COS COB NEIGHBORHOOD PLAN
Greenwich, CT

June 2014
COS COB NEIGHBORHOOD PLAN

Prepared on behalf of:

The Town of Greenwich
101 Field Point Road
Greenwich, CT 06830

Prepared by:

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June 3, 2014
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1. **INTRODUCTION AND PLAN PROCESS**

![Cos Cob School, c. 1900](Image)

*Greenwich Public Library*
HISTORY OF COS COB

The Cos Cob neighborhood, located on the western side of the mouth of the Mianus River, is one of several communities within Greenwich that developed as a distinct center, with its own business district, post office, firehouse, school, train station and community facilities.

The name of the historic Native American Village in Cos Cob was named Petuckquapoch. The local tribe was Wiechquakeskeck. There were related to tribes in Westchester, Manhattan and New Jersey. Taken together, they formed the Lenape nation, aka, Delaware. They inhabited Westchester and Connecticut and spoke Munsee, a dialect of the Algonquin language.

In 1644, the Governor of New Amsterdam, Willem Kieft, ordered an attack on the Wiechquakeskeck. His soldiers surrounded their village, set it on fire and shot those who tried to escape. Over 500 died. After that massacre, most of the remaining Wiechquakeskeck fled the area, as did many European settlers. In 1686, (42 years later), six Native Americans signed a deed with a Town Committee that transferred all the last west of the Mianus River to the Town. This deed is the first record of the name Cos Cob. The Native Americans reserved the use of 30 acres for their lifetimes, probably on Indian Field Road.

The earliest local records indicate that the European settler Ebenezer Mead began purchasing meadowlands that extended from Horseneck Brook to the Myanos River on land named “Indian Field, Cos Cob,” along the central shoreline of Greenwich as early as 1695. Further land sales by the Native Americans (who lived in that area prompted development of both the entire “Lower Field” and the “Upper Field” of Cos Cob to begin in earnest after 1703. Mead continued to amass land on the point until 1713, after which his son, Ebenezer Mead, Jr., added to the family’s farm, creating such expansive holdings that the area became known simply as Mead’s Point.1

In the 18th and 19th centuries, Cos Cob was occupied by farms and some factories along the Mianus River. Cos Cob was one of Greenwich’s major harbors for exporting locally grown produce to New York City, creating a strong waterfront connection that continues to this day. There were also several Great Estates in Cos Cob; Wyndyghoul (Seton) now part of Pomerance Tuchman; Wild Acres – Montgomery Pinetum; Kincraig (aka Copper Beech Farm); Wildwood Farm (Stanwich School and St. Agnes Church); and Treetops (Holman) now part of the Mianus River State Park.


Cos Cob Neighborhood Plan
June 3, 2014
Around the turn of the 20th century, Cos Cob was home to the first art colony in Connecticut and a focus of the American Impressionism movement, centered on Bush-Holley House, Greenwich’s only National Historic Landmark.

Today, Cos Cob is known for its strong vehicular connections to Downtown Greenwich and the region, via U.S. Route 1 (Boston Post Road, known as Putnam Avenue in Greenwich) and I-95. The neighborhood’s center, known as The Hub, is divided by Route 1. Various retail and office uses, as well as Cos Cob School, the library and the Post Office, are all within walking distance of many residents in the southern portion of Cos Cob. The train station is somewhat removed from the commercial center and is less accessible for non-vehicular users.

The Hub (left in the early 20th century, and right in 1962) is Cos Cob’s business center.

Above left, USGenWeb Archives. Above right, Greenwich Library

**Cos Cob Neighborhood Plan**
The 2009 Town of Greenwich Plan of Conservation and Development (POCD) identified several key issues facing Cos Cob and recommended a set of action items to be pursued:

- Create a village plan based on the future build-out analysis and explore using the Village District as a tool to manage land-use and building design.
- Review potential for added mixed-use development (commercial/residential) on Route 1.
- Evaluate existing traffic flows and road designs and explore re-designs for U.S. Route 1 with the Connecticut Department of Transportation.
- Create a stronger pedestrian and bicycle link from the train station to the Hub and other activity centers, such as the Cos Cob Park.
- Encourage more passive and active recreational uses in open space areas within walking distances of homes, schools and businesses.
- Review the existing floodways and flooding conditions along Strickland Brook to see what improvements can be done on a cost-benefit basis.

In addition to these recommendations, a number of local and regional studies have been completed in recent years that have relevance for Cos Cob, including:
To address the POCD recommendations as well as those contained in the various other applicable studies, the Town of Greenwich issued a Request for Proposals (RFP) in October 2012 seeking a consultant to develop a Comprehensive Neighborhood Plan for Cos Cob. The primary goal of this Neighborhood Plan is to help the Town to guide development instead of react to it. The intent is to have manageable and sustainable development in Cos Cob for future commercial, residential and institutional uses. Specific recommendations were sought for zoning changes, implementation of proposals in the 2011 SWRPA Route 1 study, access management and Post Road re-design, parking and the potential for work-force housing. Following a consultant selection process, work on the study began in March 2013.

During the approximately seven-month project, the Cos Cob Neighborhood Plan was the subject of two public neighborhood meetings. The first meeting, hosted by the Cos Cob Association, was held on March 14, 2013, in the Cos Cob Firehouse, and attracted about 25 people for a short presentation by the consultant team and an informal question-and-answer session. Most of the discussion focused on traffic, particularly along Route 1. Interest was also expressed in using urban design strategies to make Cos Cob a district place, without losing its existing character.
The second meeting was an interactive public workshop hosted by the Town of Greenwich and facilitated by the consultant team, on June 13, 2013, at Central Middle School. This workshop was attended by nearly 50 residents and stakeholders who shared their ideas and experiences to inform the planning process.

After a presentation by the consultant team the workshop participants split into roundtable discussion groups corresponding to the following six planning topics:

- Traffic & Transportation
- Socioeconomic Issues
- Urban Design & Landscaping
- Waterfront & Resiliency
- Land Use & Zoning
- Parks & Open Space

Within the wide array of issues discussed at the workshop, several key recommendations emerged as areas of focus for the Neighborhood Plan:

- There appears to be limited support for major changes to Route 1 in Cos Cob. Almost all respondents and meeting attendees did not want any changes to the present configuration of parking and roadway layouts. However, given excess road width within the Hub area, there may be opportunities in the future for targeted changes to maintain capacity and parking while improving pedestrian experiences.

- Given the increase in household wealth and growth in older working adults, there may be an unmet need for more dining and shopping options in the Hub area. Development of more diverse commercial uses appears to be limited by current zoning regulations and liquor license laws; these should be analyzed for potential changes to address demand.
• A Village District designation could be an ideal way to ensure that future development or redevelopment of Cos Cob is done in a contextual and consistent manner. Design guidelines created under such a designation could address a number of areas including placement of buildings in relation to the street, proper design of residential uses along Route 1, lighting, signage and street furniture.

• Flooding is a major issue confronting Cos Cob. Existing Town plans to address flooding along Strickland Brook should be evaluated and implemented, particularly as they intersect with the possibility of dredging Mill Pond. Funding for the Flood and Erosion Control Board projects should be a high priority of the Town.

The final piece of the outreach effort was an online public survey designed to identify issues of concern for Cos Cob residents and stakeholders. The survey, which ran from April 30 to May 28, 2013, elicited 688 complete responses. It had 42 questions, ranging from basic demographic identifiers to open-ended questions on major areas of concern. Because it was conducted online, the survey was self-selecting, and therefore not scientific (i.e. not based on a random sample). However, the results were weighted to ensure that responses from any one age group did not disproportionately affect the overall outcome. Thus, the survey can be considered qualitative rather than quantitative, providing an additional opportunity for public input and a helpful layer of data to inform the Neighborhood Plan.

The following key issues were identified through the use of the survey tool:

• Identity: Residents, both new and old, like Cos Cob for its community feel; it is important that Cos Cob maintain its identity.
  o The schools, parks and waterfront are the greatest assets.
  o Cos Cob would benefit from Village District designation. There are several historic assets and scenic roads that should be protected.

• Parks: The vast majority of residents use the local parks.
  o The most popular are Bruce, followed by the Loughlin and Bible Street Playgrounds.
  o Regarding future needs for Cos Cob Park, residents generally desire more kayak/boat launches and passive-use spaces for walking and enjoying views.

• Waterfront: Residents would like more public access to the waterfront, particularly around the Cos Cob Park Power Plant site.

• Mill Pond: Should be dredged and used as passive park space according to the majority of residents. Dredging would enhance the environmental resources of fish and wildlife in and around the Pond and create educational and recreational opportunities for residents.

• Traffic Congestion and Parking: Traffic and Traffic Enforcement is a greater problem overall than parking, with primary areas of concern being along the Post Road and near schools.

• Train Station: Used by many residents, it would benefit from additional parking and platform/access improvements to provide additional comfort and safety. Additional sidewalks or walking paths should be studied to connect the Cos Cob station with the Cos Cob Park. New
sidewalks from the Eastbound platform to Sachem Road need to be developed to protect commuters walking under the bridge on Sachem Road.

- Commercial Center: Identified as least among Cos Cob’s assets, the commercial center would benefit from more shopping/dining choices, and a better pedestrian experience in order to capture some of the leakage of consumer expenditures.

- Housing Diversity: Residents support housing diversity, but not housing density (3-4 stories along Post Road should be the maximum allowed).

- Community Facility Needs: Community gathering space is in greater demand than child-care or senior center facilities. Further study to expand the library is needed. There was an equal number (about one-third) supporting an expansion as opposing one, and nearly 25% having no opinion. However, some survey respondents may not have made the connection between an expanded library and the potential to gain more community gathering space.

More detailed summaries of the two public meetings, and a complete summary of the online survey, are found in the Appendix.

The following sections of this Neighborhood Plan describe existing conditions and issues in Cos Cob pertaining to Land Use, Zoning and Community Character; Traffic and Transportation; Public Waterfront Access and Flooding; Demographics and Business Trends; and Urban Design. Section 7 makes a series of recommendations to address them, while Section 8 contains an Action Plan of implementation steps to incorporate the study’s recommendations into practice.
2. **LAND USE, ZONING AND COMMUNITY CHARACTER**
Regional Context and Neighborhood Boundary

The Cos Cob neighborhood encompasses approximately 4.3 square miles of land in the southwest portion of the Town of Greenwich (see Figure 1). Generally, the neighborhood is bounded by the Mianus River to the east, Stamford to the North, Stanwich Road to the west and I-95 (New England Thruway) and the Metro-North railroad tracks to the south.

Figure 2a illustrates the various neighborhoods in Greenwich. Cos Cob, which makes up approximately 9% of Greenwich’s land area, is one of the four larger “village” areas (the others being Byram, Glenville and Old Greenwich), which provide a community level of commercial services and a distinct sense of place. Each of these village areas has direct access to Route 1. Figure 2b depicts the census tracts within Cos Cob, as well as the various Representative Town Meeting (RTM) districts found in the neighborhood. As outlined in Chapter 3, Cos Cob has excellent road transportation access, to both Route 1 (Post Road) and I-95. Cos Cob’s “downtown” commercial area, also known as the “Hub,” is generally centered on Route 1, while the rest of the neighborhood’s roads are primarily smaller-scale local and collector roads. Cos Cob is also served by the New Haven Line of the Metro-North Railroad, providing direct service into Grand Central Terminal in New York City. The Cos Cob train station is approximately a half-mile south of Route 1.

Land Use

As shown in Table 1 and Figure 3, land uses in Cos Cob are predominantly single-family residential (62%) and parks and open space (24%); these two low-intensity uses make up about 86% of the neighborhood’s area. Commercial, mixed-use and office uses are mainly found along Route 1 (East Putnam Avenue) and River Road. Cos Cob has no industrial uses.

<table>
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<tr>
<th>Land Use</th>
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<tr>
<td>Single Family Residential</td>
<td>61.3%</td>
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<tr>
<td>2-3 Family</td>
<td>2.3%</td>
</tr>
<tr>
<td>4+ Family</td>
<td>4.4%</td>
</tr>
<tr>
<td>Commercial</td>
<td>1.0%</td>
</tr>
<tr>
<td>Office</td>
<td>0.4%</td>
</tr>
<tr>
<td>Mixed-Use</td>
<td>0.6%</td>
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<tr>
<td>Open Space/Recreation</td>
<td>24.1%</td>
</tr>
<tr>
<td>Institutional/Public</td>
<td>3.7%</td>
</tr>
<tr>
<td>Utility</td>
<td>0.2%</td>
</tr>
<tr>
<td>Vacant</td>
<td>2.1%</td>
</tr>
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</table>

Chart 1: Land Uses in Cos Cob
FIGURE 1: REGIONAL MAP

Legend

Cos Cob

0 4,950 9,900 19,800 Feet

Source: Town of Greenwich GIS, DeLorme World Map
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**Residential**
The average parcel size for a single-family home in Cos Cob is less than an acre (0.7); however, the neighborhood’s housing exists on a variety of scales. The northern half of Cos Cob is almost entirely comprised of low-density single-family homes on lots greater than one acre. Lot sizes tend to be smaller and housing types become more varied, with a mix of single-family and multifamily dwellings, the closer they are to Route 1. North of Route 1, housing is both single-family and multifamily, with a concentration of higher-density buildings in the area east of Valley Road. The residential neighborhood south of Route 1 is primarily single-family, interspersed with a few 2-3 family buildings and multifamily/condo uses. Cos Cob has a number of parks on both sides of Route 1, which provide most residents with recreational opportunities within walking distance. There were no recommendations from residents to change the residential zones in Cos Cob.

**Commercial**
As discussed above, Route 1 serves as Cos Cob’s downtown area and has a mix of uses including restaurants, retail, services and institutional uses. Figure 4 shows an aerial and a large-scale land use map of the “Hub” area, which is generally considered to be the area surrounding Mill Pond (between Taylor Drive and Valley Road). This area has a host of retail opportunities including a shopping center containing CVS and upper-floor office space, a Starbucks adjacent to Mill Pond and the Mill Pond Shopping Mall. The Hub is also Cos Cob’s civic center, with the firehouse, library, post office and Cos Cob School in close proximity. Nearby open spaces include Mill Pond Park and a pocket park between the library and the firehouse.

East of Valley Road, the character of Route 1 changes slightly, with more mixed-use, 2-3 family and multifamily buildings. The intersection of Route 1 and River Road contains another retail cluster, with Patio.com occupying a large parcel on the northwest corner. This intersection marks the eastern gateway to Cos Cob from the Riverside area, and is also significant as a link to the water-related retail uses along River Road, such as the Drenckhahn Boat Basin, Greenwich Water Club, Beacon Point Marine, Palmer Point Marina and Cos Cob Marina (Town-owned).

**Parks and Open Space**
Cos Cob is well-served by parks and open spaces, as described below. Figure 5 shows the neighborhood’s 462 acres of public open space and 220 acres of private open space. These spaces have varying degrees of protection and public access, based on deed restrictions, but contribute greatly to Cos Cob’s overall character. One recommendation is to consider the permanent protection of open space parcels through acquisition or easement, within or adjacent to the Cos Cob neighborhood boundaries that meet the criteria as defined in the Town’s Open Space Plan and promote the proper management of all public and private owned open space. More lengthy discussion of these issues will be contained in the new Open Space Plan. The Mianus River Greenway, which extends from the New York-Stamford border to and thru parts of Cos Cob is an important piece of open space, which protects the Greenwich public drinking water supply.
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Legend
- relaypark
- Single Family
- 2-3 Family
- 4+ Family
- General Commercial
- Office
- Mixed-use
- Institutional
- Utilities
- Vacant
- Open Space/Recreation

Cos Cob Neighborhood Plan

Figure 4: Land Use: Route 1 Corridor

Source: Town of Greenwich GIS (2010)
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Hub Area
A variety of open spaces in Cos Cob serve residents, shoppers and visitors. Mill Pond Park, also known as Strickland Road Park, lies within the Hub on the west shore of Mill Pond, a Long Island Sound tidal inlet. The park was recently landscaped and features a Holocaust memorial and a small cemetery established in 1723. Parking is available on Strickland Road.

Mill Pond Park

Another small pocket park in the Hub, across from Mill Pond between the firehouse and library, is known as Firehouse Park or Suburban Park, and is landscaped by volunteers.

Four low-lying vacant parcels lie along the eastern shore of Mill Pond. Three of these appear to be Town-owned, with the rest part of the historic Mead family burial ground. The heavily shaded plot is elevated above the surrounding terrain by a stone wall surrounding the cemetery, and is connected to Relay Place. The cemetery land has been in Mead family stewardship since the late 17th century.

Bible Street Playground
The Bible Street Playground was originally used for the making and selling of ice before it was purchased by the Town of Greenwich in 1930 for public use. The park now contains a community center that houses the Department of Parks and Recreation’s preschool program. Athletic activities include baseball, tennis, basketball, bocce, football and soccer. There are two baseball diamonds, two tennis courts, two bocce courts and two playgrounds. The large field is used for many community and school activities.

Loughlin Avenue Playground
This 6.8-acre park supports a variety of active recreational activities including a baseball diamond, soccer field, paddle tennis courts (lighted), tennis courts, swings and a hard surface basketball area. The park, nestled in a single-family neighborhood, is within walking distance of the Hub. Parking is on Loughlin Avenue and Cross Lane.
Sachem Nature Preserve
This small parcel (3.57 acres) of undeveloped land, in the midst of homes, provides passive recreational opportunities like hiking, birdwatching and photography. Several paths have been created naturally by foot traffic. The preserve was established after area residents, with support of the Conservation Commission, petitioned the Town to designate it as a municipal improvement. The preserve provides habitat for small mammals and birds, and is characterized by a mature second-growth deciduous forest.

Mianus River Park
The 391-acre Mianus River Park, formerly the Goodbody Estate, straddles the Greenwich and Stamford border, with Greenwich owning 110 acres and Stamford 187 acres. Another 94 acres is owned by the State and designated separately as Mianus River State Park (aka Treetops). Mianus River Park is open to residents from both communities during daylight hours. Deed restrictions limit activities to passive recreation. The Cos Cob portion of the park is the headwaters of Strickland Brook and is subject to flooding. Keeping the park as deed restricted open space is essential to lessen the flood issue.

The two major trails on the Greenwich portion are the Pond trail and the Oak trail. Visitors can see a range of vegetation and wildlife habitat indigenous to soggy wetlands and rocky hillsides. The bird population is rich and varied; more than 125 species of birds have been observed in the park since 1972. Bedrock outcrops and ridges are prominent features.

Parking areas are found at Merribrook Lane in Stamford and on the north side of Cognewaugh Road above Shannon Lane in Greenwich. There are no camping or
picnicking facilities. Those wishing to fish in the Mianus River must first obtain a state fishing license.

**Montgomery Park and Pinetum**

Montgomery Park and Pinetum was originally created as a sanctuary for pines by Colonel Robert Montgomery and his wife Nell, a local artist, who purchased the 55-acre “Wild Acres” estate in 1922. Using contacts throughout the world, Montgomery sought to obtain one or more specimens of every procurable variety of conifers to add to the hemlock forest on his Cos Cob estate. In 1945, Montgomery donated 200 of his most choice specimens to the New York Botanical Garden; however, almost 80 specimens remain on the property. In 1952, the Colonel’s widow donated the Pinetum property – now enlarged to 125 acres – to the Town of Greenwich.

The large stone-walled greenhouse on the premises, listed on the State Register of Historic Places, is operated by the Town for cultivating seedlings and plants for local parks, traffic circles and public buildings. The adjacent white-framed building, a portion of the original Montgomery home, is now the Greenwich Garden Center, providing horticultural classes, a library and a small greenhouse.

Pinetum’s attractions include manicured garden areas, a reflecting pond, scenic outlooks and Greenwich Audubon Society’s Mildred Bedard Caldwell Wildlife Sanctuary. Across from Pinetum on the other Montgomery Property is the recently approved Community Garden officially to open in 2014.

**Pomerance/Tuchman Properties**

These properties total approximately 118 acres of passive open space land. Two-thirds was purchased by the Town in 2000 and 2007, respectively, and is located east of Orchard Street, south of Montgomery Pinetum and west of Bible Street. There is one-third of the Tuchman property still in their private ownership, which has been identified as a high-priority acquisition.
target in the Open Space Plan for the Town to purchase. The Pomerance property is comprised of 75 acres of forest, wooded wetlands, a 10-acre pond and steep rocky outcroppings. The 43-acre Tuchman property consists of open meadow/pasture, forested hillsides, wetlands and several watercourses. Strickland Brook flows through both parcels. The properties provide an important link to many of Cos Cob’s community and open space assets, including Montgomery Pinetum, Bible Street Playground and Central Middle School, and are part of ongoing efforts to establish the Mianus River Greenway. This greenway is planned to extend 12 miles from the Mianus Gorge in New York, south along the Mianus River to Long Island Sound. In Greenwich, it includes Mianus River Park, the Caldwell Sanctuary and Montgomery Pinetum. In addition, both the Pomerance and Tuchman properties have historical significance, and National Register listing is being considered for portions of the Pomerance property related to use by Ernest Thompson Seton, who played a major role in the founding of the Boy Scouts of America.

**Cos Cob Park**
This planned park at the site of the former Cos Cob Power Plant, on the waterfront just south of the Metro-North Railroad Station, will provide opportunities for access to Long Island Sound. The site once featured a Spanish Revival-style station building, built in 1907 to power the railroad. The station was designated a Historic Mechanical Engineering Landmark by the American Society of Mechanical Engineers in 1982, and was added to the National Register of Historic Places in 1990. Despite this recognition, the plant, which had been decommissioned in the mid-1980s, was demolished in 2001.

In 1987, Connecticut’s Commissioner of Transportation sold the Cos Cob Power Plant site to the Town of Greenwich for one dollar. At the time, 25% of the land was to be set aside for senior, low- and moderate-income housing, with the remaining 75% for open space purposes. However, by 1997, the State removed the housing requirement for the site, with the caveat that an equivalent number of units would be provided elsewhere in Greenwich.

In 2001, the Town began the process of transforming the vacant property into a public waterfront park. The current plan, shown in Figure 6, features a multipurpose athletic field and a passive recreation area. Converting the park requires extensive remediation due to prior contamination. Remediation and shoreline stabilization are nearly completed. The final park construction is underway with an anticipated completion date of fall 2014.
Source: Milone & MacBroom

Note: The layout shown is preliminary in nature and is subject to all applicable regulatory approval processes. This plan is not intended for construction purposes.
Municipal and Nonprofit Uses
A number of civic uses are centrally located in Cos Cob’s Hub. The Fire Department is staffed by professional firefighters and volunteers, and also includes public meeting space. Cos Cob’s post office is located across from the firehouse on Sinawoy Road and Route 1. The Cos Cob Library and Fire Department share a parking lot as well as Firehouse Park. The Library is a cultural and community center, providing gallery space, concerts and lectures.

While the public survey conducted as part of this Neighborhood Plan did not reveal a consensus regarding potential expansion of the library, it did suggest demand for more “community gathering space.” A 2011 townwide survey completed by the Greenwich Library for its strategic planning process indicated that library patrons want more space for materials, computers, children’s programming, meetings and study areas. This Plan recommends further review and study for the future of Cos Cob Library, with particular focus on the potential to expand the facility without public funds or land acquisition.

The Greenwich Library Board has stated its position to “Re-imagine our public spaces to reflect changes in technology and how people use the library.” The Trustees have hired a space planner to review the interior spaces at the main library and the Cos Cob branch. The space planner has been working at the main library and is meeting with library staff to review the current space and determine how to reconfigure public spaces to be more accommodating for a range of uses. The space planner will take the same approach to the Cos Cob branch after completing the review of the main library.

There are two public schools in Cos Cob. School boundaries are not consistent with zip code boundaries, and as a result, many students who live in Cos Cob attend other public schools in town. Cos Cob Elementary School has 390 pupils and Central Middle School has 710 pupils. The Town of Greenwich’s preschool program is also held at the Cos Cob Community Center adjacent to the Bible Street Playground.

The Cos Cob Marina is one of Greenwich’s four public marinas. The marina, which is open from April 15 through November 15 each year, has about 300 slips (available by permit) for boats up to 23 feet long and beam widths of up to 9 feet. Winter boat storage is available from September through June. Limited rack storage for kayaks and canoes is available.
The Bush-Holley House is an important part of local and national history. Perched on a prominent site near where Mill Pond and the Mianus River meet, it has served many purposes over the years. The house is best known for its role as a gathering place for a group of artists and writers who were part of the Cos Cob Art Colony, the first Impressionist art colony in Connecticut. The property was designated a National Historic Landmark in 1991 by the National Park Service and is also listed on the National Register of Historic Places. It is now the site of the Greenwich Historical Society’s Visitor Center, museum gallery and shop. New structures on the site are the William E. Finch, Jr. Archives (1987) and an addition to the barn to create the Hugh and Claire Vanderbilt Education Center (2002). As discussed, the Town is seeking National Register listing for portions of the Pomerance property.

Other resources listed on the National Register are the Cos Cob railroad station and the Mianus River Railroad Bridge. In addition, the Cos Cob Firehouse and Montgomery Pinetum Conservatory (greenhouse) are listed on the State Register of Historic Places, while the local Strickland Road Historic District is listed on both the National and State Registers. The Strickland Road district, established in 1975, includes the Bush-Holley House, the Greenwich Historical Society headquarters and a variety of residential architectural styles dating as far back as the 18th century.

A new National Register District, the River Road-Mead Avenue District, was approved by the Department of Interior in 2014 and encompasses portions of River Road and Mead Avenue and received approval by both the Greenwich Historic District Commission and the State Historic Preservation Office (SHPO). The proposal for this new district came about in response to a developer plan to demolish the historically significant Cos Cob Inn. Given the importance of a proactive rather than reactive approach to historic preservation, the Town should consider zoning incentives to ensure that preserving historic resources is viable.

