INFRASTRUCTURE STRATEGIES

MAINTAIN AND ENHANCE COMMUNITY FACILITIES

12

Overview

Community facilities provide for desired services and enhance the quality of life in the community …

Community facilities support functions such as education, public works, public safety, and recreation, all of which are important to maintaining the character and quality of life in Darien.

The POCD does not get involved in the day-to-day operations of individual departments. Rather, the POCD seeks to identify potential community facility needs (buildings and sites) so that they can be anticipated and planned for. The POCD also serves as a useful guide for referrals of proposed municipal improvements (as required by CGS Section 8-24) for review by the Planning and Zoning Commission.

Education

Recreation

Safety

Emergency

Legend

- Generally expected to be adequate for community needs to 2025
- May have some issues to consider
- Attention appears to be needed to meet community needs to 2025
- Not expected to be adequate for community needs to 2025

Address Community Facility Needs

EDUCATION FACILITIES	Assessment
Education • Darien High School • Middlesex Middle School • Hindley Elementary • Holmes Elementary • Ox Ridge Elementary • Royle Elementary • Tokeneke Elementary *(diverse projections / capacity not clear)* *(HVAC issues / building systems)*	• Darien public schools are consistently ranked among the best public schools in Connecticut • Darien residents are firmly committed to neighborhood schools and new residents often purchase based on school districts • Some elementary schools have been using portable classrooms since the late 1980s • None of these 14 classroom spaces are directly attached to the main buildings and so students must leave the building each time they go to a portable. • These are in fair condition and should be phased out for security and other purposes • According to the Superintendent of Schools, significant HVAC issues exist at Ox Ridge, Holmes and Royle • All schools will be examined thoroughly as part of a proposed building facilities review • Growth in early childhood education programs (kindergarten and the Early Learning Program) and possible future legislative requirements have an effect on school facilities and complicate facility planning • Enrollments have been increasing which is counter to the recent State-wide trend of declining enrollment • BOE has three enrollment projections: o In-house o NE School Development Council o Milone and MacBroom • Projections hinge on in-migration patterns • BOE using the highest projections (in-house) while other projections suggest a decline in enrollments • The number of children that might result from new developments could add strain on school facilities • Milone and MacBroom is continuing to refine the Facilities Plan • Darien does not have a possible future school site to help address potential current or future needs • Education facilities also support recreation activities and art venues

Darien High School

Middlesex Middle School

Hindley Elementary School

Holmes Elementary School

Ox Ridge Elementary School

Royle Elementary School

Tokeneke Elementary School

Portable Classrooms At Royle Elementary School

Legend

- Generally expected to be adequate for community needs to 2025
- May have some issues to consider
- Attention appears to be needed to meet community needs to 2025
- Not expected to be adequate for community needs to 2025

GENERAL GOVERNMENT	Assessment
• Town Hall *(investigate renovation / expansion options)*	• Town Hall moved into the former Darien High School building in the mid-1980s • Public spaces tend to be generously sized but department spaces tend to be cramped / inefficient • Lack of storage / meeting rooms can be an issue • Interest in improving safety and access amenities

PUBLIC WORKS	Assessment
• Public Works Garage • Recycling / Refuse Center • Sewer Pump Locations *(expand public works garage)*	• Site used by public works, schools, parks, facilities maintenance, transfer station • Public Works garage is inadequate for repair and storage of equipment • On-site storage of materials is challenging • Addition is being planned to address needs • Recycling/refuse operations appear to work well • Long term expansion potential might be created by relocating commuter parking from the Leroy West lot and making a "back door" connection along the rail-road tracks to the Public Works site

Town Hall

Public Works

PARKS AND RECREATION	Assessment
Beaches • Pear Tree Point • Weed Beach **Active Outdoor Recreation** • Baker Park • Cherry Lawn Park • Holahan Fields • McGuane Park **Passive Outdoor Recreation** • Frate Park • Selleck's Woods • Stony Brook Park • Tilley Pond Park • Woodland Park **Indoor Programs** • Town / School Buildings **Other Properties** • Cherry St. • Diller Property *(update Master Plan / consider needs)*	• The two beaches are considered to be the "jewels" of the Darien parks and recreation programs • An expansion project at Weed Beach is currently underway • Community participation in recreational activities is high so demand for facilities is high • Since Darien is mostly built out, the challenge will be to make the most effective use of the active outdoor recreation facilities the Town currently has: o Resting grass fields (challenging due to use) o Artificial turf to withstand use / extend seasons o Lighting to extend daily use / extend seasons o Irrigation to withstand use • Would like to acquire land, especially if adjacent to existing facilities • School facilities also provide for recreational use • Cherry St. property provides connection to Town Hall and Holahan Fields • Diller Property is adjacent to the High School • Parks And Recreation Master Plan has not been updated since 1996 • Master Plan is in the process of being updated • Interest has been expressed in a community pool facility (indoor or outdoor)

Private Facilities

Darien also has a number of private recreation facilities which help meet community needs and desires:

- Country Club of Darien
- Wee Burn Country Club
- Woodway Country Club
- YMCA
- Ox Ridge Hunt Club
- Middlesex Club
- Noroton Yacht Club
- Darien Boat Club
- Tokeneke Club

Weed Beach

McGuane Park

Cherry Lawn Park

Woodland Park Nature Preserve

Legend

- Generally expected to be adequate for community needs to 2025
- May have some issues to consider
- Attention appears to be needed to meet community needs to 2025
- Not expected to be adequate for community needs to 2025

SAFETY / EMERGENCY SERVICES	Assessment
• Police Department • Animal Control	• Facility is expected to be adequate to the year 2025 • Parking is the biggest challenge on site • Animal shelter appears adequate
• Fire Department *(maintaining volunteer staffing)*	• Three fire stations staffed with volunteer personnel • Have good array of equipment to handle local needs • Excellent training facilities available • Use mutual aid / coordination • Public water supply available to many areas although some areas have poor flow • Equipment storage can be an issue • Maintaining adequate volunteer staffing has been an issue in other communities • Fire response can be challenged by few routes over/under railroad / I-95
• Emergency Medical • Medical Transport *(lease has expired)*	• Emergency response provided by police / Post 53 / fire department • Paramedics from Stamford and Norwalk, if needed • Facilities adequate for community needs • State land lease for Post 53 has expired • Increased training requirements may complicate the use of volunteers

Police Department

Post 53

Darien Fire Department

Noroton Fire Department

HOUSING AUTHORITY	Assessment

• Old Town Hall Houses
• The Heights at Darien
• West Avenue Houses
 	
(demand expected to increase due to aging population)
	• Currently have 138 units
	  o 30 units at Old Town Hall Houses
	  o 106 units at The Heights at Darien
	  o 2 units on West Avenue
	• Heights was recently expanded
	• DHA intends to redevelop Old Town Hall site
	• Waiting lists are closed
	• There may be demand for additional units based on projected growth of senior population

OTHER FACILITIES	Assessment
• Darien Library *(seek to expand parking options)*	• New facility opened in 2009 • Ranked as one of the top 10 public libraries in the country for its size • Parking area can be inadequate due to heavy use
• Mather Center	• Facility opened in 2014 • Helps Darien residents, age 60 and over, fulfill their social, physical, emotional and intellectual needs • Desire has been expressed for parking more convenient to the entrance • Demand may increase due to aging population
• Darien Youth Center (The Depot) *(lease has expired)*	• Former train station building repurposed into a teen center • State land lease has expired • Activities programmed by a student governing board • Includes a "Safe Rides" service
• Edgerton Street Property *(consider how to repurpose the site)*	• Site once used for an elementary school and then for the Senior Center (building has been demolished) • Site should be retained for possible future school-related use or other municipal, community use or open space

