Town of Greenwich
Harbor Management Commission
Special Meeting
December 6, 2017 6:00 P.M.
Cone Room, Town Hall

Minutes

Members in Attendance:

Bruce Angiolillo  Chairman
Lile Gibbons        Vice Chairman
Bernard Armstrong
Bill Ingraham
Steve Kinner
Frank Mazza

Absent:

Mike Van Oss

Alternates in Attendance:

Casey McKee

Absent:

Don Carlson

Ex-Officio Members in Attendance:

Sue Baker            Conservation Commission
Jim Bonney           Police Department
Katie DeLuca         Planning and Zoning Commission
Patrick LaRow        Planning and Zoning Commission

This certificate received on file
On                   DEC 6 2017
At                    9:55am

[Signature]  Town Clerk
Absent:

Roger Bowgen  Shellfish Commission
Brian Kerzner  Department of Parks & Recreation
Rick Loh  Board of Parks & Recreation
Ian MacMillan  Harbormaster
Horst Tebbe  RTM
John Toner  Board of Selectmen

Consultant in Attendance:

Geoffrey Steadman

1. Meeting called to order at 6:04 P.M. by Chairman Bruce Angiolillo

In the absence of Mike Van Oss, Chairman Angiolillo seated Alternate Member Casey McKee.

2. Review results of Greenwich Waterfront Business (WB) Zone Study, including “Recommended Zoning Revisions – Updated November 3, 2017” discussion and next steps

Chairman Angiolillo outlined the responsibilities of the Harbor Management Commission under the Harbor Management Plan regarding the proposed “Recommended Zoning Revisions.” He noted that the proposed revisions are subject to GHMC review pursuant to Chapter 444a, Sec. 22a-113p of the Connecticut Coastal Management Act and should the Commission be unable to make a favorable recommendation, approval of the WB zoning revisions would require a two-thirds vote of all the members of the Planning and Zoning Commission. He stated that the GHMC should be guided in its review by the policies and recommendations of the Harbor Management Plan, particularly concerning the retention of existing water-dependent uses and that any new development should not result in a significant reduction of available recreational boating facilities. In that regard, he referenced the following relevant sections from the Harbor Management Plan:

5.1 Waterfront Development Proposals
5.2 Water-Dependent Uses and Activities
6.1 Access to the GHA and Along the Shoreline.

Chairman Angiolillo also referenced area-specific recommendations from the Harbor Management Plan regarding "Water-Dependent Uses" in Byram River/Port Chester Harbor, Greenwich Harbor, and Cos Cob Harbor, underscoring the Town policy that future development projects that may affect established water-dependent uses should not result in significant reduction of available recreational boating services, including boat maintenance, repair, berthing, and storage facilities.

Chairman Angiolillo stated that he had asked Katie DeLuca, Director of Planning and Zoning, to attend this Special Meeting and thanked her and her colleague, Patrick LaRow, for attending. He then invited Ms. DeLuca and Mr. LaRow to address the Commission.

Katie DeLuca expressed her appreciation for the invitation and congratulated the GHMC on the recent approval of the Harbor Management Plan by the State of Connecticut and its subsequent adoption by the RTM. She reviewed the history of the Waterfront Business Zone. She referenced the “ACTIONS” directive to Planning and Zoning in the Town’s 2009 Plan of Conservation and Development (POCD) to protect water-dependent and water-related land-use activities, and to consider modifying the WB zoning designation into three areas (River Road, Steamboat Road and Byram). She referenced the study conducted over the past year with the participation of an outside consultant that culminated in the current proposed “Recommended Zoning Revisions”. (Copies of the “Waterfront Business Zone Review Public Workshop Notes — February 23, 2017, and the Milone & MacBroom “Greenwich Waterfront Business Zoning Review/Existing Conditions” are attached.) She reported that consideration of the proposed changes is on the agenda of a public hearing noticed for December 12, 2017. She also reported that a copy of the proposed changes had been submitted to DEEP for its review.

Ms. DeLuca then asked Assistant Town Planner Patrick LaRow to walk the Commission through the “Recommended Zoning Revisions.” (A copy of the proposed revisions is attached.) He stated that the existing WB Zone would be broken into three separate zones. He stated that providing greater public access to the shoreline is a focus of the proposed revisions. Mr. LaRow emphasized that the Planning and Zoning department wants feedback and input from the GHMC.

Due to a pre-existing professional conflict, Chairman Angiolillo excused Ms. DeLuca from the meeting and thanked her again for her attendance.
Chairman Angiolillo then opened the meeting to comments from the Commission.

Frank Mazza stated he supports dividing the WB Zone into three separate zones. He observed that Steamboat Road is fully developed and not likely to change in the future. Similarly, he stated that River Road in Cos Cob is largely established. In Byram, however, he stated that there is substantial waterfront area ripe for redevelopment and that absent strong zoning protection will end up becoming "housing". He cited several specific sites and he shared his personal observations regarding pedestrian access, ancillary boat slips attached to residential developments, and pocket parks. In his view, such things are not substitutes for protecting traditional marine businesses and recreational boating activities. Mr. Mazza also expressed his strong belief that striking "...and to assure that these limited waterfront areas are reserved for the uses that are uniquely suited for and are not pre-empted by uses which can be more appropriately located elsewhere..." would be to remove the most important language in the present WB zoning regulations.

Chairman Angiolillo observed that it was the sense of the Harbor Management Plan drafting subcommittee from its work that the existing WB zoning regulations are very important and have helped to preserve and protect water-dependent uses. In considering the proposed changes, he suggested that the key question that needs to be answered is: "What are the proposed revisions trying to solve?"

Bernie Armstrong emphasized that the protection of water-dependent uses in the WB Zone is critical. He believes that the Town cannot afford to lose any existing dock space in the GHA. In response to Mr. Armstrong's question, Mr. LaRow confirmed that there are no required set-backs from the water for boat racks. Mr. Armstrong suggested greater specificity in defining "visual quality" and "development incentives" in the proposed revisions.

Casey McKee stated that he would like to understand better what Planning and Zoning envisions for Byram and how it will look if redeveloped under the proposed zoning revisions. He stated that strengthening the visual quality of Byram is very important.

Lile Gibbons noted that the uses of these areas have evolved and changed over the years. She expressed the view that the waterfront zoning regulations should reflect this dynamic reality.

Frank Mazza asked whether the Town could reduce the real estate tax assessments on properties in the WB Zone as a way to preserve existing water-dependent uses and to redevelop properties for water-dependent uses.
through special taxing. He noted the special tax treatment of farm and forest land. Mr. LaRow offered to check on whether that would be possible or practical.

Along this line of thinking, Steve Kinner suggested consideration of a targeted re-development incentive to property owners along the Byram River.

