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BY HAND

July 8, 2019

Ms. Katie DeLuca, AICP, Town Planner
Planning and Zoning Commission
Town of Greenwich
101 Field Point Road
Greenwich, CT 06830

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RE: Application for Municipal Improvement to Approve the Redevelopment Agreement
Between the Town of Greenwich and Greenwich Plaza
Applicant / Property Owner: Greenwich Plaza, Inc.
Applicant / Property Owner: Town of Greenwich

Applications for Preliminary Coastal Site Plan and Special Permit Approval
Proposed Redevelopment of the North Station and Surrounding Mixed-Use Commercial Block
2-28 Railroad Avenue, Greenwich (Tax ID No. 01-2520/S);
CGB, CGBR, CGIO, Coastal Overlay and Flood Hazard Overlay Zones
Applicant / Property Owner: Greenwich Plaza, Inc.

Applications for Preliminary Coastal Site Plan and Special Permit Approval
Proposed Demolition of Existing Taxi Stand and Construction of New South Station and
Related Driveway and Site Improvements
2 Steamboat Road, Greenwich (Tax ID No. 02-1603/S);
GB, CGIO Coastal Overlay and Flood Hazard Overlay Zones
Applicant / Property Owner: Greenwich Plaza, Inc.

Application for Amendments to §6-118.1 and §6-205 of the Building Zone Regulations
Applicant: Greenwich Plaza, Inc.

Dear Katie:

On behalf of our client, Greenwich Plaza, Inc. (hereinafter, "Greenwich Plaza" or "GPI"), we are pleased to submit herewith preliminary applications to the Greenwich Planning and Zoning Commission to permit the redevelopment of the Greenwich Train Station and surrounding mixed-use commercial block. Due to the size and complexity of the project, we believe that a conceptual review by both the Planning and Zoning Commission and the Greenwich Architectural Review Committee will be beneficial in advancing this important redevelopment project. That said, the following applications are submitted on behalf of Greenwich Plaza:

- Application for Municipal Improvement to Approve the Redevelopment Agreement between the Town of Greenwich and Greenwich Plaza pursuant to Section 99(a)(2) of the Town Charter (discussed in more detail below);
- On property located at 2-28 Railroad Avenue, Greenwich in the CGB, CGBR, CGIO, Coastal Overlay and Flood Hazard Overlay Zones (hereinafter the "North Parcel" or "Parcel #1" as shown Map #4864, of the Greenwich Land Records (G.L.R.), annexed hereto as EXHIBIT A) the following applications are submitted herewith to redevelop the entire North Parcel, including redevelopment of the existing Greenwich Train Station and Greenwich movie theatre:

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- Application for Preliminary Coastal Site Plan pursuant to Sections 6-12(e), 6-13, 6-111(c)(A), and 6-139.1 the Greenwich Building Zone Regulations, as amended, and
- Application for Special Permit Approval, pursuant to Sections 6-17, 6-101, 6-118.1, and 6-141 of Greenwich Building Zone Regulations, as amended.

Subject to approval of the zoning text amendments outlined below, the above-referenced applications are submitted in conformance with all applicable zoning regulations including, but not limited to, Sections 6-15, 6-17, 6-100, 6-103.1, 6-104.1, 6-111, 6-139.1, 6-141, 6-184 through 6-192 and 6-205 of the Regulations.

- On property located at 2 Steamboat Road, Greenwich in the GB, CGIO Coastal Overlay and Flood Hazard Overlay Zones (hereinafter the "South Parcel" or "Parcel #2" as shown on EXHIBIT A) the following applications are submitted herewith to permit the construction of a new South Train Station for northbound rail passengers and redevelop the surrounding drop-off and pick-up area:
 - Application for Preliminary Coastal Site Plan pursuant to 6-12(e), 6-13, 6-111(c)(A), and 6-139.1 the Greenwich Building Zone Regulations, as amended; and
 - Application for Special Permit Approval, pursuant to Sections 6-17, 6-101, 6-118.1 and 6-141 of Greenwich Building Zone Regulations, as amended.

