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EXECUTIVE SUMMARY

1. Conserve the character of Byram
2. Enhance its infrastructure and attractiveness
3. Address parking, traffic and safety problems
4. Provide access to the Byram River waterfront
5. Plan for the beautification of neighborhoods and enhancement of Byram Park facilities
6. Address future waterfront development
7. Analyze business needs

The Byram neighborhood is a mix of old and new development that is regentrifying, while keeping its historic character. New pocket parks are being constructed so that the walkability of the historic core of the neighborhood can be enhanced. Design guidelines have been proposed so that infill new development will complement and takes on some of the design elements of the area’s historic streetscapes. However, threats from insensitive development and increased traffic are counter to the desire to maintain the character of the area.

The intent behind preparing this Byram Neighborhood Enhancement Plan (Plan) is to provide a document that thoroughly identifies and addresses established goals, and to provide comprehensive action plans that when implemented will achieve those goals. These goals are identified to the left.

At the end of this document is an action plan that lays out steps for the community to take as it implements those efforts needed to support Byram’s goals.

Many of these actions are already proposed, but some are new to this report.

This Plan should be the document which serves as the framework for Byram in the future.

This Plan was prepared by BETA Group in cooperation with the Town of Greenwich Planning & Zoning Department, Byram Neighborhood Association, Town Parks & Recreation, Public Works and Parking Services departments and is funded by the Town of Greenwich.
This Plan builds on several completed reports, plans and studies that have encompassed public workshops and team-based data collection over the past ten years. It focuses on issues that include land use, traffic and parking, pedestrians and sidewalks, parks and recreation, historic context and community character and waterfront issues.

We wish to acknowledge these prior efforts by Crosby Schessinger and Smallridge (CSS), EarthTech, Renee Kahn, and Vollmer Associates.

In summary, this Plan recommends the following:

- Studying current zoning district requirements in Byram to determine whether changes should be made so that non-conformities can be decreased and so that parking and drainage can be better addressed;

- Creating protection for the commercial district by creating a National Register Historic District and a Village District Overlay zone for the area;

- Enforcing zoning and parking infractions to decrease nuisance levels within the neighborhood;

- Creating a more pedestrian friendly scenario within Byram by upgrading sidewalks, implementing traffic calming measures, installing streetscape elements, and increasing public access to the waterfront;

- Determining how to increase parking opportunities in the neighborhood;

- Determining how to alleviate traffic issues in Byram by implementing context sensitive design elements to slow down vehicles moving through the area; The Town has adopted a Traffic Calming program with frames this effort.

- Through the efforts of the Harbormaster and Coastal Resource Advisory Committee, continued efforts on plans for the Byram River and Long Island areas.

- Adopting the philosophy of Context Sensitive Solutions as a hallmark for all future actions and programs in Byram.

- Adopting a plan such as is proposed will require future funding. Development of long term capital funding for the Byram Plan will necessitate ongoing evaluation with all town needs.
HISTORY OF THE PLAN

In recent years, the Byram neighborhood has been the subject of several studies that have analyzed various aspects of land use. To complement these studies, several neighborhood workshops have been held to capture resident, property and business owner thoughts on issues in the neighborhood. Byram’s neighborhood association has been an active participant in the process, enthusiastically attending workshop sessions, conducting on the street research, all of which has become components of the studies of the neighborhood.

The three projects integral to the completion of this Plan are:

- Historic Resources Inventory: Byram, Connecticut
- Byram Neighborhood Enhancement Plan
- Byram Waterfront Access & Streetscape Design for South Water Street

**Historic Resources Inventory: Byram, Connecticut**

In the 1970’s, Community Development Agencies hired Renee Kahn, a preservation consultant, to inventory and document the historical and architectural characteristics of all residential and commercial buildings in Byram. More recently, Ms. Kahn revisited Byram to look at historic development patterns and the character that the neighborhood has retained to determine whether that neighborhood would qualify for Village District status under the new state statutes passed in 1998.
Ms. Kahn’s report provides a thorough history of the neighborhood, describes development of the area, especially during the period from the mid-1850’s to today, and explains the architectural styles predominant in the area.

**Byram Neighborhood Enhancement Plan**

At a workshop in May 2000, Byram residents expressed an interest in creating a neighborhood enhancement plan that would act as a precursor to investigating the possibility of creating a Village Overlay District in Byram’s commercial area. The residents present at that meeting generally recited the need for improvement in several areas ranging from traffic, safety, and beautification.

As a result, the Planning and Zoning Commission expanded the study area to encompass the entire Byram area and hired consultants to look at traffic, safety, and beautification issues. This study was developed under the direction of and with input from the Planning and Zoning Commission’s staff with close participation by Byram’s residents, business owners, the Department of Public Works and the Department of Parks and Recreation. The Byram Neighborhood Association made definitive and consensus-based recommendations.

**Byram Waterfront Access & Streetscape Design for South Water Street**

One of the major recommendations in the Byram Neighborhood Enhancement Plan was the need to address the Byram River Waterfront, so in 2007, Crosby, Schlessinger, Smallridge LLC, in association with Earth Tech created a Waterfront Access and Streetscape Design for South Water Street and a new Riverwalk. As stated in the plan, its goal is “to provide access- both visual and actual- to the waterfront along the edge of the Byram River from South Water Street.” The approach to the design of the Riverwalk and South Water Street is “to respect and acknowledge the working waterfront by encouraging development and preservation of waterfront uses (such as marinas and docking facilities) while supporting new uses like the recently proposed residences.” This plan is seen as a stepping stone to overall improvements to the Byram River Waterfront.
Greenwich’s Byram neighborhood has a rich history as a small New England waterfront community and is shaped by the various industries within its bounds and in neighboring Port Chester, New York. As a result, Byram has several unique characteristics that other communities strive to create— a walkable business district, a waterfront with great potential, unique architecture and strong sense of community among the neighborhood’s 3,000 residents. Byram truly is a gem, and is one of the last affordable residential neighborhoods in Southwestern Connecticut.

Located in the southwestern section of town, the neighborhood is bound by the Byram River to the east, Long Island Sound to the south and Port Chester, New York to the west. The 240 acre study area is bisected diagonally by Interstate 95, leaving a roughly triangular area to the west of the interstate that is home to the business district and a tightly knit network of streets with modestly sized single and two family homes, and the shoreline, Byram Park and its beachfront homes to the east of the interstate.
Area Description

Visually and architecturally, Byram is a unique area, as described by Renee Kahn in her study of the neighborhood:

"Byram is probably the most visually distinctive and cohesive of the many areas that constitute the Town of Greenwich. It is essentially a ‘hill town’ rising up from the Byram River. The village unfolds into a complex network of streets, crooked courses, dead ends, and hilly contours, some climbing steeply from the riverbank to provide stunning vistas of adjacent Port Chester."

“Parts of the town have the quality of an old-fashioned seaside village. Gables frequently face the street and front porches are standard, although most have lost a good deal of their ornamental village detail. Houses are set close to the road with small front and side yards, and parking is mainly on the street.”
“The commercial district, which bisects the village, is characterized by low- to mid-rise brick apartment houses with stores on the ground floor. These buildings still retain elaborate cornices, sometimes even their original storefronts. The area along the Byram River retains much of its historic character with low rise, functional buildings typical of riverfront industry. In addition to shops and some light manufacturing, the core of the village contains several churches, a community center, a library and other public amenities characteristic of village life..."

In 1676, "Byram Neck" was granted to Thomas Lyon, Jr. by the Greenwich Town Meeting as compensation for the Town's taking of his wife's property--Greenwich Point. No later than 1711, a grist mill was first built on the lower Byram River. William and Thomas Ritch opened a granite quarry in 1840 on the shore; its stone, "Byram Blue Point," was used in many local and New York buildings.

The first residential "developments" were proposed in 1851, creating the village of East Port Chester, as Byram was to be known. A 70-lot subdivision on Milo Mead's farm created residential housing to accommodate workers attracted to the rapidly industrializing area, with foundries and quarries in Port Chester and the new village of East Port Chester.