Darien Community Facilities

GENERAL GOVERNMENT

1. Town Hall / Arts Center

EDUCATION FACILITIES

2. Darien High School

3. Middlesex Middle School

4. Hindley Elementary School
5. Holmes Elementary School
6. Ox Ridge Elementary School
7. Royle Elementary School
8. Tokeneke Elementary School

PARKS AND RECREATION FACILITIES

9. Weed Beach
10. Pear Tree Beach

11. McGuane Park
12. Baker Park
13. Holahan Fields (Town Hall)
14. Cherry Lawn Park (including the Darien Nature Center)

15. Tilley Pond Park
16. Stony Brook Park
17. Selleck's Woods Nature Preserve
18. Woodland Park Nature Preserve
19. Frate Park

20. Diller Property (Nutmeg Lane)
21. Cherry St. Property

SAFETY / EMERGENCY SERVICES

22. Police Station / Animal Shelter

23. Darien Fire Department
24. Noroton Fire Department
25. Noroton Heights Fire Department

26. Post 53 EMS/ Ambulance

PUBLIC WORKS

27. Public Works Garage / Recycling / Refuse Center

HOUSING AUTHORITY

28. Old Town Hall Houses (30 units)
29. The Heights at Darien (106 units)
30. West Avenue Houses (2 units)

OTHER FACILITIES

31. Darien Library

32. Mather Center (Town Hall)
33. Darien Youth Center (The Depot)

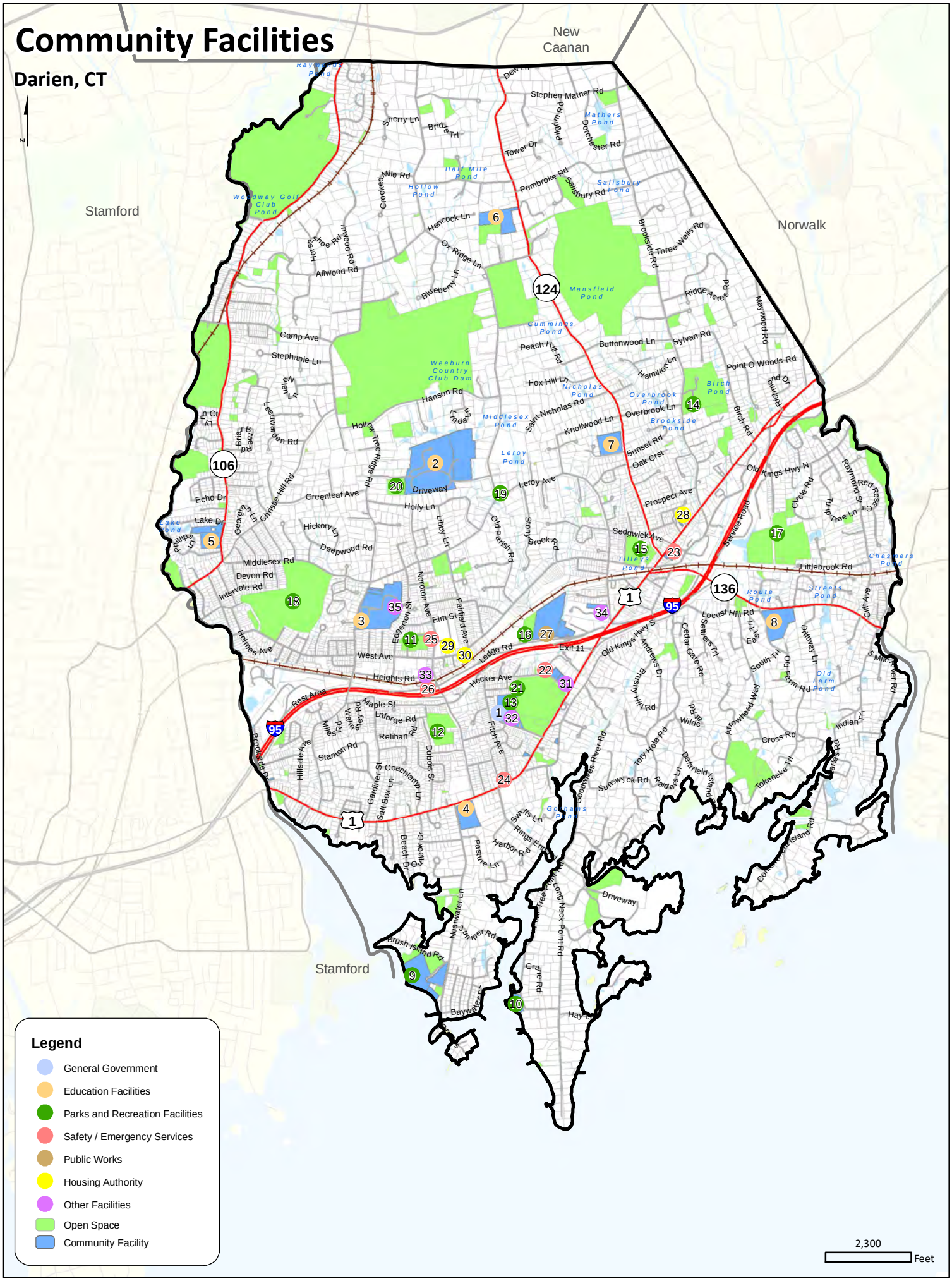
34. BOE Offices

35. Edgerton Street Property

Note- Municipally owned or operated parking facilities are addressed in the Transportation section of the POCD.

Community Facilities

Darien, CT



Address Community Facility Needs		
Policies	**Leader**	**Partners**
1. Maintain existing community facilities.	Town	BOE
2. Continue to ensure that community facility needs are met by considering: • upgrading or renovating existing buildings; • adding on to existing buildings; • constructing new buildings; and/or • acquiring new land, as appropriate.	Town	BOE
3. When land becomes available adjacent to existing facilities, evaluate the purchase of that property as quickly as possible in order to be able to provide for future expansion of existing facilities, if or when needed.	Town	BOE
4. Continue to monitor school enrollments and State requirements that may affect local facilities.	BOE	
5. Continue to encourage volunteer participation, especially for emergency services.	Town	VFD P53
6. Anticipate a future increase in demand for elderly housing units and services based on projected growth of senior population.	Town	PZC HA AHID
7. Upgrade existing elementary schools (and eliminate portable classrooms) as opportunities present themselves.	BOE	
Action Steps		
8. Expand the highway garage to address the needs of Public Works and other departments that use the facility.	Town	PW
9. Update the Park and Recreation Master Plan including investigating community support for a swimming pool.	PRC	
10. Analyze the space needs at Town Hall in order to evaluate options for possible future renovation / expansion.	Town	
11. Investigate parking options for the library.	LIB	
12. Investigate how to establish a "fast-track" process for approving the acquisition of land adjacent to Town facilities.	BOS	RTM

ADDRESS TRANSPORTATION NEEDS

13

Overview

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

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.).

Roadways

Roadways

Pedestrians

Bicycle

Legend

☑ Crossing functions well

☐ Crossing has some functional issues (height, width, flooding, etc.)