The Greenwich Historical Society has also designated structures throughout Cos Cob as local landmarks. While local historic districts and properties enjoy a high level of protection, properties designated as local landmarks by the Historical Society are not subject to any restriction on modifications.
Finally, the Town may designate a road or portion of road as a “Scenic Road” given the following criteria:
- It must be free of “intensive commercial development and intensive vehicular traffic,” and must be at least a half-mile in length; and
- It must meet at least one of the following standards:
  - It is unpaved;
  - It is bordered by mature trees or stone walls;
  - The traveled portion is no more than 20 feet in width;
  - It offers scenic views;
  - It blends naturally into the surrounding terrain; or
  - It parallels or crosses over brooks, streams, lakes or ponds.

No road may be designated as Scenic unless the owners of a majority of lot frontage abutting the roadway agree to the designation by filing a written statement of approval with the Town Clerk. The Town has designated several roads as Scenic, none of which is in Cos Cob. However, respondents to the online survey indicated support for Scenic Road designation for Valley Road, Cat Rock Road, Bible Street (north of the park), Cognewaugh and roads within the Pomerance property. Any or all of these roadways could be considered for scenic road designation – subject to satisfaction of the above requirements – in order to preserve the character of the community.

**Vacant/Underutilized Sites**

As the land use map shows, there are very few vacant parcels in Cos Cob (2.1% of land area) and they are relatively interspersed throughout the neighborhood. Vacant parcels in residential neighborhoods north and south of Route 1 generally do not represent an opportunity for the Town; however, other parcels do present possibilities that the Town could pursue. In particular, if properties become available for redevelopment next to the Cos Cob School, the Town should explore the potential for school or parking uses. In addition, the Patio.com site at the northwest corner of Route 1 and River Road is relatively underbuilt, and most of the property is dedicated to open air furniture staging. Landscaping, screening and signage opportunities at the site could potentially improve this gateway into Cos Cob.

The four parcels on the eastern side of Mill Pond represent a long-term opportunity for public open space to reinforce the Hub’s civic, scenic and retail character. Development of this area for open space must balance the quality of the resource to be gained with possible impacts to wetlands and property owners on Relay Place. See Chapter 7 for more detail.
Another opportunity site is the Town-owned commuter parking lot located at Strickland Road and Station Drive, northeast of the train station. This site should be considered for the development of housing and commuter parking, given its proximity to the station, the Hub and the future Cos Cob Park. Any future development of the property would need to include a parking component, as the lot is well-used by commuters and provides an important revenue source for the Town.

**Wetlands and Floodplains**

As shown in Figure 7, much of Cos Cob’s land area contains wetlands. These areas are generally concentrated in the northern portion of the neighborhood, where large-lot single-family uses and open spaces dominate. The Town’s Inland Wetlands and Watercourses Agency reviews all developmental activities proposed within and adjacent to inland wetland and watercourse areas.

A more critical issue for Cos Cob and Greenwich as a whole – one that was covered extensively in the Town’s POCD and also raised by participants in the public workshop for this Neighborhood Plan – is flooding. As indicated in Figure 7, large areas adjacent to Cos Cob Harbor, the Mianus River, the Mill Pond and Strickland Brook lie within the 100-year floodplain established by the Federal Emergency Management Agency (FEMA). The presence of developed areas within floodplains has important planning implications because of risks to personal safety, potential damage to personal property and infrastructure and the costs of recovery and redevelopment after major flooding events. As Figure 8 illustrates, the flooding issue is particularly problematic for the Hub area of Cos Cob, as well as along Strickland and River Roads and in residential areas near Strickland Brook. Chapter 4 of this report discusses flooding issues in greater detail, including recommendations for alleviating both flooding and stormwater runoff impacts in Cos Cob.

**Zoning**

Tables 1 and 2, below, following the figures, summarize the allowed bulk and height dimensions of the various zoning districts in Cos Cob, which are shown in Figure 9. Residential zoning classifications in the neighborhood range ranging from single-family homes on 2-acre minimum lots (RA-2) to three-story multifamily dwellings (R-6). In general, the residential zoning districts tend to be lower density in the north and increase as they approach Route 1 to the south and the Mianus River to the east. The northern areas of Cos Cob are primarily zoned for low-density single-family homes (RA-2, RA-C2, RA-1 and RA-C1). The neighborhoods to the north and south of the Hub are zoned R-7, which allows for detached single-family residences with a minimum lot size of 7,500 square feet. The only residential district in Cos Cob that allows attached dwellings is R-6, which is located within walking distance of Route 1, generally east of Bible Street. The R-6 zone also allows multifamily dwellings by special permit from the Planning and Zoning Commission.
FIGURE 8: FLOODPLAIN MAP: DOWNTOWN

Legend
- 500-year flood hazard
- 100-year flood hazard
- Storm induced velocity wave action hazard
- Wetlands

This map was produced from the Town of Greenwich Geographic Information System. The data depicted hereon is for planning purposes only, and is not intended for site-specific analysis. The Town does not certify this data as survey accurate, and expressly disclaims any liability that may result from the use of this map. Copyright © by the Town of Greenwich.

Source: Town of Greenwich GIS (2010)
Table 1: Area and Bulk Residential Zoning Regulations for Cos Cob

<table>
<thead>
<tr>
<th>ZONE</th>
<th>MAXIMUM HEIGHT</th>
<th>MINIMUM LOT SIZE</th>
<th>FLOOR AREA RATIO (FAR)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Stories</td>
<td>Feet</td>
<td>Area</td>
</tr>
<tr>
<td>RA-2</td>
<td>3-1/2</td>
<td>47.5</td>
<td>2 acres</td>
</tr>
<tr>
<td>RA-1</td>
<td>2-1/2</td>
<td>40</td>
<td>1 acre</td>
</tr>
<tr>
<td>R-20</td>
<td>2-1/2</td>
<td>37.5</td>
<td>20,000 sf</td>
</tr>
<tr>
<td>R-12</td>
<td>2-1/2</td>
<td>35</td>
<td>12,000 sf</td>
</tr>
<tr>
<td>R-7</td>
<td>2-1/2</td>
<td>35</td>
<td>7,500 sf</td>
</tr>
<tr>
<td>R-6</td>
<td>2-1/2</td>
<td>35</td>
<td>7,500 sf 4,200 sf per unit</td>
</tr>
</tbody>
</table>

Table 2: Area and Bulk Commercial Zoning Regulations for Cos Cob

<table>
<thead>
<tr>
<th>ZONE</th>
<th>MAXIMUM HEIGHT</th>
<th>MINIMUM LOT SIZE</th>
<th>MAXIMUM BUILDING AREA</th>
<th>FLOOR AREA RATIO (FAR)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Stories</td>
<td>Feet</td>
<td>Area</td>
<td>Frontage</td>
</tr>
<tr>
<td>LBR-2</td>
<td>2-1/2</td>
<td>35 ft.</td>
<td>See Note 1.</td>
<td>25 ft.</td>
</tr>
<tr>
<td>LB</td>
<td>2-1/2</td>
<td>35 ft.</td>
<td></td>
<td>25 ft.</td>
</tr>
<tr>
<td>WB</td>
<td>2-1/2</td>
<td>35 ft.</td>
<td></td>
<td>25 ft.</td>
</tr>
</tbody>
</table>

1. The allowable number of dwelling units on any lot shall be computed as follows:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Required Lot Area Per Dwelling Unit Containing Not More Than 1 Bedroom</th>
<th>Additional Lot Area Required Per Unit for Each Bedroom in Excess of 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>LBR</td>
<td>2000</td>
<td>400</td>
</tr>
<tr>
<td>LB</td>
<td>3000</td>
<td>500</td>
</tr>
</tbody>
</table>

Most commercial areas in Cos Cob are zoned either for neighborhood or small-scale retail or for water-related business uses, with the main exception being the General Business Office (GBO) district mapped near the train station. Retail districts are located mainly in the Hub area along either Route 1 or River Road, as described in the following pages.
The Local Business Retail District (LBR) encourages ground-floor retail, as well as housing, as appropriate to meet the needs of the neighborhood’s residents and to provide a market that supports and strengthens the business community. LBR is intended primarily to serve and attract clientele for retail stores from the surrounding neighborhood. Thus, its scale, with a maximum building height of 2.5 stories and 35 feet, is meant to be compatible with the character and density of the surrounding residential areas. In Cos Cob, LBR-2 is mapped for the Hub and portions of Valley Road.

As shown in Figure 9, areas to the east and west of the Hub are zoned Local Business (LB), which is intended to provide for a greater variety of retail, service, community and business needs and serve a larger geographic area. LB supplies merchandise and services but is less dependent on pedestrian traffic and storefront exposure. While the zone serves the surrounding neighborhoods and the community at large, for the most part it is not intended to attract clientele from beyond the town. The building scale (2.5 stories, 35 feet) and the uses are intended to be compatible with the character and density of surrounding areas. The LB and LBR districts allow restaurants by special permit from the Planning and Zoning Commission. Restaurants can serve alcohol with a liquor license; however, the granting of licenses is limited to sites no closer than 1,000 feet (door-to-door) from one another. Thus, there are few locations in Cos Cob that serve alcohol.

The Waterfront Business District (WB) is a special zone to promote water-related commercial uses that will enhance the waterfront’s value while protecting natural resources. As discussed in Chapter 4, the zone is found on River Road, where Cos Cob’s marinas are located, and aims to:

- Implement the goals of the Connecticut Coastal Area Management Act
- Preserve scenic vistas by regulating the height and mass of buildings
- Prioritize water dependent uses
- Provide recreational opportunities (either through publicly owned land or via commercial water-dependent establishments)
- Assure that limited waterfront areas are reserved for uses they are suited for

In addition to the above zones, two overlay districts are designed to identify and conserve key features in Greenwich. The conservation zone is designated with a “C” and is meant to provide alternatives to the regulations in the underlying district to ensure that development will maintain the appearance, character and natural beauty of an area. The Historic Overlay Zone, designated with “HO,” promotes protection and enhancement of valuable buildings, structures and views.
RECOMMENDATIONS

In general, zoning in Cos Cob appears to be functioning reasonably well. However, feedback at the public workshop indicated a perception that too many retail and business uses require special permits or are otherwise restricted in the neighborhood. In addition, residents have stated that they want a grocery store back in Cos Cob and fewer banks. The Town has updated its regulations regularly and has enacted some zoning best practices including overlay zones and density bonuses for moderate-income housing, and new recommended zoning changes are in process for moderate-income housing. Single-family residential neighborhoods are stable and attractive, and are not a focus of this Plan, but there are several other areas where targeted changes could have substantial benefits for the neighborhood.

1. Village District: A Village District is a tool adopted by the Connecticut General Assembly in 1998 to assist municipalities in preserving and enhancing their community character and historic development patterns. The law allows towns to designate village districts to protect areas with distinctive character, landscape and historic structures, through the use of regulations on the design and placement of buildings and maintenance of public views. While a Village District is similar to a historic district in that they both can act to preserve historic resources, the process for designating historic districts is much more complex, and actions affecting properties within historic districts are subject to regulation by a historic preservation commission rather than a zoning commission. A municipality’s Planning and Zoning Commission can establish a Village District by amending its zoning regulations, whereas establishment of a local historic district requires the passage of an ordinance following a study of the proposed district and the vote of property owners in the affected area, in which at least two-thirds vote in favor of creating the district.

Village District regulations require that all development within the district be designed to be compatible with other uses in the immediate neighborhood, and specifies that all applications for new construction and substantial reconstruction in the district that are visible from the street be subject to review by an architect selected by the Planning and Zoning Commission. Traditional zoning does not typically incorporate these reviews.

Enactment of a Village District in Cos Cob business zones was a concept specifically recommended for review by Greenwich’s 2009 Plan of Conservation and Development, and the idea received general support in the online survey and the public workshop for this Plan. A key benefit of such a district is the ability to allow a range of uses appropriate to a Village Center (a request made at the public workshop), but with the capability to control the design of buildings, structures and landscaping. In essence, a Village District is a type of form-based zoning that regulates design but allows a wide variety of land uses. As discussed in Chapter 6, some of these controls can also be achieved using design guidelines. However, unlike design guidelines, Village District regulations have the force of zoning, and can also control other elements such as setbacks and parking. Thus, this Plan recommends the Village District in combination with design guidelines as the most comprehensive and effective toolbox.
2. Parking: Respondents to the public survey indicated that, for the most part, there is sufficient parking in Cos Cob (certain key uses may experience parking constraints associated with peak usage, e.g. Cos Cob School during pick-up and drop-off periods and the train station, which has a waiting list of about 200 people for parking passes). However, participants at the workshop suggested that parking requirements in Cos Cob may be impeding the viability of existing businesses and preventing new ones from locating in the neighborhood. In exploring any changes to parking requirements, it is important to balance the need to continue providing enough capacity with ensuring that regulations are not so excessive as to impair local business.

This Neighborhood Plan suggests that, as part of establishment of a Village District for Cos Cob’s business zones, parking modifications may be considered to reduce parking requirements as appropriate, and to promote practices such as shared parking, land-banking and off-site parking. It is recommended that the review of parking requirements be use-specific and see where particular uses (such as group physical fitness, schools etc.) are best located in Cos Cob so as to not overburden parking areas.

3. Liquor Licenses: During the public workshop, concerns were raised that restrictions on the sale and consumption of alcoholic beverages are impairing restaurant potential in Cos Cob. It is understood that only two restaurants in the neighborhood are open for dinner; as discussed in Chapter 5, the community has seen a shift from full-scale restaurants to quick-service eateries. These trends clearly reflect the larger economy and changing tastes, but it is likely that the regulations on liquor licenses are a contributing factor.

Under Section 6-194 of the Greenwich zoning regulations, buildings where alcoholic beverages are consumed or sold must be at least 1,000 feet from any other building where they are consumed or sold. It is recommended that this regulation be reduced to 400 feet for the LB and LBR-2 zones.

4. Expanded Housing Choices: As described in Chapter 5, Cos Cob is experiencing demographic shifts that indicate demand for more diverse housing types and affordable or moderately priced units. Public input for this Plan generally expressed support for affordable housing at no more than three stories, with commercial uses on the ground floor, similar to recent developments on Route 1. Current zoning regulations allow for residential uses in the LB and LBR-2 zones, and a set of moderate-income housing provisions are in place, suggesting that such development can continue to occur with improved market conditions and the availability of sites. The Town should work with property owners to encourage development of the remaining vacant or underutilized sites, as well as redevelopment of built sites with mixed-use projects that can incorporate expanded housing choices as well as vibrant commercial uses. Chapter 6 illustrates such a redevelopment concept for one existing commercial property.
Another opportunity for additional housing lies in the area immediately around the Cos Cob train station that is zoned R-6. This area, particularly the Town-owned commuter lot at the corner of Strickland Road and Station Drive, is ideal for housing that capitalizes on the proximity to the station and the future Cos Cob Park, and that would be attractive to young professionals, empty nesters and young families just starting out. The Town should study this area for transit-oriented development (TOD) potential, including working with Metro North on the possibility of increasing parking efficiency immediately around the station itself, freeing up the Town’s lot for development of housing at the density allowed under present zoning.

The Town should study the potential of its commuter lot, shown in red, for development of housing, if train station parking could be more efficiently configured to free up this lot.

Google Earth
3. **Traffic and Transportation**

![Route 1 (East Putnam Avenue) in the Hub of Cos Cob](image)

*BFI Planning*
INTRODUCTION

The Cos Cob neighborhood is primarily residential, but is bisected by East Putnam Avenue/U.S. Route 1 – a commercial corridor consisting of shops, eateries, civic buildings and service retail. This corridor has been characterized in previous studies as one that contributes to a historic neighborhood commercial center, but which has street-oriented uses on a wide cross section that serves as a pedestrian barrier between neighborhoods and a community business district. The length of Route 1 within the study area is approximately 2,400 feet. The neighborhood, more appropriately defined as Cos Cob Village in the 2009 Plan of Conservation and Development (POCD), is comprised of a fire station, library, school, post office, shops and restaurants, residences and frontage on Mill Pond, a tributary to Long Island Sound to the south. Cos Cob is a vibrant community with a scale, density and architectural character consistent with a New England village. However, East Putnam Avenue detracts from the village feel because the Post Road divides the Hub into two sections. This study aims, in part, to enhance the roadway right-of-way while maintaining the requisite level of service as a major regional transportation corridor.

Improvements to the Route 1 corridor and neighboring side streets involve numerous benefits, impacts and analysis. It is not the purpose of this study to delve into great detail on each but to identify what may be the most feasible options based on previous studies performed and recent discussions with the Southwest Regional Planning Agency (SWRPA), the Connecticut Department of Transportation (CTDOT), the Town of Greenwich and local stakeholders and community outreach meeting participants. Recommendations provided in this Neighborhood Plan are guided by the following conditions:

- Parking availability
- Multi-modal capacity
- Enhancement to neighborhood/village character
- Public safety
- Environmental impact
- Traffic level of service and property access
- Right-of-way impacts
- Utilities and infrastructure
- Feasibility and implementation timeframe
COS COB NEIGHBORHOOD PLAN

GREENWICH, CT

FIGURE 10: ROUTE 1 (EAST PUTNAM AVE)

Source: Town of Greenwich
The goal of the traffic and transportation assessment for the Cos Cob Neighborhood Plan is to understand the multitude of issues, concerns and priorities that influence the function, alignment and appearance of the Route 1 Corridor in this community. Numerous studies and plans have been conducted to date, including the Town’s own POCD and SWRPA’s Route 1 Corridor study. This Neighborhood Plan seeks to sift through these prior recommendations and measure what is truly feasible, taking into consideration the concerns of Cos Cob residents. As identified through research and public outreach, the following key topics are discussed in this Neighborhood Plan:

- Regional Transportation Issues
- East Putnam Avenue/Route 1
- Route 1 Enhancement Plan
- On-Street Parking
- 2009 POCD
- Bus Rapid Transit (BRT)

Cos Cob faces many of the same challenges that other communities along the Route 1 corridor are confronting. This includes speeding on local and connecting residential streets; cut-through traffic for those looking to by-pass a corridor delay; lack of pedestrian facilities due to jurisdictional, cost, maintenance or related complexities; routine vehicle congestion at peak and assorted hours of the day and with vehicle accidents; and limited east-west transit alternatives.

**REGIONAL TRANSPORTATION ISSUES**

The scope of this study does not include a detailed analysis and assessment of regional transportation issues. However, it is prudent to briefly address concerns raised by community stakeholders that directly affect the function and character of the Route 1 corridor in Cos Cob.

Concerns raised include activities underway or rumored to be underway by CTDOT that would affect the Route 1 corridor. First, it has been confirmed that the State has no plans to close Exit 4 (Indian Field Road) on Interstate 95. Second, a toll-study is underway that may include a fourth lane option in each direction on I-95. A fourth lane may serve multiple purposes, but could function in part as a bus/high-occupancy vehicle lane through Fairfield County to add flexibility to transit seekers and add capacity to the roadway. Lastly, the Route 1 corridor is an emergency route, and maintaining four lanes of traffic is deemed a high priority by the State. When I-95
traffic is compromised, Route 1 is the primary access route for emergency vehicles and personnel serving Greenwich and surrounding municipalities. To emphasize its importance as an emergency route, it is understood that the Greenwich and State Police may shut down signals at select intersections along Route 1 when an incident occurs on I-95 and traffic is diverted to the emergency access route.

**EAST PUTNAM AVENUE/U.S. ROUTE 1**

As shown below, the East Putnam Avenue curb-to-curb width varies between approximately 52 feet and 62 feet in width and includes two travel lanes in each direction with variable shoulder widths. The roadway carries 20,000 vehicles per day. Current traffic conditions are affected by left-turning vehicles without dedicated left-hand turn lanes, offset intersections that require long signal cycle lengths and exclusive pedestrian phases that are frequently underused and compromise traffic operation.

![Varying widths of the Route 1 corridor in Cos Cob.](Google Maps, BFJ Planning)

The minimum roadway width requested by CTDOT consists of four, 11-foot lanes and 4-foot shoulders on each side of the road, for a total width of 52 feet. A prior study by the South Western Regional Planning Agency suggested reconfiguring the right-of-way, including converting the left lane in each direction to a dedicated turn lane, with one lane of through traffic, and back-in angled parking and a landscaped median in select areas (see concepts below).
CTDOT has not endorsed these recommendations, primarily due to compromises in traffic level of service, turning radii for truck access and traffic safety. They also stress that Route 1 is a major traffic arterial and a primary emergency route and alternative to I-95 during periods of high congestion. Specific concerns were expressed with the following concepts:

Center Turning Lane: The creation of a three-lane road with a center turning lane is seen as detrimental to traffic capacity, roadway safety and emergency needs. Eliminating one travel lane in each direction could reduce roadway capacity and increase congestion. The creation of a center turning lane raises the potential for head-on crashes. Finally, because Route 1 must serve as an emergency route for any temporary closure on I-95, two lanes of traffic in each direction is seen as a necessity in an emergency.

Angled Parking: Because of high volumes and speeds, angled parking of any type (head-in or back-in) is seen as detrimental to roadway function. It raises questions of increased congestion and traffic safety.
Roundabouts: These are not encouraged along Route 1, where the State wishes to maintain two-lane traffic in both directions. Two-lane roundabouts generally require the taking of land, are relatively expensive and have higher crash rates than single-lane roundabouts. One-lane roundabouts cannot handle traffic volumes on Route 1 during shut-downs of I-95.

Bike Lanes: Route 1 has inadequate width to safely install bike lanes and make them consistent and continuous throughout the area. Normally, a bike lane needs a minimum of 5 feet in width. Bike lane implementation could require a roadway widening project, which raises cost and right-of-way issues. It appears that a focus on better sidewalks and street tree continuity is more feasible, less expensive and safer.

Bus Rapid Transit (BRT): There is not enough user demand to justify the expense involved in creating a BRT network, according to both SWRPA and CTDOT. The BRT concept requires a dedicated bus lane. Again, Route 1 is not wide enough to create such a lane without expensive roadway widening or the elimination of a travel lane, which would lead to unacceptable traffic congestion.

For a detailed list of CTDOT issues regarding Route 1 in Cos Cob, please see the appendix.

The Town is in the process of implementing traffic signal modifications to eliminate exclusive pedestrian traffic signal phases (complete stop of all traffic in all directions), as this practice has been deemed to disproportionately compromise vehicular level of service in comparison to advantages gained by pedestrians. Also, re-timing and coordinating signals along the Route 1 corridor is a priority and is underway. Coordinating posted speed limits so that there is more consistency along the corridor and narrowing the perceived openness of the roadway by establishing a street tree canopy, particularly at Diamond Hill, may help to reduce drivers’ tendency to speed.

Left-turn lanes on Route 1
As part of this Plan, the Town requested analysis of the potential to add dedicated left-hand turn lanes at two intersections to mitigate traffic congestion: Orchard Street/Mead Avenue and Route 1 and Sinawoy Road and Route 1, while maintaining two lanes of through traffic (see graphic on the following page illustrating the two intersections). At present, traffic volumes do not require these dedicated lanes, but in the future, should volumes or other conditions change, their installation may be warranted.

An examination of the two intersections has indicated that the creation of a left-turn lane at the intersection of Route 1 and Sinawoy Road is the more feasible and least costly, because of available roadway width at this location. The concept design for this intersection is shown on Figure 12, below. Creation of a left-turn lane is also possible at Orchard Street, but would require some minor widening of Route 1, possibly affecting the sidewalk area in front of the Cos Cob School and two gas stations on the north side of the road to the east of the school.
ROUTE 1 ENHANCEMENT PLAN

This plan recognizes CTDOT’s concerns and the Town’s desire to implement improvements to the public right-of-way, enhance the pedestrian’s experience and safety and further the village character of the Cos Cob neighborhood. As such, several options were explored to weave and stitch key civic and pedestrian spaces and corridors together, establish a distinct and authentic visual identity for the center and craft a safer and more-pedestrian-friendly interconnected streetscape environment, while maintaining or enhancing vehicular access and circulation.

A key aspect of the options explored was the significant opportunity for streetscape enhancement that may exist at Sinawoy Road and Route 1 (see Figure 11 for this intersection’s existing condition). By realigning parking and driveways, additional green space may be created directly linked to storefronts without substantial compromise to existing parking availability. Such a space would be visually and physically connected to civic space at the head of and on the periphery of Mill Pond on the opposite side of Route 1. The Cos Cob Library has an inviting and attractive landscape and streetscape, where pedestrian improvements may be weaved through parking areas and existing sidewalks to better connect these two signature neighborhood green spaces.

As shown in Figure 12: Concept 1, one option explored would replace the existing seven angled parking spaces in the roadway segment fronting the existing Post Office with six parallel spaces. Such a
reconfiguration would allow this roadway segment to be narrowed, providing space for a larger green space than presently exists in this area. As noted previously, this concept also provides for a left-turn lane on Route 1 for eastbound traffic to turn north on Sinawoy Road.

Another option, shown in Figure 12: Concept 2, would fill in the roadway in front of the Post Office and replace it with a much larger green space. The seven angled parking spaces would be replaced with four parallel spots on Route 1. This idea had limited support in the workshop, with concerns about the loss of storefront parking and safety of the parallel spaces. It would also require closing of Bank of America’s drive-through and possible replacement with a pedestrian walkway, which would entail negotiation with the property owner. However, reconfiguring the bank’s rear parking and access system could mitigate that impact, while reducing curb cuts on Sinawoy Road. See Chapter 6 for more discussion on improving rear parking areas on Route 1.