From its earliest years, Byram has been the largest and most diverse neighborhood in the Town of Greenwich. With employment opportunities in Port Chester and Byram came an influx of immigrants to the area in the mid-nineteenth century. Slovaks, Germans, Danes and others settled here, occupying multi-family homes in the neighborhood and establishing their own network through new churches and social associations.

The last decade of the nineteenth century saw several services established in the neighborhood. Fire protection was first organized in 1891 and a new brick schoolhouse, called New Lebanon, was built in 1894.

The years following the turn of the century have been noted for the rapid growth in population, building construction and industry. The Byram site of the river became industrialized in the vicinity of South Water Street's intersection with Division Street with brass and iron foundries, wood working mills and marine construction outfits. Other industries in existence were sail-making, carriage making, oystering and fishing.
One of Byram’s original industries, the granite quarry, ceased operation during this era. The quarries had declined in importance because of the shift from stone construction to concrete in the building industry. While the area lost a long standing industry, the neighborhood and the Town of Greenwich ultimately benefited, as the Town purchased the old Ritch quarry in 1920 and turned it into Byram Park.

In some ways, the 1920’s were the zenith of Byram’s development. Photographs of the business district in this period show attractive streetscapes with large shade trees and handsomely detailed structures, many of which still exist on Mill Street. The trolley cars ran on tracks through Mill Street, Delavan and Ritch Avenues and those who shopped in the neighborhood had access to a bakery, confectioners, grocery and meat markets.

Post World War II saw great changes in Byram. In 1947, residents decided to rename the community "Byram," reflecting the area’s original colonial name. The coming of the Connecticut Turnpike, or I-95, in the 1950’s completely erased large residential sections of the neighborhood and absorbed vacant land which could have been developed to provide homes for Byram’s middle class. Many had to leave the community in order to obtain reasonably priced building sites.

The construction of the I-95, created a visual and actual gap between Byram’s business area and its access to Long Island Sound. Byram lost some of its village feel at this time as street traffic increased. The location of the Delavan Avenue exit on the Connecticut Turnpike offered direct access from I-95 to the Village of Port Chester to the west. The sheer volume of traffic changed the nature of Mill Street forever. Dealing with this change has been a concern of Byram residents and the Town.

Much of Byram has returned its character and charm from the early days of its developer. Housing stock is well maintained and the community is active in planning its future.
Over the last decade, Byram’s residents have been diligently working toward the village’s revival. Municipal departments have worked closely with the Byram Neighborhood Association to provide technical expertise, funding for improvement projects, and validation for the goals that the neighborhood’s residents and business owners have for the area.
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Throughout this project and previous planning efforts, the residents of Byram have been integral in expressing their concerns and recommendations for the neighborhood and visions for its future.

The Byram Neighborhood Association (BNA) is active in “preserving and enhancing the quality of life in Byram for present and future generations…its members are dedicated and determined to maintain the timeless character of our community and provide the necessary changes for the betterment of Byram.”

The BNA has led the public involvement, holding meetings and conducting much legwork in data collection, survey creating and interviewing business and property owners.

On the following page is a timeline that highlights key milestones, including completion of reports and meetings held over the last decade.
**June 2000**  
P&Z hosts a workshop meeting for residents with the goal of learning the complaints that residents have related to traffic, parking, safety, sidewalks, beautification, new construction, and zoning enforcement. Representatives of the Police Department and Traffic Division were also in attendance.

**May 2000 – February 2001**  
A nine month data collection period is held to analyze existing infrastructure of Byram. Teams were formed from members of Planning & Zoning staff, Representative Town Meeting members and neighborhood volunteers. Teams observed the condition of sidewalks and curbs, use of municipal parking spaces, traffic and safety concerns, the need for street trees and neighborhood beautification; and enforcement of zoning and building permit requirements.

**November 2000**  
Community workshop sponsored by the P&Z Commission and RTM members was held to discuss traffic calming measures. The workshop was facilitated by Jeffrey Maxtutis, Senior Transportation Planner at Earth Tech, with the goal of determining measures that should be taken to address traffic and safety problems.

**February 2001**  
Inventory Report presented that details existing conditions, ongoing issues/complaints and makes recommendations for implementation.

**December 2002**  
Surveys were sent out to all business owners and over 200 residents asking them to prioritize issues and recommendations that were identified in the Inventory Report, and rank the various recommendations with respect to their priority of importance.

**July 2003**  
WB zone studied

**March 2002**  
Interim draft Neighborhood Enhancement Plan forwarded to community for comment

**March 2003**  
Final Draft of Neighborhood Enhancement Plan compiled and forwarded to community stakeholders and town agencies for comment

**June 2005**  
The Town engaged the consulting firm Crosby, Schlessinger, & Smallridge, LLC (CSS) to study and recommend streetscape improvements in the Byram business area. As part of this study, a survey of businesses was taken to establish their off-site parking needs, and another survey of residents was conducted to establish their preferences for types of businesses not presently located in Byram.

**February 2006**  
Advisory Committee Meeting to review refined concepts from CSS for walkway, open spaces, South Water Street and Mill Street.

**April 2007**  
Endorsement of plans by Byram Neighborhood Association

**2009**  
Planning and Zoning approves Enhancement Plan
Other townwide studies have been engaged by various Town departments which have resulted in recommendations for improvements in Byram. Each of these studies undertook a detailed public outreach effort. Many of the actions which have recently been undertaken in Byram have resulted from these efforts and community input. These studies include:

- Neighborhood Traffic Calming Program Study 2007
- Plan of Conservation and Development 2010
- Selectman’s Pedestrian Safety Study 2009
- Safe Route to School Studies
- Greenwich Bicycle Master Plan
- Byram Park Management Plan 2010
- Frontage Road Study
During the field work and research that was conducted for this Plan, existing conditions were observed and noted related to land use, traffic & parking, sidewalks & pedestrian safety and visual context within Byram. Below is a summary of these observed conditions.

5.1 Land Use

Because of the age of the study area and its history as an industrial neighborhood, Byram is a densely developed neighborhood with little area available for new construction or subdivision. Residential areas are zoned mostly R-6, and the two principal business zones are LBR-2 and WB. (See Byram Existing Land Use-next page)

R-6 Zone

The R-6 zone is designed to allow a higher density neighborhood area. The minimum requirements of the R-6 zone provide for lots of 7500 sf minimum, 2.5 story structure, 35 ft height limits and require 60 ft frontage for the zone among other conditions. Many of the properties are non-conforming and as such present development challenges.

LBR-2 Zone

The LBR-2 zone is designed to provide neighborhood type retail goods and services. The minimum requirements of this zone, a limitation of 2.5 stories in height and a requirement of only 35ft in frontage, more or less establish the visual character of development along Water Street and Mill Street- a row of narrow stores separated only by demising walls. These small lot sizes do not directly permit large commercial enterprises like large chain supermarkets or regional drug stores and pharmacies.
WB Zone

The WB zone, based on the State Coastal Legislation is designed to restrict uses to those that are water-dependent or water related. However, more than half of the existing uses along the waterfront are non-conforming. While non-conforming buildings may be modified, they may not be made more non-conforming.

Because there are few undeveloped lots, the primary source of additional units in the future is likely to be conversion of single family residences into two-family or multi-family homes.

