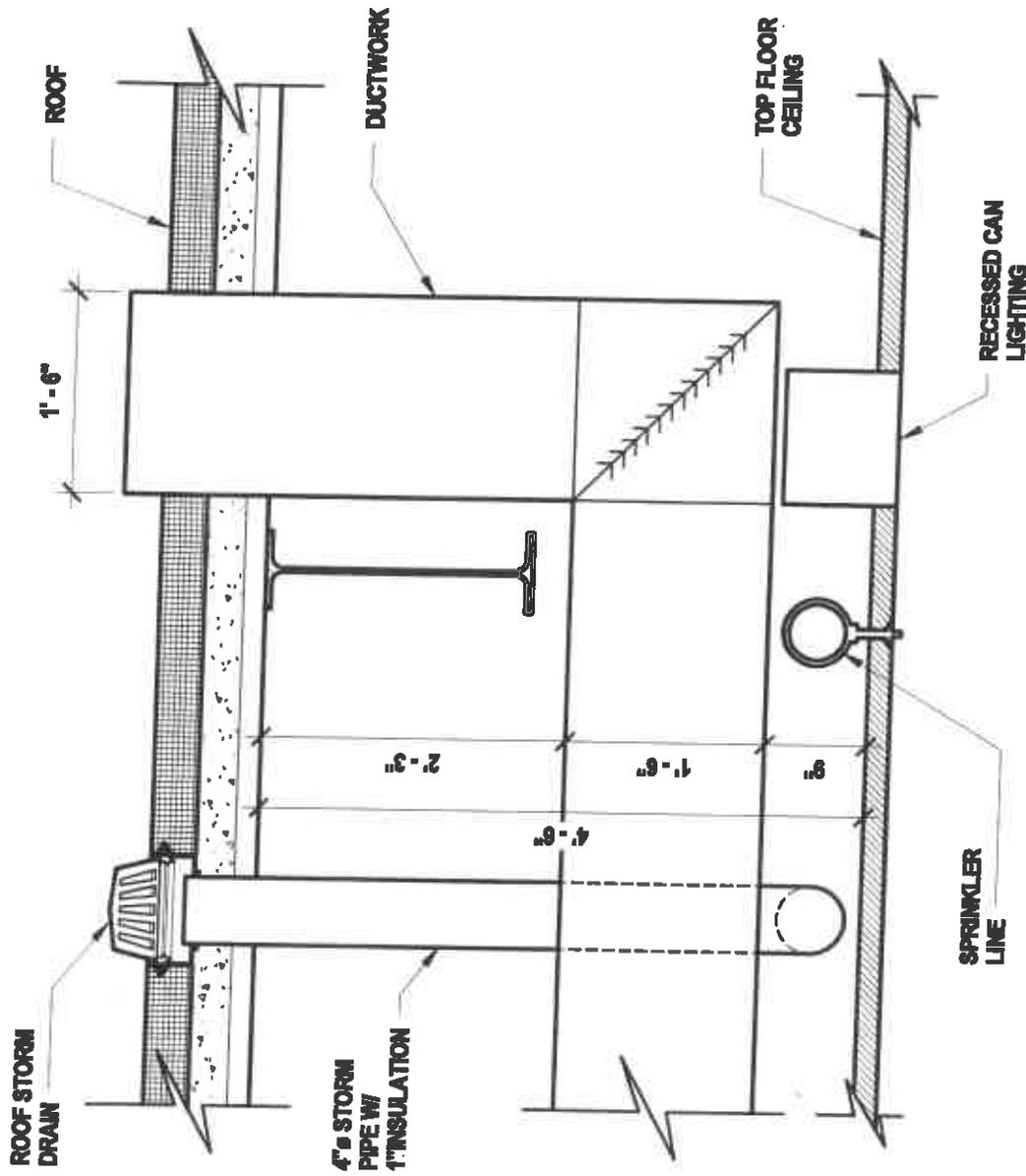
Very truly yours,

EDWARDS & ZUCK, P.C.

Joseph R. Bartels

Joseph R. Bartels, P.E., LEED AP®
Principal

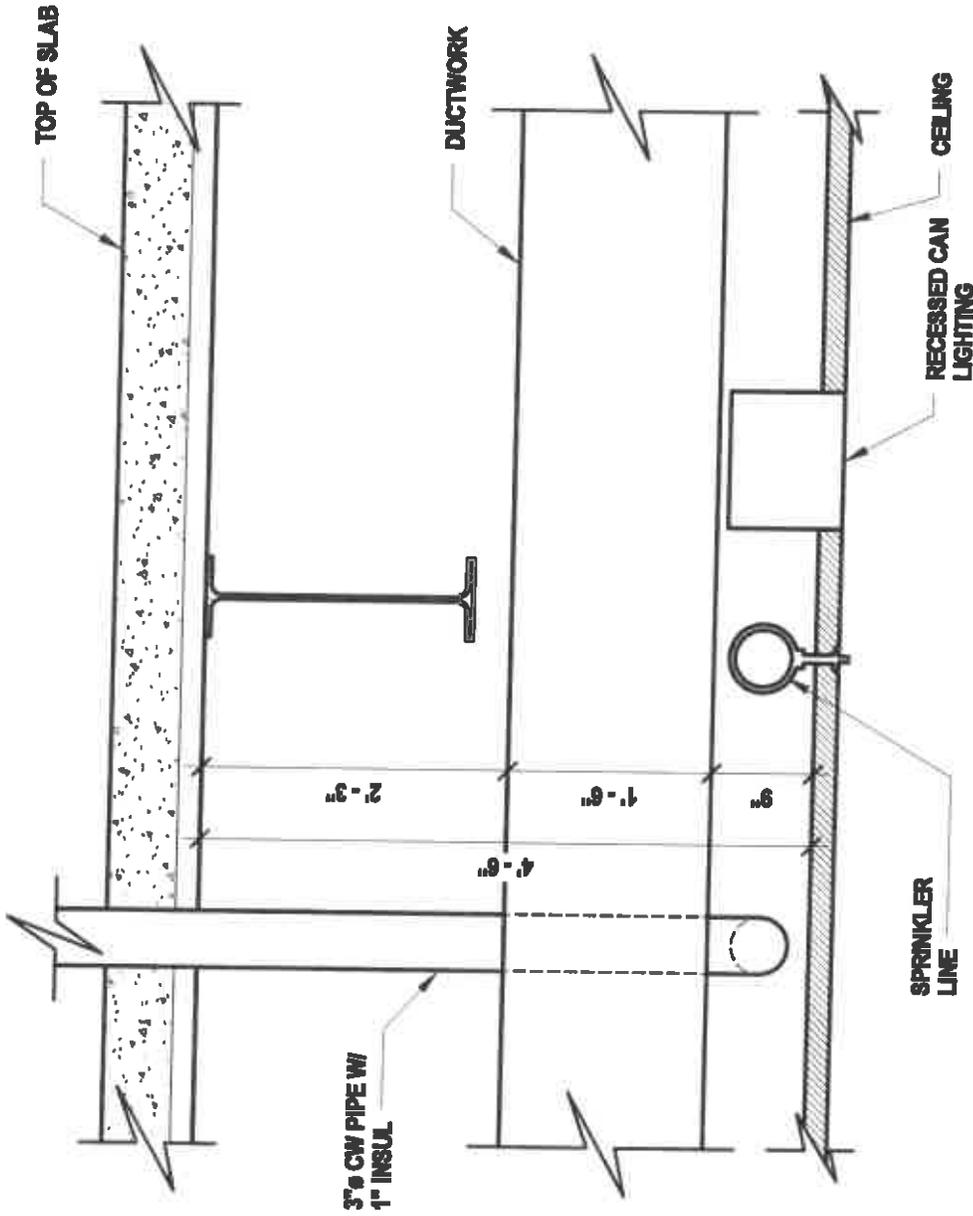
Edwards & Zuck, P.C., Consulting Engineers 30 Oak Street Stamford, CT 06905 203-352-1717 Fax 203-352-1818