Subject to approval of the zoning text amendments outlined below, the above-referenced applications are submitted in conformance with all applicable zoning regulations including, but not limited to Sections 6-15, 6-17, 6-100, 6-105, 6-111, 6-139.1, 6-141, 6-184 through 6-192 and 6-205 of the Regulations.

In addition, in order to develop the properties as described herein and shown on the plans submitted herewith, the following amendments to the text of the Building Zone Regulations are requested:

- Application to Amend Section 6-118.1, **USE REGULATIONS IN RAILROAD RIGHTS-OF-WAY**, of the Building Zone Regulations to address development in and adjoining railroad right-of-ways and to provide the Planning and Zoning Commission with the ability to authorize, subject to special permit standards as outlined in Section 6-17, certain alternative building limits for structures that are substantially dedicated to public transit uses; and
- An Application to Amend the Zoning Regulations to **add Section 6-205***(c)** to provide the Planning and Zoning Commission with the ability to authorize, subject to special permit standards as outlined in Section 6-17, alternative zoning standards for theatre or cinema uses permitted in the CGB zone.

The proposed improvements and use, as well as the text amendments proposed herewith, are in conformance with the Town's 2009 *Plan of Conservation and Development (POCD)* and specifically address Greenwich's goals of preserving and maintaining the viability of Downtown and promoting transit.

Site Overview and Background Information

Between 1872 and 1965, the New York, New Haven & Hartford (NYNH&H) Railroad Co. owned and operated the largest passenger and commuter railroad in New England¹. The line operated three (3) branches, with Greenwich being part of its New Haven Line. The NYNH&H Railroad Company's property holdings within the Town of Greenwich consisted of Parcel ##1, 2, and 3 and a substantial central portion of Parcel #4 as shown on Exhibit A. Except for the portion of Parcel #4 owned by the NYNH&H Railroad, (hereinafter referred to as "Tract I"), Parcel #4 was owned by the Town of Greenwich.

¹ "History of the NHRR". New Haven Railroad Historical and Technical Association. 1998. Retrieved June 5, 2019.

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In 1961, the NYNH&H Railroad Co. went bankrupt for the second time² and the company's trustees were authorized to sell, "at a private sale", property belonging to the NYNH&H Railroad Company which was deemed "not needed in the operation of said railroad or in the conduct of the business of said Railroad Company..."³. On July 14, 1965, Parcel #1, Parcel #2 (which at the time included Tract 1) and certain air rights over the railroad tracks (Parcel #3) were conveyed to Greenwich Plaza, Inc.⁴ as evidenced by a deed recorded on the Greenwich Land Records in Book 725 at Page 529. Ownership of the railroad tracks (Parcel #3) and the operational responsibilities of the railroad services were retained by the NYNH&H Railroad (in bankruptcy) at the time the land was conveyed to Greenwich Plaza.

At the time Greenwich Plaza, Inc. took ownership of the subject properties, Parcels ##2 and 4 as shown on Exhibit A were used primarily for commuter parking. Record documents from Appeal #4191 describe the parking conditions as quite dangerous, with significant grade changes, lack of parking stall lines, uneven and irregular surface conditions, pot holes, and large rock-outcroppings. It was Greenwich Plaza's goal, as stated in that Appeal, to improve the commuter parking conditions, redevelop the station area, and construct a "shopping center".

During the latter part of the 1960's, Greenwich Plaza and the Town worked together to form a public-private partnership to redevelop their collective parcels of land, an area which stretched from I-95 up to Railroad Avenue. Ultimately, the Town and Greenwich Plaza entered into an Agreement of Lease and Conveyance between Town of Greenwich and Greenwich Plaza, Inc. (See EXHIBIT B) which provided for the following:

- 1.) Greenwich Plaza conveyed to the Town Tract I, a 36,111 SF (0.829 acres) parcel of Greenwich Plaza's land, in the center of Parcel #4, for no consideration (hereinafter "Tract I"; See EXHIBIT C). This parcel would be combined with the two (2) adjoining parcels of land already owned by the Town, resulting in the Town owning 100% of the land identified as Parcel #4 on Map #4864, G.L.R., see EXHIBITS A & C;
- 2.) The Town leased to Greenwich Plaza the air rights over all of Parcel #4, as shown on Map #4864, G.L.R (Exhibit A), permitting Greenwich Plaza to develop "buildings or structures of all kinds including parking and other facilities related to an office and business or commercial center" on the entire property bounded by the train tracks to the north, I-95 to the south, Steamboat Road to the east and Arch Street to the west (Parcels #2 and #4 on Map #4864); and
- 3.) Greenwich Plaza was required to construct at least 356 parking stalls in the Common Commuter Lot in accordance with applicable parking regulations of the Town for use by the public.