The following is 2000 census data providing demographic information for Byram:

<table>
<thead>
<tr>
<th>Byram Area Demographics</th>
<th>1990</th>
<th>2000</th>
<th>Percent Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Population</strong></td>
<td>2,979</td>
<td>2,960</td>
<td>-0.6%</td>
</tr>
<tr>
<td><strong>By Gender</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Male</td>
<td>1,416</td>
<td>1,464</td>
<td>3.4%</td>
</tr>
<tr>
<td>Female</td>
<td>1,563</td>
<td>1,496</td>
<td>-4.3%</td>
</tr>
<tr>
<td><strong>By Age</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0 to 4</td>
<td>161</td>
<td>179</td>
<td>11.2%</td>
</tr>
<tr>
<td>5 to 9</td>
<td>139</td>
<td>201</td>
<td>44.6%</td>
</tr>
<tr>
<td>10 to 14</td>
<td>117</td>
<td>178</td>
<td>52.1%</td>
</tr>
<tr>
<td>15 to 19</td>
<td>148</td>
<td>136</td>
<td>-8.1%</td>
</tr>
<tr>
<td>20 to 24</td>
<td>241</td>
<td>153</td>
<td>-36.5%</td>
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<tr>
<td>25 to 29</td>
<td>349</td>
<td>235</td>
<td>-32.7%</td>
</tr>
<tr>
<td>30 to 34</td>
<td>288</td>
<td>265</td>
<td>-8.0%</td>
</tr>
<tr>
<td>35 to 39</td>
<td>191</td>
<td>301</td>
<td>57.6%</td>
</tr>
<tr>
<td>40 to 44</td>
<td>205</td>
<td>239</td>
<td>16.6%</td>
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<tr>
<td>45 to 49</td>
<td>176</td>
<td>210</td>
<td>19.3%</td>
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<tr>
<td>50 to 54</td>
<td>165</td>
<td>191</td>
<td>15.8%</td>
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<tr>
<td>55 to 59</td>
<td>144</td>
<td>153</td>
<td>6.3%</td>
</tr>
<tr>
<td>60 to 64</td>
<td>147</td>
<td>134</td>
<td>-8.8%</td>
</tr>
<tr>
<td>65 to 69</td>
<td>144</td>
<td>103</td>
<td>-28.5%</td>
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<tr>
<td>70 to 74</td>
<td>133</td>
<td>81</td>
<td>-39.1%</td>
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<tr>
<td>75+</td>
<td>231</td>
<td>201</td>
<td>-13.0%</td>
</tr>
<tr>
<td><strong>By Race</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>White</td>
<td>2,813</td>
<td>2,661</td>
<td>-5.4%</td>
</tr>
<tr>
<td>Black</td>
<td>61</td>
<td>32</td>
<td>-47.5%</td>
</tr>
<tr>
<td>American Indian/Eskimo</td>
<td>8</td>
<td>3</td>
<td>-62.5%</td>
</tr>
<tr>
<td>Asian/Pacific Islander</td>
<td>42</td>
<td>99</td>
<td>135.7%</td>
</tr>
<tr>
<td>Other Race</td>
<td>55</td>
<td>165</td>
<td>200.0%</td>
</tr>
<tr>
<td>Hispanic or Latino</td>
<td>186</td>
<td>568</td>
<td>205.4%</td>
</tr>
<tr>
<td>Non Hispanic or Latino</td>
<td>2,793</td>
<td>2,392</td>
<td>-14.4%</td>
</tr>
<tr>
<td><strong>Households</strong></td>
<td>1,232</td>
<td>1,179</td>
<td>-4.3%</td>
</tr>
<tr>
<td><strong>By Type</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Family</td>
<td>776</td>
<td>731</td>
<td>-5.8%</td>
</tr>
<tr>
<td>Nonfamily</td>
<td>456</td>
<td>448</td>
<td>-1.8%</td>
</tr>
<tr>
<td>Group Quarters</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>By Size</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>One Person</td>
<td>329</td>
<td>347</td>
<td>5.5%</td>
</tr>
<tr>
<td>Two or More Persons</td>
<td>592</td>
<td>832</td>
<td>40.5%</td>
</tr>
<tr>
<td>Average Size</td>
<td>2.42</td>
<td>2.51</td>
<td>3.8%</td>
</tr>
<tr>
<td><strong>Median Household Income</strong></td>
<td>$38,274</td>
<td>$61,394</td>
<td>60.4%</td>
</tr>
</tbody>
</table>
5.2 Traffic & Parking

While great improvements have occurred over the last several years based on input from Byram residents and town departments, there remain some continual traffic and parking issues in the area.
Marine & Water
dependant uses remain
strong contributors to
Byram
Four principal collector streets have been considered in the past, and remain the most driven stretches in the area. They are:

- Delavan Avenue/Mill Street between I-95 and the Mill Street Bridge
- Mead Avenue between Mill Street and South Water Street
- South Water Street between Mill Street and Mead Avenue
- Byram Road between U.S. 1 and I-95

While these four collector streets carry most of the traffic in Byram, the issues on each road segment are unique:

**Delavan Avenue/Mill Street**
This stretch continues to be used as a truck route between Exit 2 off Interstate 95 and Port Chester’s business district. Congestion is often heavy during peak times, especially during the afternoon commute at the Mill/Water intersection and sometimes causing gridlock at Frontage Road. Issues at Mill/Water with making a left turn have been alleviated by a modification to the traffic signal at the intersection.

**Mead Avenue**
A roundabout for trucks to turn around was installed on Mead Avenue at South Water street has redirected much of the truck traffic up Delavan/Mill, greatly reducing truck traffic on Mead.

**South Water**
Because of the working waterfront used along South Water Street, common issues here are double-parked trailers, forklifts backing out onto the street and large boats parked at curbside. The businesses here, Interstate Lumber and Catalano Marinas, have frequent deliveries.

**Byram Road**
Because Byram road is often used as a short cut between US Route 1 and Interstate 95, speeding is a common occurrence. This is exacerbated by poor sight distance at most side streets, and narrowness of the road itself.

**Parking**
Over the last five years, many traffic improvements have been made to alleviate the challenges detailed above; however fewer improvements have been made in terms of parking, in part because of the overall scarcity of parking within the Byram area.
When a group of volunteers looked at parking in Byram for the 2003 plan, they found a total of 177 municipal parking spaces in the business district that were regulated with signage posting limitations for parking. These spaces represent a fraction of the total parking in the Byram Business area.

At the time of the 2003 survey, the William Street lot had few, if any, empty spaces on weekdays during the business day. The lot on South Water Street at the foot of Church Street had about eight spaces, and was generally not available for general use as it is usually used by an adjacent water dependent business. Consequently, very few Town-controlled parking spaces were available in Byram’s business district during the business day.

The Byram commercial area is comprised of the customary variety of businesses which are routinely found providing neighborhood commercial services. Restaurants, Pharmacy, retail, and professional offices are located in Byram. Each has parking demands and these are supported by the public off street, and private off street parking inventory.

Byram’s business district, mostly developed prior to zoning regulations, provides much less on-site parking than current regulations require.

The Town has implemented parking permit regulations which are intended to control parking intrusion into the residential neighborhoods and enforcement actions to insure that spaces intended to support commercial uses are function for that purpose.

The existing municipal spaces had previously been occupied by Metro North commuters and fleet vehicles. Under consideration at the present time, is the method to increase parking in the Byram commercial area.

The Byram business community would benefit from additional parking. Opportunities to create such parking, both short and long term, should be explored by the Town and could include surface and/or garage parking.
As part of the 2003 plan, a volunteer team surveyed street blocks and significant segments in Byram to inventory sidewalks and their conditions. Over the last several years, efforts have been made to repair and upgrade sidewalks along streets used by school children walking to the elementary school.

Of the 69 segments included in the survey, 65% had sidewalks; however the majority were constructed of asphalt and only 23% were concrete. Thirty percent of all sidewalks were over 20% deteriorated. Twenty-seven percent had granite curbs (Town standard) and 58% had fewer than four street trees.

There is presently a Bike Path study to recommend town wide bike paths and bike rack locations, which identifies spots in Byram. Figure 4 of that study show the type and condition of sidewalks along the principal pedestrian paths. Prioritization of sidewalk improvements should focus on the most heavily pedestrian traveled ways. There are walkways that residents and school children take to central areas of activity such as ...
the shopping district, library, school and park. The Town of Greenwich Department of Public Works standard for sidewalks is concrete for business zones and asphalt for residential areas – both with granite curbs.