SECTION THROUGH CEILING SPACE AT TOP FLOOR



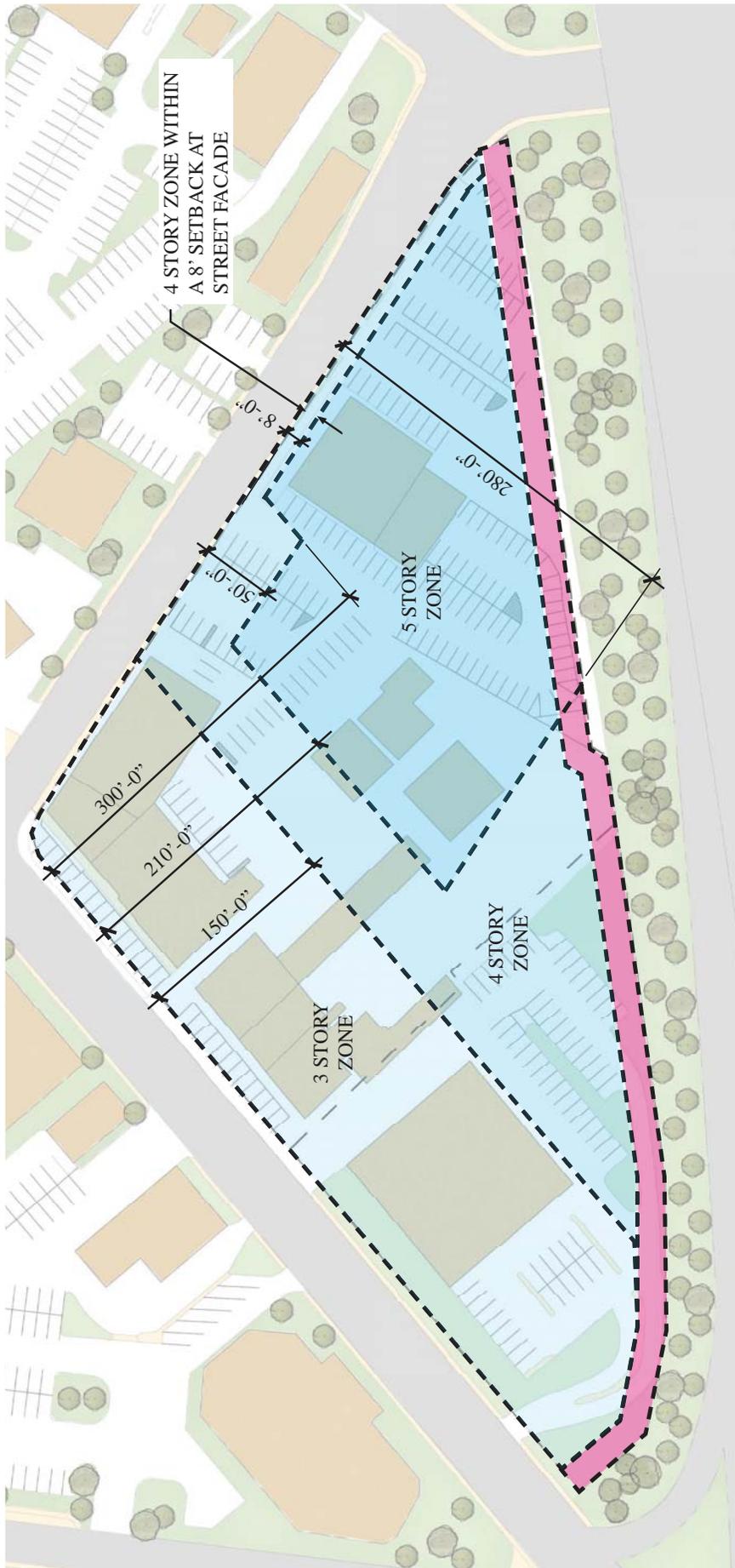
Project Title: **DARIEN BUILDING**
 Drawing Title: **TOP FLOOR CEILING SECTION**
 By: **EZ** Date: **09/22/16** Scale: **3/4" = 1'-0"** Sketch No.: **SK-01**



SECTION THROUGH CEILING SPACE AT TYPICAL FLOOR



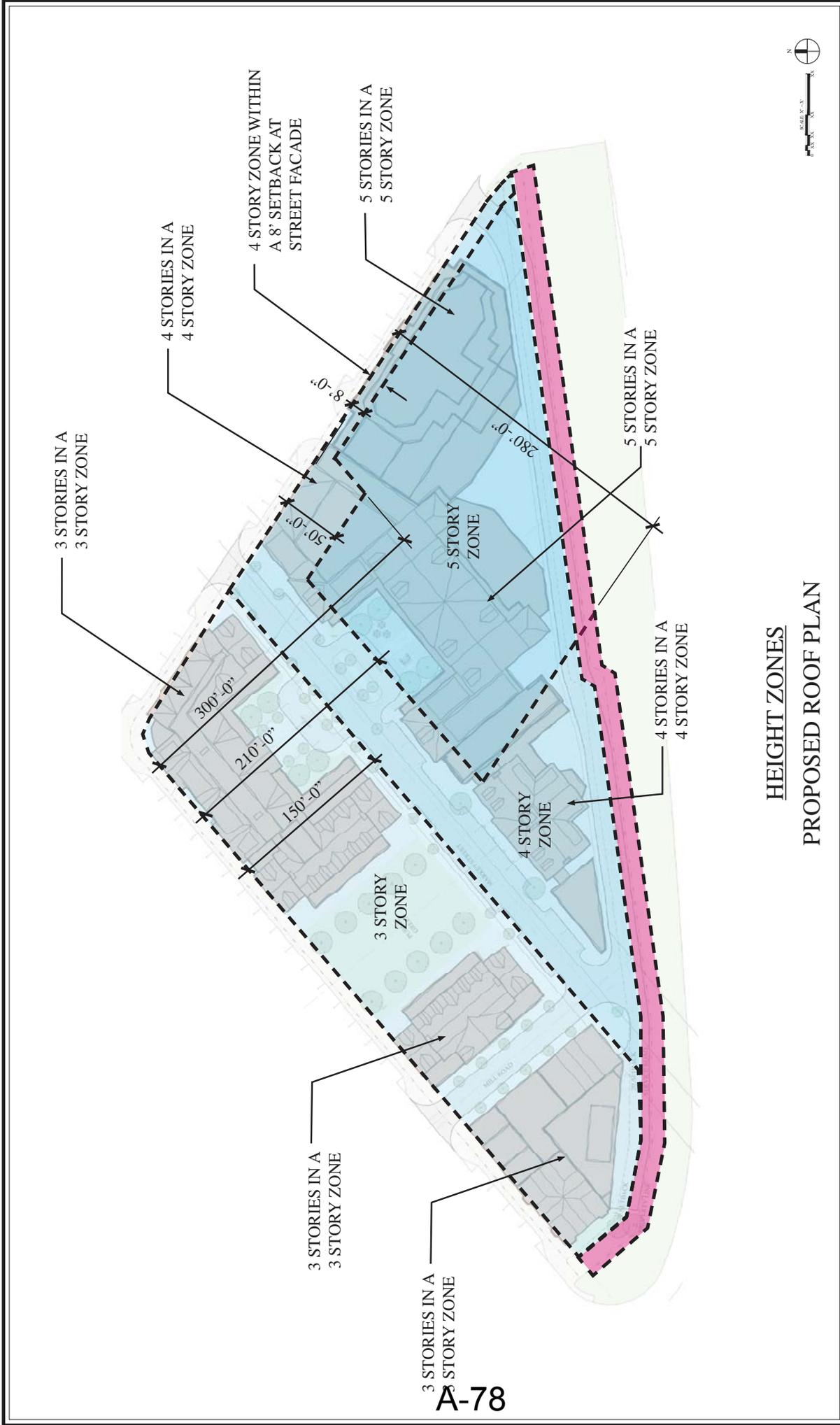
Project Title: DARIEN BUILDING		Sketch No.: SK-02
Drawing Title: TYPICAL FLOOR CEILING SECTION		Scale: 3/4" = 1'-0"
By: Author	Date: 09/23/16	