Bill Ingraham expressed his interest in minimizing any interference with a local business owner's ability to control the operation of their business.

Geoff Steadman shared with the Commission his observation that the underlying issue of preserving water-dependent uses goes back more than 40 years. He noted local zoning regulations must be consistent with the Connecticut Coastal Management Act and observed that an earlier study had found that the Town’s current WB zoning is more restrictive than the waterfront zoning in other Connecticut towns. He noted that the 2009 POCD contemplated Planning and Zoning undertaking a study of the WB Zone before proposing zoning revisions so as to effectuate the policies and goals of any such study.

Chairman Angiolillo invited public comment and Rick Krall expressed his view that the proposed “Recommended Zoning Revisions” appear to define “public access” differently from how DEEP interprets it under the Coastal Management Act. Mr. Krall suggested that the existing WB Zone regulations are premised on prioritizing and maximizing the water-dependent development of a property in the WB Zone, and the remainder, if any, to be developed for non-water dependent uses. Using his property as an example, Mr. Krall stated that it was only after he was able to demonstrate that he had maximized the water-dependent uses on his property, was he able to develop the upland portions by adding amenities and facilities that were not traditional water-dependent uses. He emphasized that the viability of the Town's WB Zone requires a recognition that the water-dependent uses on business properties need to be supported by additional uses where possible. However, he said that he does not support the proposed changes to the WB Zone if they would "flip" things around so that a property owner could start with a project that effectively maximizes the upland non-water dependent uses (such as an office building or multi-family housing) and then add on a secondary water-dependent use to satisfy the zoning requirement (such as adding a pedestrian walkway along the water or boat slips). He also stated that there might be more support for revising the WB zoning regulations if there was a master plan for the areas.
Patrick LaRow thanked everyone for the discussion and feedback. In response to a question from Chairman Angiolillo, Mr. LaRow stated that he was going to meet with Ms. DeLuca and then advise the Commission as to what action, if any, on the proposed revisions is contemplated at the upcoming public hearing on December 12. Chairman Angiolillo noted the sense of the GHMC that it was not yet able to make a favorable recommendation on the proposed revisions based on the present information.

The following motion was then made by Steve Kinner, seconded by Bill Ingraham:

“At this time the GHMC is not able to make a favorable recommendation in support of the proposed amendments to the WB zoning regulations and wishes to take into consideration comments to be provided by the Connecticut Department of Energy and Environmental Protection as well as public comments to be heard at the Planning and Zoning Commission’s December 12, 2017 public hearing on this matter.”

Motion carried (Unanimous).

A motion to adjourn made by Frank Mazza, seconded by Bill Ingraham. Motion carried (Unanimous).

Meeting adjourned at 8:35 P.M.

Bruce Angiolillo
Chairman

Mike Van Oss
Secretary

Penny Monahan assisted the Secretary in the preparation of these minutes.

NOTE: Due to scheduling availability, the meeting was moved from the Cone Room to the Human Services conference room at 7:30 P.M.
What We Heard: Zoning

Byram

- Differing opinions on building height:
  - Increase permitted height, density, and floor-area ratio (FAR)
  - Buildings should be low-scale (maintain current height regulation)
- Allow for a greater mix of uses, including residential, restaurants, and retail
- Current parking regulations limit marina expansion – 1 space required for every boat slip
- Zoning process can be challenging for non-conforming properties
- Parking regulations will drive use – small sites limit the amount of parking that can fit on any given site
- Lower the minimum parking regulations
What We Heard: Coastal Access

Byram

- Transient dock space desired – especially if supporting restaurants

- Mill Street Bridge is an underutilized asset – great views of Byram River. Improved public access could be incorporated if/when the bridge is replaced

- Byram River offers limited viewsheds relative to other waterfront areas in Greenwich – public access areas are underutilized

- Public access on private property – concerns about property owner liability

- Public access improvements should be coordinated with Port Chester

- Public access as a condition of a new non-water-dependent use
Byram

- Residential development should have parking underneath with units above
- Opportunities for shared parking – could the town put a parking structure on the municipal lot on William Street?
- Traffic congestion on Mill Street
What We Heard: Other

Byram

• New England “character” in new development

• Assessment of land does not align with the highest and best use

• Opportunity to capitalize on large developments in Port Chester

• Capacity concerns at New Lebanon School in Byram – could additional residential development exacerbate school overcrowding?
Cos Cob & River Road

- Balance of water-dependent and non-water-dependent uses needed to ensure viability
  - Expand complementary uses – Housing has lower parking demand than other uses. Office has differing peak parking times than marinas
  - Is there a market for restaurants along River Road?
  - Balance of uses – regulated by percent of site?

- Town needs flexibility site by site

- Establish universal water-dependent use – better define what constitutes group 7a and group 7b uses

- Keep the waterfront viable – economics and logistics support on site boat storage and service
What We Heard: Coastal Access

Cos Cob & River Road

- Waterfront is a finite resource
- Get more access to the water – more gathering spaces
- More can be done on the water – broaden the types of activities
- Marinas along River Road have slips spaces available
- Many competing water uses – Mianus River is at capacity. Would residential and commercial development generate more water users?
- WB zone versus coastal access – public access synergizes well with office (i.e. Steamboat Road) uses as opposed to residential
- Transient slips only make sense if there is a destination in the immediate vicinity
What We Heard: Infrastructure

Cos Cob & River Road

- Housing a more logical complementary use because it has less parking demand
- Future challenges with sea level rise
- Feasible to dredge to alleviate overcrowding on the water? Mud flats cannot be dredged
What We Heard: Other

Cos Cob & River Road

- Cos Cob Harbor is distinguishable by the amount of boat storage
- Bring people in in complementary ways
- Chart House restaurant (in WB zone) sold and converted to office – are restaurants economically feasible along River Road?
- Boat storage and repair is not economically feasible at off-site locations
- Marinas, boat storage, and repair not economically viable as standalone businesses – must be supported by other upland uses
- Marinas are very valuable to the community – Cos Cob/River Road is the hub of local boating
- Take into consideration DEEP Regulations
Steamboat Road

- All non-conforming uses work well in the area – no redevelopment pressure
Steamboat Road

- Formerly a fuel dock in Greenwich Harbor – removed in order to discourage transient boaters
- You must be a resident to use the boat ramps
- Transient boat slip space needed – similar to Milford
- Current model is maximizing dependent use
- Open space on the western side of the harbor (town parks) are underutilized – additional slip space or mooring area at Baldwin Park would require dredging
- What is the vision for Greenwich Harbor? – should it include transient slips and supported amenities?
Steamboat Road

• Don’t need more parking on Steamboat Road

• Signage needed – people do not know that they can use certain parking areas (such as commuter lot)

• Sedimentation is a limiting factor – Dredging needed

• Large vessels cannot get in and out
Steamboat Road

- Army Corps of Engineers would dredge harbor to 13’

- What is the town’s position on dredging harbors to maintain channel depth?
Key Themes

• Ensure the economic viability of water-dependent uses
  • Maintain boat storage and service on site – too costly to do off site
  • Expand complementary uses (accessory to water dependent use) – residential, retail, office
  • Is public access a “water-dependent use?”