As a condition of the Municipal Improvement Application, which was associated with the public-private partnership noted above (MI #115), the Planning and Zoning Commission required that Final Site Plans be submitted to the Planning and Zoning Commission for its consideration and approval which were to show the following:

- a.) "Parking spaces exclusively for commuter use at least equal in number to the present design capacity (356 cars) provided by the New Haven Railroad and the two Town parking lots south of the railroad"; and
- b.) "Direct and convenient access to station platforms for pedestrian and vehicular traffic."

² The first time being in 1931 as a result of the Great Depression.

³ Reference to Deed recorded in Book 725 at Page 549, G.L.R.

⁴ Formerly known as Greenwich Station Center, Inc. See Certificate of Incorporation by Action of Board of Directors and Stockholders dated 3/29/1967, recorded in Book 795 at Page 1 of the Greenwich Land Records.

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After obtaining necessary variances of side yard setback requirements to permit construction of the parking structure adjacent to the Connecticut Turnpike, as well as height and story requirements to permit construction of the two (2) four-story office buildings above the aforementioned parking structures (See Appeal #4401), the Planning and Zoning Commission approved the redevelopment of Parcel ## 1, 2, and 4 by Greenwich Plaza, Inc. and the site was developed substantially as it still exists today.

EXISTING CONDITIONS

Parcel #1, Map 4864, G.L.R.

Today, Parcel #1 is an 83,116 SF parcel located within the CGBR, CGB, CGIO, Coastal Overlay and Flood Hazard Overlay Zones. The property is bounded to the north by Railroad Avenue, to the south by the train tracks (Parcel #3), to the east by Steamboat Road, and to the west by Arch Street. The site is developed with a 45,969 SF mixed-use development which includes the following:

1. 6,634 SF of retail space, which is currently occupied by Signature Cycle (1,598 SF), Gym Source (2,119 SF), Rink & Racquet (1,485 SF) and a recently vacated storefront previously occupied by Greenwich Bank (1,432 SF);
2. 4,750 SF of retail bank space currently occupied by Citi Bank (includes active basement space⁵);
3. A 6,362 SF train station;
4. A 3,400 SF Personal Service Establishment, currently occupied by Hopscotch Salon;
5. A 1,401 SF, 24 seat Restaurant permitted under Site Plan #2529 and currently operated by Planet Pizza;
6. A 2,914 SF, 30 seat Restaurant permitted under Site Plan #2435 and FSP-Admin #3023 and currently operated by Olive Branch; and
7. A 16,719 SF theatre space leased by Bow Tie Cinemas, which operates a three (3) screen, 654 seat⁶ movie theatre. Parking for the theatre use is provided in the neighboring parking garage as authorized under Building Permit #6-86-G-89. Due to this parking arrangement, the movie theatre use is restricted as follows:
 - o Regular movie showings are restricted to evening hours (after 6PM) during the week, but permitted all day on Saturdays, Sundays and legal holidays.
 - o Daytime use of the theater during the week is permitted for the showing of motion pictures for children only.
8. There is approximately 3,789 SF of shared/common hallway space located along the back (south side) of the building that is not dedicated to any particular use.

Please refer to EXHIBIT D for an illustrative plan showing existing floor areas by use.