The concepts shown in Figure 12 would add a dedicated left-turn lane. Participants at the public workshop indicated less concern with the addition of these dedicated turning lanes and more were with enhancements to the sidewalks and overall pedestrian connectivity. As discussed in Chapter 6, this study supports enhancements to sidewalks with distinctive pavements, lighting and amenities, crosswalks linking the east and west sides of Route 1 and the Cos Cob neighborhood, and expanded green spaces interconnected by sidewalks. Sidewalks should be installed where existing walks suddenly terminate and at the end of crosswalks to provide continuous safe passage. The proximity of sidewalks to vehicle travel lanes may also be mitigated via the shift of Route 1 for a length of approximately 600-feet to the north just opposite of Sinawoy Road, as shown in Figure 13. This would enhance east-west pedestrian access at the north end of Mill Pond along Route 1. This concept does not preclude the addition of a left-turn lane, because it retains the angled parking in front of the stores. However, the left-turn lane could be provided with parallel parking in front of the stores. It is important to note that this concept does not involve any reduction in roadway width, but rather a shift of a portion of the existing roadway.

The sketches shown in Figures 12 and 13 are conceptual only, and simply represent ideas to improve the pedestrian-friendliness of portions of Route 1 and gain additional green space. Implementation of projects based on these concepts would need substantial coordination with CTDOT, private property owners and the public, as well as funding.

During this study, residents suggested several other specific improvements to address traffic and safety issues at key locations along the Route 1 corridor in Cos Cob, which require additional traffic studies that were beyond the scope of this study, including:

- A new right-turn lane at St Catherine’s Church from Route 1 onto Riverside Road;
- Consideration of restricted left-hand turns (permitted hours posted) off of Route 1 onto select side streets at signalized intersections;
- Improved pedestrian and school route passage at Suburban Avenue and Route 1;
- Pedestrian and cyclist access at Cos Cob Park at Strickland Road and Sound Shore Drive; and
- Additional stop signs along Strickland Road, particularly at River Road.
FIGURE 11: ROUTE 1/SINOWAY ROAD EXISTING CONDITIONS

GREENWICH, CT
**Concept 1**
1. Expanded civic space
2. Parallel parking
3. Left-turn lane on Route 1
4. Striped median with pedestrian refuge

**Concept 2**
1. Street converted to civic space
2. Left-turn lane on Route 1
3. Pedestrian walkway to off-street lot
4. Striped median with pedestrian refuge
5. Bump out
Route 1-Sinawoy Road: Concept 3

Route 1- Sinawoy Road: Interconnected Civic and Retail Spaces
Placement of sidewalks on other streets is more difficult, given potential impacts on existing properties and landscaping within narrow rights-of-way. This applies to Strickland Road, where residents have expressed their preference to maintain the existing condition without sidewalks, particularly with these properties’ location within a local, State and National Register historic district. Most residents have expressed the need for new sidewalks to connect daily parking with the rail station and for neighborhood access to the new Cos Cob Park. With sidewalks already in place in many segments, Loughlin Avenue/Butler Road, Mead Avenue and River Road show stronger long-term potential for pedestrian links to these resources. At present, the Town is working on improving sidewalk connections to Cos Cob Park, and is exploring several options to improve pedestrian safety while maintaining landscaping.

Strickland Road’s narrow shoulders (above) limit sidewalk potential, while River Road (below) has greater capacity.
ON-STREET PARKING

On-street parking is available but intermittent on the north side of East Putnam Avenue. Some residents supported maintaining existing or increasing availability of curb-side parking; others have great concern about parking immediately adjacent to Route 1 travel lanes. This concern is also shared by CTDOT, which has requested a minimum 10-foot width for any parallel parking spaces along Route 1. This plan’s concepts aim to keep or possibly increase curb-side parking, but with an adequate clear zone to travel lanes. On Route 1, the location of on-street parking will directly affect sidewalk widths and the ability to include street trees and amenities along sidewalks. Back-in angled parking, proposed in prior studies, has its benefits in select locations, but is deemed by CTDOT to be too dangerous for East Putnam Avenue due to the high volume of traffic and vehicle speeds. Residents also expressed concerns about the safety and feasibility of back-in angled parking on Route 1, citing excessive volumes and/or vehicle speeds. Respondents to the survey and at community meetings stated that they are opposed to the back-in angled parking on Route 1.

CTDOT requests a clear zone of 10 feet for signage, street trees and streetscape amenities, measured from the edge of the travel lane. Parking lanes and sidewalks may account for this required clear distance. Any trees planted within the clear zone should be ornamental and limited to 4-inch caliper.

For Cos Cob in general, it is important to understand how parking in the Hub works. It was noted at the workshop that a communal parking scenario exists within the center, where no one business likely provides the required number of dedicated spaces for their specific enterprise, but merchants rely on the combined parking inventory to support their business (see Figure 13). This can only be enhanced by a well-connected pedestrian and streetscape environment where visitors opt to walk between shops. Residents are supportive of improving the widths, configurations and conditions of U.S. Route 1 sidewalks, especially between Starbucks along the Mill Pond to the shopping center, and from Cross Lane to Indian Field Road, and Orchard Street to the CVS shopping center.

2009 PLAN OF CONSERVATION AND DEVELOPMENT

Some key recommendations from the POCD are cited below as items to carry forward.

Gateways: Traffic and transportation recommendations in this Neighborhood Plan must protect and further Cos Cob’s village character. The sense of arrival along East Putnam Avenue at the eastern and western limits and the sense of place should be established with streetscape amenities, distinctive pavements, landscape and prioritization and visibility of pedestrians in the right-of-way and along neighboring sidewalks. Gateways and open spaces in or next to right-of-ways can have functional as well as aesthetic purposes. See Chapter 6 for more discussion of the potential for gateways to build on Cos Cob’s distinct identity.
**Bike Lanes:** As much as possible, alternate transportation modes should be considered, including better pedestrian accessibility to the train station and the Hub. Adding bike lanes may be prohibitive with limited right-of-way on Route 1 and cross streets due to available clear distances between building faces, curb cuts and the need to sustain four traffic lanes on Route 1. However, the potential for wider curb lanes and share-the-road signage should be explored. In addition, recommendations from the Town’s 2001 Bicycle Master Plan should be evaluated for their application to Cos Cob. While that study found Route 1 and certain other roadways to be largely unsuitable for bike facilities, other streets, including Orchard Street, Sinawoy Road, Strickland Road and portions of Valley Road, were identified as opportunity areas.

**Safe Routes to School:** Cos Cob has an elementary school, and the Town DPW has explored Safe Routes to School options. These include traffic calming improvements at several key roadways, including Bible Street and the intersections of Strickland Road/Route 1, Sinawoy Road/Taylor Drive and Orchard Street/Kent Place/Sinawoy Road. Contiguous, well-lit sidewalks and shorter, highly visible crosswalks connecting to residential streets aid greatly in this effort. Many proposals from 2003 have been addressed, but others remain priorities. The program was curtailed in 2009 due to funding constraints, but many support its extension town-wide, and especially in Cos Cob where many walk to the Cos Cob School and shopping centers.

**BUS SERVICE**

Bus transit routes include CTTransit Service linking the Stamford Transportation Center and the Port Chester Metro-North Railroad Station (Route 11) using East Putnam Avenue. In addition to this service, prior studies addressed Bus Rapid Transit (BRT) use along the Route 1 corridor in Cos Cob. As discussed, ridership will not support operation of BRT at this time or in the near future.

**RECOMMENDATIONS**

The following section summarizes the various alternatives to be explored sometime in the future. At present, residents, business owners and respondents to the survey do not want these proposals to be implemented now or in the immediate future. In particular, Concept #1 and #2 are unacceptable by the residents who were involved in this study. Concept #3 may be possible in the future with further study and funding as part of the Mill Pond dredging project. It is also unclear whether CTDOT would agree to any of these concepts, and their approval is critical since U.S. Route 1 is a State road.
However, these recommendations are not being eliminated from this Cos Cob Neighborhood Plan at this time because circumstances in the future may warrant a re-consideration and much detailed study has been devoted to these alternatives to improve various forms of transportation in Cos Cob – vehicular, pedestrian, bicycle – and to better connect civic and open space resources.

1. **Route 1 Corridor Enhancements:** This Plan explored several options at the Sinawoy Road/Route 1 intersection, to link key civic and pedestrian spaces and corridors, establish a distinct visual identify for the Hub of Cos Cob and create a more pedestrian-friendly environment, while maintaining or enhancing vehicular access and circulation, as follows:

   - **Concept 1:** Replace seven angled parking spaces in the roadway fronting the Post Office with six parallel spaces. This would allow narrowing of the roadway, providing space for a larger green area and facilitating slower speeds in front of the storefronts and creating room for a designated left-turn lane to Sinawoy Road.

   - **Concept 2:** Fill in the roadway in front of the Post Office and replace it with an enlarged green space. The seven angled parking spaces would be replaced with four parallel spots on Route 1. Such a reconfiguration would also allow for space for a designated left-turn lane onto Sinawoy Road. This concept would require closing of Bank of America’s drive-through and its replacement with a pedestrian-only access, which would clearly necessitate discussions with the property owner.

   - **Concept 3:** Shift Route 1 between the Starbucks parking lot and Relay Place (a length of approximately 600 feet) northward by 5 to 6 feet, allowing for an expanded clear zone between the sidewalk and the roadway. Additional crosswalks would be designated across Route 1 to connect to the green space, and from the green space to Sinawoy Road. This reconfiguration would enhance the pedestrian-friendliness of this segment of Route 1, and would also allow for the planting of ornamental trees and a greater connection to the Mill Pond.

It is recommended that Concept 3 be further explored through further study by the Town’s DPW, in cooperation with CTDOT. Concept 2 has the most impact on property owners and merchants did not receive any support at the public workshops and has the greatest loss in available parking. For example, the Route 1 roadway shift described in Concept 3 could be followed up with a future conversion of the angled parking in front of the Post Office to parallel spaces, which would allow for either a larger green space or the implementation of an eastbound left-turn lane.

Participants at the public workshop also raised several other potential improvements to the Route 1 corridor that warrant additional study: adding a right-turn lane at St. Catherine’s Church onto Riverside Road; and considering restricted left-hand turns off Route 1 onto selected side streets at signalized intersections. Limiting left turns may be difficult given CTDOT’s concerns.
about maintaining maximum access from Route 1, but access management to reduce the
number of curb cuts, and reductions in driveway widths, may be effective in addressing the
problems associated with the significant entrances and exits to the corridor.

In addition to these concepts, other Route 1 enhancements include re-timing and coordinating
signals so that the planned concurrent vehicular and pedestrian phases function well;
coordinating posted speed limits so that there is more consistency along the corridor; and
narrowing the perceived openness of Route 1 by establishing a street tree canopy (subject to
CTDOT approval), particularly at Diamond Hill, to help reduce drivers’ tendency to speed.

2. Improved Pedestrian and Bicycle Connectivity: There is an expressed need for enhanced
pedestrian and bicycle linkages between the Hub area and the Cos Cob train station. As
discussed, the addition of sidewalks along Strickland Road is problematic, and the greater near-
term potential lies with Mead Avenue and River Road. Both River Road and Mead Avenue
already have sidewalks on one side of the street, but may warrant improvements or expansions
in keeping with their recent National Register District Status. In addition, although adding bike
lanes may be prohibitive with limited right-of-way on Route 1 and cross streets, the potential for
wider curb lanes, share-the-road signage and additional bike rack/storage facilities – especially
at the train station – should be explored.

Also, workshop participants suggested further improvements to bicycle and pedestrian
connectivity, particularly relating to safe non-vehicular access to schools, including better
pedestrian passage at Suburban Avenue and Route 1; identified non-vehicular access at the Cos
Cob Park entrance at Strickland Road and Sound Shore Drive; and more stop signs along
Strickland Road, particularly at River Road. Additional proposals made in the 2003 Safe Routes to
School report should be revisited, as some of these concepts may be accomplished with
relatively minimal funding.

3. Parking in the Hub: As discussed above, shoppers tend to use the combined parking inventory of
Cos Cob merchants to meet their needs. This situation lends itself to a well-connected
pedestrian and streetscape environment where visitors choose to walk between shops and
restaurants and rely less on personal vehicles. To promote and enhance this potential, the off-
street parking behind stores should be improved to allow for greater efficiency and connectivity
between lots. For example, the parking behind the row of businesses west of Sinawoy Road
(including the CVS, Post Office and Bank of America) could be reconfigured to provide better
flow, and perhaps some additional spaces. Aesthetic improvements like landscaping and signage
could also improve the shopper experience from this lot. Chapter 6 discusses more measures to
improve parking areas.
4. **INLAND WATER RESOURCES AND COASTAL MANAGEMENT CONDITIONS, ISSUES AND OPPORTUNITIES**

The view north over Cos Cob and the Mianus River; Cos Cob Park

*Geoffrey Steadman*
Cos Cob’s character and quality of life are enhanced by the area’s proximity to Long Island Sound and location along Cos Cob Harbor and the Mianus River. As well as providing water and waterfront resources of high natural value, this coastal setting has important planning and regulatory implications. Development within the Town’s designated coastal area, which covers a significant part of Cos Cob, is subject to special provisions of the Zoning Regulations and Plan of Conservation and Development (POCD) and the requirements of several State and federal laws, including the State’s coastal management law known as the Connecticut Coastal Management Act (CCMA).

This section gives the context for coastal management initiatives in Cos Cob, describes its coastal area and presents recommendations for beneficial use and conservation of its coastal resources.

**BACKGROUND FOR COASTAL MANAGEMENT**

State laws that affect use and conservation of coastal land and water resources in the Cos Cob coastal area include, but are not limited to, the Connecticut Coastal Management Act (Sections 22a-90 through 22a-112 of the Connecticut General States), the Tidal Wetlands Act (Sections 22a-28 through 22a-35 CGA), the Structures and Dredging Act (Sections 25-102a through 25-102s CGA) and the Connecticut Harbor Management Act (Sections 22a-113k through 22a-113t CGA). In addition, several federal laws, such as Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act of 1899, affect land use and environmental conservation in the coastal area.

The CCMA provides a significant backdrop for the Town’s efforts to address a number of issues of interest to Cos Cob residents, including protection of water quality, reduction of flood hazards, provision of public access to tidal waters, conservation of living marine resources and preservation of the traditional maritime character of the waterfront.

Administered by the State’s Department of Energy and Environmental Protection (DEEP), the CCMA defines coastal resources such as intertidal flats and estuarine embayments; establishes legislative goals and policies for beneficial use and conservation of those resources; and sets a coastal management boundary to mark the area within which the provisions of the law apply. In addition, the CCMA gives to Greenwich – and to all of the state’s coastal towns – broad duties and responsibilities for implementing Connecticut’s coastal management goals and policies, largely through municipal planning and zoning authorities.

**Coastal Boundary and Overlay Zone**

Statewide, the coastal management boundary is a continuous line delineated by a 1,000-foot setback from the mean high water line, a 1,000-foot setback from the inland boundary of State-regulated tidal wetlands or the inland boundary of the 100-year floodplain, whichever is farthest inland. In Greenwich, the Planning and Zoning Commission has adjusted the State boundary to follow property lines and roadways and has adopted the adjusted boundary in the form of the Coastal Overlay Zone included in the Town’s Building Zone Regulations (Sec. 6-111 of the Greenwich Municipal Code).
The Coastal Overlay Zone encompasses all of the land and water areas subject to the planning and regulatory standards of the CCMA. In Cos Cob, the Coastal Overlay Zone (see map 1) includes most of the land east of Sachem Road between East Putnam Avenue (Route 1) and I-95, including the Mill Pond and waterfront properties along River Road. The Coastal Overlay Zone also covers all of the properties between I-95 and Cos Cob Harbor, including Cos Cob Park on the former site of the Cos Cob Power Plant, as well as some properties north of East Putnam Avenue in the Valley Road area near Mianus Pond and between Valleywood Road and Orchard Street in the Strickland Brook area. Virtually the entire Route 1 corridor, from Valleywood Road to Cos Cob Harbor, is in the Coastal Overlay Zone. Within the zone, Cos Cob’s shoreline on the Mianus River and the harbor is about a mile and a half long, from a point on the Mianus Pond shoreline upstream of Route 1 to just south of the Cos Cob Park.

Coastal Site Plan Review
As required by the CCMA, the Planning and Zoning Commission conducts, in the course of its normal review of site plan and zoning applications, a “coastal site plan review” of all major projects and activities proposed in the Coastal Overlay Zone in Cos Cob and throughout Greenwich. In addition to determining consistency of a proposed project with the Town’s planning and zoning requirements, the Commission must ensure the proposal will not have a significant adverse impact on coastal resources. The Commission also must determine if the proposal is consistent with other coastal management policies, including those for encouraging water-dependent use of the waterfront, providing appropriate access to tidal waters and avoiding increased risk of coastal flooding.

The Town’s coastal site plan review requirements are established in its Building Zone Regulations. Within the Coastal Overlay Zone, applications for building permits, subdivisions, rezoning, special permits and municipal improvements are among the activities subject to coastal site plan review by the Planning and Zoning Commission and, sometimes, the Planning and Zoning Board of Appeals. All municipal improvements in the coastal area require separate Planning and Zoning Commission approval in addition to the review required by the Coastal Overlay Zone.

Plan of Conservation and Development
Coastal management goals and policies are also implemented through the Town’s POCD, most recently amended in 2009. The POCD contains a section on Water and Land Resources that emphasizes Greenwich’s coastal waters and waterfront as key assets to be protected. It describes issues affecting the Town’s coastal waters, including water quality, waterfront development, flooding and stormwater management, and promotes public coastal water access. To interpret the goals and policies of the Town and CCMA for waterfront and harbor access, including the Cos Cob waterfront and harbor, the Planning and Zoning Commission has prepared the document Improving Public Waterfront Access: A Planning and Design Guidelines Manual.
This map was produced from the Town of Greenwich Geographic Information System. The Town expressly disclaims any liability that may result from the use of this map. Aerial: 4/05/08. Data: 10/1/08. Map: 07/29/13. Copyright © 2005 by the Town of Greenwich.
Waterfront Business District
Provisions of the POCD are implemented through Greenwich’s Building Zone Regulations, which include a Waterfront Business (WB) zoning district and regulation that give priority and preference to water-dependent uses. The WB district and regulation are applied along the Cos Cob waterfront (see below) and in two other shoreline locations. Among the zone’s stated purposes are to implement coastal management goals for protecting and encouraging water-dependent uses of the shoreline, and to assure that limited waterfront areas are reserved for the uses they are uniquely suited for and not preempted by uses that can be more appropriately located elsewhere. Uses permitted in the WB zone are water-dependent uses such as recreational and commercial boating and fishing facilities, water-based recreational uses and dock and port facilities. Non-water-dependent uses such as offices, retail and residences are not permitted.

Harbor Management
Another State law affecting coastal planning in Cos Cob is the state’s Harbor Management Act. This law authorizes a town with navigable waters to: 1) establish by ordinance a municipal harbor management commission; and 2) prepare a municipal harbor management plan for the most desirable use of the town’s navigable waters for recreational, commercial and other purposes. The Act’s legislative history indicates that the purpose of this legislation is to increase the authority and control of local governments over matters pertaining to the use and condition of their harbors.

A recommendation in the Town’s 2009 POCD calls for Greenwich to manage its waterways, including Cos Cob Harbor, through development of a Town Harbor Management Plan, utilizing the authority provided by the Harbor Management Act. In 2010, the Town’s Department of Parks and Recreation and Board of Parks and Recreation conducted a waterways management study of Greenwich’s navigable waterways, including Cos Cob Harbor, and proposed goals and recommendations for their most desirable use. A recommendation of that study calls for the Board of Selectmen to review the feasibility of establishing a Town Harbor Management Commission and preparing a Town Harbor Management Plan. In 2013, the Board of Selectmen considered a draft ordinance for establishing a Harbor Management Commission. That draft was then provided by the Selectmen to the Town’s legislative body – the Representative Town Meeting (RTM) – for adoption. Following a public hearing on September 16, 2013, the RTM adopted a Town Ordinance establishing a municipal Harbor Management Commission with the power and duty to prepare the Town’s Harbor Management Plan.
**COS COB ON THE MIANUS RIVER**

The Mianus River provides a central theme running through any description of Cos Cob. A significant tributary to Long Island Sound, the river begins in Westchester County, New York, and flows south for about 14 miles before it empties into the Sound. Downstream of Route 1, the river gives shape to Cos Cob Harbor, one of five designated Town harbors along the 27-mile Greenwich shoreline. Among all Connecticut coastal towns, the Greenwich shoreline is distinguished by the exceptional diversity and natural character of its coastal resources.

**Watershed Planning**

Much attention has been given by local and State agencies and nonprofit groups to protect the natural functions of the Mianus River, including its value as a source of public drinking water; (Water Filtration Plant is located on Valley Road in Cos Cob) a vital habitat for plants, fish and wildlife; and a setting for recreational and cultural activities. The Mianus River Watershed is the land area that receives and drains rainwater and melting snow into the river and ultimately into Long Island Sound. The watershed, which includes virtually all of Cos Cob, covers about 35 square miles in parts of five municipalities, including Greenwich and Stamford in Connecticut, and Bedford, North Castle and Pound Ridge in New York.

The Mianus River and its several tributaries, including Cos Cob’s Strickland Brook (see below), provide essential habitat and add to the beneficial character of the natural landscape and quality of life in Greenwich and the other watersheds towns. The tributaries also have a direct effect on Cos Cob Harbor and Long Island Sound, as there is a fundamental relationship among the river, its watershed, the harbor and the Sound which greatly depends on the quality of the water in all of its many tributaries and watersheds.

In 2012, the Southwestern Regional Planning Agency (SWRPA) prepared the *Mianus River Watershed-Based Plan* with support from the Connecticut DEEP; Greenwich’s Conservation Commission, Inland Wetlands and Watercourses Agency and Planning and Zoning Commission; the nonprofit Mianus River Watershed Council (MRWC) and others. The plan is a guidance document developed in response to water quality and habitat issues linked to nonpoint source (NPS) pollution (also known as runoff pollution). Meant as a long-term guide for protecting and improving the entire watershed, the plan promotes measures to maintain and enhance Cos Cob’s environmental quality.
**Water Quality Issues**

A matter of ongoing concern in Cos Cob and throughout the watershed, NPS pollution has diverse origins that are not easily identified and, as a result of its nonspecific nature, is generally more difficult to manage and control than pollution discharged from easy-to-identify “point” sources such as drainage outfall pipes. NPS pollution occurs when water runs off roads, bridges, parking lots, driveways, lawns, hillsides and other surfaces. Many pollutants (including oil, sand, pesticides, and nutrients from fertilizer and bacteria from animal waste) can be picked up as the water runs over the ground, into storm drains, sometimes through the soil and eventually to the Mianus River, Cos Cob Harbor and Long Island Sound. Septic systems that leak bacteria and excessive nutrients into the watershed are another potential source of runoff pollution.

With regard to all existing and potential sources of point and NPS pollution, there is concern that seemingly minor sources may, when added together over time, have a significant cumulative impact in the river, harbor and Long Island Sound. The risk of NPS pollution being carried by stormwater runoff from impervious surfaces such as roads, sidewalks and parking areas is much greater than the risk associated with runoff from natural surfaces. In addition, Town planners and conservation officials recognize that contaminants associated with highway uses can enter Cos Cob Harbor as a result of runoff and direct stormwater discharges from the I-95 bridge decks and bridge drains elevated over the Mianus River and the portion of the harbor just downstream of the Mill Pond Dam (see below). The Mianus River Watershed-Based Plan recognizes that development standards established in local land-use regulations and implemented through development review processes in the watershed towns can encourage application of Low Impact Development (LID) techniques, including techniques that reduce impervious surfaces, preserve green space and generally increase infiltration of stormwater into the ground.

Based on limited sampling by CT DEEP, no water quality problems have been identified at this time. Given the diversity of uses that depend on high-quality water, water quality is a serious concern. There has been limited sampling within the watershed, so it is unclear to what extent water quality meets or fails to meet requirements. State sampling programs have not been sufficient to indicate that any portion of the river fails to meet minimum standards; however, studies have indicated problems related to bacteria in Strickland Brook (Milone & MacBroom, 2004) and on the Main Stem (Aquatic Resources Consulting, 2000).

Since 2004, sewers have been installed in parts of Greenwich in the lower portion of the watershed, which may invalidate earlier bacteria data. Prior to development of the Mianus River Watershed Based Plan it has been generally presumed that some reaches may fail to meet state standards for recreation or habitat, based on the assessments described above.

Since sampling in the Mianus River Watershed has been limited, it is impossible to know with certainty where additional state-defined water quality impairments may exist. However, based on the existing conditions assessment presented, it is possible to suggest problem areas where impairments are likely to be found. Throughout this document, the term “impairment” is used generally to refer to areas
expected not to meet state standards. During field reconnaissance, several sampling locations were found where conditions would likely support a 303(d) listing. For instance, the SVA analysis indicated poor or fair conditions in seven locations on Class AA designated streams, and in one location on the Class A designated Strickland Brook. Assessments in these areas indicate that habitat and water quality may be impaired for aquatic life and recreation and warrant further investigation.

Discussion of runoff pollution issues in the course of the Cos Cob neighborhood planning process does not imply that water quality in the Mianus River and Cos Cob Harbor is degraded in any significant way.

The Mianus River and its tributaries upstream of the zone of tidal influence (upstream of the Mianus Pond Dam; see below) are classified by the DEEP as Class AA waters, the highest classification assigned to a freshwater stream. Pursuant to the State Water Quality Standards, the designated uses of Class AA waters are “existing or proposed drinking water supplies; fish and wildlife habitat; recreation; and water supply for industry and agriculture.”

While no current impairments are identified and there have been many accomplishments and safeguards for protecting water quality in the river and harbor, Town planners and conservation officials recognize that the risk of pollution still exists and is a coastal management concern requiring ongoing vigilance. Any significant pollution in the river and its watershed would diminish quality of life in residential areas, reduce property values and harm Long Island Sound. Adverse impacts on plants, fish, wildlife and aesthetic values can be caused by low dissolved oxygen (hypoxia) and by the accumulation of metals, plastics and chemicals in the water column, bottom sediments and aquatic animals. While bacterial contamination may not cause adverse impacts as readily apparent as the impacts of other types of pollution, it can have a potentially significant effect on conditions in the watershed and the Sound. As a result of bacterial pollution in stormwater runoff, for example, recreational shellfishing is sometimes prohibited in Greenwich’s coastal waters, and Town beaches are sometimes closed for swimming.