• Parking regulations could limit complementary non-water-dependent uses
  • Target uses with low parking demand (residential) or differing peak parking times (office)?
  • Parking reductions evaluated as part of upcoming town parking study?
Key Themes

- Transient boat slips desired in Steamboat Road and Byram – need a "destination" in order to support transient slips
  - Eliminate parking requirements for transient boat slips?
- Dredging necessary to maintain navigability of harbors and rivers – who is responsible?
- "Meaningful public access" dependent on context – differing opinions in the three WB areas
  - Byram – Water views drive popularity – better view = more use
  - Steamboat Road – Waterfront walkways/promenades
  - River Road – Boat slips
Steamboat Road
The Steamboat Road Waterfront Business (WB) zone is just south of downtown Greenwich and the Greenwich Metro-North Station. The neighborhood is located on a peninsula surrounded by Greenwich Harbor to the west and Smith Cove to the east. The Steamboat Road WB district encompasses 7.4 acres along the eastern shore of Greenwich Harbor.

Land Use and Built Environment
Steamboat Road contains a mix of residential and commercial uses.

- The west side of the road is developed with high-density uses including office buildings, a commercial hotel, a yacht club, and multifamily housing developments.
- The east side of the road is primarily residential in character and contains a mix of single-family and multifamily homes.
- Most of the residential structures in the area have traditional architectural characteristics, with Colonial, Second Empire, and Italianate styles predominating. Commercial buildings in the area contain more contemporary features.

- The Indian Harbor Yacht Club is the only water-dependent use on Steamboat Road. However, it is not located in the WB zone.
- Even though they are outside of the WB zone, public spaces at Grass Island and Baldwin Park contribute to the feel of the Greenwich Harbor waterfront area.

Zoning
Steamboat Road contains a mix of zoning classifications. The WB zone is comprised of just four parcels on the west side of the street. Neighboring properties contain a mix of residential and commercial zoning designations, including R-6 (single-family and two-family residential), R-MF (multifamily residential), and GB (general business). With the exception of the WB properties, zoning designations correspond to the existing land uses of the properties. All properties are also within the Coastal Overlay zone.

- All properties in the WB zone are nonconforming uses. Existing land uses are comprised of a hotel and three office buildings, all of which are non-water-dependent uses. All of these uses predate the establishment of the WB zoning district.

<table>
<thead>
<tr>
<th>Address</th>
<th>Primary Use</th>
<th>Secondary Use</th>
<th>Conforming Land Use?</th>
<th>Public Access?</th>
<th>Coastal Access Amenities</th>
</tr>
</thead>
<tbody>
<tr>
<td>500 Steamboat Road</td>
<td>Hotel</td>
<td>Restaurant</td>
<td>Noncomforming</td>
<td>Yes</td>
<td>Public promenade, private boat slips</td>
</tr>
<tr>
<td>600 Steamboat Road</td>
<td>Office</td>
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<td>Noncomforming</td>
<td>Yes</td>
<td>Public promenade, private boat slips</td>
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<tr>
<td>646 Steamboat Road</td>
<td>Office</td>
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<td>Noncomforming</td>
<td>No</td>
<td>Private boat slips</td>
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<tr>
<td>660 Steamboat Road</td>
<td>Office</td>
<td>-</td>
<td>Noncomforming</td>
<td>No</td>
<td>Private boat slips</td>
</tr>
</tbody>
</table>
Greenwich Waterfront Business Zoning Review | Existing Conditions

- The WB properties at 500 and 600 Steamboat Road are taller and bulkier than permitted in the WB regulations. Because these two properties are already much larger than permitted by zoning, it is unlikely that they will be redeveloped any time soon.

- The remaining two WB properties at 646 and 660 Steamboat Road conform to the bulk and height regulations.

Coastal Access
Compared to the other waterfront zone areas, Steamboat Road and its environs provide the greatest opportunities for public coastal access. Coastal access is provided both within the WB zone and at several town-owned properties nearby.

- 500 and 600 Steamboat Road – The two properties have an interconnected public waterfront promenade that supports passive activities such as walking and water views. The promenade also contains private docking facilities. The public promenade is clearly marked with signage along Steamboat Road in three locations: one on the south side of 600 Steamboat Road, one on the north side of 600 Steamboat Road, and one on the north side of the Delamar Hotel. The signs clearly indicate that the area is open to the public.

- 646 and 660 Steamboat Road – No public access. However, the properties do contain private docking facilities.

There are numerous public coastal access points in the vicinity of Steamboat Road, including the following:

- Steamboat Road Pier – Located at the southern end of Steamboat Road. The pier has portable restrooms and a small public parking area that was fully utilized during field observations.

- Roger Sherman Baldwin Park – Town-owned park located across the channel from the Delamar Hotel. The park connects to the waterfront promenade. The park contains a skate park, a recreation center, and the Town Ferry Dock. The Town Ferry Dock provides ferry service to the harbor islands and also houses the Marine Division of the Greenwich Police Department. The southern and western shores of the park support water activities such as walking, fishing, nature viewing, and photography.

Traditional architectural styles are predominant on the residential portions of Steamboat Road.
- Grass Island Park – Town-owned park and marina located on the western shore of Greenwich Harbor, adjacent to the water pollution control facility. Grass Island contains two public docks with 150 boat slips, a fuel dock, boat storage areas, and boat and kayak launches. In addition, the marina contains an out-water mooring area that can accommodate an additional 75 vessels. The town leases boat slips and clubhouse to the Greenwich Yacht Club, a private organization.
Transportation and Infrastructure
Transportation infrastructure is an important component to public coastal access since most residents do not live near the water. In order to support coastal access, an adequate and balanced transportation system supporting a variety of travel modes should be provided.

Roadway Infrastructure
- Steamboat Road is a dead-end street, and as a result, traffic volume is low.
- The dense development patterns, minimal building setbacks, and narrow traffic lanes create a sense of enclosure that encourages low traffic speeds and makes the area conducive to bicycle and pedestrian travel.