☒ Crossing does not provide an overall circulation function

Note: Several of these recommendations have been in Darien Town Plans since at least 1982.

Address Overall Circulation

For the most part, Darien has a good overall system of major roads providing access to and between all parts of the community. While historical development patterns and topographical constraints result in some situations where these roadways are not optimally configured, the basic circulation needs of the community are met.

The main challenge to overall circulation is the limited number of crossings over the railroad tracks and I-95 and limited functionality of some of these crossings:

Crossing Location	Railroad Crossing	I-95 Crossing
1. **Brookside Drive** – a *dead-end* street with I-95 underpass (at the Stamford Line) providing emergency access to the I-95 rest area		☒ Underpass
2. **Hollow Tree Ridge Road** – high traffic *volume* with *narrow* overpass of railroad tracks in close proximity to I-95 overpass, driveway to Avalon development, access to station parking, and Heights Road	☐ Overpass	☑ Overpass
3. **Noroton Avenue** – high traffic *volume* with *narrow* of railroad tracks and I-95 in close proximity to Ledge Road, Heights Road, and access to station parking and Post 53 ambulance station	☐ Overpass	☐ Overpass
4. **Leroy Avenue**– Opening under railroad overpass is *narrow* and very *low clearance* with multiple turning movements	☐ Underpass	
5. **Boston Post Road**– Route 1 travels beneath I-95 overpass.		☑ Underpass
6. **Boston Post Road** – Route 1 underpass dips below railroad with *low clearance* and cannot accommodate some long vehicles. *Floods* in storm events. High *volume* with multiple *turning* movements	☐ Underpass	
7. **Old Kings Highway South** – Roadway travels beneath I-95 overpass.		☑ Underpass
8. **Tokeneke Road** – Roadway travels beneath I-95 overpass.		☑ Underpass
9. **I-95** – Interstate 95 crosses over railroad tracks.	☑ Overpass	
10. **Old Kings Highway North** – Roadway travels over I-95.		☑ Overpass
11. **Raymond Street / Cliff Avenue** – Opening under railroad overpass is *narrow* with *low clearance*	☐ Underpass	

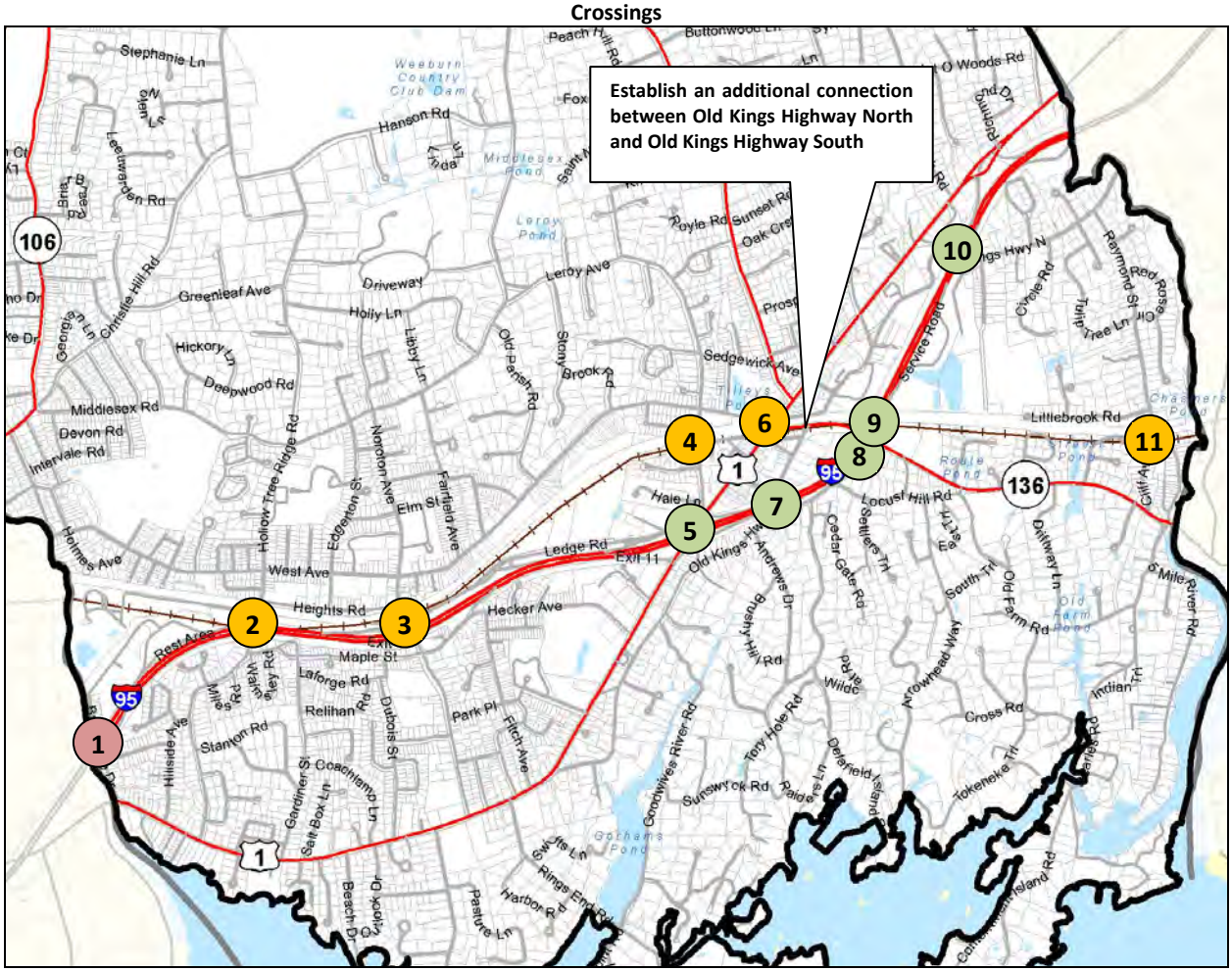
The most significant constraints occur at:

- Hollow Tree Ridge Road (#2),
- Noroton Avenue (#3),
- Leroy Avenue (#4),
- Route 1 at the railroad overpass (#6), and
- Raymond Street (#11).

Since these locations involve coordination with regional, state, federal, and quasi-public agencies on some of the busiest travel corridors in the country, it will likely be challenging to have improvements made on a timely basis. Still, opportunities to remove the constraints at these locations will be pursued since this affects overall circulation in the community and such things as emergency access (police, fire, ambulance).

The only location where a new roadway crossing *might* be possible (and beneficial) would be to connect Old Kings Highway North and Old Kings Highway South under the railroad tracks in downtown Darien.

Crossings



Route 1 Study

In 2013, the regional planning agency (SWRPA at that time) completed a Route 1 Corridor Study in Darien. The work was conducted by Clough Harbour and Associates.

The study contains recommendations that address identified issues in the study area and that provide for transportation system enhancements and economic growth opportunities.