**Mianus River Greenway**

The Mianus River Greenway initiative pre-dates the watershed plan and is supported by the watershed towns, the DEEP and nonprofit organizations including the Mianus River Watershed Council. One of the first greenway projects in Connecticut recognized by the DEEP, the initiative’s goal is to create a linked system of protected open space properties throughout the watershed that will protect water quality and wildlife habitat and provide public recreational opportunities compatible with the natural environment. In 2011, the MRWC published the report *Mianus River Greenway Priority Properties to Protect*, which identifies potential properties for expansion of the greenway. In Greenwich, the greenway includes properties owned by the Town and conservation groups such as the Greenwich Land Trust and Audubon Greenwich. As part of the greenway initiative, Town planners in 2013 have identified opportunities for establishing a walking trail that would extend inland from the Cos Cob Park, through Cos Cob, and continue northward to the Merritt Parkway. While this trail would have to follow some existing streets in its southern reaches, it should be able to pass through existing Town and privately owned park and open space properties for much of its length.

*Cos Cob Neighborhood Plan*

*June 3, 2014*
Mianus Pond Dam and Fishway
The Mianus Pond Dam, just upstream from the Post Road Bridge, marks the upstream extent of tidal influence on the Mianus River and is a significant feature of the Cos Cob coastal area. Constructed in 1926, the dam created a 53-acre freshwater impoundment – the Mianus Pond – that provided water for steam generation at the Cos Cob Power Plant. The dam also created a barrier that blocked migratory fish such as alewife, blueback herring and sea run brown trout from swimming upstream.

In 1991, the Conservation Commission, with assistance from the Connecticut DEEP, sponsored construction of a fishway to allow diadromous fish (those that migrate between the sea and freshwater) to swim over the dam. Volunteers assist with monitoring the fishway, which now allows thousands of fish to swim over the dam each year and has restored one of the largest alewife migrations in the state. American eels are also able to ascend the spillway and swim upstream. A walkway with a connection to the nearby Town-owned Greenwich Adult Day Care facility provides access to the fishway for maintenance and monitoring purposes and allows for public viewing as well. The Mianus Pond Fishway and Walkway is managed by the Conservation Commission.

An underwater camera used to identify and count fish before they pass into the Mianus Pond or swim back out to the harbor also provides live webcam footage of fishway operations via the Town’s website. By restoring diadromous fish runs on the Mianus River, the fishway has improved the ecological health of the harbor and river in Cos Cob. Striped bass follow the migrating fish to the dam, and eagles, ospreys, egrets and river otters can all be seen fishing near the dam.

Strickland Brook and the Cos Cob Mill Pond
Strickland Brook, which flows through Cos Cob and enters the Cos Cob Mill Pond just downstream of East Putnam Avenue, is a significant tributary to the Mianus River. As with the River, there is a fundamental relationship among Strickland Brook, its watershed and Cos Cob Harbor, albeit on a smaller scale. Although the brook’s watershed covers less than three square miles, pollution entering the brook through stormwater runoff can flow downstream into the Mill Pond and the harbor.

Strickland Brook²
A freshwater stream, Strickland Brook is classified by the DEEP as a Class A water body, which is a lesser classification than assigned to the Mianus River. The lesser classification is due to the more developed character of the brook’s watershed – a “sub-watershed” within the much larger Mianus River Watershed – and the potential for runoff pollution from impervious surfaces. The designated uses of Class A waters are “potential drinking water supply; fish and wildlife habitat; recreational use; agricultural and industrial supply; and other legitimate uses.”

² This section on Strickland Brook flood conditions includes information provided by Aubrey E. Mead, Flood and Erosion Control Board member, for the Cos Cob Neighborhood Plan, and from reports by CDM Smith for the Flood and Erosion Control Board and Department of Public Works.
Strickland Brook, with a history of flooding issues, flows for about five miles to the Mill Pond; less than a half-mile of that distance is through the coastal area. The brook’s natural stream course and floodplain is constricted and has been significantly modified over time. For example, when Cos Cob’s Bible Street Park was built in the 1930s, flood storage area for the brook in this area was filled and the brook, which once flowed through this area as an open water course, was piped under the park. Due to these and other modifications, flooding of nearby properties is a priority concern of neighborhood residents and Town officials. Once the flow in Strickland Brook exceeds the capacity of the pipes under the Bible Street playground, the park and surrounding neighborhoods are flooded. During major rainfall events, water exits the flooded area either directly to Route 1 through properties east of Orchard Street, or out onto Orchard Street where it travels down to Route 1 at Cos Cob School. Water continues down Route 1 toward Suburban Avenue, where it rejoins the brook flow.

Flooding is also an issue along Strickland Brook downstream of the Bible Street playground, between the park and Route 1, likely reflecting historical filling of flood storage in the park area. Downstream flooding was further exacerbated by expansion of playing fields at Cos Cob School in the 1940s. At that time, low areas along the east side of the brook downstream of Orchard Street were filled and walls were constructed alongside the brook, further reducing flood-carrying capacity.

In the 1950s, the Town attempted to redirect flow away from the Bible Street/Cos Cob Avenue neighborhood and put it back into the main channel by excavating a new channel in the southwest corner of the Bible Street playground. While this action likely helped the neighborhood, it also increased the flow downstream of the park in the portion of the brook where flood-carrying capacity had been reduced by the 1940s work at Cos Cob School.

Some residents participating in the neighborhood planning process describe flooding of Strickland Brook as the principal issue affecting the Cos Cob neighborhood, and express concern that upstream development in the brook’s watershed may be affecting downstream flooding conditions by increasing runoff from less absorbing surfaces. During the June 2013 planning workshop, some participants expressed their opinion that until the Strickland Brook flooding issues are addressed, it may not be appropriate to pursue a number of other neighborhood improvement projects.

From 2007 to 2012, the Town, through its Flood and Erosion Control Board and Department of Public Works (DPW) and using the engineering services of the firm CDM Smith, conducted an assessment of storm drainage infrastructure throughout Greenwich. Priority areas for drainage improvements were identified and recommendations for improvements to address flooding and stormwater management issues were included in the report *Stormwater Capital Improvement Projects – Prioritization Ranking Summary*. A list of 10 priority project areas was prepared, including Strickland Brook, and a hydraulic and hydrologic evaluation of the brook’s watershed was conducted, prompted by flooding that occurred in the spring of 2007. Results of this evaluation, including recommendations to alleviate flooding, are contained in the 2008 *Strickland Brook Drainage Evaluation Report*. Further evaluation of projects for flooding relief in the brook’s watershed, focused on the Bible Street Park area, was conducted in 2012.
As a result, the Flood and Erosion Control Board and DPW have chosen a preferred Strickland Brook flood relief alternative which would alleviate flooding up to a 50-year storm event, minimize excavation and other environmental disturbance and have the majority of improvements within Town and/or State right-of-ways. The preferred alternative would: 1) open and replace the existing outlet at the Mill Pond Dam; 2) construct diversion piping to carry excess flood waters directly from just upstream of Bible Street Park to Cos Cob Harbor; and 3) upgrade the drainage system in the Cos Cob Avenue area. The actual route of the diversion piping system may be modified by the final design, but the concept will be the same. No funds have been authorized for this work; it is expected to be a long-term project that may need 10 years or more for implementation. At the request of the Board, the DPW has submitted a capital budget request of $2 million to cover preparation of final design and construction plans. The Town’s approved 2013-2014 budget provides a total of $500,000 for preparation of designs and plans for flood relief projects for at least six listed locations in Greenwich, including Strickland Brook.

Cos Cob residents are aware of the Town’s plans to address the Strickland Brook flooding issues and of the funding constraints that affect plan implementation. Nevertheless, frustration on the lack of immediate action is evident, along with anticipation that this Plan may serve as a catalyst for implementation.

**Cos Cob Mill Pond**

During the neighborhood planning process, a number of participants described Mill Pond as the “jewel” of Cos Cob, part of Cos Cob’s “hub,” and a significant cultural, historic and environmental asset. They described an aquatic habitat unique within the Town, where the twice-daily tidal flow provides nutrients and small fish that serve as food for a variety of birds and larger fish, including herons and egrets raising their young on Town-owned Great Captain Island in Long Island Sound. Residents report seeing many different species of ducks, geese, wading birds and other water birds throughout the year, including migratory species that stop for rest and food during their long journeys.

*Cos Cob coastal area on the west shore of the Mianus River looking west over the River Road Waterfront Business District and Mill Pond. From left, the three bridges crossing the river are the railroad, 1-95 and Route 1 bridges.*

*Geoffrey Steadman*
Many participants in the planning process expressed concern about the pond’s environmental condition and flooding impacts, often described in relation to flooding on Strickland Brook. Some residents believe dredging of Mill Pond would increase its flood storage capacity and help alleviate upstream flooding from the brook and on the Post Road.

Based on Town engineering analyses, including the above-described analysis by CDM Smith and extensive hydrologic and hydraulic calculations and modeling, Town DPW, Engineering and Conservation officials have determined that dredging of the pond would not increase its flood storage capacity and alleviate upstream flooding on Strickland Brook. Flooding of the brook is known to be caused by rainfall events affecting a constricted water course, while flooding of the pond and its surrounding properties is mainly the result of coastal flooding from Cos Cob Harbor, as shown during the Irene and Sandy storms in 2011 and 2012, respectively.

However, other environmental issues concerning the pond are of interest to neighborhood residents, including siltation, which is seen to have diminished the pond’s natural values and recreational opportunities for fishing and kayaking. Some residents believe that dredging is needed to restore the pond’s environmental values that have been compromised by sediment that has accumulated in the pond since construction of the Mill Pond Dam in the 1700s. Town officials recognize there are significant regulatory and funding constraints that affect any coastal dredging project, including projects intended for environmental enhancement purposes. Other opportunities for environmental enhancement may be available, including restoration of tidal vegetation in the pond through improved management of tidal flow through the Mill Pond Dam at River Road.

Public access to the pond for enjoyment of water views is provided through the two-acre Mill Pond Park maintained by the Town’s Parks and Recreation Department. The park is located on the west side of the pond at the corner of Strickland Road and the Post Road. Greater public usage and focus for the Hub of this Park is warranted and a Master Plan for this park by the Town Tree Warden is underway. The Town also holds a 10-foot easement on the property where the Starbucks building is located. This easement could connect to the Mill Pond Park and possibly be developed into a public access walk and viewing area in the future - subject to the appropriate state and local agencies approvals.

In addition, the Town’s Bush-Holley Historic Site is located near the Mill Pond Dam that once powered a tidal grist mill vital to the historical growth and development of Greenwich. The site is a historic and cultural resource of national significance. Built in stages beginning in the early 1700s, the Bush-Holley House was designated a National Historic Landmark in 1991 by the National Park Service. Open to the public, the main house and museum, along with other buildings on the site, provide educational program and opportunities concerning more than two-and-a-half centuries of Town history on Cos Cob Harbor and the Mill Pond.
**Cos Cob Harbor**

Cos Cob Harbor (see maps 2 through 4) has been a vital economic resource of the Town since Greenwich’s initial settlement in the early 1600s. The business of the port, which developed on the west side of the harbor in Cos Cob, at one time included waterborne transport of bulk materials but is now based primarily on service to the region’s recreational boating fleet. In 2013, the harbor retains economic, environmental, recreational and cultural values that contribute significantly to the local economy and quality of life in the Cos Cob.

**Federal Navigation Project**

Cos Cob Harbor is served by the Mianus River Federal Navigation Project (FNP) which consists of a navigation channel first authorized by the U.S. Congress in the 19th century (see map 5, below.) The earliest work on the FNP was completed in 1892. The existing FNP provides a 1.2-mile long navigation channel from the harbor’s more open waters upstream on the river to the head of navigation at the Post Road Bridge. Congressionally authorized depth of the channel is 6 feet at low water; authorized width is generally 100 feet. The channel is subject to ongoing sedimentation and therefore requires periodic maintenance dredging to maintain its authorized dimensions for safe navigation.

Maintenance dredging of the FNP is the responsibility of the U.S. Army Corps of Engineers (USACE) and was last conducted in 1985. At the Town’s request, acting through the Board of Selectmen, the USACE in 2013 is planning for maintenance dredging of the channel. To help fund the project, Greenwich has secured State-bonded funds of $2 million, provided via CTDOT.

**Recreational Boating**

Cos Cob Harbor is a major center of recreational boating activities on Long Island Sound. It is the principal boating center between Mamaroneck, New York, to the west and Stamford, Connecticut, to the east. The harbor’s waters are shared by recreational power and sail boats, excursion vessels, fishing boats, marine construction craft and other vessels, including hand-powered vessels such as kayaks and rowing sculls. Each year, the harbor is a destination for hundreds of visiting boaters cruising the Sound.
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FIGURE 15: COASTAL MANAGEMENT MAP 2

2008 Photo by G. Steadman

Source: Geoffrey Steadman

BFJ Planning
FIGURE 17: COASTAL MANAGEMENT MAP 4

Source: Geoffrey Steadman

2008 Photo by G. Steadman
Note: Figure shows general location of Mianus River Federal Navigation Project. Shoreline as shown is representative of existing conditions but does not show Connecticut Turnpike.
Waterfront facilities using Cos Cob Harbor have developed mainly on the Cos Cob waterfront on the west side of the waterway. The waterfront area known as the Mianus River Marine Commercial Area (MCA) is a significant concentration of water-dependent businesses providing services for the boating public in the Town and surrounding areas. Businesses in the MCA are dependent on the FNP for safe and unobstructed access to and from Long Island Sound. Included are marinas; boat service, storage and repair yards; boat dealers; suppliers of boating equipment; and charter companies, all serving local and visiting boaters.

In 2013, three private clubs and six commercial marinas operate in the MCA. These facilities provide an estimated 1,000 boat berthing spaces and 100 mooring spaces, in addition to a variety of other boating support services and facilities for resident and visiting boaters. According to information developed by the Town’s Department of Parks and Recreation, the existing berthing and mooring spaces in Cos Cob Harbor (exclusive of the Cos Cob Municipal Marina; see below) are used by an estimated 824 recreational power boats, 135 recreational sail boats, 26 private fishing boats and five excursion boats.

Since the 2011 closing of the Yacht Haven West boatyard in Stamford, water-dependent businesses in the MCA provide the only major boat service and repair facilities between Mamaroneck, New York, and Norwalk, Connecticut. They provide winter storage for an estimated 75% of all boats in the Town, including nearly all of the 360 boats moored at Town facilities in Greenwich Cove. In addition, the MCA provides public vessel waste pump-out and fueling stations. The only boat travel-lifts in Town are found in the MCA, providing the only opportunities for emergency hauling of vessels in the event of a hurricane or severe storm.

The MCA also includes the Town’s Cos Cob Marina, one of four municipal boating facilities in Greenwich. Operated by the Department of Parks and Recreation, the marina provides 200 boat slips and rack storage for kayaks. In 2013, the Department is preparing to issue a bid notice for a project to conduct maintenance dredging of the marina basin. Next to the Town marina, the Mianus River Boat and Yacht Club operates its marina on Town-owned land through a lease agreement. The Town-owned Ferris Dock is a public dock with a vessel-waste pump-out station available for public use and maintained by the Boat and Yacht Club. Near the Town marina is a small Town-owned property with benches known as Ferris Park.

**Waterfront Business District**

The Cos Cob waterfront along River Road, from Route 1 to the Mill Pond and including the Marine Commercial Area, as well as property adjoining Cos Cob Park, is covered by a special Town waterfront zoning zone – the Waterfront Business (WB) district. This zone and its accompanying regulation were established by the Planning and Zoning Commission in 1987 to implement Town and State coastal management goals to protect and promote water-dependent uses. As discussed, the WB zone aims to assure that limited waterfront areas are retained for the uses they are uniquely suited for and not impeded by uses which can more appropriately be located elsewhere.
Uses permitted in the WB zone are water-dependent uses such as recreational and commercial boating and fishing facilities, water-based recreational uses and dock and port facilities. Specified uses that provide accessory, subordinate or supportive services to a water-dependent use may be permitted by a Special Permit granted by the Planning and Zoning Commission. Non-water-dependent uses such as offices, retail and residences are not permitted in the WB zone.

Some waterfront property owners have expressed concern to the Commission that the WB district is overly restrictive with respect to the uses permitted, and have suggested the WB regulations be amended to allow other uses that are not water-dependent but will enhance property values and stimulate beneficial development. Others, including neighborhood residents, have expressed the opinion that if the existing regulations are relaxed, increased development could have adverse impacts on the adjoining residential areas, including increased traffic and loss of visual and physical access to the water, and adversely affect the distinct values of the Cos Cob waterfront, particularly those values related to maritime tradition and what they see as the character of a traditional coastal village. Participants in this neighborhood planning process have generally expressed support for the WB district and its purpose to protect water-dependent uses of the waterfront along River Road.

Environmental Conditions
Cos Cob Harbor is a significant ecological resource of the Connecticut shore. Downstream of the Mianus Pond Dam, the Mianus River is subject to the twice-daily ebb and flow of the tide. Freshwater from the river and watershed mixes in the harbor with saltwater from Long Island Sound to create a small estuary. Long Island Sound itself is an estuary and was designated an “Estuary of National Significance” by amendments to the federal Clean Water Act in 1987. Cos Cob Harbor, the other estuaries along the Sound and the entire Sound have rich biological productivity; they are the foundation of the food chain upon which the Sound’s fish, shellfish, wildlife and waterfowl depend. In addition, wetlands and mudflats along the harbor’s shoreline dilute, stabilize and partially decompose pollutants.

While some participants in the neighborhood planning process expressed concern about the potential water quality impacts that may be caused by boat maintenance activities, there is also recognition that these impacts can be controlled through proper management practices.
There are a number of voluntary initiatives and regulatory requirements to encourage boating facility operators to reduce pollution, including the DEEP’s Clean Marina Program. The program designates as “Certified Clean Marinas” those marinas, boatharps and yacht clubs that go beyond regulatory compliance to protect coastal water quality. Beacon Point Marine, Cos Cob Harbor’s largest boating facility by boats accommodated and services provided, is a DEEP-certified Clean Marina.

The waters of Cos Cob Harbor are classified by the DEEP as Class SA, the highest classification applied to coastal and marine waters. Pursuant to the State Water Quality Standards, the designated uses of Class SA waters are “marine fish, shellfish and wildlife habitat; shellfish harvesting for direct human consumption; recreation; and all other legitimate uses, including navigation.”
**Waterfront Access**

Provision of safe and enjoyable access to Cos Cob Harbor is a Town goal, set forth in both the 1999 POCD and 2009 POCD, which call for expanding opportunities for public access to Greenwich’s coastal areas. This access is considered by Town planners in terms of both physical and visual access: for boating and fishing as well as access from appropriate areas of the shoreline for walking, enjoyment of water views and other passive recreational activities. Areas providing access to the harbor include the Town’s Cos Cob Marina described above, as well as public walkways and other amenities included in waterfront development projects approved by the Planning and Zoning Commission within the WB zone along River Road.

In making decisions on public harbor access, Town agencies such as the Planning and Zoning Commission and Board of Parks and Recreation recognize that access is needed for both the boating and non-boating public, and that when planning for desired harbor and waterfront uses – including public access – conflicts with commercial and residential land uses must be avoided.

During this neighborhood planning process, participants expressed support for Town efforts to provide public walkways and other amenities to and along the shoreline of Cos Cob Harbor and Mill Pond. Opportunities for expanding access were discussed for the Cos Cob Park site acquired by Greenwich from the State in 1987, areas under and near I-95 in the vicinity of River Road and the Mill Pond Dam, and the DPW Newman Street facility near the Post Road.

In 2013, the Town, acting through the DPW, has completed the bulk of required environmental remediation of the former Power Plant site in accordance with a plan approved by the DEEP, with standards to allow the property to be used as a public waterfront park and recreation area. The remediation plan has guided the capping and containment of coal ash generated by operation of the former railroad steam-electric power plant, which generated electricity using steam-driven turbines fueled by coal. Electricity was delivered to the elevated line following the New York-New Haven railroad tracks and powered the trains.

Final park design plans include construction of an athletic field, waterfront walkways, picnic areas, naturalized meadows and other amenities, including pavilions and overlook structures. In 2013, the Department of Public Works, which will manage construction of Cos Cob Park, has awarded a contract to

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June 3, 2014
begin construction of the planned park improvements. Completion is expected in the fall of 2014. The buildings and land surface treatments will finish the final phase of the required remediation to cap and contain soil contamination. Upon construction completion, the Department of Parks and Recreation will manage the park.

As currently being built, the park does not include facilities for physical access to Cos Cob Harbor, including those that would support fishing and hand-paddled craft like kayaks and canoes. The Planning and Zoning Commission approved the Cos Cob Park site plan with a future possible path shown from the park down to the waterfront, with a possible float for canoes and kayaks to dock. The final development of such a walkway is subject to future final site plan approvals from all land use agencies, and it is recognized that more remediation may be needed of the intertidal areas around the property, which would be the responsibility of the State of Connecticut as the owner of the underwater and intertidal areas. At present, there are no immediate plans for use of the property’s remnant coal dock for public access, or for other new facilities such as a public fishing pier. Although representatives of the DEEP have expressed support for fishing access in this area and have provided suggestions for design of a substantial fishing pier that would extend toward the navigation channel, some Town conservation officials are concerned about the potential adverse environmental impacts that may arise if any nearshore sediment contaminated by the former power plant operations are disturbed.

Participants in the neighborhood planning process have suggested there may be opportunities for public access to and along the shoreline in areas under and near CTDOT’s I-95 Bridge over River Road and the tidal waterway in the vicinity of the Mill Pond Dam and Cos Cob Marina. Some residents consider these State-owned areas, used for construction staging and storage and private parking under lease agreement with CTDOT, as “eye-sores,” and see their physical improvement providing neighborhood benefits. When discussing opportunities for improvements in these areas, some participants in the neighborhood planning process recommended that consideration should be given to a previously prepared but never implemented plan, known as the Ferris Park Plan, designed by the late John Cullen Murphy, a well-known local artist. It was suggested that this neighborhood plan, which includes public walkways along the Harbor, should be reconsidered when exploring options for enhancing the use and appearance of the CTDOT areas.

Opportunities for future public water access also have been discussed for the DPW’s Newman Street facility next to the harbor. Included in the WB zone, this facility is just south of the Post Road off River Road. It includes non-water-dependent storage and assembly space for the DPW’s Building Construction and Maintenance and Highway Signs and Lines operations. The property may be suitable for a public water-dependent use, subject to resolution of the cost, regulatory, environmental and other issues affecting identification of a feasible site for relocation of the DPW’s existing operations on this property.
OPPORTUNITIES AND RECOMMENDATIONS

Over many years, the Town’s coastal management efforts, including those affecting Cos Cob, have affirmed that Greenwich’s coastal resources provide exceptional environmental, cultural and economic values important for quality of life. Town planners, elected officials and residents recognize the importance of active involvement and long-range planning by the Town to: 1) maintain safe and enjoyable use of the coastal land and water areas; 2) protect natural coastal resources and environmental quality; and 3) maintain and enhance the economic, recreational and cultural benefits of the coastal area. This recognition is reflected in the following coastal management recommendations of this Cos Cob Neighborhood Plan.

1. Harbor Management

1(a) Comprehensive Planning: Preparation of a comprehensive Town Harbor Management Plan, including provisions for the most desirable use of Cos Cob Harbor for recreational, commercial and conservation purposes should be encouraged and supported. This plan, to be prepared by the Town’s Harbor Management Commission with substantial public input, should be consistent with and implemented in coordination with the POCD. A significant purpose of the plan for managing Cos Cob Harbor should be to strengthen the Town’s involvement and authority in matters pertaining to the beneficial use and conservation of the harbor. Town agencies involved with preparation of the plan should recognize that, under Sec. 22a-113n(b) of the General Statutes, recommendations made pursuant to a Town Harbor Management Plan are binding on State officials’ regulatory decisions affecting the harbor, unless those officials show cause why a different course of action should be taken.

1(b) Federal Channel Maintenance: The federal navigation channel from Long Island Sound to the head of navigation near Route 1 should be maintained according to its Congressionally authorized dimensions and location, including the authorized channel depth of 6 feet at low water. Prior to completion of the Town’s Harbor Management Plan, the Board of Selectmen should designate the Harbor Management Commission as the principal agency of the Town responsible for working with State and federal agencies, including the U.S. Army Corps of Engineers (USACE), Connecticut DEEP and CTDOT, to achieve maintenance dredging in the most timely manner needed to provide safe and efficient navigation and the continued viability of water-dependent facilities, including recreational boating facilities established in the Waterfront Business district. That agency should be responsible for advancing the Town’s interests for federal maintenance dredging, including coordination with the USACE, Connecticut DEEP, CTDOT, other agencies as necessary and the Town’s Congressional delegation.

1(c) Nonfederal Dredging: Dredging in an environmentally sound manner outside of the federal channel should be encouraged and supported, as needed to provide for safe and efficient navigation, public access to the harbor and the viability of water-dependent facilities, including Town- and privately operated recreational boating facilities.
1(d) **Setbacks from the Navigation Channel:** All public and private floats, docks, piers and other in-water structures, including structures serving water-dependent facilities in the WD zone, should be appropriately set back from the boundaries of the federal navigation channel. Setback distances should be sufficient to ensure that in-water structures and any vessels attached to those structures do not interfere with safe and efficient navigation in the channel. Appropriate setback policies and distances should be included in the Harbor Management Plan and implemented by the Harbor Management Commission, acting in coordination with the Connecticut DEEP and USACE.