HEIGHT ZONES
EXISTING CONDITIONS



A-77



A-78

HEIGHT ZONES
PROPOSED ROOF PLAN

POST ROAD APT. BLDG. CORNER TOWER
(HEIGHT EXCEPTION AT CORNER TOWER)
55' HEIGHT / 3 STORIES

POST ROAD APT. BLDG.
49' HEIGHT / 3 STORIES
6' REDUCTION / 6' REDUCTION

MARKET LANE APT. BLDG.
60' HEIGHT / 4 STORIES
5' REDUCTION / 25' REDUCTION

WEST HOUSE
47' HEIGHT / 3 STORIES
8' REDUCTION / 8' REDUCTION

CORBIN OFFICE BLDG.
AT STREET FACADE
57' HEIGHT / 4 STORIES
8' REDUCTION / 13' REDUCTION
8' SETBACK AT STREET FACADE
71' HEIGHT / 5 STORIES
4' REDUCTION / 14' REDUCTION

ANCHOR TENANT
52' HEIGHT / 3 STORIES
3' REDUCTION / 3' REDUCTION

MARKET LANE APT. BLDG.
75' HEIGHT / 5 STORIES
10' REDUCTION / 20' REDUCTION

MEETING HOUSE E. ANNEX
60' HEIGHT / 4 STORIES
5' REDUCTION / 25' REDUCTION

MEETING HOUSE
59' HEIGHT / 4 STORIES
6' REDUCTION / 26' REDUCTION
MEETING HOUSE CUPOLA
(HEIGHT EXCEPTION AT CUPOLA)
78' HEIGHT / 4 STORIES

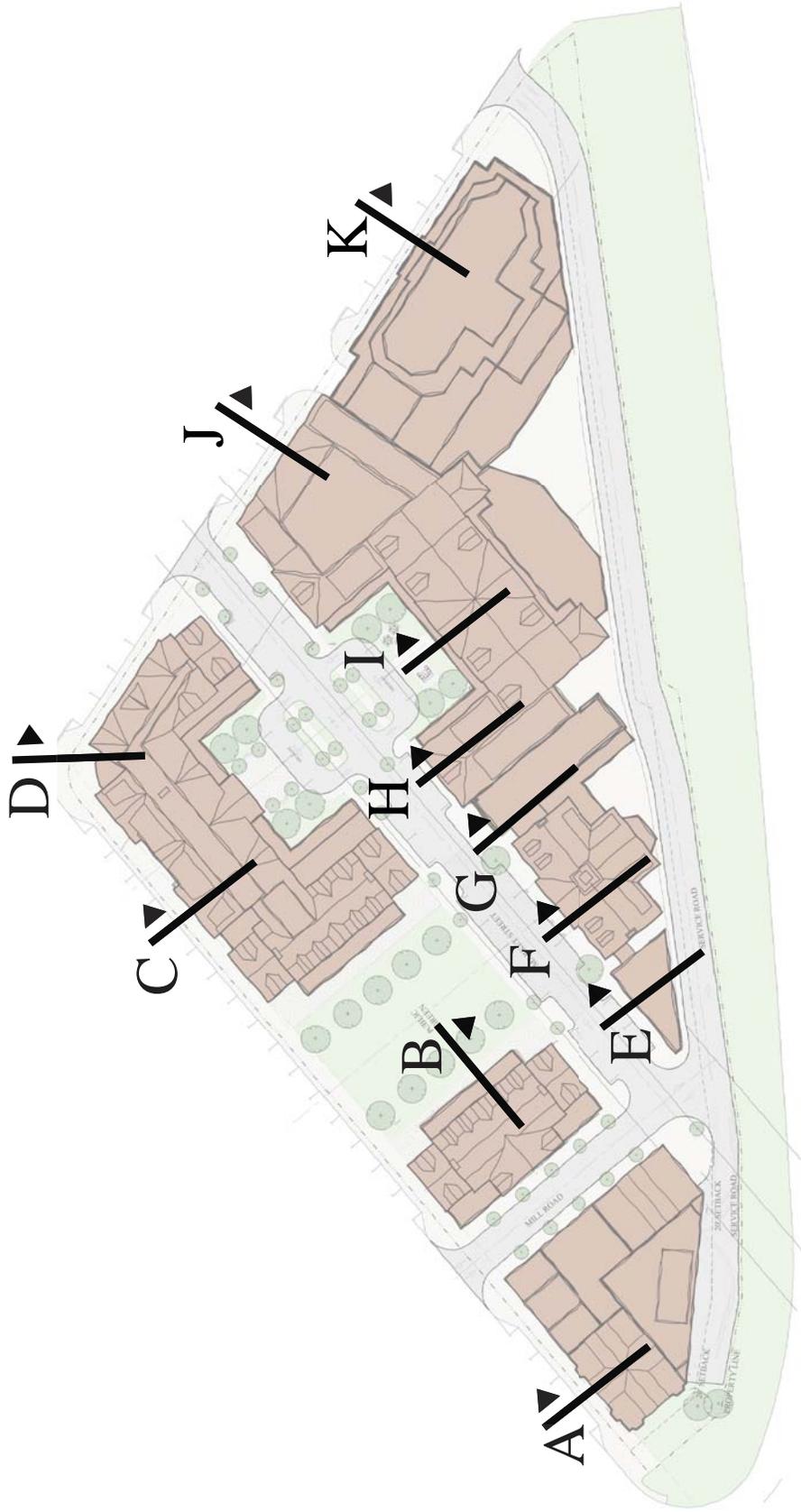
MEETING HOUSE WEST ANNEX
59' HEIGHT / 4 STORIES
6' REDUCTION / 26' REDUCTION