Pedestrian Infrastructure
- The northern portion of the study area contains good pedestrian infrastructure, including wide sidewalks, marked crosswalks, and dedicated pedestrian phases at traffic signals.
- Sidewalks are connected to the waterfront promenade at 500 and 600 Steamboat Road in three locations.
Greenwich Waterfront Business Zoning Review | Existing Conditions

- The sidewalk network ends at 646 Steamboat Road, and pedestrians must walk in the street to reach the pier at the end of the road.

Bicycle Infrastructure
- No dedicated bicycle infrastructure is present along Steamboat Road. However, the low traffic volumes and speeds on Steamboat Road make it suitable for a shared lane.
- Adding shared lane pavement markings or "sharrows" could improve the bicycling environment.
- Bicycle parking was observed at the ferry dock at Roger Sherman Baldwin Park.
- Given the limited parking at the pier, bicycle parking may make this location more accessible to the public.

On-Street Parking
- The narrow right-of-way (ROW) on Steamboat Road limits the location of on-street parking to a few locations.
- On-street metered parking is permitted on the northbound side of Steamboat Road between Davenport Avenue and Arch Street. This area permits on-street parking for up to 12 hours. During field observations, all of the metered spaces were occupied. Due to the close proximity to the train station, these parking spaces are most likely occupied by daily train commuters.
- Between Davenport Avenue and Oneida Drive, free on-street parking is reserved for short-term (2-hour) trips. These spaces were also fully occupied during observations.
- South of 646 Steamboat Road, there is a gravel shoulder that is used as on-street parking. Parked cars impede pedestrians trying to access the pier and force them to walk in the traffic lane.
- There is a small public parking area with eight spaces at the southern end of Steamboat Road that serves the pier.

Off-Street Parking
- Most businesses have ample off-street parking with the exception of the Delamar Hotel. The hotel operates a valet lot on the northern side of the building, which was overcapacity during field observation.
- Overflow parking from the hotel may occupy the limited on-street short-term parking spaces along Steamboat Road.

Cars occupy the gravel shoulder along the southern section of Steamboat Road, forcing pedestrians to walk in the road when accessing the pier.
Greenwich Waterfront Business Zoning Review | Existing Conditions

- No off-street parking to support the public access points at 500 and 600 Steamboat Road. However, there is parking at Roger Sherman Baldwin Park nearby.

**Maritime Infrastructure**
- Greenwich Harbor contains the deepest dredged channel of any of the WB harbors. According to the National Oceanic and Atmospheric Administration (NOAA) nautical charts, the minimum channel depth is 8 feet, making it deep enough to support large vessels.
- Greenwich Harbor is designated as a federal Harbor of Refuge, meaning it is a designated mooring area for boats during storm events.
- Two mooring areas are located to the west of the dredged channel along Glass Island. A third is located south of the pier.
- The Harbor Management Plan indicates that sedimentation is an issue in Greenwich Harbor and that additional dredging is needed to maintain the current depth.
- The navigation channel is located approximately 35 feet from the eastern shore sea wall, limiting the number of vessels that can dock along the WB zone properties. It also limits the expansion of docking facilities on the eastern shore.
- During field visits, a few very large, deep-draft vessels took up a majority of the slip space in front of the Delamar Hotel and 600 Steamboat Road office building.
- Greenwich Harbor is close to the open Long Island Sound, making it an attractive location for boating facilities.

*A large vessel docked in front of the Delamar Hotel at 500 Steamboat Road. The presence of large vessels along Steamboat Road limits the availability of transient slip space for smaller vessels.*
Byram River
The Byram River Waterfront Business (WB) zone is located along South Water Street in the Byram section of Greenwich. The zone fronts the Byram River on the west side of South Water Street from Mill Street to the Interstate 95 overpass. The study area encompasses 10.7 acres and sits directly across the river from the Village of Port Chester, New York.

Land Use and Built Environment
Unlike the other WB zones in Greenwich, the Byram River WB zone was historically a "working waterfront" with many industrial uses taking advantage of the water for transportation and manufacturing purposes. Today, the building stock along South Water Street is a mix of industrial buildings, retail businesses, marinas, boatyards, condominiums, and single-family residences. The surrounding neighborhood is primarily residential in character. Three factors influence the development patterns along the Byram River: channel width, parcel size, and terrain.

- The Byram River is narrow, with widths of less than 150 feet in most locations.
- The average size of a parcel in the study area is less than one-half acre.
- Small parcels combined with the narrow channel width of the Byram River pose challenges for water-dependent uses such as marinas since the properties have limited locations for dock space and boat storage.
- Redeveloping underutilized parcels such as the former Hasco Manufacturing facility has also proved complicated. The aforementioned limitations with parcel size and channel

The Hasco Factory on South Water Street (top) is one of the few remaining industrial buildings along South Water Street. Historically, both the Greenwich and Port Chester sides of Byram River contained a significant number of industrial establishments, as indicated by the aerial photograph (bottom) from 1934. Note the fuel storage tanks on both sides of the river.
© UConn Map and Geographic Information Center
width make the redevelopment of the Hasco site into a truly water-dependent use challenging since the revenues generated from a water-dependent use are unlikely to surpass the cost of demolition, remediation, and reconstruction.

- Rugged terrain and rock outcroppings influence development patterns, particularly in the southern part of the study area near the I-95 overpass. The rugged terrain limits water-dependent uses to shoreline locations and makes it challenging to locate water-dependent uses on the upland portion of the sites.

- Small lots limit boat storage opportunities.

- The Port Chester side of the river has numerous small marinas catering to small powerboats.

- Like Byram, the Port Chester side of the river maintains vestiges of its industrial past as a "working waterfront" with uses such as a shellfish operation, concrete plant, light manufacturing facilities, and fuel storage tanks. Closer to Mill Street, the Port Chester side of the river contains a mix of residential and retail uses supported by small marinas.

**Zoning**

The WB zone is comprised of 22 parcels on the west side of the street. These parcels are a mix of conforming, partially conforming, and nonconforming uses. The surrounding neighborhood is zoned for both residential and commercial, including the R-6 (single-family and two-family residential) and LBR (Local Business Retail) zones. The entire study area is also within the Coastal Overlay zone.

- Only five of the 22 parcels conform to the zoning regulations. These properties include one public parklet, two parcels used for boat storage, and two commercial marinas.

- There are five additional properties that contain a mix of water-dependent and non-water-dependent uses. These uses are concentrated in the southern portion of the study area between Hervey Street and the I-95 overpass. Due to the rugged and steep terrain, residential or office uses occupy the upland portion of the site while small marinas and tackle shops occupy the riverfront portion of the site.