1(e) **Maintaining In-Water Structures:** The owners of docks, floats, bulkheads and other in-water structures, including structures associated with water-dependent uses in the WB district, should be encouraged to maintain those structures in a manner that: a) contributes to continued safe and beneficial use of the harbor; and b) does not detract from the utility of the affected properties for water-dependent uses. All in-water structures should be maintained according to the conditions specified in their State and/or federal authorizations.

1(f) **Harbor Capacity:** Design and review of proposals affecting Cos Cob Harbor, including for water access, should consider the capacity of the harbor and waterfront to support the proposed facilities in an environmentally sound way and safely accommodate the proposed development. Town agencies considering harbor and waterfront “carrying capacity” should recognize that cumulative impacts on environmental quality and navigation safety can result from individually minor but collectively significant actions taking place over time.

2. **Public Health, Safety, and Welfare**

2(a) **Flood Hazard Mitigation:** A public works capital project to alleviate flooding in the Strickland Brook Watershed should be recognized as a priority Town project for implementation by the Flood and Erosion Control Board and Department of Public Works. The Board and DPW should proceed with final design plans to implement this effort, identified through the Town’s storm drainage infrastructure assessment project and modified as needed in response to changing conditions and circumstances, to: 1) open and replace the existing outlet at the Mill Pond Dam; 2) construct diversion piping to carry excess flood waters directly from upstream of Bible Street Park to Cos Cob Harbor; and 3) upgrade the drainage system in the Cos Cob Avenue area. The DPW’s capital budget request to cover final design and construction plans and cost estimates for this project should be encouraged and supported, and pursued according to the most expedited schedule feasible. Low Impact Development and Green Infrastructure should be considered in any new infrastructure designs and construction.

2(b) **Avoiding Boating Conflicts:** Water-dependent uses of the Cos Cob shoreline should be planned, managed and regulated in consideration of avoiding undue conflicts among vessels operating in the harbor, including recreational and commercial vessels; motorized, wind- and hand-powered craft; and vessels operating in the federal navigation channel.
2(c) **Emergency Services Facilities and Equipment:** Suitable on-land and in-water facilities should be established and maintained to support effective harbor access for emergency response and law enforcement purposes by the Greenwich Police Department, Greenwich Fire Department and other authorized law enforcement and emergency service agencies. Appropriate equipment should be maintained suitably near the harbor to help ensure prompt and effective response to any fuel spills, fires and other water and waterfront emergencies that may occur in the WB district and other areas on, in or contiguous to the harbor.

3. **Waterfront Development**

3(a) **Protection of Water-Dependent Uses:** The authority and provisions of the POCD, Zoning Regulations, Harbor Management Plan and CCMA should be applied to: a) encourage and support the continued beneficial operation and, where feasible, enhancement of existing water-dependent uses, including Town- and privately operated recreational boating facilities and facilities in the WB District; b) encourage and support the development of appropriate new water-dependent uses on suitable sites; and c) properly review any plans and proposals for new waterfront development.

Development proposals that may affect established water-dependent uses within the WB district should not result in significant reduction of available recreational boating services, including boat maintenance, repair, berthing and storage facilities.

3(b) **Docks and Piers:** The littoral rights\(^3\) of waterfront property owners for reasonable access to navigable water should be recognized by Town agencies reviewing development proposals. Consistent with these rights, new or extended floats, docks, piers and other in-water structures should be planned to avoid any significant adverse impacts on coastal resources, visual quality and traditional uses of Cos Cob Harbor. The appropriate extent to which in-water structures should extend seaward to reach navigable water should be evaluated by appropriate Town agencies, in consideration of the littoral rights of property owners, existing conditions such as distance from shore to navigable water and boundaries of the federal channel and the presence of coastal resources such as tidal wetlands and intertidal flats. Construction of new or extended floats, docks and piers should not infringe on the littoral rights of adjoining property owners or substantially impede public navigation, and should be in accordance with all applicable Town, State and federal regulatory programs for managing in-water structures.

3(c) **Waterfront Business District:** The existing provisions of the WB zone, including the list of permitted water-dependent uses, should be maintained for their stated purposes, including

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\(^3\) With regard to water rights law, water rights arise when property either abuts or contains water. If the water in question is flowing (e.g., river or stream) the rights are said to be riparian. If the property is subject to the ebb and flood of the tide, the rights are said to be littoral rights. The term littoral rights is herein used to describe the rights of the owners of property adjoining the Cos Cob coastal area.
retention and encouragement of commercial uses that depend on a waterfront location while protecting coastal resources. It should be recognized that economic and regulatory conditions affecting waterfront development opportunities may limit future possibilities for new, truly water-dependent uses of waterfront properties in the WB district. As a result, it should be anticipated that: a) future development proposals will continue to include uses that are accessory, subordinate or supportive of a water-dependent use; and b) it may be appropriate to review the WB regulation’s current list of Special Permit uses and consider whether the list should be amplified or clarified to add more predictability to the zoning process.

3(d) Public Boating Facilities: Provision and maintenance of safe and enjoyable waterfront facilities to attract and serve visiting and resident recreational boaters, including waterfront commercial facilities, dock space and boat slips on suitable waterfront properties, should be encouraged and supported. Opportunities for establishing a public landing on an appropriate waterfront site to serve visiting and resident boaters should be evaluated by the appropriate Town agencies and pursued to the extent feasible.

3(e) Waterfront Character: Proposed activities affecting Cos Cob Harbor, including proposed development in the WB district, should be carefully planned, reviewed and regulated to avoid adverse impacts on the traditional character and quality of life in coastal area neighborhoods, including adverse impacts on traditional views of the water.

3(f) Maintenance, Repair, and Replacement of Shore Protection Structures: It should be recognized that maintenance, repair and replacement of existing bulkheads and other shore protection structures is necessary from time to time to support continued beneficial water-dependent uses in the harbor. Well-designed shore protection projects to enhance water-dependent uses should be encouraged and supported, consistent with all applicable Town, State and federal requirements. It should also be recognized that the maintenance, repair and replacement of existing bulkheads to support water-dependent uses in the harbor can result in the incremental and cumulative encroachment of those structures into the navigable waterway. Thus, all proposals for bulkhead maintenance, repair and replacement should be designed and reviewed to avoid waterward extension beyond the extent necessary to support existing development, thereby avoiding unnecessary encroachment into navigable water.

4. Water and Waterfront Access:

4(a) Cos Cob Marina: The Town’s Cos Cob Marina should be managed and maintained as a focal point and central facility for public boating activities on Greenwich’s shoreline. The marina should be used to its full potential as a public boating facility providing opportunities for safe and enjoyable boating access to the harbor. Enhancement of marina facilities should be encouraged and supported, in accordance with a comprehensive Town plan for marina management. Opportunities for improving public boating access to the harbor from the marina
should be evaluated and pursued to the extent feasible. The level of facility maintenance and Town resources allocated for such work should be commensurate with the status of the marina as a central facility for public water access on the Town’s shoreline, and as one of the Town’s four principal public boating facilities. The marina’s stormwater management plan should be reviewed periodically and updated as needed.

4(b) Pedestrian and Bicycle Access: Well-designed and beneficial facilities for pedestrian and bicycle access to and along the harbor, Mill Pond and the Mianus River in appropriate locations, including locations in Town parks and in the WB zone, should be provided to link existing and any future public water-access facilities and to connect the harbor with Cos Cob’s commercial areas along Route 1.

4(c) Mianus River Boat and Yacht Club: The continued beneficial operation of the boat club on Town-owned land in coordination with operation of the Cos Cob Marina should be encouraged and supported, including the club’s responsibility for maintaining the public pump-out station and providing for continued beneficial use of the Town-owned Ferris Dock, in accordance with an appropriate lease agreement with the Town. The lease has just been re-approved by the Representative Town Meeting.

4(d) Public Access through Private Waterfront Development Projects: As feasible, the Town should require provision of well-designed facilities and opportunities for public harbor access through waterfront development projects subject to the Coastal Site Plan Review authority, including projects in the WB district. Access facilities required as conditions of prior approvals should be inspected periodically to ensure compliance with their terms and conditions.

4(e) Cos Cob Park: The former power plant site should be utilized to its full potential as a waterfront park providing safe and enjoyable opportunities for active and passive recreational use, including visual and physical access to the harbor and special waterfront events. Any future consideration of plans and proposals for in-water and waterfront structures to provide water access should recognize and address potential adverse environmental impacts that may be caused by disturbance of any contaminated sediment in the intertidal areas adjoining the park.

4(f) Newman Street Property: Provided that a feasible relocation site is identified, relocation of the DPW Newman Street facility to a suitable non-waterfront location should be encouraged and supported, along with development of the property with appropriate facilities and amenities for public access to Cos Cob Harbor. Any Town plan for public use of the property should be prepared with input from all potentially affected parties, including neighborhood residents and Town agencies.

4(g) Mianus Pond Fishway and Walkway: Continued public access to the fishway through the Greenwich Adult Day Care facility property should be encouraged, including access for scientific and educational purposes. Information on the function, operation and benefits of the fishway
should be provided through public outreach and education including an ongoing Web-based program, publications and interpretive signage.

4(h) **Interpretive Program:** A coastal resources interpretive program using low-profile wayside exhibit panels presenting images and text about Cos Cob Harbor and the Mianus River and its watershed should be encouraged and supported. Panels should be installed at highly visible locations, including the Cos Cob Park, the Mianus Dam and Fishway, the Mill Pond and public access walkways in the WB zone. Panels for permanent display at these sites should be designed to present information such as the history of the Cos Cob waterfront and the relationship of the harbor, river and watershed to Long Island Sound.

4(i) **Department of Transportation Areas:** The appearance and use of State-owned areas under and near the I-95 bridge over River Road should be reviewed with CTDOT and DEEP for the purpose of identifying: 1) immediate opportunities for improving the appearance of these areas, and 2) longer-term opportunities for beneficial use consistent with CTDOT requirements for under-bridge areas.

5. **Coastal Resources and Water Quality**

5(a) **Water Quality:** All practical efforts to maintain the highest reasonably attainable quality of surface water in the river, harbor and Mill Pond should be encouraged and supported, including efforts to achieve: a) substantial reduction of nonpoint source pollution; b) the most effective municipal wastewater treatment in accordance with best practices; c) avoidance of any pollution caused by boating activities; d) implementation of the Mianus River Watershed-Based Plan to identify and reduce sources of NPS pollution; and e) an effective ongoing program of water quality monitoring conducted by qualified governmental and/or nongovernmental organizations to identify existing and potential pollution sources and establish and maintain a database to support water quality improvement efforts.

5(b) **Stormwater Management:** Application of all practical structural and/or nonstructural best management practices and appropriate stormwater treatment systems and technology should be encouraged and supported to manage, reduce or otherwise control stormwater runoff into the harbor, including from parking areas, Town parks, waterfront commercial areas, I-95 decks and drains and Metro-North Railroad. Management of stormwater runoff from the Cos Cob Marina area should be in accordance with the current version of the Town of Greenwich Drainage Manual.

5(c) **Management of Highway Pollutants:** All feasible efforts by the State and Town to reduce the amount of pollutants discharged into the river, harbor and Mill Pond from nearby roads and highways, including I-95 and its elevated sections over the Mianus River and River Road areas, should be encouraged and supported.
5(d) **Marine Sanitation:** Provision of vessel-waste pump-out facilities at Cos Cob Marina and in the WB district with adequate capacity to serve boaters’ needs should be encouraged and supported.

5(e) **Intertidal Resources:** Any future plans for waterfront improvements on, in or adjoining the harbor should be carefully planned to avoid, reduce or otherwise mitigate any significant adverse impacts on viable intertidal resources, including tidal wetlands and intertidal flats.

5(f) **Avoiding Sedimentation:** All appropriate efforts to avoid or reduce sedimentation and the resulting need for dredging in the harbor should be encouraged and supported, including avoidance, reduction or elimination of activities and conditions that introduce excessive sediment into the river, Strickland Brook and Mill Pond or increase the discharge of sediment from the river downstream into the harbor.

5(g) **Cos Cob Mill Pond:** Fish and wildlife habitat associated with Mill Pond should be preserved and enhanced to the extent feasible. Tidal exchange to support viable intertidal habitat should be maintained, and stormwater runoff into the pond should be properly managed to avoid undue pollution and sedimentation affecting the pond and harbor. Restoration of degraded coastal resources on, in or contiguous to the Mill Pond, including intertidal and sub-tidal resources, should be pursued as a priority Town project for environmental restoration. (See 5(h) below.) Restoration should follow specific plans prepared in accordance with all applicable Town, State and federal laws and regulations concerning work in coastal waterways. The feasibility of available restoration techniques should be thoroughly evaluated, including, but not limited to, any opportunities for increasing tidal exchange through the Mill Pond Dam and excavating/dredging accumulated sediment to restore intertidal elevations necessary to support a healthy tidal wetlands ecosystem while reducing freshwater plants such as common reed (*Phragmites communis*). Feasibility evaluations and restoration plans should be developed through a collaborative effort involving Town, State and federal agencies for the purpose of improving water quality, scenic quality and fish and wildlife habitat, and to otherwise enhance the pond’s ecological and scenic values.

5(h) **Environmental Restoration:** Restoration of tidal wetland resources and associated ecological functions historically lost or degraded by sedimentation or restriction of tidal flow in the Cos Cob coastal area, including the Mill Pond area, should be encouraged and supported to the extent feasible. Any project for restoring intertidal resources should be in accordance with a detailed plan based on best available scientific information; formulated with input from potentially affected parties; and duly approved by the Town, DEEP and USACE after a review of environmental and economic costs and benefits.

Restoration of tidal wetlands may be accomplished with increased tidal circulation and/or excavation/dredging of accumulated sediment to restore intertidal elevations needed to
support healthy wetland ecosystems. Any plan for restoring tidal wetlands should incorporate detailed hydrologic and hydraulic analyses. Potential impacts of reintroduced tidewater, including on adjoining properties and stormwater detention capabilities, should be evaluated prior to any action approving the restoration plan.

Any restored tidal wetlands should be managed to: 1) provide tidal floodwater storage and stormwater detention functions; 2) protect ecological functions related to water quality maintenance, fish and wildlife habitat and other natural values; and 3) provide appropriate recreational, educational, scientific and other beneficial public purposes.

The effects of any project for restoring intertidal resources should be carefully monitored and evaluated over time. Any future increase of tidal flow into restored wetland areas should be carefully monitored and controlled to ensure that it does not adversely affect adjoining roads, other infrastructure and upland properties in any significant way.

5(i) Mianus Pond Fishway and Walkway: Operation, maintenance and enhancement, as needed, of the fishway and walkway to enable diadromous fish migration between the harbor and upstream locations in the river should be encouraged and supported to: a) continue to enhance the ecological health of the river and harbor; b) provide educational and scientific benefits; and c) provide opportunities for public enjoyment associated with access to the facility and observation of its operation.

5(j) Mianus River and Watershed: Initiatives that are planned and implemented, to the extent practical, on a watershed-wide basis to maintain surface water quality and otherwise protect and enhance coastal resources should be encouraged and supported. To the extent practical, the Town should coordinate planning, management and regulatory actions with the other communities with jurisdictions in the Mianus River watershed to advance the goals of the Mianus River Watershed-Based Plan and address common concerns that may affect the river, harbor and watershed, including protection of coastal resources and water quality and mitigation of flood hazards.

5(k) Land Use Regulatory Evaluation: Town land-use regulations should be evaluated to identify opportunities to most effectively encourage application of Low Impact Development (LID) techniques, including techniques that reduce impervious ground surfaces, preserve green space, decrease fill in flood zones, reduce site disturbance and generally increase infiltration of stormwater into the ground.
5. **DEMOGRAPHICS AND BUSINESS TRENDS**

Businesses along Route 1 in Cos Cob

*BFJ Planning*
GENERAL POPULATION

According to the U.S. Census’s 2010 Decennial Population Survey, Cos Cob has 8,747 residents, accounting for approximately 14.3% of total residents in the Town of the Greenwich (see Table 3). With 3.2 persons per acre, Cos Cob remains a low density neighborhood, though slightly denser than both Greenwich and Fairfield County.

<table>
<thead>
<tr>
<th>Table 3: Population Density</th>
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</thead>
<tbody>
<tr>
<td></td>
</tr>
<tr>
<td>Population (2010)</td>
</tr>
<tr>
<td>Acres</td>
</tr>
<tr>
<td>Persons per Acre</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, 2010

Over the last 40 years, the population of Cos Cob has increased from 8,373 residents in 1980 to 8,747 in 2010. The population has continued to grow each decade, while other “Village” areas of Greenwich including Old Greenwich, Byram and Glenville have experienced population losses in at least one recent decennial census (see Chart 2).

In the last decade, the population of Cos Cob increased at a rate of 1.7%. Although the neighborhood’s population grew at less than half the rate of Fairfield County (3.9%), Cos Cob’s population expanded faster than the Town of Greenwich, adding 140 residents (twice as many as Greenwich) during the 10-year period (see Chart 3, below).
According to the Connecticut State Data Center’s latest population projections, Greenwich is projected to continue to lose residents over the next decade, losing an additional 4.7% of its population even as Fairfield County grows by 4.1% between 2010 and 2025. Although the Center does not offer population projections at the neighborhood level, given Cos Cob’s higher overall and youth population growth relative to Greenwich, it is expected the neighborhood will not experience the population loss expected in the town as a whole.

**Age**

As Chart 4 and Table 4 show below, over the past decade, the demographic trends of Cos Cob differed from those of the surrounding areas, as the population of youths under age 20 increased in number at a faster rate than in Greenwich or Fairfield County, while young adults aged 20 to 34 declined more sharply in Cos Cob than in Greenwich. For all other age groups, demographic trends followed similar trends as surrounding Greenwich and Fairfield County.

In 2010, youth under the age of 20 totaled 29.6% of Cos Cob’s population, increasing by 241 residents (10.3%) since 2000, while in Greenwich this group fell by 271 persons (23%). Much of Cos Cob’s youth growth is attributed to residents aged 5-19, more than making up for the decline among children under 5. This likely reflects families waiting to move to Cos Cob until they become more firmly established. Well-utilized elementary schools and the strong reputation of Greenwich’s high school indicate a preference by families for Cos Cob.

Looking more closely at the youth population, Cos Cob added 35 children aged 5 to 9 over the previous decade. At the school level, this translates to an expansion of about seven children per grade. Meanwhile, the neighborhood’s population under 5 lost 24 children, or nearly five children per pre-K or kindergarten grade. As a share of the total population, children under 5 decreased from 7.3% to 6.9%, while children aged 5 to 9 rose from 8.2% to 8.4%. From 2000 to 2010, the neighborhood added seven

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**Chart 3: Regional Population Growth, 2000 to 2010**

![Chart 3](chart3.png)

Source: U.S. Census Bureau, 2000 and 2010

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Hispanic children under 5 and 39 children aged 5 to 9. If not for this growth in the under-9 Hispanic population, Cos Cob would have seen a decrease of nearly 5% in the population under 5, and a slight decline in the 5 to 9 population. These decreases would have still been less pronounced than those experienced by Fairfield County and Greenwich, but they indicate the growing impact of the Hispanic population in Cos Cob. This has potential programmatic implications for community services geared toward the neighborhood’s youngest residents.

According to the State Data Center’s most recent projections, the town’s population under age 20 will decline by 26.2% from 2010 to 2025.\(^5\) No neighborhood-level population projections exist to confirm whether Cos Cob will share in this forecast. From 2000 to 2010, Cos Cob’s population aged 20-34 decreased by 23%, following national trends, as younger adults seek educational and work opportunities in more urban areas. Similarly, the area lost 64 (2.2%) of residents in the workforce ages of 35-54.

\textbf{Chart 4: Regional Population Growth by Age Groups, 2000 to 2010}

\begin{center}
\begin{tabular}{lcccc}
\hline
 & Cos Cob & Greenwich & Fairfield County \\
Under 19 & & & \\
20 to 34 & -23\% & -20\% & -3\% \\
35 to 54 & -2\% & -4\% & 1\% \\
55 to 64 & & & \\
65 and over & & & \\
\hline
\end{tabular}
\end{center}

Source: U.S. Decennial Census, 2000 and 2010

\(^5\) Connecticut State Data Center, 2012.
Among residents aged 55 and older, Cos Cob followed similar population trends as Greenwich and Fairfield County. The senior population aged 65 and older increased by 42 residents (3.5%) in Cos Cob, compared with growth of 352 seniors (3.6%) and 6,912 seniors (5.9%) in Greenwich and Fairfield County, respectively. The older Baby Boomer generation of adults aged 55 to 64, presently 12.8% of the Cos Cob population, expanded at a rate of 21% over the 10-year period (see Chart 3), growing at a faster rate than Greenwich but not as fast as Fairfield County.

Cos Cob's elderly population (80 and older) experienced significant percentage growth from 2000 to 2010, increasing by 99 residents (38.7%), well outpacing, in percentage terms, both Fairfield County and Greenwich as a whole. For Cos Cob residents aged 85 and older, the population increased by 53 residents, or 50%, representing much higher percentage growth than the county and Town overall. The percentage growth also outpaced nationwide growth of about 30% for this age group. This pattern indicates a strong preference by the neighborhood’s residents to age in place, reflecting Cos Cob’s relatively low housing costs and combination of both natural and urban amenities. Given this apparent preference, the elderly population can be expected to continue growing in Cos Cob, as the Baby Boomer generation exits the workforce over the next 20 years. Longer term, the Town may want to encourage housing aimed at seniors, especially as part of mixed-use development that offers good access to the

Table 4: Net Population Change by Age Group, 2000 to 2010

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Fairfield County</th>
<th>Greenwich</th>
<th>Cos Cob</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent Change</td>
<td>Number</td>
</tr>
<tr>
<td>Under 5 years</td>
<td>-7,106</td>
<td>-11.1%</td>
<td>-573</td>
</tr>
<tr>
<td>5 to 9 years</td>
<td>-4,300</td>
<td>-6.4%</td>
<td>-265</td>
</tr>
<tr>
<td>10 to 14 years</td>
<td>+4,324</td>
<td>+6.9%</td>
<td>+696</td>
</tr>
<tr>
<td>15 to 19 years</td>
<td>+11,113</td>
<td>+21.8%</td>
<td>+1,166</td>
</tr>
<tr>
<td>20 to 24 years</td>
<td>+7,534</td>
<td>+17.5%</td>
<td>+168</td>
</tr>
<tr>
<td>25 to 29 years</td>
<td>+831</td>
<td>+1.6%</td>
<td>-364</td>
</tr>
<tr>
<td>30 to 34 years</td>
<td>-12,844</td>
<td>-19.3%</td>
<td>-1,486</td>
</tr>
<tr>
<td>35 to 39 years</td>
<td>-18,339</td>
<td>-23.4%</td>
<td>-1,706</td>
</tr>
<tr>
<td>40 to 44 years</td>
<td>-4,877</td>
<td>-6.4%</td>
<td>-457</td>
</tr>
<tr>
<td>45 to 49 years</td>
<td>+12,362</td>
<td>+19.0%</td>
<td>+588</td>
</tr>
<tr>
<td>50 to 54 years</td>
<td>+13,208</td>
<td>+22.5%</td>
<td>+809</td>
</tr>
<tr>
<td>55 to 59 years</td>
<td>+12,023</td>
<td>+25.8%</td>
<td>+594</td>
</tr>
<tr>
<td>60 to 64 years</td>
<td>+13,421</td>
<td>+38.3%</td>
<td>+548</td>
</tr>
<tr>
<td>65 to 69 years</td>
<td>+5,467</td>
<td>+17.7%</td>
<td>+243</td>
</tr>
<tr>
<td>70 to 74 years</td>
<td>-2,835</td>
<td>-9.8%</td>
<td>-211</td>
</tr>
<tr>
<td>75 to 79 years</td>
<td>-2,267</td>
<td>-9.3%</td>
<td>-169</td>
</tr>
<tr>
<td>80 to 84 years</td>
<td>+1,676</td>
<td>+9.6%</td>
<td>+121</td>
</tr>
<tr>
<td>85 years and over</td>
<td>+4,871</td>
<td>+31.2%</td>
<td>+368</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, 2000 and 2010
Hub and the bus line. The potential long-term growth in the elderly population also has implications for accessibility, highlighting the need for safe and convenient infrastructure in Cos Cob for elderly users.

However, it should be noted that the elderly (80+) population still represents a small portion of Cos Cob’s total population, increasing from 3% in 2000 to 4.1% in 2010. Because this is a small population cohort, relatively small numerical shifts can result in large percentage changes.

It also appears that the growth in older (65+) residents in Cos Cob is primarily occurring in wealthier households. Among householder 65 years of age or older, the neighborhood added 110 households with annual incomes exceeding $100,000 from 2000 to 2010, and lost 58 households earning less than $100,000. Cos Cob also added 34 older households earning more than $200,000 a year.

**RACE/ETHNICITY**

Between 2000 and 2010, Cos Cob experienced a loss of 401 residents (5.4%) who identified their race ethnicity as White, Non-Hispanic. During that time, the neighborhood added 544 individuals that identified with other Non-White race and ethnic identities. Following a similar experience as Greenwich and Fairfield County, all of Cos Cob’s population growth has been fueled by a growing minority population (see Chart 5, below). Hispanics/Latinos are responsible for just over half the population growth among minority groups. One out of four new minority residents are Asian/Other Non-Hispanic, while one out of six new minority residents identify themselves as multi-racial Non-Hispanic. Only one out of 10 new minority residents identified themselves as Black Non-Hispanic.

Cos Cob’s growing racial and ethnic diversity is not unique to the region. Both Greenwich and Fairfield County increased the racial/ethnic diversity of their populations over the last 10 years, with a majority of growth attributed to a fast-growing Hispanic/Latino population. Greenwich added 3,492 minority residents, including 2,118 Hispanics/Latinos, while Fairfield County added 72,698 minority residents, including 50,190 Hispanics/Latinos. Hispanics contributed to 60.7% of Greenwich’s minority population growth (2,118 residents), followed by Asian/Other Non-Hispanics (953 residents), Black Non-Hispanics (242 residents), and individuals identifying as two or more race groups (179 residents).