NOTE:
ALL DIMENSIONS REFER TO THE OVERALL
HEIGHT OF THE CURRENT BUILDING. THE DIMEN-
SIONS IN COLOR REFER TO A COMPARISON OF
THE HEIGHT OF THE CURRENT BUILDING TO THE
MAXIMUM OVERALL HEIGHT OF A GIVEN ZONE:
REDUCTION FROM THE LAST APPLICATION
REDUCTION FROM THE INITIAL APPLICATION



ORIGINAL V. CURRENT BUILDING HEIGHTS

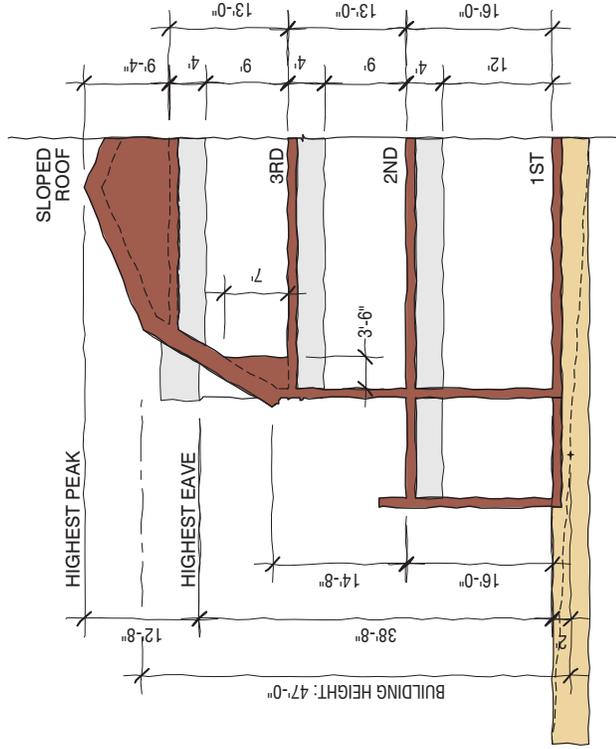
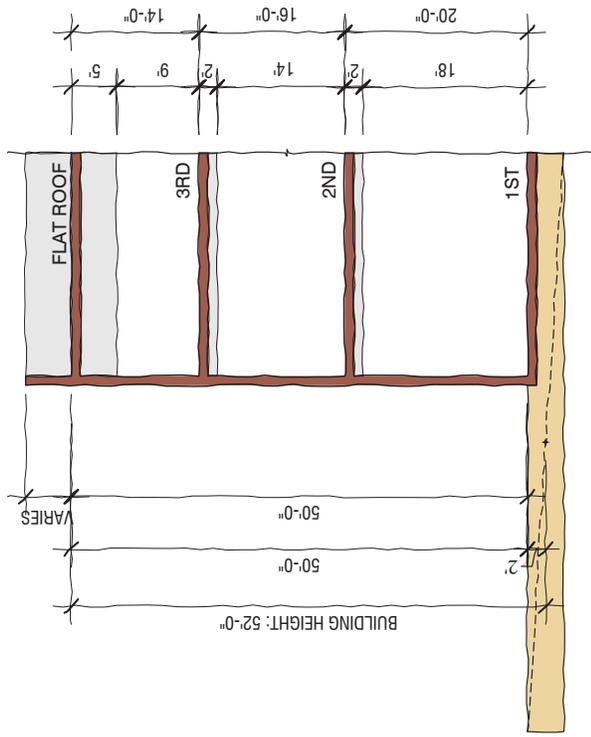
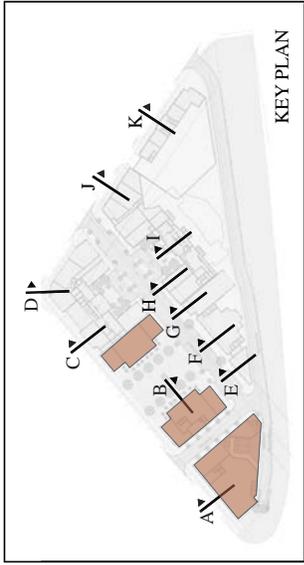
A-79



SECTION KEY PLAN
PROPOSED ROOF PLAN



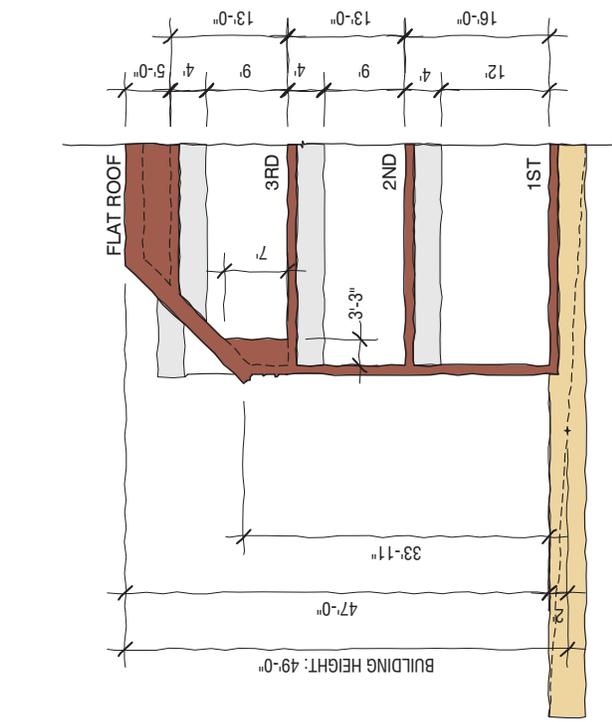
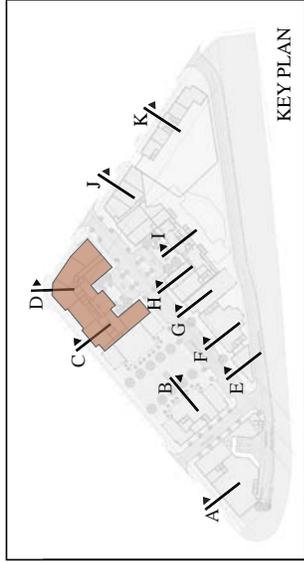
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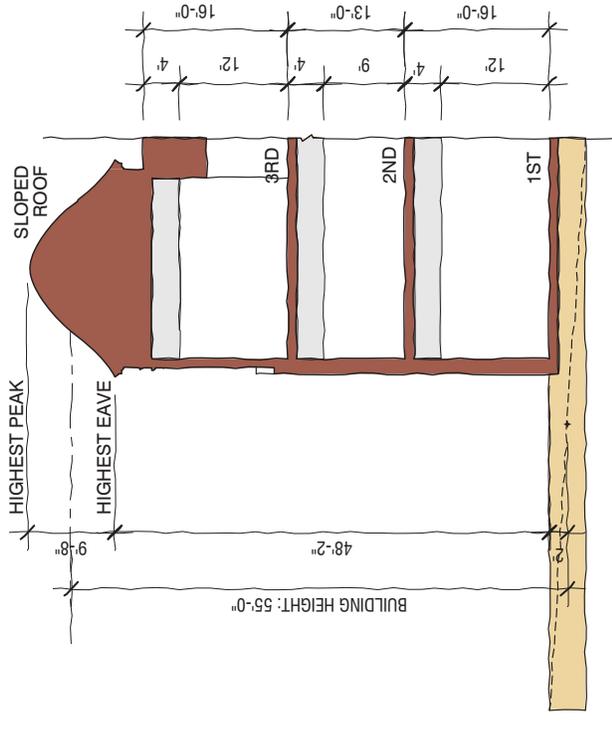
A-81