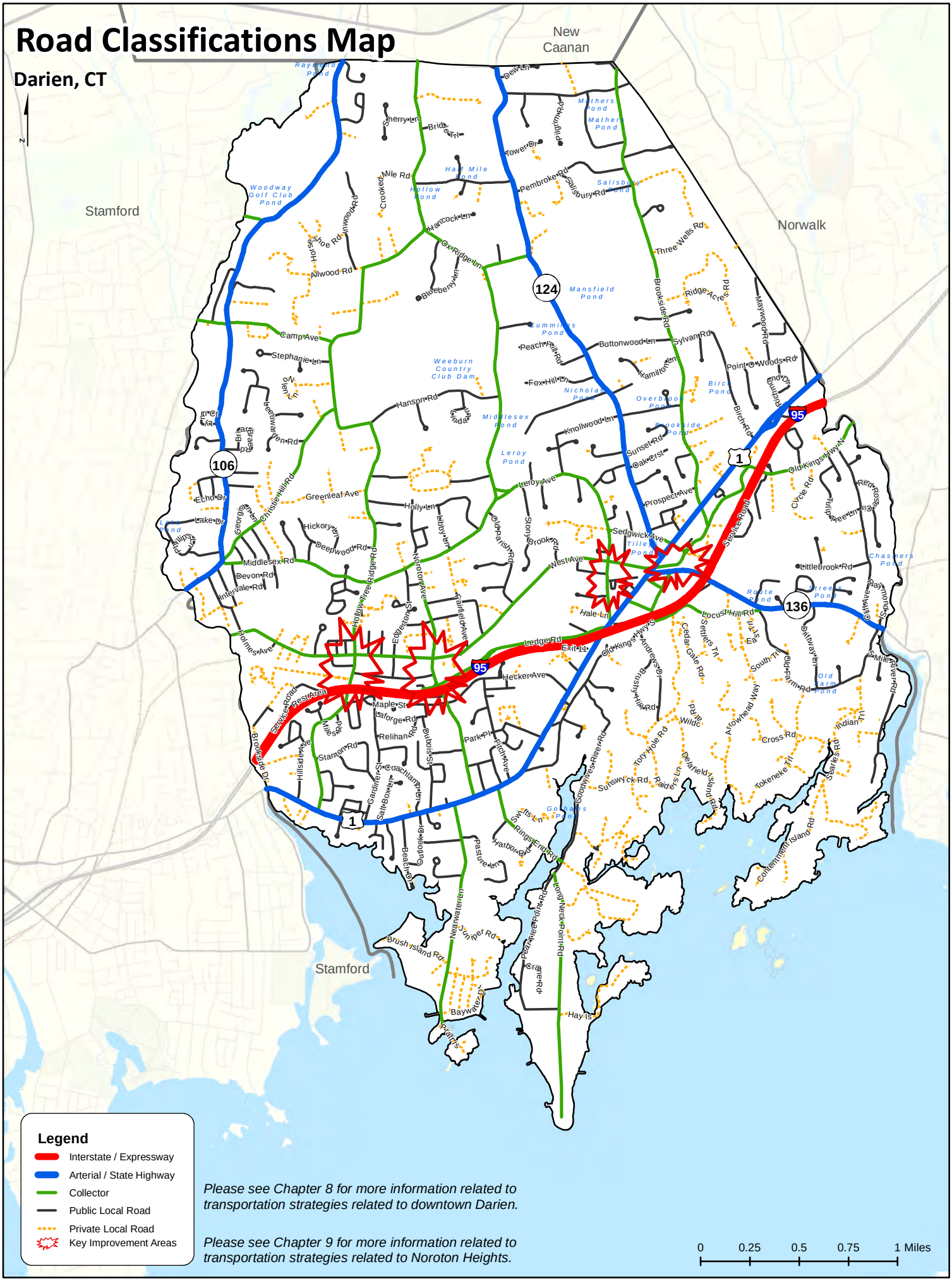
Address Overall Circulation		
Policies	**Leader**	**Partners**
1. Work with CT-DOT, Metro-North Railroad, and WestCOG to address impediments / constraints at I-95 crossings and railroad crossings.	Town	PW
2. Work with CT-DOT and WestCOG to implement the transportation recommendations of the Route 1 Study as opportunities present themselves.	Town	PW
3. Continue the potential benefits of an additional roadway crossing in the downtown area by connecting Old Kings Highway North and Old Kings Highway South with a new tunnel under the railroad tracks.	Town	PW
Action Steps		
4. Initiate programs to improve overall circulation in the community and enhance emergency service response.	Town	PW

Hollow Tree Ridge Road

Route 1 @ Railroad

Road Classifications Map

Darien, CT



Please see Chapter 8 for more information related to transportation strategies related to downtown Darien.

Please see Chapter 9 for more information related to transportation strategies related to Noroton Heights.

Pavement Management

Pavement management is an approach to maintaining a roadway system (pavement quality) as efficiently and economically as possible.

Since the life cycle of pavement can be evaluated and projected, maintenance and repair can be scheduled at the most appropriate times. In addition, the overall quality of the roadway system can be monitored over time.

Darien uses "pavement management" as an integral part of its annual Street Improvement Program.

Address Other Vehicular Transportation Issues

Other major vehicular transportation issues in the future are likely to include:

- balancing traffic capacity (especially along arterial and collector roadways) with maintaining community character as roadway and public safety improvements are undertaken,
- addressing locations where unsafe or hazardous conditions may arise,
- reducing speeding and introducing "traffic calming", where appropriate,
- maintaining existing Town roads in terms of pavement quality, and
- utilizing "access management" strategies on Route 1 to minimize curb cuts and maximize interconnections between properties, especially in business areas.

Address Other Vehicular Transportation Issues		
Policies	**Leader**	**Partners**
1. Move traffic as efficiently as possible, especially along arterial and collector roads while balancing traffic capacity with maintaining community character.	Town	PW PD
2. Continue to work with WestCOG and CT-DOT to address locations on State highways where unsafe or hazardous conditions exist.	Town	PW PD
3. Continue to address locations on local roads where unsafe or hazardous conditions may arise (including sight lines).	PW	PD TA
4. Utilize "access management" strategies to minimize curb cuts and maximize interconnections between properties, especially in business areas.	PZC	TA CT-DOT
5. Continue to maintain existing Town roads in terms of pavement quality (pavement management).	PW	
6. Consider "traffic calming" measures, where appropriate, to reduce speeding.	PD	PW TA

Possible Traffic Calming Techniques - Education

Neighborhood Meetings / Newsletters - A neighborhood meeting can raise awareness of the issue and involve residents in identifying possible approaches. A newsletter can share information about safety concerns, information on traffic speed and volume, and proposed responses. In addition, traffic and pedestrian safety basics can be covered.

Radar Speed Sign - These signs, which may be portable, use radar to provide motorists with an electronic display, alerting them if they are exceeding acceptable speeds increases driver awareness and motivates people to alter their behavior.

Signage – Traffic signage, if warranted, can inform drivers of school zones, pedestrian activity, school crossings, and bike routes. Installation of stop signs for speed control or unreasonably low speed limits is not recommended.

Possible Traffic Calming Techniques - Enforcement

Speed Enforcement – Enforcement of speed limits and other traffic laws in neighborhoods can help slow traffic and help police learn when and where to focus their traffic calming efforts.

Possible Traffic Calming Techniques - Engineering

Narrowing Travel Lanes - Wide travel lanes \encourage faster travel speeds. Narrowing the travel lane through pavement markings, landscaping, or curbing can deter traffic whose destination is not in the neighborhood, slow traffic speed, and provide space for pedestrians and cyclists. Permanent constriction may be an issue for snow plowing and emergency response. Temporary constriction can be moved around as necessary.

Textured/Colored Pavement – Changing the texture / color of pavement for even a small area (or another type of "gateway" feature) can send a visual cue that a driver has entered a traffic-calmed area.

Mini-Roundabouts - A mini-roundabout is a street intersection feature which requires vehicles to slow down and navigate around the island in an intersection and yield to vehicles already in the roundabout.