While no data exist for migration trends for Cos Cob and Greenwich, according to the U.S Census Bureau’s American Community Survey 2006-2010 5-Year Estimate, the growing Hispanic population in Fairfield County is the result of in-bound migration primarily from New Haven, Hartford and Westchester Counties as well the New York City boroughs of the Bronx and Brooklyn. In almost reverse migration, White Non-Hispanics are migrating out of Fairfield County in favor of Manhattan and New Haven, Hartford and Westchester Counties.
**HOUSEHOLD STRUCTURE**

The household structure of Cos Cob residents is generally similar to that of Greenwich and Fairfield County, where family households are predominant. In Fairfield and Greenwich, almost one out of four households are non-family, lacking legal or blood-related family members, while in Cos Cob, one out of five households lack family members. However, non-family households in Cos Cob increased by 695 households (518.7%) over the last decade, and, like Greenwich and Fairfield County, are expected to continue to expand in the future (see Chart 6). The number of family households with children increased in recent years as well. Both of these trends are reflected in Cos Cob’s age group growth patterns, signifying that Cos Cob is increasingly becoming a community shared by young family households with children as well as older workforce-age empty nesters.

**Chart 6: Cos Cob Households by Type, 2000 to 2010**

- Family Households
- Family Households with Children
- Married Family Households
- Married Family Households with Children
- Single Male Householder
- Single Male Householder with Children
- Single Female Householder
- Single Female Householder with Children
- Nonfamily Households

Source: U.S. Census Bureau, 2000 and 2010
Growth trends among Cos Cob households with children generally follow race-ethnicity population trends. Hispanics are responsible for 65.9% of the increase in families with children (see Chart 7) while Black and Asian/Other Non-Hispanic households account for 17% and 11.4% of the growth, respectively.

<table>
<thead>
<tr>
<th>Race/Ethnicity</th>
<th>Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hispanic</td>
<td>+58</td>
</tr>
<tr>
<td>White Non-Hispanic</td>
<td>+5</td>
</tr>
<tr>
<td>Black Non-Hispanic</td>
<td>+15</td>
</tr>
<tr>
<td>Asian/Other Non-Hispanic</td>
<td>+10</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, 2000 and 2010

**HOUSEHOLD INCOME TRENDS**

Since 1999, the gap between high-income and low-income households in Cos Cob increased significantly (see Chart 8, below). The number of neighborhood households earning less than $100,000 dropped by 851 households (93.6%), while those households earning more than $100,000 expanded by 563 households (81.2%).

Over the past decade, as measured in nominal dollars, the share of households with incomes in the top two quintiles of distribution – $150,000 and over – increased dramatically in Cos Cob, from 34% to 52.7% of total (see Chart 9). In both absolute and relative terms, this increase represented a faster growing concentration of wealth in Cos Cob than in Greenwich. In the bottom two quintiles, or annual incomes under $100,000, the number of households in Cos Cob declined by 851 (47.5%), but below Greenwich’s share of total. Clearly inflation, or the annual increase in wages and prices, contributed strongly to the upward shift in household earnings. Also, rapidly rising residential rents throughout Greenwich have contributed to displacement of lower-income households. For the entire 1999-2011

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6 It should be noted that the Census Bureau measurement of money income does not reflect income-producing investments such as stocks, bonds, or income from rental property which could substantially elevate the upper income bracket affluence.
period, the middle income bracket of $100,000 to $149,999 in household income remained the most unchanged in Cos Cob in absolute and relative terms, representing 473 households or 15.2% of total.

**Chart 8: Cos Cob Households by Income, 1999 to 2011**

Note: (*) Unadjusted for inflation.

**Chart 9: Cos Cob and Greenwich Share of Households by Annual Income, 1999 to 2011**

Adjusted for inflation, between 1999 and 2011, the median household income in Cos Cob increased by 17.8%, from $134,027 to $157,836.\(^7\) In Greenwich and Fairfield County, where the median is lower than in Cos Cob, median household income declined by 4.9% and 6.3%, respectively. Whereas in 1999, Cos Cob’s median household income was only $244 higher than in Greenwich, by 2011 the gap had expanded by $30,635 as median household income in the northern section of Cos Cob, census tract 102.02, climbed from $108,651 to $175,625.

**Housing Trends**

Over the last decade, Cos Cob’s housing stock lost seven units as the neighborhood added 82 residents (see Table 5). For the same period, home sales values continued to rise. Despite growing home values, the neighborhood’s single-family home market has not recovered from the housing market crash of 2008. According to the Greenwich Multiple Listings Service, average sales prices for single-family homes in Cos Cob in May 2013 were $1.22 million, down from a peak of $1.57 million in 2007. The rental market, however, has largely recovered. From 2007 to 2011, average monthly home rentals increased by 53%, from $3,400 to $5,200.

<table>
<thead>
<tr>
<th>Table 5: Housing Supply</th>
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</thead>
<tbody>
<tr>
<td><strong>2000</strong></td>
</tr>
<tr>
<td>Greenwich</td>
</tr>
<tr>
<td>Housing Units</td>
</tr>
<tr>
<td>Population</td>
</tr>
<tr>
<td>Persons per Unit</td>
</tr>
</tbody>
</table>


Although wealth among Cos Cob residents has increased, housing affordability remains a serious concern. According to the Census Bureau’s 2007-2011 American Community Survey, at least 877 (28%) Cos Cob households spend more than 30% of their income on housing costs such as mortgage or rent payments and utility bills. The rising cost and unaffordability of housing has numerous social impacts, and may be partially responsible for the outward migration of residents in the labor force ages of 25 to 39, low-wage labor shortages and extended commutes for area workers. As shown in Chart 10, low-income households are most likely to pay the largest share of their income on housing, but moderate- and high-income households also struggle to afford housing. Among Cos Cob households earning more than $100,000 annually, 165 households (17.7%) struggled to afford their homes.

\(^7\) Median Household Income for Cos Cob based on the adjusted average median income of households in the two census tracts that encompass Cos Cob (Tract 108 and 102.02).
**Employment Trends**

Cos Cob is home to only one out of 20 jobs within the Town of Greenwich, but its share is growing. According to the US Bureau of Labor Statistics, area jobs increased from 1,468 to 1,712 (16.6%) from 2002 to 2010, further expanding Cos Cob’s share of Greenwich’s total employment from 4.2% in 2002 to 5.2% in 2010. Major industry sectors of growth include arts/entertainment/recreation, health care/social assistance and educational services, each adding more than 80 workers over the eight-year period, more than making up for the 85 jobs lost in the retail sector where employment decline was the greatest.

While one of three employed Cos Cob residents work in Greenwich, most residents commute to other cities and towns for their jobs. Top commuter locations include Stamford and Manhattan, where equally one of six workers travel for work. One out of 10 commuters work in Westchester County, while

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8 Employment statistics in Cos Cob are based on local business employment in the two census tracts that encompass the neighborhood (Tract 102.02 and Tract 108). All employment data are derived from the U.S. Bureau of Labor Statistics’ Quarterly Census of Employment and Wages (QCEW), and represent 99.7% of all wage and salary civilian employment. Workers excluded from the QCEW include most self-employed workers, most agricultural workers, all members of the armed forces, elected officials in most states, most employees of railroads, some domestic workers, most student workers at schools and employees of certain small nonprofit organizations.

9 Commuting statistics based on data from the Longitudinal Employer-Household Dynamics program, a collaborative program between the U.S. Bureau of the Census and the Bureau of Labor Statistics.
one out of 12 workers commute to Hartford or New Haven Counties, collectively. Between 2002 and 2010, the share of Cos Cob residents commuting to either Greenwich or Stamford decreased from 54.4% to 46.1% of the population, as Manhattan and White Plains have become increasingly popular commuting destinations.

**RETAIL AND SERVICE BUSINESS TRENDS**

In Cos Cob’s 06807 zip code, an area somewhat smaller than Cos Cob as a whole, the number of businesses declined between 2000 and 2010 (see Table 6). Over that period, the neighborhood gained seven health-care firms, including offices of physicians, dentists and specialists, and four educational service firms specializing in sports, recreation instruction and exam preparation. Cos Cob added three food-service businesses, gaining six limited-service restaurants and snack bars while losing four full-service restaurants.

The greatest loss of neighborhood businesses occurred in the retail sector, where Cos Cob lost 13 retail businesses over the 10-year period. Within that total, the neighborhood lost three grocery/food-related stores, a drug store, a personal care retailer, three gas stations with convenience stores, a jewelry store, a florist and two gift shops. Over the same period, the community gained a few retailers including a men’s clothing store, fish market, furniture store and a home furnishing store.

Although Cos Cob lost 33 small businesses, primarily in the retail sector, its economy lost fewer medium- and large-size employers. Among large employers with 20 or more workers, the community gained three health-care/social service firms, two arts/entertainment/recreation firms and one educational services business, while losing four information and the finance/insurance service firms and two trade businesses. Cos Cob also lost its largest employer, a transportation/warehousing firm that employed more than 100 workers (Joyce Van Lines, formerly located at Route 1/Strickland Road/Cross Lane).

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10Although Cos Cob is located primarily in the zip code of 06807, the southern and westernmost sections of the neighborhood are located in zip code 06830. Because that zip code covers a much larger area than Cos Cob alone and is largely residential, it has been excluded for purposes of analysis.
Table 6: Cos Cob Businesses by Industry and Size (Zip Code 06807) Change, 2000 to 2010

<table>
<thead>
<tr>
<th>Industry Type</th>
<th>Total</th>
<th>Number of Establishments by Employment-size class</th>
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</tr>
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<td>Total for all sectors</td>
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<td>-33</td>
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<td>-3</td>
</tr>
<tr>
<td>Manufacturing</td>
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<td>-1</td>
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<tr>
<td>Wholesale trade</td>
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<tr>
<td>Retail trade</td>
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<td>-10</td>
</tr>
<tr>
<td>Transportation &amp; warehousing</td>
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<tr>
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<td>-4</td>
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<tr>
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<td>Professional, scientific &amp; technical services</td>
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<td>Arts, entertainment &amp; recreation</td>
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<td>-1</td>
</tr>
<tr>
<td>Accommodation &amp; food services</td>
<td>+3</td>
<td>+2</td>
</tr>
<tr>
<td>Other services (except public administration)</td>
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<td>-4</td>
</tr>
<tr>
<td>Unclassified establishments</td>
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Source: U.S. Census, Zip Code Business Patterns, 2000 and 2010

**SUMMARY AND RECOMMENDATIONS**

Cos Cob’s population has changed significantly since 2000. The neighborhood has shared in the experience of many suburban areas – and the nation as a whole – of growing ethnic and racial diversity combined with an aging population. However, despite the recent economic downturn, Cos Cob has seen a faster-growing concentration of wealth than both Fairfield County and Greenwich as a whole. Census and school enrollment data indicate that the community remains quite attractive for families. The number of businesses located in the neighborhood has declined, but the number of jobs – both in total and as a share of the town’s – have increased, despite the loss of a major employer. This reflects continued strength in medium-sized and larger employers, which has offset volatility in small businesses. Meanwhile, the housing market in Cos Cob shows signs of recovery, with rents up more than 50% from 2007 to 2011, and sales prices, while still off their pre-2008 highs, also exhibiting strength.

These demographic and business trends have some important planning implications for Cos Cob. First, the rising incomes, prevalence of families and growing diversity indicate a viable consumer base for a variety of businesses located in the neighborhood. The online survey conducted as part of this Neighborhood Plan, as well as comments at the public workshop, suggested potential unmet demand for retail and restaurant uses in the Hub area. Although the retail sector has contracted in Cos Cob in
recent years, that trend is likely more reflective of the national and regional economy than localized conditions. In addition, the shift from traditional restaurants to quick-service eateries may be in part due to parking requirements and the restriction on liquor licenses.

As discussed in Chapter 2, this Plan recommends that the Town seek to address elements in its zoning regulations that may be impeding the growth and viability of Cos Cob’s local business. With economic conditions continuing to improve and localized impediments addressed, it could be expected that businesses would choose to locate or expand in the neighborhood given its robust demographic profile.

The Request for Proposals (RFP) for this Neighborhood Plan included examination of the potential for a Special Services District, a tool used by a number of Connecticut municipalities to implement economic development policies. These districts typically have responsibility for streetscape and other environmental improvements, as well as for planning special events and promotions. One successful example in Cos Cob’s vicinity is Stamford Downtown, which was established in 1993 and hosts a variety of promotional events, provides information for visitors on parking and amenities and supplies grants to new retailers. Other municipalities in the state look to economic development commissions or chambers of commerce to perform similar functions.

At present, it is unlikely that Cos Cob has achieved a critical mass of business activity to support a Special Services District. It appears that many of the functions typically served by a Special Services District could be undertaken by a localized business group. Efforts are presently underway within the neighborhood’s business community to re-establish the Cos Cob Merchants Association, which, if successful, would be an ideal alternative to a Special Services District. In addition, Greenwich has a fairly active Chamber of Commerce, with a membership drawing from throughout the town and including adjacent municipalities as well, although it appears that few Cos Cob businesses are members. In the longer-term, the Cos Cob Merchants Association should consider facilitating discussions between the Chamber and Cos Cob merchants to determine how their relationship could be strengthened for mutual benefit.

Another important implication of Cos Cob’s demographic changes is the need for more diverse and affordable housing. While the neighborhood’s income has increased overall in recent years, not all residents have shared in that growth, and indications are that many residents are cost-burdened with respect to housing. Cos Cob has seen a substantial increase in its elderly population, indicating a preference to age in place, but many of these seniors may be seeking to downsize. Families continue to dominate in the community, but they appear to be waiting until they are well established in their careers and financially; this is reflected by declines in children younger than five and in adults aged 25-39. If Cos Cob had a greater supply of moderately priced alternatives to single-family homes – such as condos, townhomes and apartments – it could effectively target several key demographics: seniors, young professionals and young families. This would allow the community to serve its longstanding members while attracting age groups that it is currently lacking.
Participants in the online survey and the workshop indicated general support for affordable housing located in the Hub, including on Route 1. The more critical question was one of density and appearance. Overall, public input showed satisfaction with some recent mixed-use development on the Post Road that included upper-floor housing. For example, the new building adjacent to the First Bank of Greenwich was discussed as a model for future mixed-use development, with a scale, density and design that residents are comfortable with. This suggests that the Town’s regulations for housing in business zones are functioning reasonably well. Given the lack of vacant land in the Hub area, the focus should be on development of underutilized properties and redevelopment of sites that were built according to vehicular-oriented, strip commercial development. Chapter 2 identifies some underutilized properties, while Chapter 6 discusses the redevelopment potential for other commercial areas, recognizing the limitations inherent with privately owned property which the Town does not control.
Cos Cob’s business area is distinguished by its small-scale character.

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INTRODUCTION

This chapter examines existing urban design conditions in Cos Cob and presents recommendations to improve the character of the Hub and Route 1 corridor in order to promote a more attractive and pedestrian-friendly environment.

Several field visits were conducted to observe and record urban design conditions in Cos Cob, specifically along the Post Road (Route 1). These occurred at various times of day, including one four-hour visit during which design conditions were noted along the length of Route 1 from Indian Field Road to Nassau Place. The analysis focused on the overall corridor conditions, with added emphasis on the Mill Pond area and the Hub. Data were collected in the form of notes, mapping and more than 200 photographs to record building, street, parking, open space and sidewalk conditions and the presence of street furniture including signage and lighting.

Observed existing conditions are discussed in the following section, and recommendations are presented at the end of the chapter.

EXISTING CONDITIONS

General Context and Urban Form
Figure 19 provides an analysis of urban form along Route 1 in Cos Cob. As shown in Figure 19b, the urban form along the corridor is characterized by fairly long blocks, running east to west. These areas reflect the linear nature of Route 1, as well as the relatively few north-south streets intersecting the corridor. From an urban design perspective, this form places greater emphasis on the frontage along the corridor, and consequently on how buildings address the corridor’s right-of-way. Figure 19c adds building footprints and pavement to the blocks shown in Figure 19b, and makes visible the space between buildings and between the buildings and the right-of-way. Two dominant spatial conditions are observable: areas where buildings are set closer to the corridor right-of-way, and areas where buildings are set farther back. These conditions are shown in greater detail in Figure 19d, which highlights areas along the corridor where parking is provided to the rear of buildings and where parking is provided directly in front. The photos on page 88, below, compare the resulting visual appearance and pedestrian environment created by these two conditions. Finally, Figure 19e assesses corridor frontages based on setbacks and the resulting pedestrian environment.
A: Aerial
Aerial of Route 1 in Cos Cob from approximately Cross Lane in the west to a point just west of Nassau Place to the east.

B: Urban Form
In Cos Cob, the general urban form along the Route 1 corridor is characterized by long blocks that run east-west. This typically results in numerous curb cuts and places greater design emphasis on the frontage along the corridor.

C: Figure Ground
This image shows building footprints and pavement overlayed on the blocks. From this diagram, it is possible to see the spatial relationship between buildings and the corridor roadway.

D: Setbacks and Parking
This image identifies areas along the corridor where parking is provided to the rear of buildings (shown in orange) and where parking is provided directly in front of buildings along the roadway (shown in yellow).

E: Frontages
This image shows where stronger pedestrian-oriented frontages occur along the corridor (shown by the yellow line). Frontages that could be improved (shown by the red line) occur mostly in newer developments where buildings are set far back from the roadway and sidewalks along the corridor.
Existing Built Environment
From an urban design perspective, Cos Cob possesses many desirable physical design features, most observable in two locations:

1. The area around the Hub, including Mill Pond Park and the library complex; and

2. A stretch of the north side of Post Road between Al Oliver & Sons Pianos at 400 East Putnam Avenue to just east of the recently constructed branch of the First Bank of Greenwich at 444 East Putnam Avenue.

These areas successfully promote walkability, provide most parking to the rear and exhibit a stronger sense of place than observed elsewhere along the corridor. Broadly, the contributing elements include the use of appropriately scaled buildings, attractive signage and a positive building-street relationship with parking provided to the rear of buildings.

Area 1: The Hub:
The Hub exhibits numerous positive urban design principles that help create an attractive and desirable place where people want to shop, eat, and spend time, including:

- Appropriately scaled buildings that allow people to enjoy their environment in greater comfort;
- A walkable, pedestrian-friendly environment with ample, protected and clearly defined sidewalks, reinforced by active storefronts and entrances at street level and by the placement of street furniture and parked cars along the roadway;
- Parking behind buildings allowing patrons to park once and walk to nearby destinations;
- Mixed uses, including daily convenience and specialty shops, restaurants, civic amenities (e.g. the library and post office) and offices, catering to the needs of a diverse population;
- Public green space, including Mill Pond Park and the library green, providing passive recreational opportunities;
- Attractive signage, including externally illuminated wood signs on some buildings;
- Use of appropriate and contextual building materials such as brick and painted wood on facades of many buildings; and
- Street furniture such as benches, street trees and other vegetation and a flag pole and clock near the library and fire station.
The Hub exhibits many positive urban design conditions, including use of appropriately scaled buildings, attractive signage and a positive building-street relationship with parking provided to the rear of buildings.
Area 2: North Side of Route 1 near First Bank of Greenwich:
Separate from the Hub, another area illustrating strong urban design principles is a stretch of frontage on the north side of the corridor that includes two recently constructed buildings: the First Bank of Greenwich and a neighboring mixed-use building to the east. Also very positive is the row of mostly older buildings that stretch west from the bank. The defining urban design characteristics observed here and shown at the left are buildings set toward the front of the lot, near the Route 1 roadway, active frontages (shops, entrances, etc.) on the first story, a wide and attractively landscaped sidewalk, good signage and parking to the rear or side of buildings.

Interestingly, these conditions provide some sense of what Route 1 looked like in years past, with buildings set closer to the road and some semblance of a walkable pathway (sidewalk) along the roadway. Today, the traditional stretch of the corridor near the First Bank of Greenwich is unique, not only for Cos Cob, but for many primary corridor routes in the Northeast. It should therefore be preserved and considered as a model for future development along the Post Road in areas outside of the Hub.

This section of Route 1 exhibits many positive urban design principles, including buildings set to the front of the lot, active first-story frontages with good signage, an attractive sidewalk and parking at the rear or sides of buildings.

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These photos show conditions along Route 1 in the 1930s, with buildings closer to the roadway and a sidewalk. Parking is accommodated both along the street and to the rear in the bottom photo of the Hub.

Greenwich Historical Society
Building Form and Sense of Place
While the Hub and the area around the First Bank of Greenwich possess many positive urban design characteristics, less successful conditions can be observed along the Route 1 corridor. The left image below shows a traditional corridor frontage configuration (in the area near the recently constructed First Bank of Greenwich). Here, buildings are set closer to the right-of-way, with parking provided in the rear. In comparison, the image on the right shows a more typical suburban configuration, indicative of newer development along the corridor, where buildings are set farther back, placing the parking along the roadway. The traditional configuration balances the needs of the vehicle with those of the pedestrian, while the more contemporary configuration gives greater priority to the automobile (as shown in the photos on the following page).

![Traditional Corridor Setbacks](image1.jpg) ![Excessive Corridor Setbacks](image2.jpg)

 Appropriately balancing the needs of pedestrians and automobiles along the corridor would allow more people to comfortably walk and enjoy the area on foot. This would also encourage people to park once and walk to several destinations, ultimately reducing traffic impacts. Further, making the neighborhood more pedestrian-friendly would make it a more convenient place to visit and shop, creating a more memorable visual identity to allow Cos Cob to stand out from other Route 1 communities in southwest Connecticut.
These photos show several examples of less successful frontages along Route 1 in Cos Cob. Some buildings are set far back from the corridor roadway and sidewalk, making pedestrian travel uncomfortable. Other areas are missing sidewalks entirely.

Architectural Character:
As the discussion above suggests, the built environment appears strongest where buildings are set close to the roadway and parking is located in the rear. But sense of place is also created through careful and sensitive building design.

In Cos Cob, strong architectural character is evident in areas such as the Hub and near the First Bank of Greenwich. In these locations, while buildings vary in style, each plays by the same rules of design by sensitively addressing the public environment, using contextual materials and employing familiar forms and styles. Strong architectural character, apparent in historic buildings, is equally achievable contemporary buildings.

Several buildings stand out in this sense (see Figure 21, below), including those on the southwest corner of Strickland Road and East Putnam Avenue, the row of shops along the north side of Route 1 in the Hub and the Cos Cob firehouse and school. Newer buildings such as Greenwich Court housing, the First Bank of Greenwich and its mixed-use neighbor to the east are fine examples of contemporary architecture that contribute positively to sense of place by offering strong architectural character, as does the
People’s United Bank just to the west of the Hub. Examples of less formally rendered buildings can also exhibit strong architectural character and contribute positively to sense of place. For example, the Drawing Room, Karen’s Interiors and the building at 428 Putnam Avenue have been expertly adapted and renovated, and add an element of eclecticism to Cos Cob’s image. All these buildings appear contextual because they employ a consistent architectural vocabulary and materiality, not because they share an architectural style. This strategy should be encouraged in future development in the neighborhood.

In comparison, less successful buildings are those that fail to address the pedestrian environment along the corridor or to conform to basic design principles discussed above. These examples, shown below, include the commercial building at 522 Putnam Avenue, which, though attractively landscaped, seems visually incongruous with many of the buildings found elsewhere in Cos Cob. The Toyota dealership, while a use found commonly in corridor settings, is set back with its parking lot adjacent to the sidewalk. The Gulf and Citgo gas stations are poorly landscaped with dumpsters and other service-related elements placed next to the sidewalk. None of these buildings contributes positively to Cos Cob’s built environment. While the Hub shows many successful urban design principles, sense of place could be improved through design strategies such as consistency in architectural vocabulary (as opposed to style), themed signage, similar building materials, lighting and street furniture.

Buildings that fail to address the pedestrian environment or conform to common design principles do not contribute positively to Cos Cob’s built environment.

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FIGURE 21: COS COB BUILDINGS WITH STRONG ARCHITECTURAL CHARACTER

GREENWICH, CT
Gateways:
Creating a stronger sense of arrival could also improve Cos Cob’s sense of place. While the Hub is the heart of the community, it is difficult to mark one’s arrival in the neighborhood, which begins well east and west of the Hub along Route 1. Presently, a standard CTDOT-style sign marks entry to Cos Cob on East Putnam Avenue to the east of the Hub (see below). No identifiable signage was observed from the western approach. More should be done to denote arrival in (and departure from) Cos Cob through the creation of gateways, which can consist of important buildings or identifiable areas. This occurs naturally at the Hub, where arrival is marked by the presence of the shops, fire station, library and Mill Pond. Formal gateways could be created on Route 1 east and west of the Hub through attractive signage or standalone design elements that evoke an important aspect of the area’s history or identity. These should be complemented by landscaping and lighting to improve aesthetics and call attention to visitors.

These photos show existing conditions entering into Cos Cob from the west (top) and east (bottom). Both gateways employ standard CTDOT sign to mark arrival. Sense of arrival and place could be improved with new signage (see Figure 28 below).

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Pedestrian Environment
Placing buildings closer to the roadway is a first step in creating a strong pedestrian environment, but other design strategies, including the presence of active frontages and pedestrian enclosure, are equally important.