SECTION A - ANCHOR TENANT

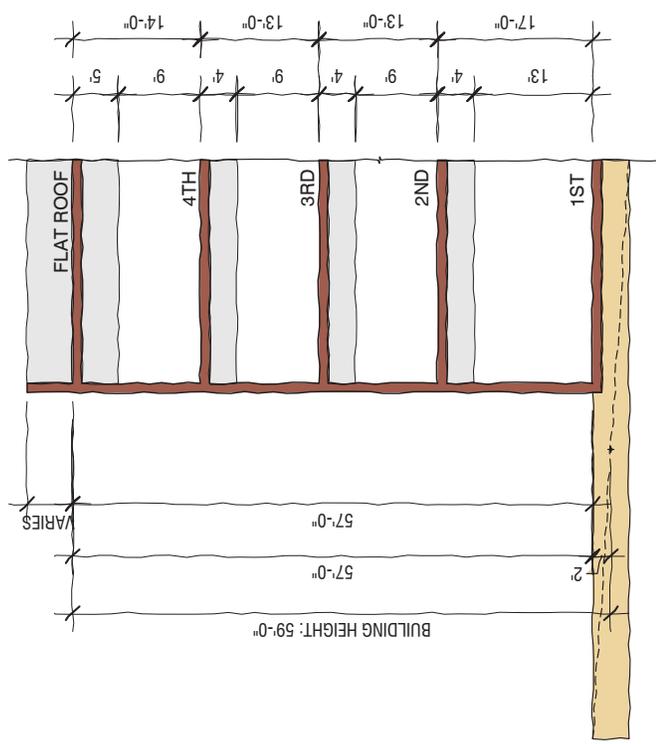
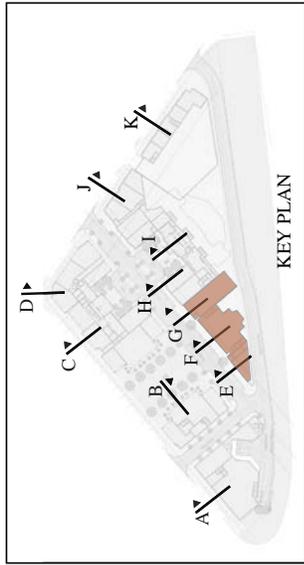
SECTION B - WEST HOUSE