Speed Bump / Hump – Temporary or permanent raised sections of roadway which can deter speeding and cut-through traffic. However, this can also create issues for snow plowing and emergency response.

Road Closure – A partial closure (diverter) or a full closure should only be used as measures of last resort and only considered if other less restrictive physical measures have failed.

Manage Parking

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

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

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

On Street Parking

Off-Street Parking

Surface Parking

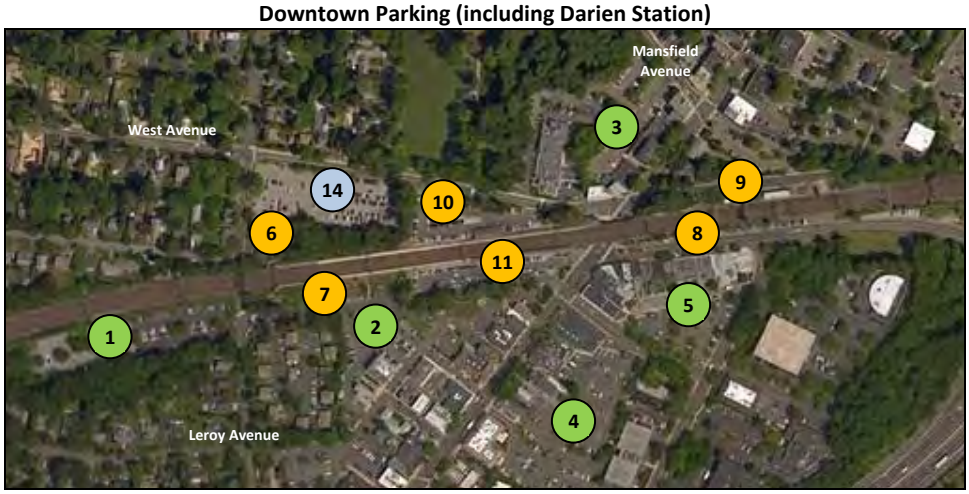
Parking Structure (Walnut Creek, CA)

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

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

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

Downtown Parking (including Darien Station)



Noroton Heights Parking

Major Parking Facilities

The numbers are keyed to the maps on this page.

Town Owned Lot

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

State Lot / Town Run

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

Private Parking Lots

14. Koons Lot
15. Lundberg Lot

On-Street (not on map)

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

Possible Parking Ratios

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

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

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

Parking Studies

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

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

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

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

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

Some of the key findings and recommendations included:

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

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

Manage Parking

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

Center Street North (Public)

Lot Next To Leroy Avenue (Private)

Parking Dimensions

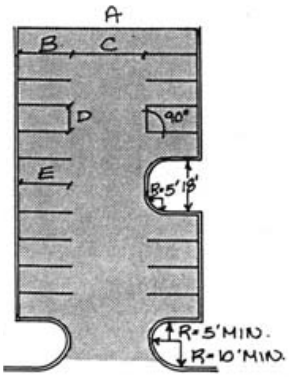
Most communities have adopted a parking stall requirement of 9 feet wide by 18 feet long with a 24-foot wide aisle.

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.



90° PARKING

"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.

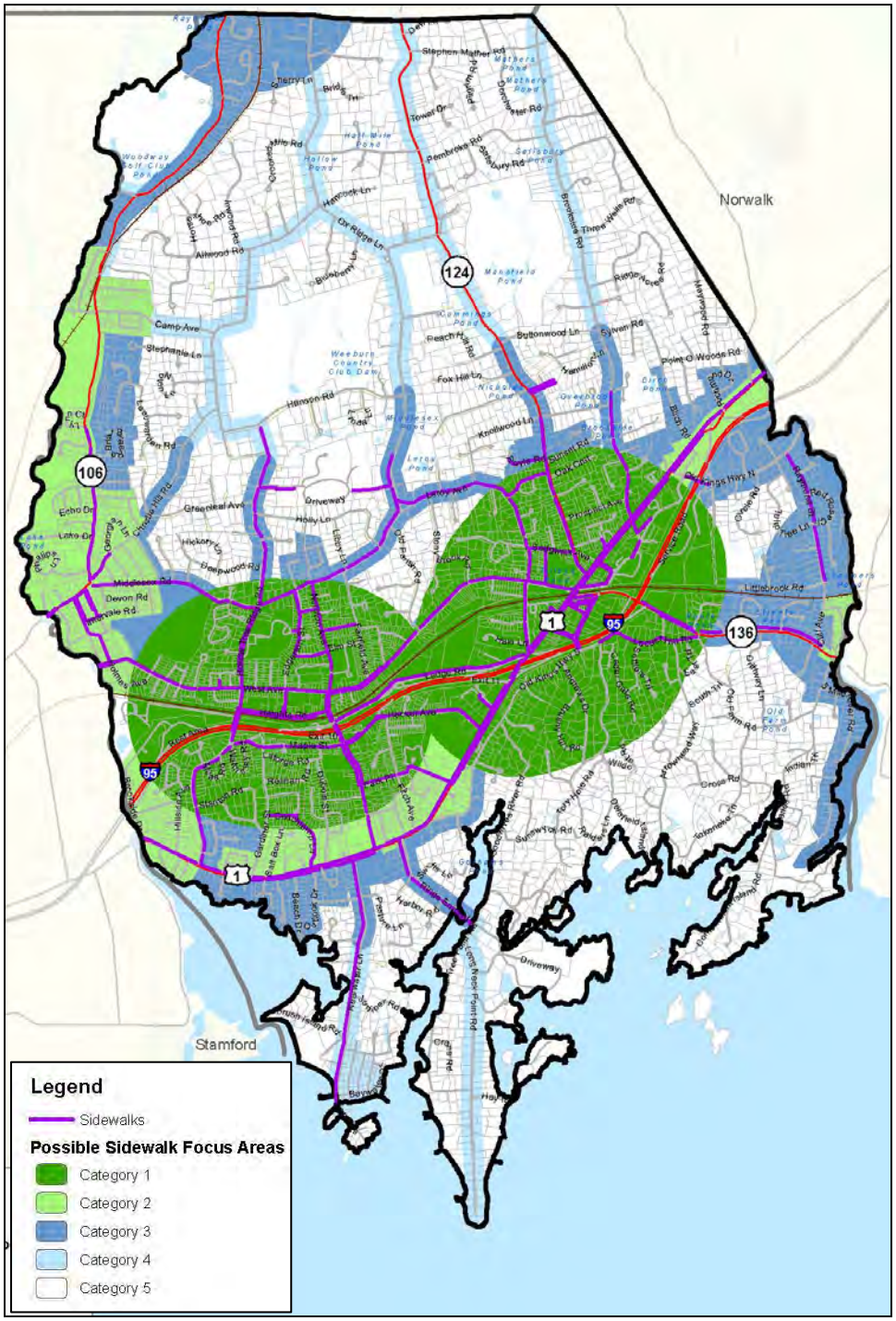
The POCD encourages and supports:

- 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 ¼ mile buffer
- Noroton Heights Overlay zone and ¼ 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 / Glen-brook / 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.