### 5.4 Neighborhood Context

The study by architectural historian Renee Kahn notes that the Department of Public Work’s work on sidewalks is in progress. The study identifies predominant styles of commercial architecture along Mill and Water Streets, a Neo-Renaissance and the residential styles include Greek Revival, Gothic Revival, Italianate and Queen Anne. The study states that several noteworthy buildings still exist in each of these styles and the Byram study area would probably qualify for the National Register of Historic Places, which would allow commercial and industrial properties to take advantage of the federal government’s 20% Historic Rehabilitation Tax Credits and encourage property owners to rehabilitate their buildings without destroying their historic architectural character.

Significant public interest has been expressed in reducing or eliminating overhead utilities in the Byram Downtown.
This is a significant issue which deserves continued planning and research. The context of Byram Downtown would be improved by such actions. The feasibility, cost and implementation planning has yet to be fully undertaken.
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At public meetings held over the past decade, Byram’s residents and business owners expressed their opinions on a variety of issues that they feel need to be addressed and resolved in Byram. Field studies were also completed by teams of volunteers to create some baseline data looking at various issues in the neighborhood. These issues are summarized below. They are followed by mitigating recommendations.

### 6.1 Zoning & Land Use

Over the past decade, several land use issues have been continual sources of complaint for Byram residents and business owners. The key issues are:

- Unkempt properties,
- Crowding due to lot splits,
- Illegal apartments, and
- Untidy construction sites.

Another longstanding complaint is the lack of enforcement of the zoning code. According to residents’ comments at meetings, violations often go unchecked for long periods of time, or are enforced sporadically, due to the workload of the Town’s zoning enforcement department.

Recommendations:

- Provide Town enforcement staff the tools needed to properly enforce violations in Byram
- Educate homeowners, business owners and property owners as to what is and is not allowed within existing regulations
6.2 Traffic & Parking

As detailed in the Existing Conditions section, speeding, over usage by trucks and increased traffic due to vehicles using Byram as a pass through to Port Chester are chronic issues in the area. This is backed up by the study completed by EarthTech. These issues will be escalated once the Port Chester Marina Development is completed.

Based on the information available at the time about the Port Chester Marina Development, the following levels of service (LOS) were projected for the evening peak hour:

<table>
<thead>
<tr>
<th>Intersection</th>
<th>LOS Existing</th>
<th>LOS Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mill/Water</td>
<td>D</td>
<td>E</td>
</tr>
<tr>
<td>Mill/Mead</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Delavan/I-95</td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>Delavan/Byram Shore</td>
<td>C</td>
<td>C</td>
</tr>
</tbody>
</table>

This projection shows that the Mill/Water intersection will degrade in the future to LOS E, which represents the possibility of long delays at the intersection. A big contributor to the delays is left turning vehicles which cause queues to form. The Town’s consultant recommended split phasing so that left turns would no longer cause delays. That signal change is currently under way. Greenwich Department of Public Works is working on implementing improvements in cooperation with the Town of Port Chester.

The Town engaged Desman Associates to undertake a Parking Study which examined in a general fashion parking demands and issues in Byram. Finding parking in the Byram business district is a problem at times. Additional studies and efforts to coordinate parking function use would be appropriate.

Because of existing issue of insufficient parking spaces in Byram, finding parking continues to be an issue in the business district. Resident parking passes have been issued, which has alleviated parking after business hours and on weekends.

The lack of short term parking for people trying to utilize the business district remains. A lack of enforcement of posted limitations of parking times amplifies the problem. Businesses need short term parking to succeed. Examination of how well the current parking supply is meeting this need should be undertaken.

Recommendations:

- Provide Town enforcement staff the tools needed to properly enforce parking violations in Byram.

- Revisit previous parking studies to ascertain occupancy and durational studies. Parking surpluses and deficits should be determined on block bases, and revised planning undertaken. All aspects of parking need to be addressed in these efforts. Facility types, revenue planning, changes to support new land uses and similar topics are all appropriate planning to issues to be considered.
• Byrams’s context will not permit traditional parking lot development and innovative public/private operation of the parking supply should be considered.

6.3 Pedestrians & Sidewalks
As part of the Byram Street pedestrian safety study, a committee of community volunteers established a detailed inventory of principal sidewalks in the neighborhood. Sixty-nine street segments were visited in the neighborhood, some more than one block in length.

Following review of the sidewalk inventory, the Byram Neighborhood Association and Town prepared a priority list for sidewalk repair projects to the DPW. This list included three areas in the Byram neighborhood:

1. West side of north Water Street between New Street & the Railroad:
   The concrete is in very poor condition (this is the missing link to complete the sidewalk area on the west side, which will extend from Mill to Byram Road on North Water).

2. East side of South Water Street from Mill to William, & from Church to Division:
   Both sections are in very poor condition.

3. Mead Avenue between William & Mill, both sides:
   Asphalt in good condition on both sides down to James Street. However, concrete sidewalks could be improved between William and Mill on both sides since it is heavily used for school, library, and access to business area.
Sidewalk Conditions Vary
Recommendations:

- Continue upgrading sidewalk segments that are in disrepair and bringing sidewalks up to standards described in the town wide sidewalk plan.

- Update the prioritized action plan for sidewalk repairs to reflect progress made in repairing/upgrading sidewalks, making sure that sections en route to New Lebanon Elementary School, Byram Shubert Library and in the commercial district are priorities if not already completed.

- As many of the sidewalk issues are based on neighborhood surveys, it is recommended that these surveys be combined with the Department of Public Works ongoing maintenance plan. Creating an overall plan and budget timeframe will support implementation.
In researching this section, the following studies and plans served as reference points because of their partial or entire focus on Byram:

- Plan of Conservation & Development
- Bicycle Master Plan
- Parks & Recreation Master Plan
- Kahn Study 2001
- EarthTech Traffic Memos- 2001 and 2005
- Crosby, Schlessinger, and Smallridge

The plans were reviewed with consideration given to the following topics: zoning, parks & recreation, traffic & parking, pedestrians, marine and waterfront.

7.1 Zoning

In 2001, when this process began, the neighborhood’s favorite approach was to create a village district for Byram’s commercial district utilizing Village District overlay zoning. The Village District Act, adopted by the Connecticut General Assembly in 1998, enables local zoning bodies to protect the distinctive character, landscape and historic value of the areas under their jurisdiction. Village District Regulations have a broader scope than Local Historic District designations and are generally enabled in order to “…preserve and protect community character and historic development patterns.” Because of the preservation focus, the regulation governs not only typical zoning issues such as density, use or set back, but also require design review and harmony with existing streetscape, massing, scale and proportion.
The draft report discusses a building inventory of Mill Street commercial district. It states that most of the buildings were built primarily from 1895 – 1920, with some newer infill buildings present. In general, the building stock is noted to be attractive and many share several common attributes. These attributes are identified in a list, and it is suggested in the design guidelines that, in general, these attributes should be either preserved or replicated during construction of new or rehabilitation of existing structures.

The building guidelines are separated into two sections. The first, entitled “Site Design and Building Orientation,” provides suggestions regarding placement of buildings on a site, service area locations, driveways, fencing and landscaping. The second section, entitled “Building Guidelines,” offers suggestions regarding elements of the building structure itself. Some of these elements include number of stories, placement of doors and windows, rooftop features, and orientation of entry points.

The Plan of Conservation and Development (POCD) points out that allowing two-family houses by right in areas zoned R-6, such as in Byram, often intensifies parking demand and drainage issues. Planning and Zoning has adopted new regulations that implement this recommendation. The POCD suggested a change to the R-6 regulations may be in order to require special permits for all proposed changes or new two-family homes, thus allowing review of the effects that such development would have on existing properties.

Design guidelines of the sort envisioned would be performance based and fall within the Planning and Zoning regulations, perhaps under special permit regulations. The enforcement and evaluation of the nature and intent of such measures should be maintained in the Planning and Zoning Office for consistency.