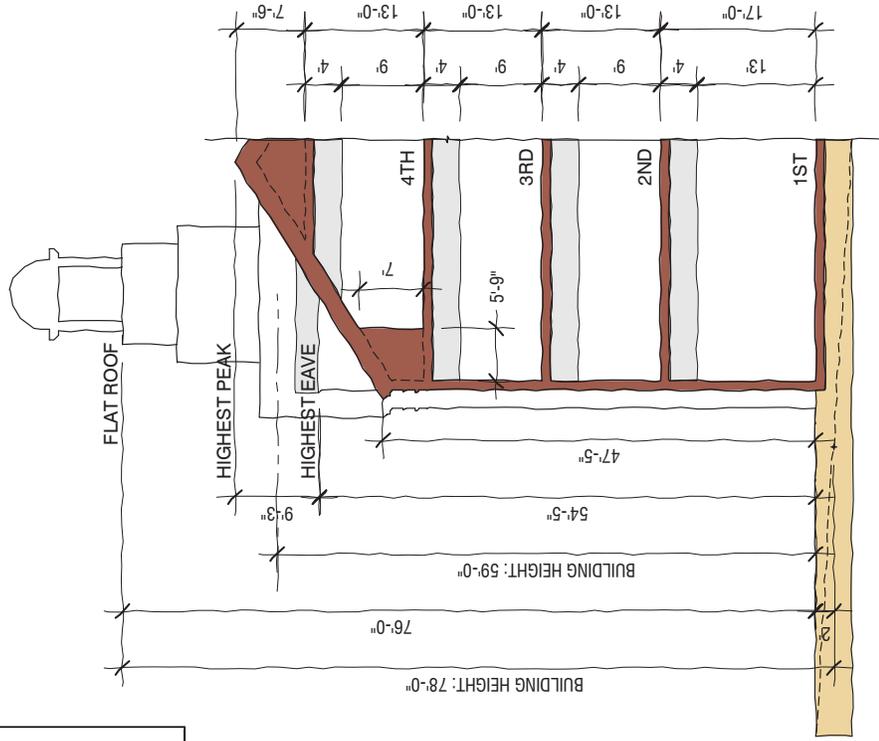
SECTION C - POST ROAD APARTMENT



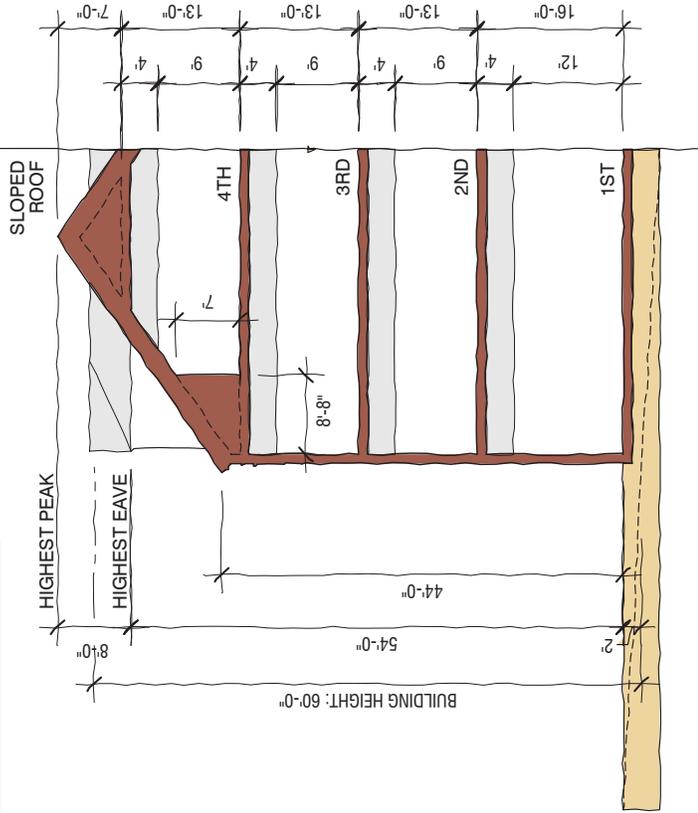
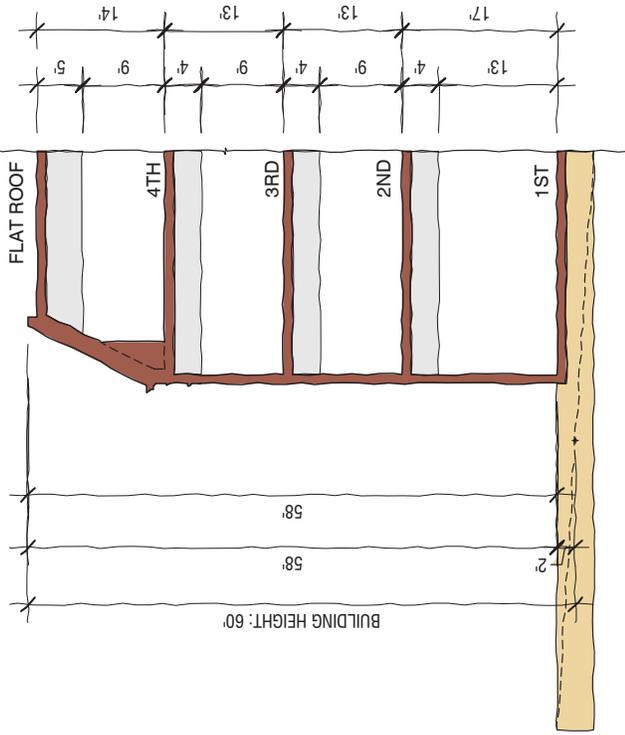
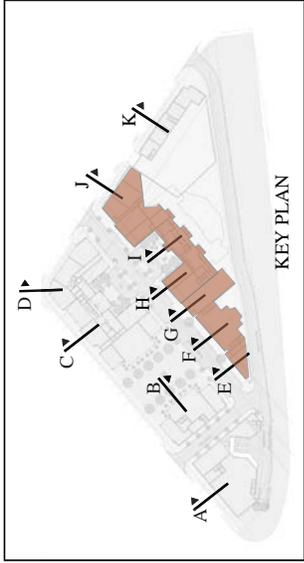
SECTION D - POST ROAD APARTMENT TOWER



SECTION E - MEETING HOUSE WEST ANNEX



SECTION F - MEETING HOUSE

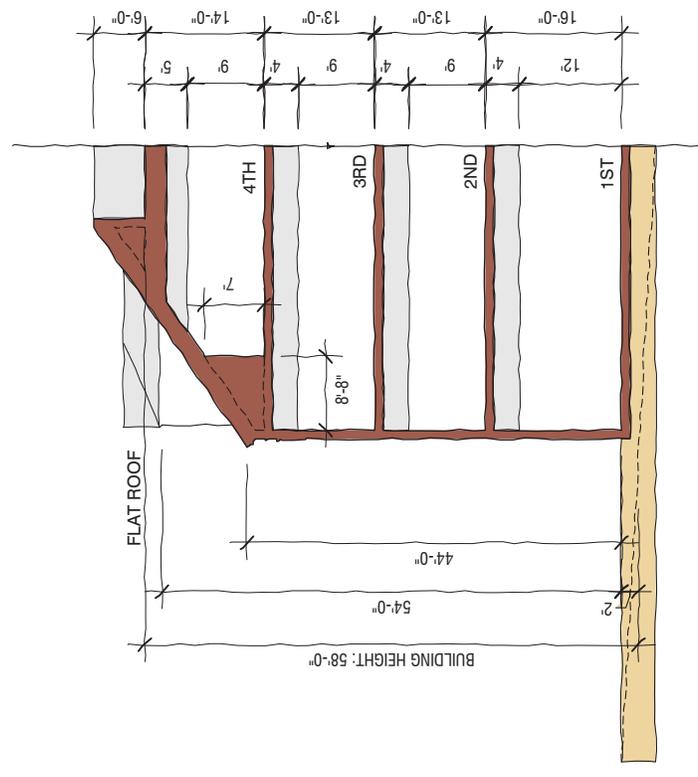
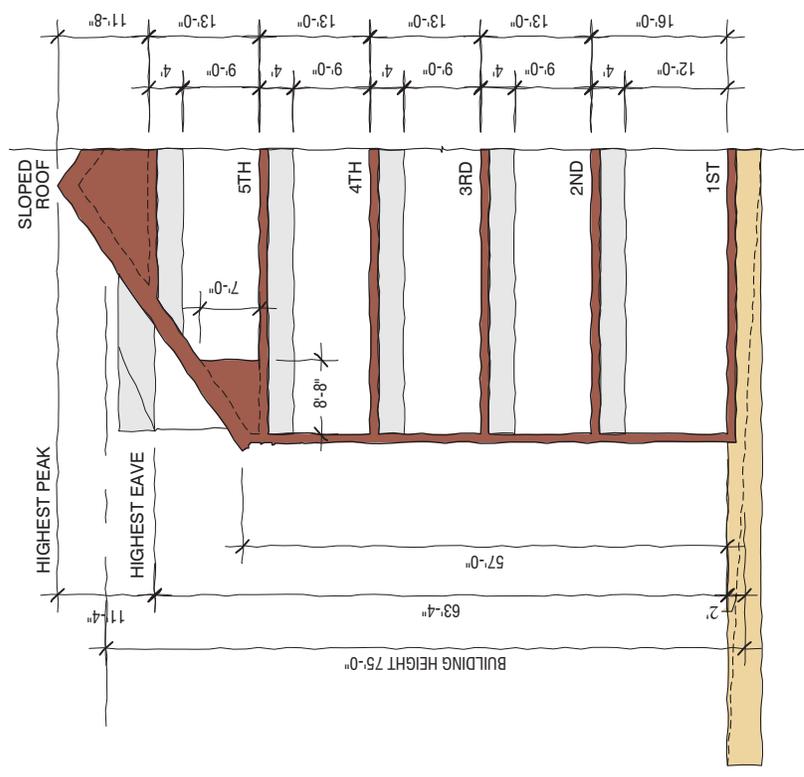
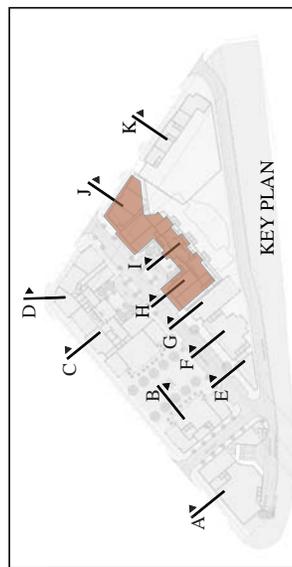