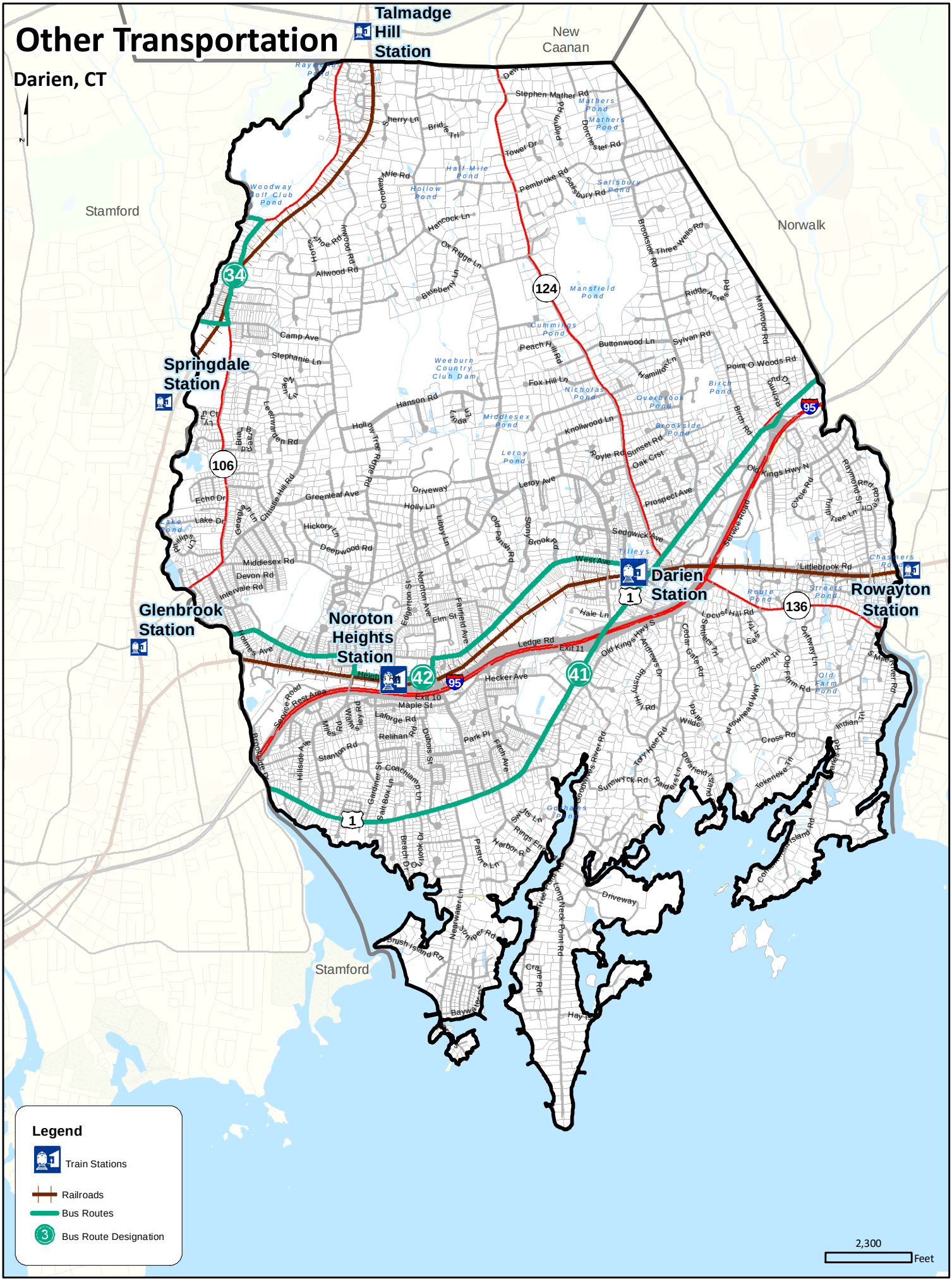
Darien intends to undertake a process to:

- 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



Improve Rail Services And Amenities

Darien has two stations (Darien and Noroton Heights) on the New Haven line of the Metro-North commuter rail system. The New Haven line provides service between New Haven Connecticut and Grand Central Station in New York City. In addition, there are four other stations in close proximity to Darien – one on the New Haven line (Rowayton station in Norwalk) and three on the New Canaan branch line (Glenbrook and Springdale in Stamford and Talmadge Hill in New Canaan). Darien is considered a higher level station and is served by about 17 more train trips per day than Noroton Heights.

Overall, train service to and from Darien is excellent. While delays and cancellations are infrequent, they are tremendously frustrating to residents and local workers because people have become so reliant on the service.

The CT-DOT is working with Metro-North to increase the number of train trips in the corridor and increase the level of service. The Town will continue to advocate for maintaining and improving the level of service at both stations.

The key issues associated with the train service are:

- the availability of parking, and
- the quality of the stations themselves.

Darien Train Station

Noroton Heights Station

The train stations in Darien are owned by CT-DOT and operated by the Town under a lease arrangement. The Town collects the parking revenues and places these funds in a special account. Under the terms of the lease, the Town could improve the stations using the funds in that account. Depending on the cost of the improvements, the Town could increase the parking fees to cover the cost of the improvements.

However, at the present time, the lease has expired and CT-DOT has not offered a new lease or lease extension. As a result, the Town is not in a position to make improvements to the station until the lease provisions are clear.

Train Station Parking

Parking is the biggest issue associated with the train stations even though there are about 1,200 spaces near the Darien train station (about 860 public and about 320 private) and about 810 spaces near the Noroton Heights station (about 780 public and about 30 private). This is because of the overall dynamics of the parking situation.

Based on historic usage, the Town sells a certain number of permits for the designated permit spaces. In fact, the spaces are oversold since experience shows that a number of people do not use their spaces every day. However, there is a limited number of permits available and strong demand for the spaces so there is a lengthy waiting period (up to 7 years) to be able to get a parking permit. Once people get a permit, they often keep it even if they will not use it regularly. These permits tend to be used by long-time Darien residents.

For people without a parking permit, there are two options. First, they can arrange with private parking operators near the stations for a parking space on a daily, weekly, monthly or annual basis. Second, they can utilize the daily parking areas at the stations. The daily spaces are available on a first come – first served basis. These arrangements tend to be used by newer Darien residents and by commuters from out-of-town who choose to use the Darien stations due to quality of service, ease of access, overall cost, or other considerations.

Historically, the cost of parking at the Darien stations has typically been lower than can be found at other parking locations along the New Haven line or at nearby stations.

The availability of parking can be increased by going to structured parking at either station (or both stations). However, as mentioned previously, 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 community and address the impacts of increased traffic and any roadway improvements.

Station Amenities

The Darien station was recently improved and, for the most part, meets user's expectations. An additional pedestrian bridge will enhance the functionality of the station and accessibility to parking areas and downtown.

The Noroton Heights station, on the other hand, has not been improved in many years and does not meet user's expectations:

- functionally obsolete structure,
- one pedestrian bridge in poor location,
- customer platforms in poor condition,
- inadequate bicycle / scooter parking, and
- congestion for arriving and departing vehicles.