- The remaining 12 properties are nonconforming uses. These properties include a restaurant, a bank, a pump station, a residential condominium, a vacant factory, two parking lots, two lumber yards, and three single-family homes. Most of these properties predate the WB zoning district regulations.
Coastal Access

There are currently two public coastal access points in the study area:

- **88 South Water Street** – This property is a nonconforming residential condominium that contains a small waterfront promenade as well as boat slips. Signs are clearly visible from South Water Street, indicating that the promenade and parking area are open to the public.

- **Church Street Parkelet** – Town-owned parklet located at the end of Church Street adjacent to J. Catalano & Sons, Inc. boatyard. The park contains a small waterfront promenade with a picnic area. The entrance to the property was overgrown in appearance.

There are additional opportunities to expand public access along the Byram River:

- **184 South Water Street** – A dedicated small grassy area providing views of the Byram River. If this area is open to the public, installing proper signage would “formalize” this access point.

- **DPW Site** – Town-owned site located at 160 South Water Street. The town maintains a pump station on a portion of the site. According to the Byram Neighborhood Plan, conceptual plans have been developed that would turn the parcel around the pump station into a public park and would include amenities such as a floating dock, gazebo, decorative walkways, picnic tables, and a river overlook.

*Figure 2: South Water Street and Byram River Area*
<table>
<thead>
<tr>
<th>Address</th>
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<tbody>
<tr>
<td>2 South Water Street</td>
<td>Restaurant</td>
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<td>Nonconforming</td>
<td>No</td>
<td>-</td>
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<tr>
<td>2 South Water Street</td>
<td>Parking Lot</td>
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<td>Nonconforming</td>
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<td>-</td>
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<tr>
<td>30 South Water Street</td>
<td>Bank</td>
<td>-</td>
<td>Nonconforming</td>
<td>No</td>
<td>Boot slips from adjoining marina</td>
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<tr>
<td>34 South Water Street</td>
<td>Boat Sales and Service Marina</td>
<td>Conforming No</td>
<td>Boot storage, boat sales and service, marina</td>
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<tr>
<td>0 Church Street</td>
<td>Parklet</td>
<td>-</td>
<td>Conforming</td>
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<td>Public promenade, water views</td>
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<td>88 South Water Street</td>
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<td>Boat Slips</td>
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</tr>
<tr>
<td>108 South Water Street</td>
<td>Boat Storage Marina</td>
<td>Conforming No</td>
<td>Boat storage, marina</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0 South Water Street</td>
<td>Boat Storage Marina</td>
<td>Conforming No</td>
<td>Boat storage, marina</td>
<td></td>
<td></td>
</tr>
<tr>
<td>112 South Water Street</td>
<td>Boat Sales and Service Marina</td>
<td>Conforming No</td>
<td>Boat sales and service, marina</td>
<td></td>
<td></td>
</tr>
<tr>
<td>160 South Water Street</td>
<td>Pump Station</td>
<td>-</td>
<td>Nonconforming</td>
<td>No</td>
<td>Town-owned property could be converted into small parklet</td>
</tr>
<tr>
<td>184 South Water Street</td>
<td>Lumber Yard</td>
<td>-</td>
<td>Nonconforming</td>
<td>No</td>
<td>-</td>
</tr>
<tr>
<td>184 South Water Street</td>
<td>Parking Lot</td>
<td>-</td>
<td>Nonconforming</td>
<td>Yes</td>
<td>Small water viewing area - no signage indicating it is open to public</td>
</tr>
<tr>
<td>194 South Water Street</td>
<td>Marina Office</td>
<td>Partially conforming</td>
<td>No</td>
<td>Marina</td>
<td></td>
</tr>
<tr>
<td>210 South Water Street</td>
<td>Residential</td>
<td>-</td>
<td>Nonconforming</td>
<td>No</td>
<td>-</td>
</tr>
<tr>
<td>214 South Water Street</td>
<td>Residential</td>
<td>-</td>
<td>Nonconforming</td>
<td>No</td>
<td>-</td>
</tr>
<tr>
<td>218 South Water Street</td>
<td>Residential</td>
<td>-</td>
<td>Nonconforming</td>
<td>No</td>
<td>-</td>
</tr>
<tr>
<td>222 South Water Street</td>
<td>Marina Residential Partially conforming</td>
<td>No</td>
<td>Marina</td>
<td></td>
<td></td>
</tr>
<tr>
<td>230 South Water Street</td>
<td>Residential Marina Partially conforming</td>
<td>No</td>
<td>Marina</td>
<td></td>
<td></td>
</tr>
<tr>
<td>238 South Water Street</td>
<td>Residential Marina Partially conforming</td>
<td>No</td>
<td>Marina</td>
<td></td>
<td></td>
</tr>
<tr>
<td>242 South Water Street</td>
<td>Marina, Tackle Shop Residential Partially conforming</td>
<td>No</td>
<td>Marina, Tackle Shop</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Transportation and Infrastructure
Transportation infrastructure is an important component to public coastal access since most residents do not live near the water. In order to support coastal access, adequate and balanced transportation system supporting a variety of travel modes should be provided.

Roadway Infrastructure
- South Water Street is classified as a local road and primarily serves businesses and residences on South Water Street and the surrounding residential neighborhood.
- Traffic volumes on South Water Street were light.
- Truck traffic was observed serving industrial uses in the study area.

Pedestrian Infrastructure
- The east side of South Water Street contains a continuous sidewalk from Mill Street to Hervey Street.
- There are gaps in the sidewalk along South Water Street between Hervey Street and River Avenue. These gaps are due to steep terrain and narrow ROW.
- There are good sidewalk connections to the residential neighborhood to the east.
- The west side of South Water Street has two gaps in the sidewalk network – one in front of northern Interstate Lumber property and a second larger gap running from the undeveloped portion of 88 South Water Street along the Ebb Tide Marina property.

Bicycle Infrastructure
- No dedicated bicycle infrastructure is present along South Water Street.

On-Street Parking
- Free on-street parking is permitted on the west side of South Water Street. There are no parking meters.
- Trailered boats were parked on the street in front of the J. Catalano & Sons, Inc. marina.

Off-Street Parking
- Eight public parking spaces are provided at 88 South Water Street. These spaces provide parking for the public access point on the property. During field observations, just one of the spaces was occupied. Signage clearly indicates that this parking area is open to the public.
- Several of the businesses along South Water Street have minimal off-street parking. Many patrons of these utilize on-street parking.
Maritime Infrastructure

- A dredged navigation channel runs along the Byram River ending just south of the Mill Street Bridge. Channel depth ranges from 12 feet near the Byram Point Breakwater to 3 feet near the Mill Street Bridge.

- Shallow channel depth begins near Byram Point Breakwater and gets shallower on the upper Byram River - limits the traffic to small powerboats.

- Sedimentation is an issue and the river requires dredging to maintain navigability.