Byram is a valuable asset to Greenwich and development must enhance the context of the village area. Housing and infill projects will need to be carefully evaluated to insure that this part of Greenwich maintains its “look and feel.”

Recommendations:
- Re-consider amending the R-6 residential zone to reflect unique circumstances in Byram, where the zone exists;
- Consider creating National Register District for Byram’s commercial district to protect Byram’s unique character; and
- Enact design guidelines as described above that will ensure that infill development and rehabilitation of existing structures alike will adhere to the “feel” existing in Byram today.
7.2 Parks and Recreation

The Parks & Recreation Department has completed a Facilities Master Plan (January 2002) that looked at the conditions at all municipally owned park facilities and made recommendations for repair, upkeep and overall improvements at the Parks.

In that report, a series of key improvements were suggested for Byram Park, that included:

1. Reconfigure gate and entrance and improve landscaping at entrance area.
2. Reconfigure rear parking lot and exit road.
3. Improve controls for vehicle access.
4. Remove sand and salt material, including snow and plowing equipment, from western parking lot.
5. Renovate restrooms and provide one year-round bathroom. (03-04)
6. Improve playground on west side of park above Boat Club. (In Review)
7. Move pool to field north of its present location and enhance pool for increased use. Rebuild pool with open-air deck that can be enclosed for year-round use.
8. Convert current pool area into viewing area/picnic area.
9. Connect beaches and eliminate rock jetty (year 2010).
10. Renovate and improve access to existing pavilion above marina (03-04 DPW & DPR).
11. Reconfigure changing room locker design similar to Island Beach format. (Monelli’s List)
12. Continue upgrading and maintenance of Town’s only lighted ball field.
13. Develop continuous jogging/walking path within perimeter of ball field.
14. Paint all fences in styles and color appropriate to park setting.
15. Continue agreement between Byram Boat Club and Town (Memo from Bergstresser to Law Department (2002) to restart new lease.)
16. Develop kayak launch area.
17. Dredge Byram Harbor prior to 2012 (Survey in 2005) In addition, the site’s stormwater management should be expanded to improve water quality of runoff.
18. Ballfield in Byram Park needs improvements and tennis courts need new lights and upgrading.
19. Byram Park Management Plan needs to be initiated.

In 2001, Wilbur Smith Associates completed a Bicycle Master Plan for the Town. The consultants recommended creating an East West bicycle path through Greenwich that would provide a safe alternate for cyclists that avoids Route 1 and other roads with heavy vehicular traffic. The path included large sections of Byram that includes Byram Road, Ritch Avenue, Delavan Avenue, Byram Shore Road and Water Street.

Recommendations:
- Continue making upgrades and repairs at Byram Park based on recommendations in the Parks & Recreation Department’s Facility Master Plan; and
- Determine timeline for creating East-West bike path through Byram to other areas of Greenwich and consider adding striping along several roads, as recommended in the Bicycle Master Plan.
EarthTech, Inc. conducted various traffic calculations, studies and investigations for the Byram neighborhood. Preparation for the studies involved coordination with the Town’s directors of Planning and Zoning and Parking Services, the Byram Neighborhood Association, and the consulting firm Crosby, Schlessinger, and Smallridge, LLC.

EarthTech’s final report included the following:

- Development of a ‘Parking and Traffic Calming’ plan for South Water Street;
- Structural assistance with proposed river walkway sections;
- Development of cost estimates for proposed roadway, sidewalk, and walkway improvements;
- Traffic operations analysis for four intersections in the Byram neighborhood, and
- List of recommendations to improve conditions associated with anticipated traffic impacts from the Port Chester Development.

It is noted that this study is somewhat dated, but should serve as a context to begin addressing known traffic issues.

Allen Cory, Director of Parking Services, prepared a parking assessment for the Byram neighborhood. He summarized his findings and offered recommendations for improvements in a letter dated March 20, 2007 to Director of Planning, Diane Fox. Mr. Cory’s action items were specific to discrete location and included:

- Continuing residential parking on South Water Street;
- Implementation of a resident permit program. (completed);
- Utilization of portions of the Meade Ave. Fire Station lot for resident parking;
- Permanent Enforcement Staff for parking regulation in Byram;
- Consideration of installation of parking meters on Mill Street; and
- Recommend having more 2 hour marking spaces along Mead Avenue.

These recommendations have been achieved in part. This Plan recommends additional actions to support Byram’s parking needs.

Recommendations:
- Conduct a traffic calming study that employs Context Sensitive Design strategies that will make Byram a safer neighborhood. Possibilities include “bump outs” along on-street parking, planting of trees along streets, varying pavement types to call attention to crosswalks;
- Investigate Tarry Lodge and Market employees parking in the William Street parking lot;
- Conduct a parking study to focus on surplus and deficit of parking on a building by building basis in the commercial area;
- Utilize the findings to work with Port Chester toward alleviating traffic impacts of Port Chester Downtown and Marina Development; and
- Study possible decking of William street parking lot after performing a long term parking inventory and needs assessment in Byram commercial area.
7.4 Pedestrians

Components of several reports deal with pedestrian issue. As discussed in previous sections of this report, the sidewalk conditions survey completed by Byram Neighborhood Association volunteers looked at a large segment of Byram’s sidewalks and noted areas where improvement, replacement or addition of sidewalks were deemed necessary. EarthTech’s study also touches on pedestrian issues with its recommendations related to traffic signalization throughout Byram’s business district.

CSS prepared a “Landscape Component” to the Byram Comprehensive Plan. Beautification needs were addressed for several roadway segments in Byram including South Water Street and Riverwalk, Mill Street, and Meade Avenue. The “Landscape Component” primarily focuses on the land adjacent to the Byram River and also examined development potential for two nearby public parcels. This section of the Comprehensive Plan included numerous conceptual designs, details, and photograph simulations to aid in visualizing suggested improvements to the areas mentioned above.

Byram is a compact community that will foster pedestrianization. Going forward, actions to facilitate and increase the desirability of walking in Byram should be prioritized.

The design encompassing sections of Mill Street and Mead Avenue focused on operational aspects for both vehicular traffic and pedestrians. The subject area was mainly concentrated on Mill Street from the Mead Avenue intersection west to the Byram River, and on Mead Avenue from the intersection with Mill Street south a two block length to Church Street. In the area, Mill Street is home to many commercial establishments and accommodates heavy vehicular traffic serving as a connector to Port Chester. Mead Avenue contains several civic institutions which include the Schubert Public Library, and the New Lebanon Elementary School and Ballfield. Mead Avenue’s sidewalks are heavily used by children.

Recommendations:
- Create the pocket park on the Department of Public Works Site as conceptually designed by CSS; and
- Work with property owners to create connectivity along the Byram riverfront by obtaining easements for public access
Photo Credit—BETA Group, Inc.

Marine Dependant Industry

Photo Credit—BETA Group, Inc.

Residential—Mature Street Landscape
7.5 *Marine & Waterfront*

The goal of the South Water Street and Riverwalk design was to provide both visual and actual access to and along the waterfront. Under existing conditions, views from South Water Street to the river are largely obstructed by buildings, boat racks, and other site storage uses. Existing access to the water is limited by private ownership of land parcels. The study focused on providing safe and accessible routes along and across South Water Street and the riverfront itself. Pedestrian connections from street to river were addressed.

CSS prepared a study that dealt with two public parcels along the Byram River waterfront. The first parcel, identified as the DPW Park, contains an existing pump house. Conceptual plans for this parcel illustrate a proposed public park on the parcel built around the pump house. The park provides pedestrian access to the River from South Water Street with designated space for parking. Some features include a floating dock, gazebo, decorative walkways, picnic tables, and a river overlook. Transformation of this parcel will begin once DPW Maintenance vehicles have been relocated.

Through consultation with the U.S. Army Corps of Engineers and procurement of various topographic maps and channel limit information, EarthTech was able to approximate the location of the proposed improvements designed by CSS, relative to the actual navigational limits in the river. Based on the approximation, EarthTech indicated that the proposed improvements would likely not breach the limits of the Byram River navigational channel.