A-84

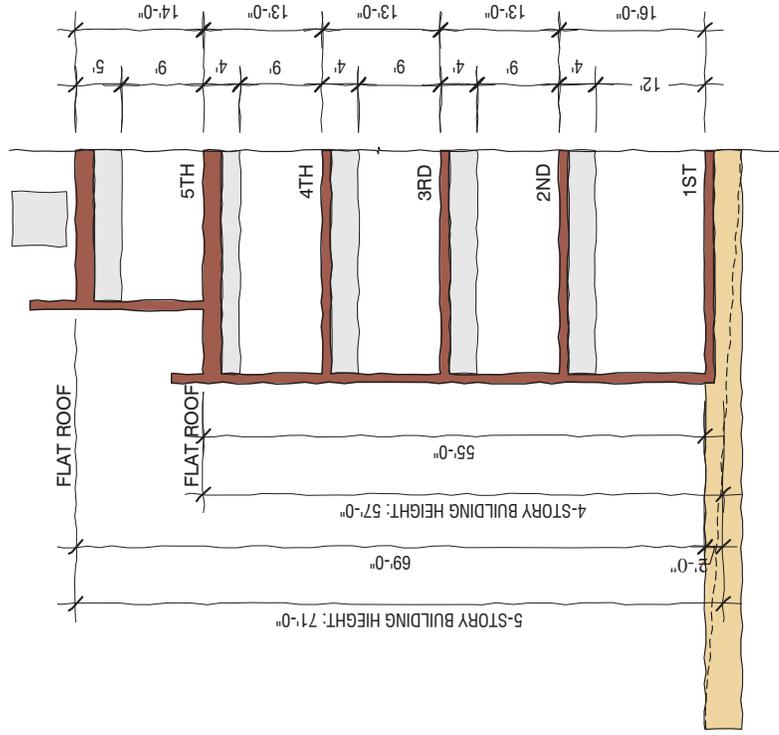
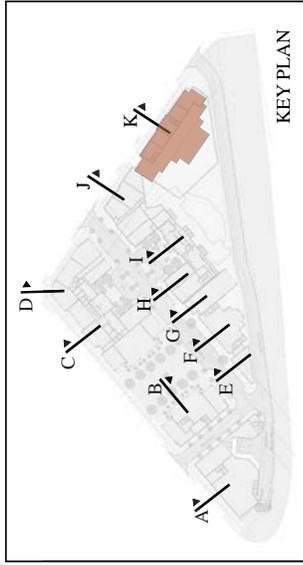
SECTION G - MEETING HOUSE EAST ANNEX

SECTION H - MARKET LANE APARTMENT - LOW

BAYWATER-PG PROPERTIES PROJECT IN DARIEN
DARIEN, CONNECTICUT
OCTOBER 03, 2016
SCHEMATIC BUILDING SECTIONS

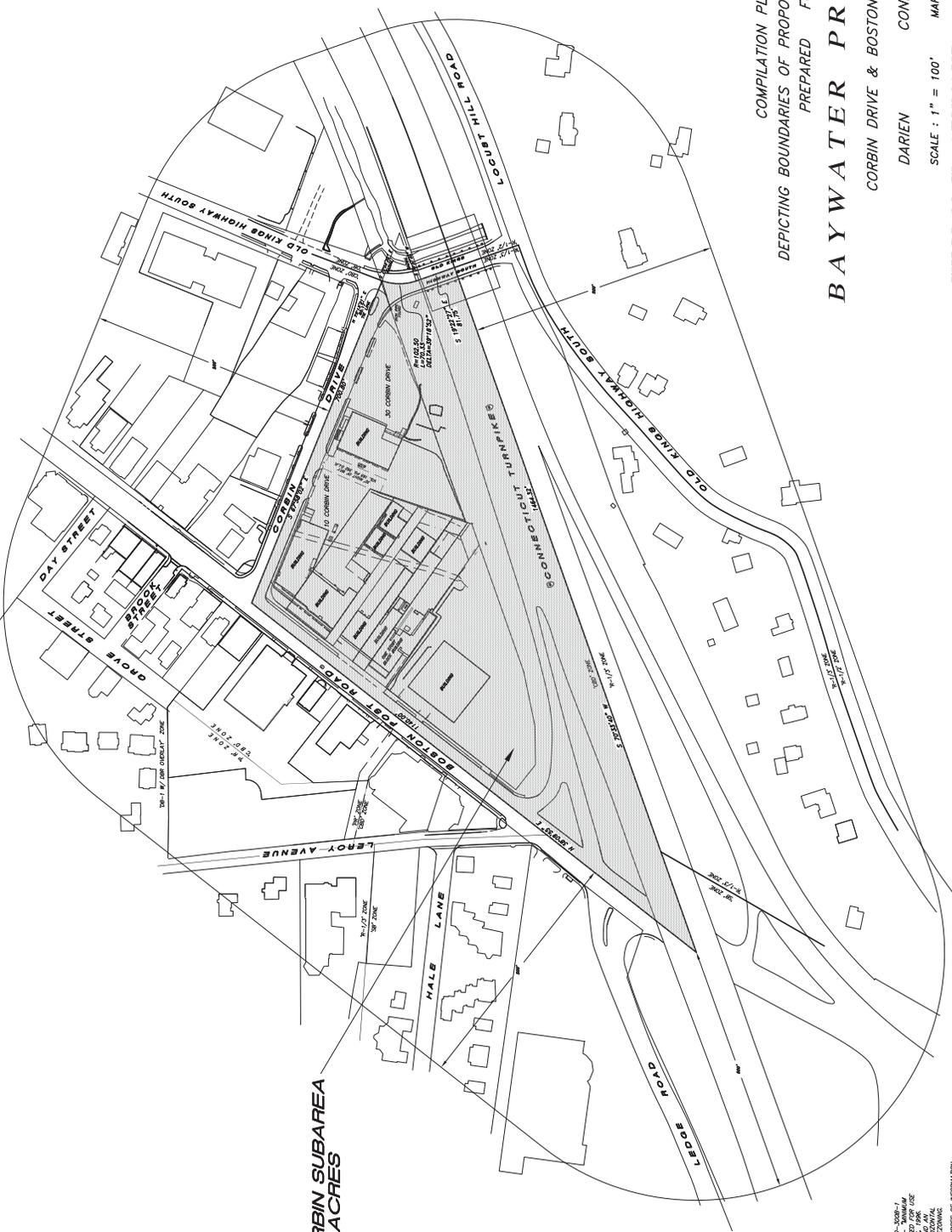


A-85



SECTION K - CORBIN OFFICE BUILDING

A-86

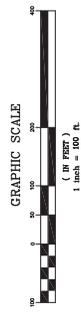


**PROPOSED CORBIN SUBAREA
AREA - 11.2463± ACRES**

**COMPILATION PLAN
DEPICTING BOUNDARIES OF PROPOSED CORBIN SUBAREA
PREPARED FOR
BAYWATER PROPERTIES
CORBIN DRIVE & BOSTON POST ROAD
DARIEN CONNECTICUT
SCALE : 1" = 100' MARCH 3, 2016**

**WILLIAM W. SEYMOUR & ASSOCIATES, P.C.
LAND SURVEYORS & ZONING & LAND USE CONSULTANTS
170 NOROTON AVENUE ~ 203-655-3331 ~ DARIEN, CONN. ©**