- The no-wake zone (5 miles per hour [mph] limit) begins at Byram Point breakwater – It takes about 15 minutes to travel from the WB area to the open Long Island Sound along the Byram River.

- Narrow channel results in parallel/perpendicular boat slips in most locations. This limits the number of boat slips that any given property can support.

- Due to the narrow channel width, steep terrain, and high-density development along South Water Street, it is difficult to see the Byram River from the public ROW.

Proposed improvements to the DPW site. A small parklet will be built that will greatly enhance waterfront amenities along South Water Street.

Source: Byram Comprehensive Plan - 2011
River Road and Cos Cob
The River Road and Cos Cob Waterfront Business (WB) zones are located in the Cos Cob section of eastern Greenwich. The Cos Cob WB zone is comprised of three properties totaling 8.6 acres along Sound Shore Drive, just south of the Cos Cob train station. The River Road WB zone is much larger and is comprised of 20 properties totaling 25.4 acres located on the west shore of the Mianus River.

Land Use and Built Environment
The Cos Cob and River Road WB zones are located in a medium-density mixed-use neighborhood that contains both commercial and residential uses.

- I-95 and the New Haven Railroad Line separate the Cos Cob WB zone from the surrounding neighborhoods.
- Two of the three properties in the Cos Cob WB zone are landlocked. The third property does not have direct access to the water and is adjacent to a large seagrass bed.
- In the Cos Cob WB zone, the parcels sit between 15 and 30 feet above the water.
- The River Road WB zone contains flat terrain, resulting in good connections between the water and the upland portion of the sites.
- Eleven of the 20 parcels along River Road are less than 1 acre in size.
- To the west of River Road, land uses are primarily single-family residential.

Zoning
Many properties in the Cos Cob and River Road WB zones predate the WB zoning regulations. As a result, there are areas that contain a mix of conforming and nonconforming uses as described below.

- All properties in the Cos Cob WB zone are nonconforming uses. Existing land uses include residential condominiums, an office building, and a natural gas power plant. All land uses are non-water-dependent uses.
- The River Road WB zone contains five properties that conform to the WB regulations. These properties include a commercial marina, a yacht dealer, a recreational club and marina, a boathouse, and a commercial marina and boat service center.
- An additional five properties along River Road contain a mix of conforming and nonconforming uses. These properties contain water-dependent uses on the waterfront portions of the site and nonconforming uses on the upland portion of the site.
- The River Road WB zone contains ten properties that do not conform to the WB zoning regulations. These properties include a DPW facility, residential condominiums, commercial offices, and a recreation center. All non-conforming uses predate the WB zoning regulations.
Coastal Access

- Greenwich Water Club — The Greenwich Water Club is located at 49 River Road and contains the best public access point in the River Road WB zone. A public waterfront promenade runs the entire frontage of the property. The property also contains three public parking spaces that support the public coastal access amenities.

- 3 River Road — The second public access point is located at 3 River Road. This access point is not marked from the street and consists of steps leading down to a small grassy area that has views of the water.

- Row America, the Brunswick School, and the Riverscape Marina have public coastal access. However, no visible signage was observed from the public right-of-way that indicated that these properties were open to the public.

Figure 3. Mianus River and Cos Cob Harbor Study Area
<table>
<thead>
<tr>
<th>Address</th>
<th>Primary Use</th>
<th>Secondary Use</th>
<th>Conforming Land Use?</th>
<th>Public Access?</th>
<th>Coastal Access Amenities</th>
</tr>
</thead>
<tbody>
<tr>
<td>4 Sound Shore Drive</td>
<td>Residential</td>
<td>-</td>
<td>Nonconforming</td>
<td>No</td>
<td>No direct water access</td>
</tr>
<tr>
<td></td>
<td>Condominiums</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8 Sound Shore Drive</td>
<td>Commercial</td>
<td>-</td>
<td>Nonconforming</td>
<td>No</td>
<td>No water frontage</td>
</tr>
<tr>
<td>12 Sound Shore Drive</td>
<td>Powerplant</td>
<td>-</td>
<td>Nonconforming</td>
<td>No</td>
<td>No water frontage</td>
</tr>
<tr>
<td>0 Newman Street</td>
<td>DPW Storage</td>
<td>-</td>
<td>Nonconforming</td>
<td>No</td>
<td>-</td>
</tr>
<tr>
<td>1 Newman Street</td>
<td>DPW Garage</td>
<td>-</td>
<td>Nonconforming</td>
<td>No</td>
<td>-</td>
</tr>
<tr>
<td>115 River Road</td>
<td>Residential</td>
<td>-</td>
<td>Nonconforming</td>
<td>No</td>
<td>Private boat slips</td>
</tr>
<tr>
<td></td>
<td>Condominiums</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>105 River Road</td>
<td>Marina</td>
<td>Boat Storage</td>
<td>Conforming</td>
<td>No</td>
<td>Marina, Boat Storage</td>
</tr>
<tr>
<td>99 River Road</td>
<td>Commercial</td>
<td>Boat Slips</td>
<td>Nonconforming</td>
<td>No</td>
<td>-</td>
</tr>
<tr>
<td>91 River Road</td>
<td>Boat House</td>
<td>None</td>
<td>Conforming</td>
<td>No</td>
<td>Rowboat storage, rowing facilities, boat slips</td>
</tr>
<tr>
<td>89 River Road</td>
<td>Vacant Land</td>
<td>Rowboat Storage</td>
<td>Partially conforming</td>
<td>No</td>
<td>Rowboat storage, boat slips</td>
</tr>
<tr>
<td>143 River Road</td>
<td>Vacant Land</td>
<td>Rowing Docks</td>
<td>Partially conforming</td>
<td>No</td>
<td>Rowing docks</td>
</tr>
<tr>
<td>137 River Road</td>
<td>Vacant Land</td>
<td>None</td>
<td>Nonconforming</td>
<td>No</td>
<td>No water frontage</td>
</tr>
<tr>
<td>133 River Road</td>
<td>Boat Sales</td>
<td>Boat Slips</td>
<td>Conforming</td>
<td>No</td>
<td>Private boat slips</td>
</tr>
<tr>
<td>49 River Road</td>
<td>Recreational Club</td>
<td>Marina</td>
<td>Conforming</td>
<td>Yes</td>
<td>Private marina, rowing facilities, public parking, public promenade</td>
</tr>
<tr>
<td>35 River Road</td>
<td>Commercial</td>
<td>-</td>
<td>Nonconforming</td>
<td>Yes</td>
<td>No water frontage</td>
</tr>
<tr>
<td>31 River Road</td>
<td>Commercial</td>
<td>-</td>
<td>Nonconforming</td>
<td>Yes</td>
<td>No water frontage</td>
</tr>
<tr>
<td>0 River Road</td>
<td>Right-of-Way</td>
<td>-</td>
<td>Nonconforming</td>
<td>Yes</td>
<td>-</td>
</tr>
<tr>
<td>33 River Road</td>
<td>Marina</td>
<td>Boat Service, Recreational Club</td>
<td>Conforming</td>
<td>No</td>
<td>Private marina, boat storage, boat service</td>
</tr>
<tr>
<td>29 River Road</td>
<td>Commercial</td>
<td>Marina</td>
<td>Partially conforming</td>
<td>No</td>
<td>Private Marina</td>
</tr>
<tr>
<td>5 River Road</td>
<td>Commercial</td>
<td>Marina</td>
<td>Partially conforming</td>
<td>No</td>
<td>Private Marina</td>
</tr>
<tr>
<td>9-15 River Road</td>
<td>Residential</td>
<td>Marina, Retail</td>
<td>Partially conforming</td>
<td>No</td>
<td>Private Marina</td>
</tr>
<tr>
<td></td>
<td>Condominiums</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 River Road</td>
<td>Commercial Office</td>
<td>-</td>
<td>Nonconforming</td>
<td>Yes</td>
<td>Water views</td>
</tr>
<tr>
<td>1 River Road</td>
<td>Recreational Club</td>
<td>-</td>
<td>Nonconforming</td>
<td>No</td>
<td>-</td>
</tr>
</tbody>
</table>
The Town of Greenwich should continue to explore opportunities to improve coastal access at Town-owned properties along the River, including:

- **River and Strickland Parklet** – A small town-owned parklet is currently located at the corner of River Road and Strickland Road just north of the Cos Cob marina. This area could support additional amenities including a kayak launch. The space under the adjacent I-95 overpass could serve as a parking area, boat storage, or additional direct water access.

There are two public coastal access points in the vicinity of Cos Cob and River Road, including the following:

- **Cos Cob Park** – Town-owned park located on Cos Cob Harbor just to the south of the Mianus River railroad bridge. The park opened in 2015 on the site of the former Cos Cob Power Plant. The park offers both active and passive recreation opportunities and has outstanding water views. The park has good sidewalk connections to the River Road coastal access points.

- **Cos Cob Marina** – Town-owned marina located on the Mianus River just north of the Mianus River railroad bridge. The marina contains approximately 200 slips for vessels up to 23' in length and beam widths up to 9'. The marina also contains limited storage space for kayaks and canoes.

**Transportation and Infrastructure**
Transportation infrastructure is an important component to public coastal access since most residents do not live near the water. In order to support coastal access, an adequate and balanced transportation system supporting a variety of travel modes should be provided.

**Roadway Infrastructure**
- According to Connecticut Department of Transportation (CTDOT) Average Daily Traffic (ADT) volume data, River Road sees about 5,600 vehicles per day.
- According to CTDOT ADT volume data, Sound Shore Drive sees about 5,900 vehicles per day.

**Cos Cob Park was opened in 2015 and offers both passive and active recreation opportunities along Cos Cob Harbor**

**Pedestrian Infrastructure**
- A sidewalk runs the length of River Road. North of the I-95 overpass, the sidewalk is on the east side of the street. South of the overpass the sidewalk is on the west side of the street.
- River Road has good sidewalk connections to the surrounding residential neighborhood.
- There are two sidewalk connections between River Road and the public promenade at the Greenwich Water Club. Both locations contain adequate signage indicating the area is open to the public.
- There is an unsigned crosswalk under the I-95 overpass. It is difficult to see pedestrians crossing the street at night due to lack of lighting.

**Bicycle Infrastructure**
- No dedicated bicycle infrastructure is present along River Road or Sound Shore Drive.
- There is bicycle parking at the Cos Cob Train Station and Cos Cob Park

**On-Street Parking**
- Due to the narrow ROW on River Road and Sound Shore Drive, there is no on-street parking in the study area.

**Off-Street Parking**
- Parking areas at the marinas are used as boat storage during the off season.
- Both public access points have dedicated public parking. Greenwich Water Club contains three public parking spaces, and 3 River Road contains two public parking spaces.

**Maritime Infrastructure**
- The Mianus River was the most heavily utilized waterway of the three WB zones. Many different types of water users were observed, including powerboaters, shellfishermen, rowers, and sailors.
- There are approximately 700 boat slips along the western shore of the Mianus River.
- Boat slips are nearly "built out." Minimal opportunities to build additional slip space.
- The Mianus River railroad bridge has low clearance and only opens at limited times. As a result, taller vessels (sailboats) are moored south of the bridge.

- Passage at low tide is limited to center channel of the I-95 underpass.

- Numerous rowing facilities located along the Mianus River, including the Greenwich Water Club, Row America, and Brunswick School. There is a designated rowing area south of Cos Cob Park on the west side of the mooring area.

- Narrow channel ROW results in competition for limited channel space between powerboats and rowboats, particularly at low tide.

- There is a large tidal flat on the eastern shore of the Mianus River.

- There is a lobster/shellfish operation illegally tied to the I-95 bridge. It appears to have been there for some time.

- Sedimentation of the navigation channel in the Mianus River requires dredging to maintain channel depth.

The Mianus River Railroad Bridge has low clearance and only opens at limited times during the day. As a result, taller vessels are moored to the south of the bridge.
Today's Agenda

- Introduction
- Recap of progress to date
- Meeting format
- Goal Setting
- Breakout Sessions
- Regroup and Recap
- Next Steps
Kickoff Workshop

**Internal**
Within your control
Regulatory

**STRENGTHS**
What do the current WB zoning regulations and Waterfront Access Design Guidelines do well?

**WEAKNESSES**
In what ways are the WB zoning regulations and Waterfront Access Design Guidelines falling short of their intended objectives?