Sidewalks:
Sidewalk connectivity and condition along Route 1 in Cos Cob are generally strong. Pedestrians can successfully navigate almost the full length on both sides of the corridor east to west, and intersecting side streets provide sidewalks to adjoining residential areas. Some stretches of sidewalk are appointed with a grass planting strip to provide separation from moving traffic. The least successful portions of sidewalk are in front of the gas stations east of Orchard Street and along the stretch of shops west of the Hub near the car wash. These are poorly landscaped with unscreened dumpsters and other service-related elements placed adjacent to the sidewalk (see below). There are two missing links in the sidewalk network: in front of the car wash west of the Hub, and along the south side of the corridor, east of Robertson Lane, in front of the Cos Cob Plaza shopping center. These should be addressed as they disrupt pedestrian travel in these areas. The Town’s DPW has delineated a sidewalk line in front of the car wash, but a formal sidewalk will likely involve an enforcement mechanism or redevelopment of the property. The missing sidewalk near Cos Cob Plaza is especially important as it serves as a link for residents of the recently built Greenwich Court condominium complex.

The top photo illustrates sidewalk conditions along two gas stations, which are poorly landscaped with unscreened service-related elements placed next to the sidewalk. The image at bottom shows a stretch of missing sidewalk east of Robertson Lane.
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Pedestrian Enclosure:
Pedestrian enclosure involves the intentional use of design elements such as street trees and furniture to provide a physical separation between the street and the sidewalk, and building details such as cornices and awnings to provide overhead canopy. In short, pedestrian enclosure helps people feel comfortable when walking along busy roads like Route 1, and is an important part of creating a successful pedestrian environment.

The blocks that form the Hub provide an acceptable level enclosure along its sidewalks. As shown in Figure 22, the Hub has trees and benches along the edge of the sidewalk; attractive architectural detailing; and a uniform, well-maintained paving pattern. Steps should be taken to ensure this condition is maintained and strengthened, and efforts should be made to improve pedestrian enclosure elsewhere along the corridor.

Active Frontages:
Active frontages along the sidewalk are another important element in creating a successful pedestrian environment. In a small downtown area like the Hub, active frontages usually include shops and restaurants along the sidewalk. In other areas, such as those outside of the main commercial area, building entrances to offices or residences can provide acceptable activity. The key is to provide people-oriented building features along the sidewalk at the ground level.

The Hub is a good example of this. Here, buildings are set close to the sidewalk; other features provide an acceptable level of pedestrian enclosure; and much of the ground-level frontage is comprised of active uses, including storefronts, restaurants and building entrances. Parking is provided in the rear or on the street. While the Hub provides active uses along its sidewalks, some of its frontages, such CVS, include windows that are blocked with full-window advertisements, or sills placed too high from the ground so as to block pedestrians’ view. This practice should be discouraged in future development.
On taller buildings, cornices and other elements help define roofline and contribute to sense of enclosure.

Pedestrian scale defined by awnings and other hanging elements such as low level lighting.

Active and attractive storefronts at street level improve the pedestrian experience.

Uniform paving pattern enriches walkway.

Trees and street furniture provide edge distinguishing the sidewalk from the street.

On-street parking helps pedestrians feel safer.
In other areas along Route 1, where buildings are set close to the roadway, less active frontages may be appropriate, and can include entrances to office buildings and residences occurring along the sidewalk. This is evident in the area near First Bank of Greenwich, though some facades of neighboring buildings need maintenance and care.

Elsewhere along the corridor, many buildings are set back from the roadway, making the possibility of creating active frontages a long prospect. Here, pedestrian environment tends to be weaker, but in these instances it could be improved with wider sidewalks or planting strips to help separate pedestrians from traffic, parking along the roadway to help pedestrians feel safer, landscaping to separate pedestrians from parking lots and designated pathways through parking lots.

Figure 19e shows where pedestrian frontages could be improved along the corridor. Frontages marked in yellow provide an acceptable level of pedestrian enclosure and active frontage. These also have active uses at the ground level, feel reasonably pedestrian friendly and occur primarily in the two areas discussed above (i.e. around the Hub and near the First Bank of Greenwich), but in other areas as well. These areas should be maintained, strengthened and enhanced. Less pedestrian-friendly frontages are shown in red in Figure 19e. These occur mainly where buildings are set back from the roadway, creating conditions where pedestrians would be more exposed to traffic. These areas should be addressed with design interventions presented in the recommendations section.

**Crosswalks and Bus Stops:**
Crosswalks and bus stops also play an important role in creating a successful pedestrian environment. As noted in Chapter 3, well-marked crosswalks provided in key locations can improve walkability. In the area of the Hub, improved crosswalks, with refuge areas in the middle, could improve pedestrian safety and circulation, and help knit together the stores and parking areas on the north side of the corridor to Mill Pond Park. Bus stops, while often simply thought of as utilitarian infrastructure, can play an important role in improving the built environment when they are viewed as design elements in their own right. Presently, there is one bus shelters along Route 1 in Cos Cob, in front of the Cos Cob School, and another has been proposed by private developers along the road. Current bus usage does not warrant additional shelters in Cos Cob, based on a study and grant program completed in 2011-2012, but future shelters may be considered as appropriate if conditions change.

**Signage and Street Furniture**

**Commercial Signage:**
Cos Cob has a wide variety of sign styles from attractive carved wood signs to large interior illuminated light-box wall signs. Other sign styles include awning signs, cutout-applied letter signage, hanging window signs, illuminated letters and corporate logo signage. Stores utilize more than one style of sign each with its own typeface and graphics. In an environment with so many signs, each competes for attention (and also with the architecture), instead of conveying its message simply and effectively.
In a corridor environment, signage must at one level look distinctive (from other stores) and be visible to approaching automobiles. The typical approach to meeting these demands results in signage that is unnecessarily large and overly illuminated (see Figure 23). As more stores compete, installing brighter and larger signs in an effort to stand out signs become visually indistinctive from one another. Traces of this kind of environment are beginning to develop in some of the newer commercial developments along the south side of Route 1. Combined with excessive setbacks indicative of these developments, the result becomes a strip-mall environment that is indistinctive from anywhere else.

Examples of more visually appealing and contextual signage are found around the Hub, where commercial signage appears to be proportionately sized and appropriately placed on buildings so as to highlight rather than compete with their architectural styling. One of the best examples can be observed on the row of storefronts on the southwest corner of Strickland Road and East Putnam Avenue (see Figure 23). Here, a simple mix of materials, including brick and painted wood (white), and appropriate placement of simple black cut-out letters, illuminated indirectly with incandescent goose-neck lamps, results in an attractive and contextual façade across the five buildings. This helps the storefronts, despite varying architectural styles, to appear as a unified group, effectively anchoring the corner. It is important to note the simplicity of how this is achieved, through the consistent use of materiality, color and signage.

Elsewhere in Cos Cob, other examples of strong signage are observed in the row of shops on the north side of Route 1 east of Suburban Avenue (see Figure 23). The buildings vary, as do the signage and styling, but all are indirectly illuminated, well-crafted and show strong character. Particularly attractive are signs for Plum restaurant, which uses signage above the storefront facing Route 1 as well as an attractive sign placed strategically on the north end of the building to be visible to approaching traffic. This strategy is also used effectively by Al Oliver & Sons Piano to the east.
Examples of Less Attractive Signage on Route 1 Corridor
While set in attractively landscaped planting strips, the signage shown in these images is indicative of that found along automobile-oriented corridors across the country. Note also the missing sidewalk in the middle image.

Examples of Appropriate Signage in the Hub
Buildings on the corner of Strickland Road and Putnam Avenue illustrate how commercial signage can be effective and also have good character. Here both buildings use attractive signage that uses simple black cut-out letters on a painted background. Rendered across all buildings, this signage them ties together the buildings to effectively anchor this important corner in Cos Cob.

Examples of Appropriate Signage on Route 1 Corridor
These buildings show that effective commercial signage can also have strong character. Here both buildings use attractive signage that is externally illuminated, and each utilizes the side of building to reach approaching vehicles.
Street and Informational Signage
Much of the street and informational signage in Cos Cob is standard CTDOT signage mounted on the standard perforated metal channel. Some sign posts are bent or askew, and some partially obstruct the pedestrian pathway at or near eye level. There are, however, a few examples of far more attractive informational signage (shown below), which should be considered as models as these signs function as well as the standard CTDOT signs, but add more character to the built environment. As discussed above, one of the most effective ways of creating sense of place is to use more attractive signage.

The image on the left shows an example of attractive informational signage – in this case, indicating Strickland Road and directions to the Bush-Holley Historical Site. Contrast this with the typical DOT signage at right informing location of Cos Cob Library. The center photo shows standard street signage that could be improved in special areas like the Hub.

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Parking Areas
Approximately half of the commercial parking along Route 1 is accommodated to the rear of buildings (see Figure 19d). The rear parking lots, primarily in private ownership, are generally well maintained but could be improved to increase parking efficiency and make stronger connections with the stores and the pedestrian environment along the corridor. Placing parking slightly away from the backs of buildings would allow for stores to enhance their rear entrances and also for a narrow sidewalk to improve pedestrian travel. Providing designated pathways and lighting from parking areas to the stores and street would also make pedestrian travel safer and more pleasant. Currently, pedestrians must walk through vehicular driveways to reach the street (see photos below). Visual appearance of these parking lots should be improved through lighting, landscaping treatments and proper screening of service and utility areas, including dumpsters. Low Impact Development (LID), Green Infrastructure designs and the Town’s Drainage Manual will improve the visual and environmental impacts on parking areas and lots.

The remaining commercial parking along Route 1 occurs in parking lots in front of stores along the corridor right-of-way. The lots are well maintained, and almost all include planting strips and landscaping. Pedestrian safety and walkability could be improved by providing designated pathways through the lots to the stores. This would also enhance aesthetics, as would more trees planted between the sidewalk and edges of parking lots.
These images show conditions of the rear of store parking areas in Cos Cob. Presently these areas appear unattractive, and pedestrian access to the stores and to the street front could be improved.

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**Green/Open Spaces**

Equally effective in creating sense of place is the presence of identifiable urban elements, like a village green or similar physical features to help people associate memorably with a particular location. In the Hub, this is partially achieved by the presence of the Mill Pond Park, the open space that fronts the library and the historic fire station at the corner of Sinawoy Road and East Putnam Avenue. Other positive design elements in the Hub, as discussed, also contribute. However, these elements, while positive in their own right, do not form a whole greater than the sum of its parts. More should be done to link them to create a more unified, identifiable community center. This could be achieved by physically and visually connecting elements such as the Mill Pond Park to the shopping row and the library green. Another strategy could be the use of similar signage or lighting elements to visually link the green spaces on the north and south sides of Route 1 in the Hub.

One of the most valuable open space amenities in Cos Cob is Mill Pond Park, which is situated in the center of the Hub and offers waterfront views and green space. Presently, however, access to the Mill Pond waterfront is limited. The park also remains unconnected to other public spaces in the Hub, such as the green in front of the Cos Cob Library.
RECOMMENDATIONS

Urban design themes discussed above focus primarily on improving Cos Cob’s sense of place, making its pedestrian environment safer and more conducive to walking and upgrading its overall appearance. The results can be summarized in five general recommendations:

1. Build on existing positive examples to improve the overall built environment over time
2. Improve and link existing amenities in the Hub to create a stronger sense of place
3. Improve the pedestrian environment and signage to encourage walking
4. Create Gateways to mark arrival and strengthen identity
5. Adopt effective regulations to direct future development

1. Build on Existing Positive Models to Improve the Overall Built Environment Over Time

Whenever possible, Cos Cob should seek to replicate existing positive examples of corridor development found in the Hub and along selected stretches of Route 1 as discussed above. These development models place buildings closer to the corridor with active uses on the ground floor along the pedestrian right-of-way, and accommodate parking to the rear or side of buildings. Obviously, this change, if it were to occur, would take many years, in part because it is predicated on property redevelopment and property owners’ compliance. Nonetheless, this would do more to improve urban design in Cos Cob than any other idea presented in this chapter.

Rebuilding the corridor relies on the voluntary actions of private property owners, but the recent development of the First Bank of Greenwich suggests that building closer to the roadway can be an economically viable option. This property was redeveloped in 2011 with the building sited toward the front of the property, matching other sites along this stretch of the corridor. From an urban design standpoint, this building illustrates how careful and sensitive site planning contributes positively to the corridor’s appearance and helps enrich the pedestrian environment. From an economic perspective, it also shows that doing so can make good economic sense: by placing the new bank closer to the front of the property and accommodating parking to the rear, the developer was able to maximize floor area. Figure 24 shows how this could be achieved on the Mill Pond Shopping Center site near the Hub. These images are hypothetical only, but they illustrate how new development can be configured to improve Cos Cob’s built environment. Clearly, any redevelopment of this site – or any other bordering the Mill Pond – would need to be sensitive to the pond’s environmental features, including its salt marsh and nesting habitat, with appropriate buffers and other controls established to protect these resources.

While redevelopment along Route 1 will take many years, the Town could encourage this development pattern through the use of design guidelines or other regulations (see below). This built environment could also be promoted by streamlining site plan review or providing incentives for development that contributes to a more desirable spatial condition along the corridor.
These images show two alternative hypothetical future development schemes for the Mill Pond Shopping Center site in the Hub. The top sketch places all buildings along the corridor, including a smaller restaurant building, with parking in the rear. The bottom image places the restaurant pad to the rear to capitalize on views of the pond. In both examples, the residential properties to the rear of the site are well buffered using trees and vegetation.
2. Improve and Link Existing Amenities in the Hub to Create a Stronger Sense of Place

Mill Pond Park presently has few defined pedestrian pathways and lies somewhat hidden and inaccessible behind the Starbucks. Providing pedestrian paths and pedestrian access to the Mill Pond Park waterfront would help integrate the park with the rest of the public environment on the north side of East Putnam Avenue. As shown in Figure 25, based on a design put forth by the Friends of Mill Pond, this could be accomplished with new pedestrian pathways, more benches and seating areas and a boardwalk along the waterfront connecting the park to the sidewalk along the south side of Route 1. Similarly designed street furniture elements, including lighting fixtures, signage and benches and other street furniture, should be used in all public spaces to help the Hub appear to be a more unified place and help improve pedestrian circulation as shown in Chapter 3.

A key element in the Mill Pond Park concept is the provision of a pedestrian pathway along the pond’s edge, behind the Starbucks. Because of the configuration of the building in relation to the shoreline, this pedestrian access would require construction of a boardwalk. Such a structure is legally allowable due to a public access easement between the owner of the Starbucks property and the Town of Greenwich, allowing for “construction, use and maintenance of a boardwalk along the Mill Pond.” The easement is 10 feet wide and generally follows the property line along the pond adjacent to the building. Under the terms of the easement, the Town is responsible for all permitting and approvals related to construction of the boardwalk.

Additional public access to the Mill Pond should be explored utilizing the vacant areas beneath the I-95 overpass. The Town should work with the State to determine the future of these areas and look into the possibility of installing plantings and providing public access to the pond. This coordination should also entail addressing stormwater issues related to the overpass.

Another important part of this concept would be rethinking the small triangular island presently located in front of the Post Office. Chapter 3 discusses three options, including connecting the island to the sidewalk in front of the Post Office. As shown in Figure 26, this would create a small green space in front of the shops, which would serve as a link between Mill Pond Park and the library green. It would also provide an opportunity to create an attractive pedestrian connection from the rear parking lot to the street. This concept received limited support at the community workshop mainly because it would require eliminating some existing parking and closing the Bank of America drive-through window. As discussed in Chapter 3, this option is a long-term goal best achieved after shorter-term options are pursued. If parking and access needs can be addressed over time, then a larger green space could be created while also implementing a Route 1 eastbound left-turn lane onto Sinawoy Road.
FIGURE 25
CONCEPTUAL DESIGN FOR MILL POND PARK AND BOARDWALK PEDESTRIAN CONNECTION

GREENWICH, CT

Source: BFJ Planning
This image shows conceptual urban design improvements to the Hub. The overall built environment is improved through the creation of a pubic green in front of the post office and the redevelopment of the Mill Pond Shopping Center site. The new public green helps connect the existing green spaces of Mill Pond Park, the Library Green, and to stitch together the north and south sides of the corridor to create a more unified whole.
3. Improve the Pedestrian Environment and Signage to Encourage Walking

Too often sense of place is sought through specifying consistent architectural styling, where every building conforms to one particular architectural style. While this strategy can produce places with strong character, it can also produce environments that appear artificially themed. The strategy can also be difficult to implement in existing developed areas. An alternate approach focuses on architectural character, which relates to replicating locally contextual building forms rather than styles and using common locally found materials. This allows for a broader variety of building types to be successfully knitted into a built context, and existing buildings to be renovated to meet standards. If Cos Cob were to adopt this strategy, the following elements should be considered:

- Facilitating mixed uses with active uses including shops and personal services placed on the ground level along pedestrian right-of-way with less active uses such as offices and residences above. Historically, this building configuration is common to corridor development, and promoting it would help create a stronger center at the Hub.
- Requiring a minimum of fenestration along pedestrian right-of-ways to ensure a lively pedestrian environment. This would avoid blocked windows such as those on CVS.
- Specifying a consistent palette of locally contextual materials, including brick and painted wood as primary building materials visible from the public right-of-way, to create a more uniform architectural character.
- Using traditional architectural vocabulary for frontages, including kick plates along the bottom of storefronts, transoms above doorways, clerestory portions within the display windows, and dedicated sign bands above display windows to clearly differentiate between the first and second stories of a building (see Figure 27).

These elements could be implemented though design guidelines (see below).

**Sidewalks and Pedestrian Enclosure:**

- Sidewalks should be provided in front of the car wash west of the Hub and along the south side of the corridor, east of Robertson Lane, in front of the Cos Cob Plaza shopping center.
- Sidewalk conditions should be improved in front of the gas stations east of Orchard Road through the use of landscaping and screening of dumpsters and other service-related elements (by property owners) along the sidewalk.
- Pedestrian enclosure should be maintained and enhanced in the Hub and along the row of shops east of Suburban Avenue on northern East Putnam Avenue.

**Signage:**

- Consider developing local signage design guidelines or an overlay ordinance based on existing positive signage. The following elements should be considered:
  - Size
  - Layout
  - Placement
  - Illumination
  - Colors
  - Materials
This image shows traditional architectural elements for façade design. These are generally found on traditional and historic structures but can be equally employed on buildings with more contemporary styling.
Parking Areas in the Rear of Buildings:
- Study existing parking configurations to improve parking capacity and efficiency.
- Improve pedestrian access to stores by providing a sidewalk along the rear of buildings.
- Improve pedestrian safety and access to the street by providing designated pathways through parking areas.
- Make pedestrian travel safer and more pleasant by providing improved lighting and landscaping.
- Improve visual appearance through landscaping treatments and proper screening of service and utility areas, including dumpsters.

Parking Areas along the Corridor Frontage:
Currently, many of the shopping plazas along Route 1 with large setbacks are newer and are occupied by viable and healthy businesses. Therefore, existing conditions on these properties could be improved through design improvements such as installing designated pedestrian pathways through parking lots and planting more trees and landscaping between the sidewalk and parking.

- Improve pedestrian safety and walkability by providing designated pathways through parking lots from sidewalk along the Route 1 corridor.
- Improve pedestrian experience and visual aesthetics of frontage by planting more trees and providing landscaping buffers between sidewalk and parking areas.

Landscaping:
The maintenance of required existing landscaping on public as well as commercial properties should be encouraged, and new opportunities to provide additional plantings and trees should be explored.

4. Create Gateways to Mark Arrival and Strengthen Identity

Gateways should mark arrival into Cos Cob from the east and west along Route 1 with signs complemented by visual design elements and landscaping in the following two locations:

- East Putnam Avenue west of Indian Field Road to mark entry from the west
- East Putnam Avenue east of River Road Extension to mark entry from the east

Smaller signs should be place on the other side of the road in these locations to mark departure from Cos Cob. A conceptual design for Cos Cob gateway signage is presented in Figure 28.

Additionally, sense of arrival in the Hub should be improved through signage placed to the east and west along East Putnam Avenue. Also, a program of coordinated informational signage should call attention to the Cos Cob Library, Mill Pond Park, Bush-Holley House, Cos Cob School and other points of interest. A uniform signage program for all public signage, including street signs, should be created (see Figure 28 for an example).
Gateway Signage Example
The images above present concept designs for gateway signage for Cos Cob. The graphic is based on a famous 1901 painting entitled View from Holley House by American impressionist painter John Henry Twachtman (1853-1902). Twachtman was born in Ohio but made Connecticut his home after buying a farm in Greenwich in 1886. As shown, the graphic could be mounted in a variety of formats, including a small roadside decorative panel-on-post sign or a larger monument sign. The graphic could be rendered in a variety of media, including painted sign, enameled or ceramic plates with permanent, weatherproof properties, or cast bronze with relief. The panel-on-post version shows the sky and water as clear, cut outs (as in a stencil), adding another possible interpretation.

Example of Coordinated Signage Program
This image shows an example of a coordinated informational signage program. This covers all municipal and public signage, including traffic, street and points of interest. Developing a coordinated signage program can improve sense of place and visual appearance.
5. **Adopt Effective Regulations to Direct Future Development**

The Town of Greenwich should consider adopting appropriate land-use regulations, including incentives and design guidelines, to encourage and guide future development.

One such approach would be adoption of Village District Zoning, which would provide a stronger regulatory framework and greater control over building form in Cos Cob. This type of zoning is designed to help municipalities protect and preserve their community character and historic development patterns. It would allow the Town to adopt regulations governing such matters as the design and placement of buildings in a manner that maintains the historic, natural and community character of the district. Specifically, Village District Zoning could address many of the aesthetic issues discussed in this chapter such as building scale, proportions, massing, size and materials so that they would remain compatible with the area. Village District Zoning could be adopted as an overlay and is discussed in greater detail in Chapter 2 of this plan.

Design guidelines are often used to supplement or in place of Village District Zoning. These guidelines are concepts related to the compatible scope of architectural styles, street layout and building form, access and parking configurations, landscape design standards, lighting and signage standards and other design concepts that Cos Cob prefers in new development or building renovation. Recommendations can range from façade treatments and suggested building materials to preferred site configurations.

Generally, design guidelines are presented in a handbook that assists in the implementation of the community vision set forth in the neighborhood plan, and provide a clearer visual expression of that vision as it relates to Cos Cob’s built environment. By doing so, design guidelines attempt to provide residents, developers and design professionals with a complete picture of what to expect when appearing before the Town’s land-use approval boards and commissions, thus simplifying and expediting the review, permit and development process. Applicants are more likely to “get it right” the first time by reviewing the guidelines, and therefore avoid expensive delays, public controversy and project redesign.

Design guidelines are beneficial because they:

- Send a clear message to developers, property owners and their designers of the aesthetics and site design expected in new development
- Establish a consistent set of criteria for the Planning and Zoning Commission’s use in reviewing projects.
- Promote a vision for a future built environment that is proactive (reflecting Cos Cob’s choices) rather than reactive (reflecting applicant choice).
Design guidelines can be implemented in one of three ways:

- **Reference Document (non-adopted):** The guidelines document is used solely as a reference document at the discretion of the Planning and Zoning Commission. Under this scenario, the document is not formally adopted by the Town;

- **Advisory Document (adopted):** The guidelines document is adopted by the Town as an advisory document for use by the Planning and Zoning Commission. Under this scenario, the document serves a guide to the Commission. It is non-binding (thus allowing flexibility), but carries more weight legally than a reference document. This ensures greater compliance and consideration by developers;

- **Regulatory Document (adopted):** The guidelines document is adopted as a regulatory document, meaning that the guidelines become compulsory as part of the Zoning Ordinance.

This Plan recommends that Greenwich implement design guidelines for Cos Cob as an “advisory document” so as to encourage diversity in building type, program and character.

Many of the above actions require one-time or ongoing investments to implement. Potential funding sources include CDBG funds, other state and federal funds and private donations. Another option for Greenwich is to become a Connecticut Main Street member community. Affiliated with the National Trust Main Street Center, the Connecticut Main Street Center is a nonprofit group dedicated to economic and community development within the context of historic preservation. The group provides education and training, tools and a range of other resources designed to promote strong commercial districts. One key element of the group’s work is the Preservation of Place grant program, which, through funding by the State Historic Preservation Office, provides for up to $10,000 in grant funds to plan for the preservation and revitalization of historic Main Street districts. Membership in this program could have benefits throughout Greenwich, not just in Cos Cob.
6. **SUMMARY OF PLAN RECOMMENDATIONS**

**Cos Cob Neighborhood Plan: Planning and Zoning Commission Summary**

The Planning and Zoning Commission has focused on action items described in the Cos Cob Neighborhood Plan and has developed five overall categories to use for the recommendations. The Cos Cob Association is an important and leading participant with the appropriate Town Departments to carry out the recommendations in the plan and to provide impetus for action. Considerable interest, time and money was spent by the residents and others developing this Cos Cob Neighborhood Plan, and the Commission does not want this plan just to sit on shelves, but rather wants the Cos Cob community to be involved in working on the short- and medium-term projects, which will require money and time.

However, the participation and leadership from the RTM district, the Cos Cob residents and business owners, as well as the Cos Cob Association, is needed to provide the push and consensus on the following action items, and the Commission looks forward to working with these groups and other appropriate agencies and departments in accomplishing these goals.

**FIVE TOP PRIORITIES FOR ACTION ON THE COS COB NEIGHBORHOOD PLAN**

1-ENVIRONMENTAL ISSUES

a) **Mill Pond dredging** – for environmental purposes. This needs further study and definition of action-capital project funding for study and engineering/environmental consultants; Agencies involved: DPW, Army Corps, Planning and Zoning, Conservation, IWWCA, and Flood and Erosion Board (medium term project).

b) **Strickland Park** - need for detailed future plan and design; capital project assessments - Agencies involved: Parks and Trees division, DPW, Planning and Zoning, Wetlands, Conservation, and Cos Cob Association (short term project).

c) **Enhance and Expand Public Waterfront** - access along Mill Pond, River Road, Cos Cob Park, and Strickland Road - Agencies: Planning and Zoning, DPW, Parks and Recreation (long term and ongoing activities as development projects occur).

d) **Flooding issues** - existing and long term flooding problems in particular areas - Agencies: DPW, Flood and Erosion Control Board, Planning and Zoning, Cos Cob Association (short and long term projects – capital projects and consultant studies - need for more engineering studies).

e) **Protection of Coastal Resources** - and development of the Harbor Management Commission Plan for marinas, public access areas, boating and recreational uses.