The other public parcel studied for improvement potential was a piece of land located between South Water Street and the Byram River at the western terminus of Church Street. This landscaped access corridor from South Water Street intended to facilitate pedestrian access to the water has been constructed.
Converting underutilized space to key waterfront access

Photo Credit—BETA Group, Inc.

Source—CSS Study

NOW

FUTURE
Recommendations:

- Consider amending the WB waterfront zone to reflect unique circumstances (i.e. kayaking, canoeing, etc.) in Byram, and in other waterfront commercial areas.

- Meet with property owners to discuss ways of making the Byram riverfront a more attractive and inviting space. Simple ideas include moving of trash dumpsters, removing overgrown plants and altering fences to provide better visual connections to the river.

- Work with Town departments to ensure that the pocket park planned for the DPW site is successfully designed and completed.
Included as appendices in Volume 2 are the following documents. These documents were, in part, the basis of the previous discussion and are provided as supplemental information.

- “List of Acceptable Tree Species for Planting in Town”
- Memorandums related to the two public spaces proposed to be developed as public Parks.
- Numerous notes regarding the design guidelines used for the preparation of schematic plans for the streetscape, riverwalk, access corridors to the waterfront, and proposed public parks.
- Copies of relevant correspondence and reports associated with Earth Tech’s work.
- CSS prepared conceptual streetscape plans for Mill Street and Meade Avenue concentrating primarily on sidewalk improvements and associated landscaping. Several photographs and details for street amenities such as banners, tree grates, crosswalks, benches, etc. are included.
RECOMMENDATIONS

Recommendations are included throughout Sections 7 and 8, Neighborhood Issues and Plan Analysis respectively of this report. This section groups recommendations in outline form for easy reference. Additionally, an Action Plan (Section 9) places each recommendation into a proposed timeline for completion.

Zoning Recommendations

- The R-6 residential zone was amended to reflect unique circumstances in Byram, and in other areas where the zone exists; whether 2-family homes should be allowed by right; changed the regulation, and now require special permits that address parking and drainage for all new and converted 2-family homes. This action has been implemented, and staff is monitoring the effectiveness of this action.

- Study the WB commercial zone to determine whether text should be changed to reflect actual uses within the zone, with the goal of decreasing non-conformities. Goals will be to bring conformity to State Coastal Law and improve public access.

- Work with Planning & Zoning Department, Zoning Enforcement Officer and Board of Appeals to remedy levels of enforcement and ability to regulate issues of illegal splits and other zoning infractions.

- Provide Town enforcement staff the tools needed to properly enforce violations in Byram.

- Educate homeowners, business owners and property owners as to what is and is not allowed within existing regulations.
• Consider creating Village District and Historic District overlay zone for Byram’s commercial district to protect Byram’s unique character.

• Enact design guidelines as described above that will ensure that infill development and rehabilitation of existing structures alike will adhere to the “feel” existing in Byram today.

Parks & Recreation Recommendations

• Continue making upgrades and repairs at Byram Park based on recommendations in the Parks & Recreation Department’s Facility Master Plan.

• The original report developed in 2002 called for improvements at Byram Shore Park to be completed through 2010. This timeline needs to be updated to reflect progress made and future actions.

• Develop timeline for creating East-West bike path through Greenwich and consider adding striping as recommended in the Bicycle Master Plan.

Traffic & Parking Recommendations

• Convert parking lot behind Fire Station to municipal parking

• Revisit Parking Master Plan for Byram given need to further support POCD implementation. Conduct recommended studies.

• Continue parking enforcement program for both businesses and residential areas.

• Continue working to alleviate traffic passing through Byram by updating and implementing recommendations, as appropriate, in EarthTech’s report.

• Conduct a traffic calming study that employs Context Sensitive Design strategies that will make Byram a safer neighborhood. Possibilities include “bump outs” along on-street parking.

• Conduct a parking study to focus on surplus and deficit of parking on a building by building basis and lot by lot in the commercial area. This effort should be directed to examining the opportunity to develop overall beneficial operational plans for Byram.

• Provide Town enforcement staff the tools needed to properly enforce parking violations in Byram.
Pedestrian & Sidewalks Recommendations

- Continue upgrading sidewalks per priority list created by volunteer taskforce and confirmed by DPW.

- Implement streetscape designs created by CSS in its plan.

- Consider current Context Sensitive Solutions approach to dealing with sidewalk areas in commercial districts.

- Continue upgrading sidewalk segments that are in disrepair and bringing sidewalks up to standards described in the town wide sidewalk plan.

- Update the prioritized action plan for sidewalk repairs to reflect progress made in repairing/upgrading sidewalks, making sure that sections en route to New Lebanon School, Byram Shubert Library and in the commercial district are priorities if not already completed.

- Standardize and implement crosswalks in Byram utilizing Public Works guidelines.

- Develop wayfinding to available parking for “Park and Walk” programs.

- Remove overhead wires on Mill Street from Mead to River.

- Need for raised or printed crosswalks for school children walking to school along Chestnut/New Lebanon and Delevan Avenue.

- Appropriate signage indicating a school zone at Mead and William Street and Delevan Avenue.
Marine & Waterfront Recommendations

- Establish a Harbormaster and Coastal Resources Advisory Committee to develop a plan for the Byram harbor.

- Use Coastal Advisory Resource Committee and Harbor Master.

- Determine appropriate sites to create public waterfront access points.

- Meet with property owners to discuss low cost ways of making the Byram riverfront a more attractive and inviting space. Ideas include moving of trash dumpsters, removing overgrown plants and altering fences to provide better visual connections to the river.

- Work with Town departments to ensure that the pocket park planned for the DPW site is successfully completed. Create the pocket park on the Department of Public Works Site as designed by CSS.

- Work with property owners to create connectivity along the Byram riverfront by obtaining easements for public access as future developments projects are approved.

- Consider amending the WB waterfront zone to reflect unique circumstances in Byram, and in other waterfront commercial areas.
Landscape and Design Guidelines Recommendations

- Nominate business area for National Register Historic District status and consider creating a thematic district involving 19th century industrial buildings in Byram and Port Chester.

- Continue implementing design recommendations in the CSS plan.

- Establish design guidelines, as suggested by Renee Kahn for business/commercial district.

- Adopt tenants of Context Sensitive Solutions for all developments and public improvement applications.
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ACTION PLAN

The Byram Neighborhood Master Plan presents a number of issues which must be monitored and programs progressed if this key community is to prosper and continue its contribution to Greenwich.

Byram is an example of the type of walkable and liveable community environment which is sought after throughout the country. Its housing, while aging, is maintained and supports the commercial activities in the Byram downtown. This relationship of uses is critical and needs to be supported.

Throughout this report programs and actions have been recommended and needs identified. This section of the Byram Neighborhood Master Plan presents those actions and recommendations along with estimates of the capital dollars needed to implement these plans.

Byram actions noted in the First Selectman’s Capital Improvement Plan are noted first with other actions culled from the Sidewalk Study, Bicycle Master Plan and CSS Study.

The Byram Neighborhood Association is requesting the Town to explore with the utility companies the burial of overhead wires along Mill/Delevan.

With each item, except for removal of the overhead utility lines from Mill Street from Mead Avenue to the Byram River, a recommended budget implication is noted.