	Improvements For Darien Station	Improvements For Noroton Heights Station
State Land	• Renew / extend the State lease in order to support local investment in improving parking facilities	• Renew / extend the State lease south of the railroad tracks in order to consolidate station parking in this area • Seek to use State land north of the railroad tracks to support transit-oriented development as envisioned in the POCD
Parking	• Expand station parking (including parking structures) in ways compatible with the overall community	• Seek to establish a parking structure provided it is compatible with the overall character of the community and the impacts of increased traffic (roadway improvements) are addressed
Station Building	• Elevate the train station building to platform level to provide a handicapped accessible waiting room (the current building floor is several feet below the platform level)	• Establish a new train station building (public or private) opposite Edgerton Street
Pedestrian Access	• Provide at least one (1) pedestrian bridge at the station to shorten the distance of pedestrian crossings and provide an alternative to the narrow underpass at Leroy Avenue	• Renovate / replace the existing pedestrian bridge and add a second handicapped accessible pedestrian bridge at the station
Amenities	• Add warming huts / infra-red heaters for winter months • Extend the canopies to cover more of the train platforms • Provide multiple ticket kiosks / machines	• Rebuild the station platforms • Add warming huts / infra-red heaters for winter months • Extend the canopies to cover more of the train platforms • Provide multiple ticket kiosks / machines
Lighting	• Provide better lighting (at the stations, in the parking areas, and between the station and parking areas)	• Provide better lighting (at the stations, in the parking areas, and between the station and parking areas)
Other	• Reconfigure the taxi stand to minimize conflicts with commuters	• Seek to increase service levels to the Noroton Heights station

Station improvements should be undertaken, as needed. However, until the State lease is renewed, the Town is currently not in a position to make the improvements desired.

Improve Rail Services And Amenities		
Policies	**Leader**	**Partners**
1. Continue to work with CT-DOT and Metro-North to increase the level of train service to and from Darien.	Town	
2. Seek ways to improve the overall parking situation at train stations, including parking structures.	Town	*PC*
Action Steps		
3. Investigate increasing the supply of parking at one or both train stations.	Town	*PC*
4. Investigate increasing parking prices at the train stations in Darien (both Darien station and Noroton Heights station) in order to provide more amenities for users and make it fairer relative to other parking situations on the New Haven rail line.	BOS	*PC*
5. Work with CT-DOT to clarify the lease situation so that planning for station improvements can commence.	BOS	

Darien Station

Noroton Heights Station

Enhance Other Transit Services

Darien is served by three Connecticut Transit bus routes:

- Route No. 41 provides service along Route 1 in Darien as part of its route between downtown Stamford and downtown Norwalk.
- Route No. 42 provides service from the Stamford Transportation Center to the Darien train station via West Avenue and includes the Noroton Heights train station.
- Route No. 34 provides service from the Stamford Transportation Center to northeast Stamford and returns using Woodway, Hoyt, and Camp Streets in Darien.

Dial-a-ride service in Darien is available from "At Home In Darien", a private non-profit organization that provides transportation services so that Darien seniors can live independently in their own homes, if they wish.

Taxi service is operated by the Darien Eveready Cab Company. It is located at the Darien railroad station (1 Squab Lane). Taxi queuing / operations at the Darien train station can sometimes interfere with pedestrian movements and should be addressed.

Transportation services are also available through "shared ride" arrangements (including Uber, Lyft, and others).

Enhance Other Transit Services		
Policies	**Leader**	**Partners**
1. Seek to maintain and enhance bus transit services within Darien.	Town	CTT
2. Maintain and enhance other transit services within Darien.	Town	CTT MNRR
3. Consider establishing a transit shuttle service that offers home-to-station service at peak commuter hours (as has been done in Westport).	Town	
4. Provide bus shelters and other amenities (such as posted schedules and route maps) to support transit users (which can also be accomplished through land use approvals).	Town	PW PZC
5. Support the dial-a-ride service provided by "At Home In Darien."	Town	
6. Continue to work with WestCOG and CT-DOT on increasing the attractiveness of alternative transportation including, but not limited to, car pools, van pools, ridesharing, and shuttles from train stations.	Town	

MANAGE UTILITY INFRASTRUCTURE

14

Overview

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

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.

Water Service

Sewage Service

Storm Drainage

Wired Utilities

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.

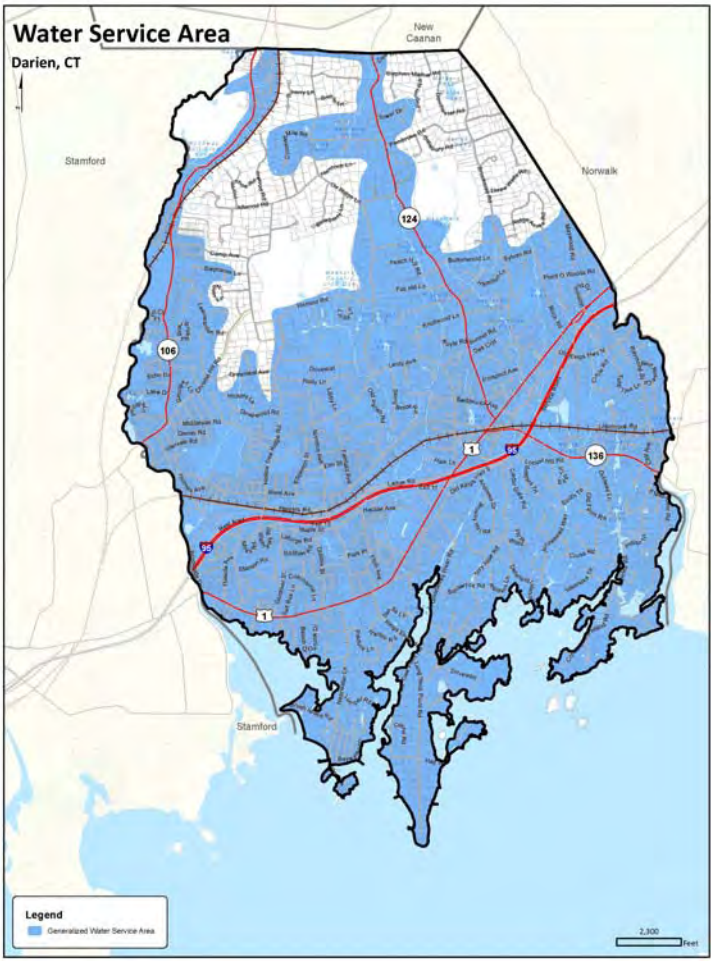
Maintain and Enhance Piped Utilities

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 infra-structure (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 mead-ow" 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	

PROMOTE SUSTAINABILITY AND RESILIENCY

15

Sustainability and resiliency are newer issues for Darien to consider as part of the Plan ...

Overview

For the purposes of this Plan, "sustainability" refers to the philosophy of encouraging activities that allow present generations to meet their needs without compromising the ability of future generations to meet their needs. The term "resiliency" refers to the community's ability to readily recover from sudden changes or adversity.

Much of Darien was built during a time when it was assumed that resources to support growth and development patterns were unconstrained and that major changes were unlikely to occur and that the environment would support such growth. While this still may be the case, it seems prudent to evaluate alternative scenarios and the possible implications of those scenarios. If we are to enhance the character and quality of life for present and future generations, being a sustainable and resilient community – able to adapt to possible future changes – will be especially important.

Sustainability

Resiliency

LEED Certification

The Darien Library was built to LEED-Gold standards. This accreditation is given to buildings judged to have achieved a high level of environmental sustainability in the areas of:

- energy savings,
- water efficiency,
- CO2 emissions reduction,
- improved indoor environmental quality, and
- stewardship of resources and sensitivity to their impacts.

Promote Sustainability

Promote Energy Conservation / Sustainability

Energy availability and cost are likely to be more significant issues in Darien in the future. This has financial implications for all residents – whether for leading their daily lives or for supporting functions provided by the Town.