2-TRAFFIC/PEDESTRIAN SAFETY ISSUES AND PARKING

a) **Review of US Route 1 concepts: particularly Concept #3; Agencies DPW, CONDOT, Planning and Zoning, Parks and Trees, Cos Cob Association, and RTM district members (preserve and increase existing parking, increase pedestrian safety and crossing areas) (short term project-could lead to**
capital project requiring more long term funding). Community consensus needed on selection of alternatives leave area as is, or developing Concept #3 to a more detailed level.

b) Safe Routes to School - walking and biking routes and traffic signalization issues; Agencies: DPW, PTA, Cos Cob School, Board of Education, Cos Cob Association (short term and medium term project and funding sources).

c) Drop off and parking areas for Cos Cob School parents and teachers; Review existing conditions and explore need for additional parking areas for the school drop off. Search for additional nearby parking locations and shared parking agreements, (medium and long term project). Agencies: DPW, Parking Services Department, Board of Education, Cos Cob Association, PTA and Cos Cob School. Explore purchase of properties for drop off and parking areas.

d) Traffic issues at specific locations: further studies Orchard and Mead at US Route 1, (long term study - CONDOT); Suburban Avenue and Sinowoy Road (DPW) - Traffic signal timing and redesign of intersection possibilities.

e) Sidewalk Improvements – assessments of needed improvements - Cos Cob Association and DPW.

f) Improvement of Cos Cob Train Station area; foster walk able and safe pedestrian areas from the Hub to the station; review parking areas for improvements at the railroad.

3-BUSINESS COMMUNITY

a) Explore whether there is business community consensus for creation of a Village District or National Register District for the Post Road business areas. Develop a Sign program and Building design guidelines: Agencies: Cos Cob Association and Business owners in Cos Cob, ARC, HDC, and Planning and Zoning (sign regulations).

b) Change in Liquor Regulations – Planning and Zoning Commission: Cos Cob Association, business owners - review and modify the existing distance regulations for liquor permits as appropriate.

c) Types of Businesses – existing and needed and traffic and parking impacts - (short and medium term project) Agencies: Cos Cob Association, Planning and Zoning, Parking Services Division, and DPW.

d) Consider rezoning of areas from LBR to LB - allows different uses and mixed uses of residential with commercial.

4-COMMUNITY FACILITIES

a) Parking - existing and needs locations - Town parking areas existing – sufficient (?) where is more parking needed and where can shared parking be utilized.

b) Library – existing and future needs study - (consultant study, needs assessment for future size and services - to involve the Cos Cob Association, Cos Cob Library and Greenwich Library - whose plan is to do a need assessment for Cos Cob Library).

c) Open Space Plan Update - to address the status of all parks and open space in Cos Cob area and need for increased open space and uses especially for the Pomerance and Tuchman properties;
Laughlin Avenue and Bible Street Parks, Greenwich Garden Education Center: involves Conservation Commission, Cos Cob Association, and Planning and Zoning.

d) Schools (Cos Cob and Central Middle) review of size, future student population, walkability, parking/drop-off - Agencies; Board of Education, DPW, and Cos Cob Association.

e) Mill Pond Park – more public activities/focal area for community events and environmental teaching - Schools, Cos Cob Association, Business owners, Conservation, Parks and Recreation, and DPW.

f) New Community Garden on Bible Street on Montgomery Property.

g) Historical Districts - Local and National – Strickland Road, Mead Avenue - River Road - create greater visibility of these districts.

h) Scenic Roads designation for Strickland Road, Cat Rock, and Cognewaugh, other portions of roads.

i) Recreational waterfront access and activities – town slips and moorings; Harbor Management Commission.

5-AFFORDABLE HOUSING


b) Other locations for Transit Oriented Development.

c) Population changes and new housing types.

The following is a summary of all recommendations made in this plan. Following this, Chapter 8 presents these recommendations as an action plan, identifying preferred timing and implementing authority.

Land Use, Zoning and Community Character

- If appropriate, establish a Village District for Cos Cob, providing the ability to control the design of buildings, structures and landscaping to create a greater sense of place, improve walkability and enhance the overall neighborhood appearance. The Village District could also incorporate parking modifications to reduce parking requirements as appropriate, and promote strategies such as shared parking, land-banking and off-site parking in Cos Cob.

- Explore reducing the distance controlling the location of buildings where alcoholic beverages are consumed or sold to 400 feet in the LB and LBR-2 zones, as consistent with the CBGR zone.

- Work with property owners to encourage development of vacant/underutilized sites, as well as redevelopment of built sites with mixed-use projects that can incorporate expanded housing choices and vibrant commercial uses.

- Study the area around the train station for potential transit-oriented development (TOD), including working with Metro-North on the possibility of increasing parking efficiency at the station itself, freeing up the Town’s commuter parking lot at Strickland Road and Station Drive for development of housing at the density allowed under present zoning.
Traffic and Transportation

Explore options to improve the Sinawoy Road/Route 1 intersection, link key civic and pedestrian spaces and corridors, establish a distinct visual identify for the Hub of Cos Cob and create a more pedestrian-friendly environment, while maintaining or enhancing vehicular access and circulation. The following options, or combination of options, are recommended for future study:

- **Concept 1**: Replace seven angled parking spaces in the roadway in fronting the Post Office with six parallel spaces. This would allow narrowing of the roadway, providing space for a larger green area and creating room for a designated left-turn lane to Sinawoy Road. **NOTE: Community is opposed to this recommendation at this time.**

- **Concept 2**: Fill in the roadway in front of the Post Office and replace it with an enlarged green space. The seven angled parking spaces would be replaced with four parallel spots on Route 1. Such a reconfiguration would also allow for a designated left-turn lane onto Sinawoy Road. This concept would require closing of Bank of America’s drive-through and its replacement with a pedestrian-only access, which would clearly necessitate discussions with the property owner. **NOTE: Community is opposed to this recommendation at this time.**

- **Concept 3**: Shift Route 1 between the Starbucks parking lot and Relay Place (a length of approximately 600 feet) northward by 5 to 6 feet, allowing for an expanded clear zone between the sidewalk and the roadway. Additional crosswalks would be designated across Route 1 to connect to the green space, and from the green space to Sinawoy Road. This reconfiguration would enhance the pedestrian-friendliness of this segment of Route 1, and would also allow for the planting of ornamental trees and a greater connection to the Mill Pond.

Of the above concepts, Concept 3 appears to best balance the desire of creating a more pedestrian-friendly environment while also respecting access and parking for business patrons and merchants. Concept 3 appears the more reasonable design and requires further review by the DPW and the Planning and Zoning Commission.

- Look into adding a right-turn lane at St. Catherine’s Church onto Riverside Road.
- Consider restricted left-hand turns (permitted hours posted) off Route 1 onto selected side streets at signalized intersections, subject to coordination with CTDOT.
- Re-time and coordinate signals along Route 1 so that the planned concurrent vehicular and pedestrian phases function appropriately.
- Coordinate posted speed limits to facilitate more consistency along Route 1.
- Establish a street tree canopy along Route 1, subject to coordination with CTDOT, especially at Diamond Hill, to narrow the perceived openness of the road and help reduce drivers’ tendency to speed.
Focus on improving sidewalks along Mead Avenue and River Road to enhance pedestrian linkages between the Hub and the Cos Cob train station.

Explore the potential for wider curb lanes, share-the-road signage and additional bike rack/storage facilities, subject to usage, at the train station to encourage improved bicycle connectivity.

Promote better pedestrian/school route passage at Suburban Avenue and Route 1.

Provide for non-vehicular access (sidewalks) at the Cos Cob Park entrance at Strickland Road and Sound Shore Drive.

Revisit proposals in the 2003 Safe Routes to School report that have not yet been implemented; some concepts may be addressed with relatively minimal funding.

Work with property owners to improve off-street parking facilities behind stores, to allow for greater efficiency and connectivity between lots, and to add aesthetic improvements such as landscaping and signage to improve the shopper experience.

Explore the installation of added streetscape amenities, distinctive pavements and landscaping to better establish Cos Cob’s sense of place.

Public Waterfront Access and Flooding

Proceed with preparation of a comprehensive Town Harbor Management Plan, including provisions for the most desirable use of Cos Cob Harbor for recreational, commercial, conservation and public access purposes.

Designate the Town’s Parks and Recreation Department Marine Division and the Harbor Management Commission as responsible for working with the U.S. Army Corps of Engineers on maintenance dredging of the federal navigation channel from Long Island Sound to the head of navigation near East Putnam Avenue.

Encourage dredging outside the federal channel as needed to allow for safe and efficient navigation, public harbor access and viability of water-dependent facilities.

Ensure that appropriate setback distances of in-water structures from the federal navigation channel, as determined in the Town Harbor Management Plan, are maintained and enforced.

Work with property owners to maintain in-water structures to provide for continued safe and beneficial use of the harbor in a way that does not detract from the utility of the affected properties for water-dependent uses.

In reviewing proposals affecting Cos Cob harbor, Town agencies should consider the carrying capacity of the harbor and waterfront.

Implement a priority capital project to alleviate flooding in the Strickland Brook Watershed, including the following actions:

- Opening and replacing the existing outlet of the brook into the Mill Pond;
- Constructing diversion piping to carry excess flood waters directly from upstream of Bible Street Park to Cos Cob Harbor; and
  - Upgrading the drainage system in the Cos Cob Avenue area.

Plan, manage and regulate water-dependent uses of the Cos Cob shoreline to avoid undue
conflicts among vessels.

- Establish and maintain suitable on-land and in-water facilities to support effective harbor access for emergency-response and law enforcement purposes.
- Ensure that future development or redevelopment of waterfront areas encourages the continuation of existing or establishment of new water-dependent uses.
- Ensure that new or extended in-water structures avoid significant adverse impacts on coastal resources, visual quality and traditional uses of Cos Cob Harbor, and that they do not infringe on the littoral rights of adjoining property owners.
- Maintain the existing provisions of the WB zone, but review the current list of Special Permit uses and consider whether it should be amplified or clarified to add greater predictability to the land-use approvals process.
- Evaluate feasible opportunities for establishing a public landing on an appropriate waterfront site to serve visiting and resident boaters. Coordinate with CTDOT and CT DEEP on the use of their property under I-95 on River Road for public landings.
- Plan and review proposed activities affecting Cos Cob Harbor to avoid adverse impacts on the traditional character and quality of life in coastal area neighborhoods, including adverse impacts on views of the water.
- Design and review proposals for bulkhead maintenance, repair and replacement to avoid waterward extension more than needed to support existing development.
- Manage and maintain the Cos Cob Marina and support enhancement of marina facilities, including evaluating feasible options for improving public boating access to the harbor from the marina.
- Provide facilities for pedestrian and bicycle access to and along the harbor, such as designated pathways, passive spaces, etc.
- Support the continued beneficial operation of the Mianus River Boat and Yacht Club on Town-owned land, including the club’s responsibility for maintaining the public pump-out station, in accordance with an appropriate lease agreement.
- As feasible, require provision of facilities and opportunities for public harbor access through waterfront development projects. Inspect access facilities required as conditions of prior approvals to ensure compliance with terms and conditions.
- Consider future provision of in-water structures to support public harbor access for fishing and hand-paddled navigation, including construction of a public fishing pier at the Cos Cob Park, with consideration of any environmental remediation requirements for adjacent intertidal and subtidal areas.
- Explore relocation of the DPW Newman Street facility to a suitable non-waterfront location, allowing for development of the property with public waterfront access.
- Maintain continued effective operation of and public access to the Mianus Pond fishway and walkway through the Greenwich Adult Day Care Center, and incorporate a public outreach and education program on the fishway.
- Consider implementing a coastal resources interpretive and wayfinding program.
- Support continued efforts to maintain the quality of surface water in the Mianus River, Cos Cob.
Harbor and Mill Pond.

- Apply all practical structural or non-structural best management practices and stormwater treatment systems to control stormwater runoff into the harbor, including reduction of pollutants discharged into waters from roads and highways.
- Continue to provide vessel-waste pump-out facilities at Cos Cob Marina and in the WB district as adequate to serve boaters’ needs.
- Evaluate future waterfront improvements to avoid significant adverse impacts on viable intertidal resources, including tidal wetlands and intertidal flats.
- Support efforts to avoid or reduce sedimentation and the resulting need for dredging in the harbor.
- Preserve and enhance the fish and wildlife habitat associated with Mill Pond, including management of tidal exchange necessary to support habitats and dredging.
- Encourage restoration of tidal wetland resources, using best available scientific information and in coordination with local, State and federal agencies.
- Review planned initiatives in the Mianus River and watershed on a watershed-wide basis to maintain surface water quality, address flooding and protect coastal resources, coordinating with other communities with jurisdictions in the watershed.
- Evaluate Town land-use regulations to identify opportunities to most effectively encourage application of Low Impact Development techniques.

Demographics and Business Trends

- Promote the Cos Cob Merchants Association as the logical group to support the neighborhood’s business. Longer-term, the Cos Cob Merchants Association should facilitate discussions between the Chamber of Commerce and Cos Cob merchants to determine how their relationship could be strengthened.
- Look into reducing the distance controlling the location of buildings where alcoholic beverages are consumed or sold (see above discussion).
- Work with property owners to encourage development of vacant or underutilized sites, as well as redevelopment of built sites with mixed-use projects that can incorporate expanded housing choices for Cos Cob’s changing demographic.
- Study the area around the train station for potential TOD, in cooperation with Metro-North to address parking needs (see above discussion).

Urban Design

- Build on existing positive examples of urban design to improve the overall built environment over time.
- Encourage a desired development pattern through the use of design guidelines or similar regulations.
Consider streamlining site plan review or providing incentives for development that contributes to a preferred spatial condition along the Route 1 corridor.

- Improve and link existing amenities in the Hub to create a stronger sense of place and arrival.
- Facilitate improvements to Mill Pond Park to integrate it into the other public spaces on the northern side of East Putnam Avenue. This could be accomplished with new pedestrian pathways, more benches and seating areas and a waterfront boardwalk connecting the park to the sidewalk along the south side of Route 1.
- Utilize similarly designed street furniture elements, including lighting fixtures, signage and benches and other street furniture, in all public spaces to help the Hub appear to be a more unified place and improve pedestrian circulation.
- Explore options to maximize the small triangular island in front of the Post Office to serve as a link between Mill Pond Park and the library green.
- Improve the pedestrian environment and signage to encourage walking and exploration of Local and National Register Districts, the Bush-Holley House, Mill Pond and Park, public waterfront access areas and the Cos Cob Library through mapping of self-guided walks and signage.
- Facilitate mixed uses with active uses (including shops and personal services) placed on the ground level along the pedestrian right-of-way, with less active uses such as offices and residences above.
- Require a minimum of fenestration along pedestrian right-of-ways to ensure a lively pedestrian environment by avoiding blockage of street-level windows.
- Specify a consistent palette of locally contextual materials, including brick and painted wood as primary building materials visible from the public right-of-way, to create a more uniform architectural character.
- Use traditional architectural vocabulary for frontages to clearly differentiate between the first and second stories of a building.
- Provide sidewalks in front of the car wash west of the Hub and along the south side of Route 1, east of Robertson Lane, in front of Cos Cob Plaza.
- Improve sidewalk conditions in front of the gas stations east of Orchard Road through the use of landscaping and screening of dumpsters and other service-related elements along the sidewalk.
- Maintain and improve pedestrian enclosure in the Hub and along the row of shops east of Suburban Avenue on the north side of East Putnam Avenue.
- Consider developing local signage design guidelines or an overlay ordinance based on existing positive signage.
- Study existing parking configurations in the rear of buildings to improve parking capacity and efficiency, with the cooperation of private owners through public-private partnerships.
- Improve pedestrian access to stores by providing a sidewalk along the rear of buildings as well as rear entries. Enhance pedestrian safety and access to the street by providing designated pathways through rear parking areas.
- Make pedestrian travel safer and more pleasant by providing improved lighting and landscaping and proper screening of service and utility areas, including dumpsters, in rear parking areas.
- Improve pedestrian safety and walkability by providing designated pathways through parking lots in front of buildings from the sidewalk along Route 1.
- Enhance the pedestrian experience and visual aesthetics of building frontages by planting trees and providing landscape areas between sidewalks and parking lots.
- Create gateways on East Putnam Avenue west of Indian Field Road and east of River Road Extension to mark arrival and strengthen identity.
- Implement a program of coordinated informational signage to call attention to local points of interest, and a uniform signage program for all public signage, including street signs.
- Adopt effective regulations to direct future development. Consider an advisory design guidelines document to serve as a guide to the Planning and Zoning Commission while encouraging diversity in building type, program and character.
- All practical public and private efforts to maintain the highest reasonable attainable quality of surface water in the Mianus River, the Cos Cob Harbor and the Mill Pond should be encouraged and supported.
8. Cos Cob Neighborhood Plan Action Plan

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<th>Immediate Action:</th>
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<tbody>
<tr>
<td>Local Laws and Regulations</td>
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<tr>
<th>Medium Term Action:</th>
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<tbody>
<tr>
<td>Town Capital Investment Plan</td>
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<tr>
<th>Long Term Action:</th>
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<tbody>
<tr>
<td>Further Study</td>
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<tr>
<th>Local Laws and Regulations</th>
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<th>Inter-Governmental</th>
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*Priority Recommendation

<table>
<thead>
<tr>
<th>Land Use, Zoning and Community Character</th>
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<tbody>
<tr>
<td>Establish a Village District for Cos Cob, providing greater choice of land uses but also the ability to control the design of buildings, structures and landscaping to create a greater sense of place, improve walkability and enhance the overall neighborhood appearance.</td>
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<table>
<thead>
<tr>
<th>Public Waterfront Access and Flooding</th>
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<tbody>
<tr>
<td>Prepare a comprehensive Town Harbor Management Plan, including provisions for Cos Cob Harbor.</td>
</tr>
<tr>
<td>Designate the Town’s Parks and Recreation Department Marine Division and the Harbor Management Commission as responsible for working with the U.S. Army Corps of Engineers on maintenance dredging of the federal navigation channel from Long Island Sound to the head of navigation near Route 1.</td>
</tr>
<tr>
<td>Ensure that appropriate setback distances of in-water structures from the federal navigation channel, as determined in the Town Harbor Management Plan, are maintained and enforced.</td>
</tr>
<tr>
<td>Study the feasibility of available techniques to restore tidal flow in the Mill Pond for the purpose of improving water quality, scenic quality and fish and wildlife habitat, including, but not limited to, excavating/dredging accumulated sediment.</td>
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<thead>
<tr>
<th>Urban Design</th>
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<tbody>
<tr>
<td>Consider developing local signage guidelines or an overlay ordinance.</td>
</tr>
<tr>
<td>Together with establishment of a Village District, explore adopting advisory design guidelines to serve as a guide to the Planning and Zoning Commission while encouraging diversity in building type, program and character.</td>
</tr>
<tr>
<td>Town Capital Investment Plan</td>
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<tr>
<td><strong>Priority Recommendation</strong></td>
</tr>
<tr>
<td>Traffic and Transportation</td>
</tr>
<tr>
<td>Explore options to improve the Sinawoy Road/Route 1 intersection, based on one or a combination of the following concepts: Shift Route 1 between the Starbucks and Relay Place northward by 5-6 feet, allowing a larger clear zone. Add crosswalks across Route 1 to link to the green space and Sinawoy Road.</td>
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<tr>
<td>Re-time and coordinate signals along Route 1 so that the planned concurrent vehicular and pedestrian phases function appropriately.</td>
</tr>
<tr>
<td>Establish a street tree canopy along Route 1, especially at Diamond Hill, to narrow the perceived openness of the road and help reduce drivers’ tendency to speed.</td>
</tr>
<tr>
<td>Focus on improving and expanding sidewalks along Mead Avenue and River Road to enhance pedestrian linkages between the Hub and the Cos Cob train station.</td>
</tr>
<tr>
<td>Explore the potential for wider curb lanes, share-the-road signage and additional bike rack/storage facilities – especially at the train station – to encourage improved bicycle connectivity.</td>
</tr>
<tr>
<td>Include identified non-vehicular access (pedestrian and bicycle) at the Cos Cob Park entrance.</td>
</tr>
<tr>
<td>Explore the installation of additional streetscape amenities, distinctive pavements, landscaping, traffic calming measures and gateway treatments in Cos Cob to better establish its sense of place.</td>
</tr>
<tr>
<td><strong>Public Waterfront Access and Flooding</strong></td>
</tr>
<tr>
<td>Encourage dredging outside the federal channel as needed to provide for safe and efficient navigation, public harbor access and viability of water-dependent facilities</td>
</tr>
<tr>
<td>Implement a priority capital project to alleviate flooding in the Strickland Brook Watershed, including the following actions: Opening and replacing the existing outlet at the Mill Pond Dam; Constructing diversion piping to carry excess flood waters directly from upstream of Bible Street Park to Cos Cob Harbor; and</td>
</tr>
</tbody>
</table>
Upgrading the drainage system in the Cos Cob Avenue area.

<table>
<thead>
<tr>
<th>Parks &amp; Recreation Marine Division/ Harbor Management Commission</th>
<th>CTDOT/DEEP</th>
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Explore feasible opportunities for establishing a public landing on an appropriate waterfront site to serve visiting and resident boaters.

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Manage and maintain the Cos Cob Marina and support enhancement of marina facilities, including evaluating feasible options for improving public boating access to the harbor from the marina.

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Provide facilities for pedestrian and bicycle access to and along the harbor.

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<tr>
<th>DPW</th>
<th>Private Owners</th>
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Consider future provision of in-water structures to support public harbor access for fishing and hand-paddled navigation, including construction of a public fishing pier, at the Cos Cob Park, subject to addressing the potential for adverse environmental impacts that may be caused by disturbance of any contaminated sediment into the intertidal areas adjoining the park.

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<tr>
<th>Parks &amp; Recreation, Conservation Commission, P&amp;Z Commission</th>
<th>DEEP</th>
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### Urban Design

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Facilitate improvements to Mill Pond Park to integrate it into the other public spaces on the northern side of Route 1. This could be accomplished with new pedestrian pathways, more benches and seating areas and a waterfront boardwalk connecting the park to the sidewalk along the south side of Route 1.

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Utilize similarly designed street furniture elements, including lighting fixtures, signage and benches and other street furniture, in all public spaces to help the Hub appear to be a more unified place and improve pedestrian circulation.

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Provide sidewalks in front of the car wash west of the Hub and along the south side of Route 1, east of Robertson Lane, in front of the Cos Cob Plaza shopping center.

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Improve sidewalk conditions in front of the gas stations east of Orchard Road through the use of landscaping and screening of dumpsters and other service-related elements along the sidewalk.

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Create gateways on Route 1 west of Indian Field Road and east of River Road Extension to mark arrival into Cos Cob and strengthen its identity.

<table>
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Implement a program of coordinated informational signage to call attention to local points of interest, and a uniform signage program for all public signage, including street signs. | DPW/P&Z Commission |

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<td><strong>Land Use, Zoning and Community Character</strong></td>
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</tr>
<tr>
<td>As part of establishment of a Village District for Cos Cob, consider parking modifications to reduce parking requirements as appropriate, and to promote practices such as shared parking, land-banking and off-site parking.</td>
<td>P&amp;Z Commission</td>
<td></td>
</tr>
<tr>
<td>Explore reducing the distance controlling the location of buildings where alcoholic beverages are consumed or sold to 400 feet in the LB and LBR-2 zones, as consistent with the CBGR zone.</td>
<td>P&amp;Z Commission</td>
<td></td>
</tr>
<tr>
<td>Study the area around the train station for potential transit-oriented development (TOD), including working with Metro-North on increasing parking efficiency at the station.</td>
<td>P&amp;Z Commission/Parking Services</td>
<td></td>
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| **Traffic and Transportation** | | |
| Look into adding a right-turn lane from Route 1 at St. Catherine’s Church onto Riverside Road. | DPW | CTDOT |
| Consider restricted left-hand turns off Route 1 onto selected side streets at signalized intersections or reducing the number and width of driveways along the roadway. | DPW/P&Z Commission | CTDOT |
| Coordinate posted speed limits to facilitate more consistency along Route 1. | DPW | CTDOT |
| Revisit proposals in the 2003 Safe Routes to School report that have not yet been implemented; some concepts may be addressed with relatively minimal funding. | DPW | |

<p>| <strong>Public Waterfront Access and Flooding</strong> | | |
| Maintain existing provisions of the WB zone, but review the list of Special Permit uses and consider whether it should be expanded or clarified to add predictability to the land-use approvals process. | P&amp;Z Commission | |
| Provided that a feasible relocation site is identified, explore relocation of the DPW Newman Street facility to a suitable non-waterfront location, allowing development of the property with public waterfront access. | Board of Selectmen/DPW | |</p>
<table>
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<tr>
<th>Suggestion</th>
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<tr>
<td>Consider implementing a coastal resources interpretive and wayfinding</td>
<td>Conservation</td>
</tr>
<tr>
<td>program.</td>
<td>Commission/Parks &amp; Recreation</td>
</tr>
<tr>
<td>Evaluate Town land-use regulations to identify opportunities to most</td>
<td>P&amp;Z Commission</td>
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<tr>
<td>effectively encourage application of Low Impact Development techniques.</td>
<td>DPW</td>
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<td>Consider streamlining site plan review or providing incentives for</td>
<td>P&amp;Z Commission</td>
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<td>development that contributes to a preferred spatial condition along the</td>
<td></td>
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<tr>
<td>Route 1 corridor.</td>
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<tr>
<td>Study existing parking configurations in the rear of buildings to improve</td>
<td>P&amp;Z Commission</td>
</tr>
<tr>
<td>capacity and efficiency.</td>
<td>Private Owners</td>
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