The total proposed capital budget needs as noted for Byram is $8,406,340.00 (this figure represents a 5 year plan). This is a significant undertaking. This figure is developed from a series of studies and the First Selectman’s Capital Improvement Plan, and is presented to foster understanding of the level of need. Further design efforts for each action will likely revise each individual project budget.
## SELECTMAN’S CAPITAL BUDGET

### Byram Rd / Frontage Rd Intersection Improvements

A traffic study for the intersection of Frontage Road and Byram Road was prepared. The traffic study developed recommendations to reduce vehicle speed and increase pedestrian safety without negatively impacting traffic flow. The recommendation accepted by the Engineering Division is to provide roadway modifications which reconfigure the travel lanes, reduce the curb radius on Byram Road and improve the crosswalks across Frontage Road and Byram Road. $600,000

### Stormwater Master Planning

One part of the Stormwater Master Plan includes Byram in conjunction with the US Army Corps of Engineers. Overall, the Stormwater Master Plan includes seven watersheds and will create an overall plan that allows comparisons of options and priorities across the Town to fairly and appropriately allocate resources to drainage projects and improvements. $2,000,000

### Highway Maintenance Program

Highway maintenance program is a combination of Drainage, Curbing, Sidewalks, General Bridge Repair and Road/Intersection Improvements.

### Byram Section

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## SELECTMAN'S CAPITAL BUDGET

### Asphalt Paving Program
Asphalt Overlay of various public roadways to alleviate potential significant safety hazards by reducing problem areas and providing general maintenance with the Pavement Management System.

#### Proposed Paving by PCI (without ARRA - Stimulus)

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### Annual "New" Sidewalk Construction
The First Selectman's Pedestrian Safety Advisory Committee completed their recommendations for "criteria" for establishing new "public need" sidewalks in the community. DPW was assigned the task of evaluating sidewalk requests using these criteria and maintaining a master list of sidewalks designated as "projects of need". Projects listed are to be submitted for funding under the CIP. DPW will prioritize "Projects of Need", considering other important criteria: costs, engineering issues, need for easements, construction issues, environmental concerns, and public safety concerns.

- Byram Road - North Water Street to Henry | $290,000

### Traffic Signal Rehabilitation at the Intersection of Mill Street and Mead Avenue at Delavan Avenue
This project involves traffic signal rehabilitation at the intersection of Mill Street and Mead Avenue at Delavan Avenue. Work includes replacing the span poles and pedestals with the ornamental types currently in use in Greenwich to replace poles which are showing wear/age. A final design and cost estimate was completed by DPW's consultant.

- Traffic Signal Rehabilitation | $110,000

### Roof Replacement - Dorothy Hamill Skating Rink
Replace the roof at the Dorothy Hamill Skating Rink, as included in BC&M's capital plan.

- Roof Replacement | $430,000

### Board of Education Finishes
This project is a continuation of the district program to replace all carpet and floor tiles in classrooms and public areas. Includes WMC in Byram section.

- Board of Education Finishes | $110,000

### Demolition/Removal/Site Restoration
Demolition and removal of modular facility located at Western Junior Highway. Removal of utilities and restoration of site back to its original state.

- Demolition/Removal/Site Restoration | $300,000

### Special Construction - Fitness Centers
The middle school health and physical education instructional program now includes cardiovascular fitness. This program requires multi-station fitness center to support the program in all three middle schools including WMS.

- Special Construction | $195,000

### Security Camera and Keypad Access at the Main Library and the Byram Branch
Upgrade and increase security cameras.

- Security Camera and Keypad Access | $6,106

**TOTAL** $3,252,088 $2,567,000 $286,000 $297,000 $170,000
## INVENTORY OF PEDESTRIAN SAFETY NEEDS (12/5/2006) (BYRAM AREA ONLY)

<table>
<thead>
<tr>
<th></th>
<th>Total Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>New Sidewalk Construction</strong></td>
<td></td>
</tr>
<tr>
<td>Byram Road - Talbot Lane to Sherman Avenue</td>
<td>$450,000</td>
</tr>
<tr>
<td><strong>Sidewalk Reconstruction</strong></td>
<td></td>
</tr>
<tr>
<td>Ritch Avenue - Byram Shore Road to Arnolds Entrance</td>
<td>$403,125</td>
</tr>
<tr>
<td><strong>Sidewalk Maintenance</strong></td>
<td></td>
</tr>
<tr>
<td>Church St West - South Water Street to Mead Avenue</td>
<td>$181,250</td>
</tr>
<tr>
<td><strong>GRAND TOTAL</strong></td>
<td><strong>$1,034,375</strong></td>
</tr>
<tr>
<td>Street Name</td>
<td>Priority</td>
</tr>
<tr>
<td>-----------------------------------------------</td>
<td>----------</td>
</tr>
<tr>
<td>Riverdale Avenue</td>
<td>Priority 3.</td>
</tr>
<tr>
<td>Church Street</td>
<td>Priority 3.</td>
</tr>
<tr>
<td>Mead Avenue</td>
<td>Priority 1.</td>
</tr>
<tr>
<td>Prospect Street</td>
<td>Priority 1.</td>
</tr>
<tr>
<td>Ritch Avenue</td>
<td>Priority 1.</td>
</tr>
<tr>
<td>Byram Road - W Putnam to Water Street</td>
<td>Priority 3.</td>
</tr>
<tr>
<td>Byram Road - Water Street to Delavan</td>
<td>Priority 1.</td>
</tr>
<tr>
<td>Delavan Avenue</td>
<td>Priority 1.</td>
</tr>
<tr>
<td>Byram Shore Road</td>
<td>Priority 2.</td>
</tr>
<tr>
<td>River Avenue</td>
<td>Priority 5.</td>
</tr>
</tbody>
</table>

**TOTAL COST** | $7,100 | $204,000 |

Type B - Basic Bicyclist
Riverwalk is designed as a wood boardwalk with 42” high wood and metal railings. The railing is designed to allow for the future installation of LED lighting. At key locations along the Riverwalk where spaces allows, the width is expanded to accommodate benches. Where a private or marina dock crosses the walkway, an eight foot high lockable gate is provided at the top of the boat ramp from the walkway.

South Water Street

Improvement to South Water Street include a continuous concrete sidewalk on the west side, installation of new granite curbing, placement of trees in a green strip along the curb (where possible), new pedestrian-scaled street lighting and new striped crosswalks with neck-downs to make safe pedestrian connections from the neighborhood. At intervals along the sidewalk, granite pavers and signs will announce locations where one may gain access to the Riverwalk.

DPW PARK

This parcel contains the DPW Pump House with required setbacks, vehicular gates and fencing. The resulting land available for park use is a 53 foot wide passage on South Street connecting to a 125 foot wide by 62 foot deep parcel along the river. The presence of underground piping and the remains of a demolished pumping facility currently require the soil to be built up above the existing grade for any planting to take place. A minimum of three feet is needed for tree planting. The possibility of clearing the site to remove underground obstructions is being considered and would allow for flexibility in the design. This park includes parking for three vehicles, a floating boat launch, picnic tables, seating, plantings, boulders and a waterfront gazebo with fishing platform.

<table>
<thead>
<tr>
<th>Project</th>
<th>Total Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Riverwalk</td>
<td>$2,040,000</td>
</tr>
<tr>
<td>South Water Street</td>
<td>$1,112,000</td>
</tr>
<tr>
<td>DPW PARK</td>
<td>$445,740</td>
</tr>
</tbody>
</table>

**TOTAL COST $3,597,740**
Mill Street and Mead Street

The goals of the design for Mill Street and Mead Avenue are to enhance their visual, operational and safety aspects through consistency of materials, increased visibility and encouraging vehicle awareness of pedestrians at key locations. The plan recommends a consistent pavement treatment and installation of clearly marked crosswalk treatments at principal intersections. A raised crosswalk is proposed at the north side of the Williams Street intersection, a raised crosswalk, and neckdowns/sidewalk bump-outs are recommended to protect pedestrians crossing Mead Avenue. To encourage vehicles to reduce speed, "entrance" intersections are treated with special pavement as a visual cue. New crosswalks at Henry Street with pedestrian signal and signage on Mill Street. A new crosswalk with pedestrian signal and signage is also recommended on Delavan Avenue. The plan proposes seating spaces with new trees, plantings and special pavements in several alleys and areas that offer opportunities. The plan also calls for consistent treatment to the pavers and fixtures: concrete pavers set on aggregate base and increase pedestrian lighting.