The site is also developed with a 36 space parking lot (34 standard spaces and 2 HC spaces) and is served by public water, Town sewer, and other standard underground utilities. Parcel #1 also contains the following existing legal zoning non-conformities:

- Lot Coverage - 95.5% exists where 75% is permitted;
- Building Coverage

⁵ Reference to Building Permit # R-1023

⁶ Seat numbers per Building Permit # 04-4199

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- 46.3% exists over the entire site where 30% is permitted
- When analyzed by Zone, Building Coverage is as follows:
 - CGBR Zone – 68.7% exists where 30% is permitted
 - CGB Zone – 28.6% exists where 30% is permitted
- Side Yard setback (to Parcel #3) in the CGB Zone - 0 feet exists where 7'-8" is required. (There is no side yard setback required in the CGBR zone);
- Parking - A total of 36 parking spaces were required for the North Side Development (excluding the theatre and station spaces), where 147 spaces would be required under today's regulations; and
- A non-conforming retail bank use on the first floor in the CGBR zone.

Parcel #2 and Parcel #4, Map 4864, G.L.R.

Parcel #2 (GPI Property) and Parcel #4 (Town Land), are considered one zoning lot, which together consist of 182,123 SF. The properties are located within the GB, CGIO, Coastal Overlay and Flood Hazard Overlay zones and are bound to the north by the train tracks (Parcel #3), to the south by property of the State of Connecticut (I-95), to the east by Steamboat Road, and to the west by Arch Street. The site is developed with two (2) four-story multi-tenant office buildings with a combined floor area of 320,535 SF; a small 396 SF taxi stand currently leased to and used by Greenwich Taxi; a 64+/- SF guardhouse; 17 surface parking spaces that support Metro-North passengers; driveways; and additional parking accommodations that include a 54 space surface parking lot for visitors of the office park, and a three-story parking structure that is used as follows:

- Parking Level A (the lowest level), contains 364+/- parking spaces which are managed by the Town of Greenwich and currently used as Permit Parking for commuters. The Town has permitted public parking on Level A during non-commuter hours; and
- Parking Levels B (354 spaces) and C (338 Spaces), which serve as employee spaces predominantly for the office park tenants, although a limited number of spaces are provided to employees who work in the North Side commercial development. In addition, and as described above, parking is provided for theatre patrons and employees during off-peak office hours. It can be noted that the Greenwich Planning and Zoning Department has approved the use of valet parking on garage levels B and C, which provides for an additional 174 spaces for office tenant parking (448 spaces and 418 spaces, on garage levels B and C, respectively).

Parcels #2 and #4 were developed with variances granted for setbacks, building height and number of stories (Appeal #4401). The property also contains the following existing legal non-conformities:

1. Lot Coverage [95.3% exists where 60% is permitted];
2. Building Coverage [67% exists where 25% is permitted];
3. Side Yard setback (to the train tracks) [0 feet exists where 30 feet is required];
4. Gross Floor Area [320,995+/- SF exists⁷ where 91,062 SF is permitted]; and
5. Floor Area Ratio [1.76 exists where 0.5 FAR is permitted].

Parcel #3, Map 4864, G.L.R.

⁷ This figure does not include the parking garage.

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Parcel #3, is the railroad property and right-of-way and contains the railroad tracks and platforms. The land contains 1.401 acres in the Town's GB, CGIO, Coastal Overlay and Flood Hazard Overlay Zones. While the property is held in title by the State of Connecticut, the operation of the railroad tracks and platforms has its own complex history. In short, the New Haven Line is currently operated through a partnership between the Metropolitan Transportation Authority (the "MTA" or "Metro-North") and the State of Connecticut's Department of Transportation (ConnDOT). Unlike most stations on the New Haven Line, which are owned by the State, the Greenwich station buildings and parking facilities continue to be privately owned, with the State of Connecticut owning and controlling the tracks and station platforms, and Metro-North maintaining the platforms.

The applicant and its development team have been working with both ConnDOT and Metro-North on the general design of the improvements related to the stations with input on the need for these more modern facilities based on their projections for future rail use, travelling both to and from Greenwich.