The Town should prepare and implement a Sustainability Plan. This could be prepared by the Conservation Commission (recommended in the POCD) or a Sustainability / Energy Task Force which could evaluate alternative approaches (space heating, electrical consumption, electrical generation, vehicles) and make recommendations to reduce energy usage, increase reliability, and save money.

Some key issues for the sustainability / energy task force to consider include:

- Prepare an energy conservation action plan to reduce operating costs, reduce lifecycle costs, and lower the carbon footprint of the Town / school buildings.
- Review municipal facilities for energy conservation opportunities (lighting, controls, equipment, geo-thermal, building envelope, etc.).
- Investigate opportunities for energy generation (solar, wind, fuel cell, etc.) as a way to lower energy costs and enhance resiliency.
- Identify ways to involve the community in implementing energy conservation practices.
- Initiate transition to renewable energy for town vehicles (natural gas, electric, biofuels, and hybrids).

Residential Rooftop Solar Installation

Commercial Rooftop Solar Installation

Promote Water Conservation

The United States has one of the highest rates of personal water consumption in the world (100 gallons of water per person per day for domestic purposes). Simple changes to some everyday activities can reduce most people's domestic water use by 10% or more. Darien will encourage water conservation especially since some areas of the community rely on groundwater for domestic use.

Promote Waste Reduction / Recycling

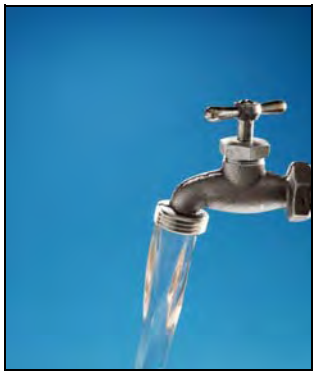
The overall waste stream and recycling is another potential area for investigation and education in Darien. Reducing the waste stream and promoting recycling will be promoted.

In 2013, the Board of Selectmen established a Recycling Center Advisory Committee to ensure that transfer station operations were efficient and cost effective and that single stream recycling was effectively implemented. The Committee was also charged with increasing public awareness and environmental improvement.

Educate Residents About Sustainability Concepts

Efforts will be devoted towards educating residents and school children about sustainability concepts.

Water Conservation



Recycling

Electric Vehicle

Promote Sustainability		
Policies	**Leader**	**Partners**
1. Promote energy conservation / sustainability.	*CC*	*SETF*
2. Promote water conservation.	*CC*	
3. Promote waste reduction / recycling.	*CC*	PW
4. Educate residents about sustainability concepts.	*CC*	
Action Steps		
5. Prepare and implement a Sustainability Plan.	*CC*	*SETF*

Recent Severe Storms Affecting Darien

- March windstorm (2010)
- Hurricane Irene (2011)
- October snow-storm and ice-storm (2011)
- Storm Sandy (2012)
- Winter storm Charlotte (2013)

Promote Resiliency

As stated earlier, "resiliency" refers to the community's ability to address and readily recover from storm events, sudden changes or adversity.

Emergency Preparedness / Response (Short-Term)

Darien has a variety of public safety services (police, fire, and emergency medical) that are trained and equipped to respond to emergencies in the community. Darien will continue to review and improve emergency preparedness plans (single events) in order to be best prepared for future events.

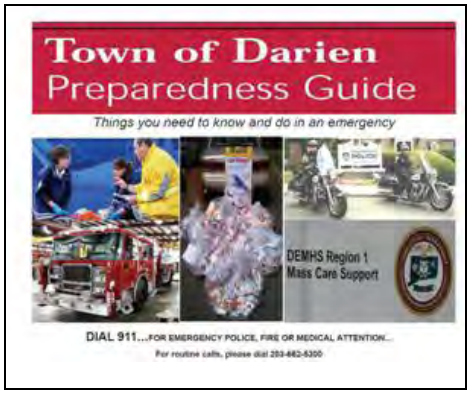
Hazard Reduction / Mitigation (Medium-Term)

Recent storm events have demonstrated the value of hazard identification, hazard mitigation, and hazard response planning. Based on experience from prior events and advanced preparation, the Town of Darien has plans and supplies available to address local needs resulting from recurring events, such as hurricanes, flooding and winter storms.

Darien will continue to participate with adjacent communities and the Western Connecticut Council of Governments on updating and refining the Hazard Mitigation Strategy in order to identify and then reduce or eliminate risk to human life and property resulting from natural hazards.

Emergency Response

Hazard Readiness



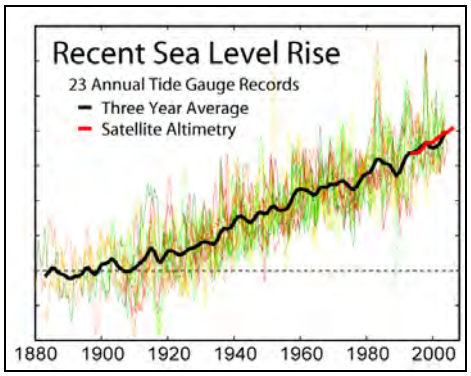
Evolution (Long-Term)

Longer term issues are also important to consider. There is some indication that the global climate may be changing and that average annual temperatures may be increasing. One of the results of this could be a change in sea levels over time. Since Darien is a coastal community, the prospect of sea level rise is something to be considered so that the implications of sea level rise can be understood and alternative scenarios evaluated.

Understanding long-term trends is challenging because the time frame of sea level rise is longer than our typical outlook. People may tend to see floods and storms as abnormal events rather than an indication of future conditions. For most people, an event 50 years in the future may be too ephemeral or distant to comprehend.

Much of the discussion of response to sea level rise needs to include the state and federal governments and the insurance industry. In the short-term, it makes sense for a homeowner to take federal flood insurance proceeds and rebuild in place to a higher elevation. Over a longer term, however, it may not be possible for local government to raise road elevations or provide services.

Sea Level Rise



PlantsneedCO2.org

Sea Level Rise

Problem Areas

Short-Term Adaptation

Additional Information

Additional information on sea level rise may be found at:

coastalresilience.org

As other coastal communities are starting to do, Darien intends to consider and discuss strategic options and which strategies are best in which situations:

- **Inaction** – either ignore sea level rise or not consider the implications to the community and its residents.
- **Protection**– consider "hard armoring" of existing improvements and properties (i.e. – seawalls, etc.).
- **Accommodation** –consider raising existing structures even though the surrounding land and streets will not be raised.
- **Adaptation** – reduce or minimize the construction of new improvements.
- **Capitulation** – retreat from shoreline areas over time as sea levels rise and/or revert to nature.

As an initial step, Darien will continue to assess the vulnerability of public and private infrastructure (e.g., utilities, transportation, structures) to climate change and increased frequency of extreme storms and develop adaptation strategies.

Promote Resiliency		
Policies	**Leader**	**Partners**
1. Continue to regularly review and improve emergency preparedness and response.	Town	VFD PD P53
2. Continue to regularly review and improve hazard mitigation plans for recurring events, such as flooding.	Town	VFD PD P53
3. Over the long term, begin to consider and discuss strategic options and responses to predicted sea level rise.	Town	PW PZC
Action Steps		
4. Assess the vulnerability of infrastructure (e.g., utilities, transportation, structures) to climate change and increased frequency of extreme storms and develop strategies.	PW	SC Town
5. Consider increasing the "freeboard" requirement in areas subject to flooding especially as storm frequency and severity is projected to increase in the future.	PZC	