<table>
<thead>
<tr>
<th>Mill Street and Mead Street</th>
<th>Total Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$2,040,000</td>
</tr>
</tbody>
</table>

TOTAL COST $2,040,000
PROPOSED

INTERSECTION PAVEMENT / CROSSWALK IMPROVEMENTS

RAISED CROSSWALKS

SCREENING FOR PARKING / DUMPSTERS

PLANTING IMPROVEMENTS BY BUILDING OWNER

NEW STREET TREE PLANTINGS

CURRENT STREET TREE LOCATIONS

SIDewALK PAVEMENT IMPROVEMENTS (Mill Street)

SIDewALK PAVEMENT IMPROVEMENTS (Mead Avenue)

NEW CONNECTIONS

RECOMMENDATIONS

1. Entrance Improvements / Safety Improvements
   - New Pavement at Intersections
   - New Plantings

2. Recommended Service Relocation / Screen Unsightly Views

3. New Gathering / Seating Areas

4. New Street Tree Program
   - New Locations
   - New Species

5. Maintain Sidewalks - Consider New Materials

6. Street Lighting Options

ENHANCE PROMINENT "ENTRANCE" INTERSECTION
- Encourage property Owner to create strong corner identity with new planting & seating

EMPHASIZE WATERFRONT WALKWAY ENTRANCE
- Provide Seating Area with view to River

LOCATE NEW STREET TREES
- Shift Street Trees away from in front of doorways & signs where possible

NEW "GATHERING" SPACE
- New Trees
- Seating
- Central Location
- Good location for future outdoor cafe or restaurant

ENCOURAGE MORE CONNECTIONS TO PARKING LOT
- Enhance Passageway with new Pavement & by shifting Dumpsters from direct view

ENHANCE PROMINENT "ENTRANCE" CORNER
- Use redevelopment opportunity at #280 to create strong corner identity with new planting & seating

POTENTIAL NECK-DOWN AT RAISED CROSS-WALK

"ENTRANCE" PAVEMENT ENHANCEMENT
- Encourage Vehicles to Reduce Speed by Change In Pavement at Pedestrian Crossings
Any Action Plan would not be complete without a timeline and designation of responsible agency to advance each action item.

Following is the Byram timeline. The color codes for this timeline depict the primary implementation department.

Planning & Zoning =

Department of Public Works =

Coastal Resources Advisory Committee (CRAC) =

Combined. =

Timing of improvements is of course subject to funding available. The suggested targets we put forward to identify goals to work toward in achieving plan implementation.
<table>
<thead>
<tr>
<th>Recommendations</th>
<th>Agency</th>
<th>Action Timeline</th>
<th>Budget Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Zoning</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Study R-6 residential zone</td>
<td>P&amp;Z</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Study WB commercial zone</td>
<td>P&amp;Z</td>
<td></td>
<td></td>
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<tr>
<td>Make decision on Village District Overlay</td>
<td>P&amp;Z</td>
<td></td>
<td></td>
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<tr>
<td>Work on enforcement issues re: illegal splits and other infractions</td>
<td>ZEO, P&amp;Z</td>
<td></td>
<td></td>
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<tr>
<td>Begin education program for property owners re: violations</td>
<td>ZEO, P&amp;Z</td>
<td></td>
<td></td>
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<tr>
<td><strong>Parks &amp; Rec</strong></td>
<td></td>
<td></td>
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<tr>
<td>Continue upgrades &amp; repairs at Byram Park</td>
<td>Park &amp; Rec</td>
<td></td>
<td></td>
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<tr>
<td>Set timeline for implementation of East-West bike path</td>
<td>DPW</td>
<td></td>
<td></td>
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<tr>
<td>Add striping in conformance with Bicycle Master Plan</td>
<td>DPW</td>
<td></td>
<td></td>
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<tr>
<td><strong>Traffic &amp; Parking</strong></td>
<td></td>
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<tr>
<td>Convert lot behind Fire Station to municipal lot</td>
<td>DPW, FD</td>
<td></td>
<td></td>
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<tr>
<td>Revise Parking Master Plan &amp; align with 2010 POCD</td>
<td>P&amp;Z, Parking Dept</td>
<td></td>
<td></td>
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<tr>
<td>Enhance Traffic Calming to reduce speed</td>
<td>DPW</td>
<td></td>
<td></td>
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<tr>
<td>Review Delevan - Mill corridor as Village Downtown</td>
<td>P&amp;Z, DPR, DPW</td>
<td></td>
<td></td>
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<tr>
<td>Conduct Commercial Parking Surplus Deficit Study</td>
<td>Parking Dept</td>
<td></td>
<td></td>
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<tr>
<td>Continue parking enforcement program</td>
<td>Parking Dept</td>
<td></td>
<td></td>
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<tr>
<td>Continue traffic alleviation utilizing Earth Tech recommendations</td>
<td>DPW</td>
<td></td>
<td></td>
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<tr>
<td>Conduct traffic calming study employing context sensitive design</td>
<td>P&amp;Z, DPW</td>
<td></td>
<td></td>
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<tr>
<td>Work on enforcement issues re: parking violations</td>
<td>BOS, Parking</td>
<td></td>
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<tr>
<td>Work with Port Chester re: parking issues and Metro North</td>
<td>All</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Pedestrian &amp; Sidewalks</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Continue upgrading sidewalks per priority list</td>
<td>DPW</td>
<td></td>
<td></td>
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<tr>
<td>Implement streetscape design created by CSS</td>
<td>Parks &amp; Rec, DPW</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Context Sensitive Design for commercial district sidewalks</td>
<td>DPR, DPW</td>
<td></td>
<td></td>
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<tr>
<td>Update the prioritized action plan to reflect progress</td>
<td>P&amp;Z</td>
<td></td>
<td></td>
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<tr>
<td><strong>Marine &amp; Waterfront</strong></td>
<td></td>
<td></td>
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<tr>
<td>Establish a Harbor Master Plan</td>
<td>CRA, Coastal</td>
<td></td>
<td></td>
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<tr>
<td>Determine sites for public waterfront access</td>
<td>P&amp;Z</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Begin education program for property owners re: waterfront cleanup</td>
<td>CRAC, DPW</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Work toward obtaining easements for public access along river</td>
<td>P&amp;Z</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Study WB commercial zone</td>
<td>P&amp;Z</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Develop detailed plans for pocket park recommended for DPW Site</td>
<td>DPW</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Landscape &amp; Design Guidelines</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nominate commercial district for National Register of Historic Places</td>
<td>BOS, P&amp;Z</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Continue implementation of design recommendations in CSS plan</td>
<td>P&amp;Z, DPW</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Establish design guidelines</td>
<td>P&amp;Z, DPW</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Land use</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Examine buildout in Waterfront area - Condo Reuse</td>
<td>P&amp;Z</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Review potential means to assist POCD goals</td>
<td>P&amp;Z</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Develop conceptual re-use plans under utilized manufacturing sites</td>
<td>P&amp;Z</td>
<td></td>
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</tbody>
</table>
GREENWICH, CONNECTICUT

Located on Long Island Sound just thirty miles east of New York City, Greenwich is recognized as a premier residential community. We have 8,000 acres of protected land, including 32 miles of coast, 20 parks, four beaches and a municipal golf course. In a recent Robb Report Greenwich was ranked first among the top ten places to live in America.

With a population of approximately 61,000, our economy is thriving with about a dozen of the 100 largest corporations in Connecticut headquartered here. Our leading industries are financial services, real estate, retail, home construction and home renovation.

The value of all real property exceeds $50 billion, the highest in Connecticut, with the median price of a home at approximately $1,500,000 and the average home at approximately $2,208,000.

Greenwich prides itself on fiscal responsibility as evidenced by its adherence to a "pay-as-you-go" philosophy. Thanks to excellent fiscal management, Greenwich property tax rates are among the lowest in the state.

We value education here. There are approximately 8,900 students in our public education system at 11 elementary schools, 3 middle schools and a 4-year high school. Pursuing post-secondary education are 89.8 percent of our public school graduates.