PROJECT OBJECTIVES

As noted in Greenwich's 2009 Plan of Conservation and Development, one of the Town's overarching goals is to promote transit. A critical node in the Town's transit network is the Greenwich Station, which is out-of-date, both physically and operationally, and in need of improvement. It is the applicant's objective and goal to redevelop and improve the Greenwich Train Station and the surrounding commercial area to create a modern transportation center, which recognizes that the way people move around our town, State, and neighboring municipalities has changed significantly since this property was constructed in the late-1960s. It should also be noted that reverse (northbound) train commutes to Greenwich have increased by 58% since 1990 (the oldest period for which good data is available) and, as a result, the applicant, with specific input from Metro-North, further charged its design team with establishing a new train station on the south side of the tracks (Parcel #2) for northbound commuters.

The proposed redevelopment of the North Side commercial block and Greenwich Train Station has been designed to foster a sense of place; promote multi-modal forms of transportation, especially public transit; revitalize the commercial experience along Railroad Avenue, which represents the most southern end of Greenwich's prime retail and service area; and retain and enhance the last remaining movie theatre in Town. In addition, the applicant and its design team have worked to incorporate "green" design elements where possible, given the area's existing development pattern. Providing active storefronts on the southeastern side of Railroad Avenue will strengthen the connection between Greenwich Avenue and the Greenwich Train Station and reinforce one of the region's premier pedestrian shopping streets with public transportation. We believe this project will represent a long-term improvement to Downtown Greenwich and the community as a whole.

REQUEST FOR MUNICIPAL IMPROVEMENT

As a part of the proposed redevelopment of the subject area (discussed in more detail below), GPI has agreed to obtain all approvals for and to construct improvements that are of public benefit. These "Public Benefit Improvements" include: two new train stations (on the north and south sides of the tracks); improved drop-off and pick-up areas for both stations; a new public park; and new pedestrian and commuter pathways and staircases. The construction of these Public Benefit Improvements is contingent on the Town and GPI entering into a new agreement, to be known as the "Redevelopment Agreement", which provides for:

1. The termination of the "Agreement of Lease and Conveyance" between Greenwich Plaza and the Town dated September 21, 1967, amended by agreement dated July 24, 1968, and the conveyance to Greenwich Plaza of the air rights above Town property shown as Parcel #4 on Map #4864, G.L.R.;

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2. Construction by Greenwich Plaza, at its expense, of "Public Benefit Improvements", identified in the Redevelopment Agreement as outlined above;
3. The grant by Greenwich Plaza to the Town of a permanent easement to continue to operate the commuter parking lot upon a portion of the Greenwich Plaza property shown as Parcel #2 on Map #4864. The Town will also agree to continue to manage and maintain the commuter parking lot, with parking revenues to be shared with Greenwich Plaza in accordance with the existing agreement; and
4. The agreement by Greenwich Plaza, at its expense, to permanently operate and maintain the new train stations and the privately-owned public park.

The draft Redevelopment Agreement submitted herewith has been developed by Greenwich Plaza working with the office of the First Selectman, which has been represented by the law firm of Cohen and Wolf. That Agreement is subject to approval by the Representative Town Meeting. Pursuant to Section 99 of the Town Charter, no action shall be taken by any Town agency on any proposal involving the lease of public real property until such proposal has been submitted to and approved by the Planning and Zoning Commission. Accordingly, an Application for Municipal Improvement is submitted herewith for the improvements associated with the Redevelopment Agreement discussed above.

PROPOSED REDEVELOPMENT OF PARCEL #1 ~ SITE PLAN FOR THE NORTH PARCEL

The proposed improvements to the North Parcel (Parcel #1) include the demolition of most of the existing mixed-use building, inclusive of the Greenwich Train Station (a portion of the existing retail building to the east of the existing train station will remain and be renovated/refaced) and construction of a new 54,710 SF mixed use building, with the centerpiece being a new 7,604 SF train station all designed by project architect Beyer Blinder Bell (the lead designer of Grand Central Terminal's restoration). The conceptual design for the redevelopment of the North Parcel, which is illustrated on the plans submitted in support of these applications, is as follows:

- The corner of Railroad Avenue and Steamboat Road will be improved with a new privately owned public park. The park will feature stone paving, landscaped areas and a waterfall feature with stone wall and basin. In addition, access to the train platform has been redesigned and will provide improved access and egress through the construction of a new granite staircase.
- Aside from the station itself, the first/ground floor of the building will be redeveloped to rejuvenate and extend the retail experience easterly along Railroad Avenue, connecting active storefronts with the retail streetscape of Greenwich Avenue. As proposed, the ground floor will offer a mix of retail (including Citibank, which is expected to remain), restaurant, and, tentatively, a retail food market use, which would offer a collection of upscale retail food establishments that would share an open floor plan for dine-in and take out customers. The retail/restaurant component of the project will account for approximately 22,270 SF of floor area.
- As noted above, the architectural cornerstone of the building will be a new, 2-story 7,604 SF train station. The station space will be open, light, and have a feeling of grandeur. The drop-off and pick-up experience in front of the station will be improved and access to the train will be streamlined to reflect Metro-North's new ticketing process of electronic ticket purchasing (either online, on their app, or via a ticket kiosk). The station will include a generous lobby, restroom facilities, a convenience retail space, a waiting area, and elevators for handicap access to the second floor/train platform. The second floor of the station will also provide access to the new theatre, which will adjoin the station to the west.

- The new theatre will consist of a total of 24,836 SF of space that will accommodate six (6) luxury auditoriums (3 more screens than exist today) with approximately 525 seats (about 129 fewer seats than exist today). The space has been designed to the standards for Bow Tie Cinemas' "Ultimate" concept, which features reserved luxury recliner seating in all auditoriums, reserved seat ticketing, and, in addition to typical movie theatre fare, in-theater service of full meals and alcoholic beverages.
- The existing 36 space surface parking lot will be reconstructed into a 59 space open parking garage, which will include 45 spaces at the street level and an additional 14+/- spaces at the lower level for employees. The majority of the street level parking will be covered by the theatre above, and screened by an architectural/green screen wall around the perimeter of the parking level.
- The far western side of the site, along Arch Street, will be planted with flowering trees, shrubs and grasses to provide an attractive landscape buffer along the street.
- Drainage improvements are provided as outlined in the Drainage Summary Report submitted herewith. In sum, since the site's redevelopment will result in a decrease in impervious coverage and overall runoff volumes, drainage improvements focus on providing water quality treatment, which is being addressed by proposed tree pits, green roof areas, an infiltration system, and a sand filter system.

A summary of salient zoning data for the subject site can be found in the table below:

SALIENT ZONING INFORMATION – GREENWICH PLAZA – NORTH SIDE (PARCEL #1) - CGBR & CGB ZONES			
	EXISTING	PROPOSED	PERMITTED/REQUIRED
Zone:	CGBR, CGB, CGIO	No Change	No Change
Total Lot Area:	83,116 SF	No Change	N/A
CGBR:	36,734 SF		
CGB:	46,382 SF		
Gross Floor Area:			
• Basement:	1,878 SF	317 SF	
• 1st Floor:	35,453 SF	28,519 SF	
• 2nd Floor:	8,638 SF	25,874 SF	
Total Gross Floor Area:	45,969 SF	54,710 SF	47,376 SF, Blended - As of Right 56,252 SF, Blended Per New §6-205***(c); See Below
Floor Area Ratio (FAR)	0.55	0.6583	0.57, (Blended) As of Right 0.6768 (Blended) Per New §6-205***(c); See Below
<u>Space Allocation by Use</u>			
Mixed Use:	22,888 SF⁸	22,270 SF	
Theatre:	16,719 SF	24,836 SF	
Station:	6,362 SF	7,604 SF	

⁸ Includes 3,789 SF of common area.