**External**
Outside of your control
Non-Regulatory

**OPPORTUNITIES**
What are future opportunities that the waterfront can capitalize on?

**THREATS**
What obstacles might the waterfront face in the future?
Field Visits

Land

September 8, 2016

- Public Access Points
- Land Use
- Zoning Conformity
- Parking
- Infrastructure
- Building Style
- Water Amenities

Water

October 6, 2016

- Topography
- Channel Characteristics
- Land-Water Relationship
- Docks and Mooring Areas
- Water Users

2/23/2017
Existing Conditions Assessment

<table>
<thead>
<tr>
<th>Address</th>
<th>Category</th>
<th>Problem Description</th>
<th>Owner/Agent Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street 1</td>
<td>Condition</td>
<td>Description</td>
<td>Information</td>
</tr>
<tr>
<td>Street 2</td>
<td>Condition</td>
<td>Description</td>
<td>Information</td>
</tr>
<tr>
<td>Street 3</td>
<td>Condition</td>
<td>Description</td>
<td>Information</td>
</tr>
</tbody>
</table>

Figure 2: South Water Street and Byram River Area
## Key Takeaways

### Byram
- Many non-conforming uses - legacy of historic "working waterfront"
- Surrounded by residential neighborhood
- Narrow and shallow river limits opportunities to expand boat slip space
- Steep terrain near I-95 overpass limits water-dependent uses in upland areas
- ~15 minutes to traverse the "no wake zone" to open LIS

### Steamboat Road
- All non-conforming uses
- Excellent public access that connects to nearby town facilities
- Deep harbor supports larger vessels
- Well used town facilities nearby (Steamboat Road Pier, Baldwin Park, Grass Island)
- Sedimentation of navigation channel – requires dredging
- Parking is limited
- Close to open LIS

### River Road/Cos Cob
- Many competing water users (rowers, power boaters, sailors, shell fishermen)
- Several large marinas and approximately 700 boat slips
- Low clearance at railroad bridge – tall vessels moored to the south
- Sedimentation of river - requires dredging to maintain channel depth
- Many non-conforming uses
- Some properties have no water access
Tonight's Format

• Goal Setting (Large Group)

• Breakout Sessions by WB Area (Small Group)
  • Separate rooms for Byram, Steamboat Road, and Cos Cob/River Road

• Regroup and Recap (Large Group)
  • Report from small group discussions
  • Identify areas of agreement and disagreement
Goal Setting

What are the study goals and objectives?

What are we trying to accomplish?
Goal Setting

Conversation Starters:

• Should the WB zoning regulations be separated into three districts that take into account the unique character of each waterfront area?

• How should public access be codified into zoning regulations?

• What provisions should be taken to protect water-dependent uses?

• What is the proper balance between protecting water-dependent uses and improving public access?
  • Should additional non-water dependent uses be permitted if it helps improve and expand public access?

• In which areas is public access most needed? What type of amenities are needed? Should duplication of facilities be avoided?
Breakout Sessions

Separate out into three groups based on WB Area

- Byram, Steamboat Road, and Cos Cob/River Road
Next Steps

- Study Recommendations - Develop Draft Zoning Regulations

- Update Coastal Access Design Guidelines and codify in Draft Zoning Regulations where necessary

- Draft Zoning Regulations will be presented to the Planning & Zoning Commission
  - Planning & Zoning Commission will be responsible for finalizing, adopting, and implementing changes
Strengths

What do the current WB zoning regulations and Waterfront Access Design Guidelines do well?

- Maintain water dependent use of WB zones – how do you bring back water dependent uses? Protect. i.e. brewers boat yard Stamford
- Enforcing existing regulations – citizen access to water.
  - i.e. skate park at Grass Island denied because it could be located elsewhere
- Cos Cob – excellent access – water connects to the park
- Rowing facilities – through Harbor management commission
- Uniqueness of 4 different areas – one size doesn’t fit all. Assets, liabilities and unique qualities should be addressed differently.
- WB zone – for business. Other opportunities for public access. Look for land outside WB for public access and parks.
- Amenities make Greenwich attractive including the water
Weaknesses

*In what ways are the WB zoning regulations and Waterfront Access Design Guidelines falling short of their intended objectives?*

- Lack of public boat ramps.
- Condition of harbors - in need of dredging. 12m in mud at lower stages of tide. Issue for private yachts that frequent the water. Greenwich Harbor is a harbor of refuge.
- Byram river silting up and requires dredging.
- WB too restrictive in general – expand ancillary and complementary uses (restaurants and retail establishment) supporting and enabling the water dependent uses.
- Byram originally developed as commercial facility
- Improve aesthetics for passive and active public access.
- Byram lacks a mix of uses (see Rowayton) - needs to meet modern needs.
- Allowance of residential uses – could be supported with marine and public access.
- Residential currently prohibited. Could be a complementary to water dependent use (i.e. boat yard)
- Costs driving waterfront land use decisions. Implementing a program like PA490 could reduce assessed values for legitimate waterfront businesses – can help keep them sustainable.
- Regulations limit market opportunities relative to value of land – water-dependent not highest use of land.
- Need density to ensure future viability of properties.
Opportunities

What are future opportunities that the waterfront can capitalize on?

- Everyone to listen to each other and find a solution
- Uniqueness of every area... work together for future generations
- Major improvement in water quality in the Long Island Sound – shellfish, fisheries, etc. Water is much better than it was. Sewage treatment plant is working well. Continue to publicize.
- Timing is right. Harbor Management Commission formation.
  - Greenwich – deep larger vessels
  - Work towards specific issues in each area
  - Local assets and institutional knowledge
- Identify existing publicly accessible areas.
- Market waterfront access – boats. Real estate community videos promoting assets.
Threats

*What obstacles might the waterfront face in the future?*

- Sea level rise – maintain facilities
- Silting channels – need for dredging and maintenance
- Over use of too many people on the water at the same time. Water not being used (Byram) because it takes too long to get out to open Long Island Sound
- Development pressure on these areas. Balanced – restaurants.
- Tricky balance between access and sustainable businesses
- Demographics on boat registrations – decline on the number of boat owners and users. Fewer opportunities to introduce younger families and people into boating and fishing, etc.. How to give opportunities at low price point to introduce people to marine leisure and recreation.
- Development a threat – runoff, contaminants (fertilizers and pesticides applied to lawns) into waterways, storm water management impacting coastal water quality. Need to educate and do what’s right for Long Island Sound
- Change is a threat. – radical change.
- Period of transition throughout the process
Strengths

What do the current WB zoning regulations and Waterfront Access Design Guidelines do well?

- Maintain water dependent use of WB zones – how do you bring back water dependent uses? Protect. i.e. brewers boat yard Stamford
- Enforcing existing regulations – citizen access to water.
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- Amenities make Greenwich attractive including the water

9/20/2016
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  - Greenwich – deep larger vessels
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- Silting channels – need for dredging and maintenance
- Over use of too many people on the water at the same time. Water not being used (Byram) because it takes too long to get out to open Long Island Sound
- Development pressure on these areas. Balanced – restaurants.
- Tricky balance between access and sustainable businesses
- Demographics on boat registrations – decline on the number of boat owners and users. Fewer opportunities to introduce younger families and people into boating and fishing, etc. How to give opportunities at low price point to introduce people to marine leisure and recreation.
- Development a threat – runoff, contaminants (fertilizers and pesticides applied to lawns) into waterways, storm water management impacting coastal water quality. Need to educate and do what’s right for Long Island Sound
- Change is a threat. – radical change.
- Period of transition throughout the process