TO MY KNOWLEDGE AND BELIEF THIS MAP IS
SUBSTANTIALLY CORRECT AS NOTED HEREON
PREPARED TO CLASS "A - 2" STANDARDS
Jeffrey W. McHugh, Comm., L.L.S., Reg. No. 70090



THIS SURVEY AND MAP HAVE BEEN PREPARED IN ACCORDANCE WITH SECTIONS 30, 30B-1, 30B-2, 30B-3, 30B-4, 30B-5, 30B-6, 30B-7, 30B-8, 30B-9, 30B-10, 30B-11, 30B-12, 30B-13, 30B-14, 30B-15, 30B-16, 30B-17, 30B-18, 30B-19, 30B-20 OF THE REGULATIONS OF THE CONNECTICUT STATE ARCHIVES - "MINIMUM STANDARDS FOR THE PREPARATION OF SURVEY MAPS AND PLANS" AND THE REGULATIONS OF THE CONNECTICUT ASSOCIATION OF LAND SURVEYORS, INC. ON SURVEYING AND MAPPING. ORIGINAL SURVEY RECORDS, THE PROPOSED SUBAREA, ARE COMPARED TO AN INDIVIDUAL ACCOUNT CLASS "A - 2" AND IS INTENDED TO EXTRACT AN AREA SUBJECT TO REZONING. IT IS NOT TO BE CONSIDERED AS A FINAL RECORD. THE RESULTS OF THIS REZONING APPLICATION WILL BE CONTAINED IN THE RECORDS OF THE ZONING DEPARTMENT. THIS MAP WAS PREPARED AS A GUIDE OF THIS INFORMATION AND REZONES THE PROPERTY'S DECLARATION FILE AND TOLL. UNDERSTANDING IMPROVEMENTS OR ENCROACHMENTS, IF ANY, ARE NOT DEPICTED HEREON. STRUCTURES DEPICTED HEREON WERE TRANSCRIBED FROM VARIOUS SOURCES AND ARE SUBJECT TO FIELD REVISION. THIS MAP IS A REPRESENTATION UNDER THE TERMS OF CHAPTER 36-14 OF THE CONNECTICUT GENERAL STATUTES AS AMENDED.

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.

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 ~~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. The Corbin Subarea regulations provide developers with an option to build larger projects under the subarea regulations, or projects under the CBD regulations.

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. Larger Developments within the Corbin Subarea. The term “Larger Developments within the Corbin Subarea” shall mean developments located entirely within the Corbin Subarea that are on development sites that are a minimum of 3 acres in area.

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)
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>750 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.
- 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/52 feet</u>	<u>None</u>	<u>None</u>	<u>20 feet</u>
<u>4 stories/60 feet</u>	<u>150 feet</u>	<u>None</u>	<u>20 feet</u>
<u>5 stories/75 feet</u>	<u>210 feet See Note 1</u>	<u>10 feet See Notes 1, 2</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, and the exterior structure of the fifth floor of buildings located within 300 feet of Boston Post Road shall be a minimum of 50 feet from the street line along Corbin Drive.
- (2) In addition to the setbacks from Boston Post Road and Corbin Drive, 5 story buildings shall not be located farther than 280 feet from Corbin Drive.
- c. Building heights in the Corbin Subarea shall be calculated as follows:
 - (1) Building height shall be measured from the average elevation of the finished grade adjacent to the exterior walls of the building, in accordance with the definition of Building Height set forth in sections 201 and 225.

- (2) 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.

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. In addition to setbacks from the street line, the areas within which 5 and 6 story buildings are allowed are limited by the maximum distances from the street lines. This will limit the area within which 5 and 6 stories are allowed to a greater extent than setbacks alone.

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 site being redeveloped, and at least one public plaza feature shall be able to fully enclose a square having a minimum length of 50 feet on each side..
- 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	<u>23'21'</u>	12'9"	10'5"	9'
C.	Stall Depth	<u>97'</u>	<u>19'1017'8"</u>	<u>21'019'0"</u>	<u>20'018'0"</u>
D.	Lot width for 1 row + driveway	<u>21'19'</u>	<u>33'030'4"</u>	<u>39'033'6"</u>	<u>44'042'0"</u>
E.	Lot width for 2 rows + driveway	<u>30'26'</u>	<u>53'048'0"</u>	<u>60'052'6"</u>	<u>64'060'0"</u>

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 units that are subject to additional occupancy restrictions based on age or disabilities, provided that such

additional restrictions comply with all applicable housing laws. Each affordable housing unit that is subject to multiple restrictions shall be counted as a single unit for compliance with 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 not be entitled to additional credit 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
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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. The Corbin Subarea regulations provide developers with an option to build larger projects under the subarea regulations, or projects under the CBD regulations.

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- a. Commercial sales and services, except that Financial Service uses shall be located on upper floors.
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- d. Railroad stations and mass-transit facilities.
- e. Dwelling units located on upper floors.

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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.

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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. Larger Developments within the Corbin Subarea. The term “Larger Developments within the Corbin Subarea” shall mean developments located entirely within the Corbin Subarea that are on development sites that are a minimum of 3 acres in area.

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.

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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:
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 - (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	750 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.
- 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/52 feet	None	None	20 feet
4 stories/60 feet	150 feet	None	20 feet
5 stories/75 feet	210 feet See Note 1	10 feet See Notes 1, 2	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, and the exterior structure of the fifth floor of buildings located within 300 feet of Boston Post Road shall be a minimum of 50 feet from the street line along Corbin Drive.
- (2) In addition to the setbacks from Boston Post Road and Corbin Drive, 5 story buildings shall not be located farther than 280 feet from Corbin Drive.
- c. Building heights in the Corbin Subarea shall be calculated as follows:
 - (1) Building height shall be measured from the average elevation of the finished grade adjacent to the exterior walls of the building, in accordance with the definition of Building Height set forth in sections 201 and 225.
 - (2) 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.

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. In addition to

setbacks from the street line, the areas within which 5 and 6 story buildings are allowed are limited by the maximum distances from the street lines. This will limit the area within which 5 and 6 stories are allowed to a greater extent than setbacks alone.

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 site being redeveloped, and at least one public plaza feature shall be able to fully enclose a square having a minimum length of 50 feet on each side..
- 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 units that are subject to additional occupancy restrictions based on age or disabilities, provided that such additional restrictions comply with all applicable housing laws. Each affordable housing unit that is subject to multiple restrictions shall be counted as a single unit for compliance with 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 not be entitled to additional credit in 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"

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October 5, 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

September 29, 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: Application to Planning and Zoning Commission
For Amendments to the Darien Zoning Map and
Darien Zoning Regulations**

Dear Ladies and Gentlemen:

We hereby authorize the law firm of Maslan Associates P.C. and its attorneys to file on our behalf any and all applications related to our request to amend the Darien Zoning Map and Darien Zoning Regulations.

Thank you.

Very truly yours,

BAYWATER CORBIN PARTNERS, LLC

By: BAYWATER PROPERTIES, LLC
Its Manager

By: 

David Genovese, Its Manager