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SALIENT ZONING INFORMATION (CONT.) – GREENWICH PLAZA – NORTH SIDE - CGBR & CGB ZONES			
	EXISTING	PROPOSED	PERMITTED/REQUIRED
Building Height:	31.04 Feet ⁹	40 Ft. - Theatre 50 Ft - Station	40 Feet As of Right 50 Ft Max Permitted for Station Per New §6-118.1; <i>See Below</i>
Number of Stories:	2 Stories	2 Stories	3 Stories
Building Coverage:	46.3%, Blended Legal Non-Conforming	62.8%, Blended	66.6%, Blended (See Below)
CGBR:	68.7%	64.9%	68.7% Per Existing Legal Non-Conformity
CGB:	28.6%	61.1%	65% Per (New) §6-205(c)***; <i>See Below</i>
Lot Coverage:	95.5%	93.9%	95.5% Per Existing Legal Non-Conformity
Setbacks			
Front (Steamboat):	11.9 Feet	38.6 Feet	10 Feet
Front (Arch Street):	231.3 Feet	28.8 Feet	10 Feet
Street Side (RR Ave):	10'-1"	10.3 Feet	10 Feet Per §6-132(e)
Side (Parcel #3, CGBR):	0 Feet	1.7 Feet	0 Ft. Per Existing Legal Non-Conformity
Side (Parcel #3, CGB):	0 Feet	1.8 Feet	0 Ft. Per Existing Legal Non-Conformity
Parking:			See Information Noted Below Regarding Existing Parking Non-Conformity
• Off-Street Parking	36 Spaces	59 Spaces	
Standard Spaces:	34 Spaces	55 Spaces	
HC Spaces:	2 Spaces	4 Spaces	
• RR Ave – Shared Street Parking¹⁰	32 Spaces	27 Spaces	
Standard Spaces:	31 Spaces	26 Spaces	
HC Spaces:	1 Spaces	1 Spaces	
Total Parking:	68 Spaces	86 Spaces	

PROPOSED IMPROVEMENTS TO PARCEL #2 ~ SITE PLAN FOR THE SOUTH PARCEL

The proposed improvements to the South Parcel (Parcel #2) include the demolition of the existing taxi stand in order to construct a new 554 SF train station for northbound rail passengers and redesign the drop-off and pick-up area to promote a more efficient and safe "kiss and ride" experience, which includes longer drop-off/pick-up lanes, a shuttle parking area, and improved pedestrian access and crosswalks.

A summary of salient zoning data for the Parcel #2 can be found in the table below:

⁹ Measured from the existing grade plane prepared by Redniss & Mead.

¹⁰ A portion of the street parking noted herein is on Greenwich Plaza property. See Survey submitted herewith.

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SALIENT ZONING INFORMATION – GREENWICH PLAZA – PARCEL #2¹¹ - SOUTH SIDE - GB ZONE			
	EXISTING	PROPOSED	PERMITTED/REQUIRED
Zone:	GB	No Change	GB
Total Lot Area:	182,123 SF	No Change	N/A
Parcel #2:	85,357 SF		
Parcel #4:	96,766 SF		
Gross Floor Area:			
• Office Buildings	320,535 SF	320,535 SF	
• Taxi Stand	396 SF	0 (Demolished)	
• South Station	N/A	354 SF ¹² (554 SF – 200 SF)	
• Guard House	64+/- SF	64+/- SF	
Total Gross Floor Area	320,995 SF	320,993 SF (-2 SF)	320,995 SF Per Existing Legal Non-Conformity
Floor Area Ratio (FAR)	1.76	1.76	1.76 Per Existing Legal Non-Conformity
Building Height: (Station Only)¹³	N/A	16 Feet	40 Feet
Number of Stories (Station Only)⁹:	N/A	1 Story	3 Stories
Building Coverage	67%	67%	67% Per Existing Legal Non-Conformity
Lot Coverage:	95.3%	95.3%	95.3% Per Existing Legal Non-Conformity
Setbacks			
Front (Arch Street):	10.3 Feet	No Change	10 Feet
Front (Steamboat Rd):	22.3 Feet	No Change	10 Feet
Side (I-95):	9.1 Feet	No Change	9.1 Feet Per Appeal #4401
Side (to Parcel #3):	0 Feet (Taxi Stand)	0 Feet (South Station)	0 Feet Per Existing Legal Non-Conformity
Parking: Commuter Drop-Off (D.O.) and Pick-Up Spaces¹⁴	17 Spaces 8 Taxi Spaces ¹⁵ 5 D.O. Spaces 4 HC Spaces	15 Spaces 4 Shuttle Spaces 7 D.O. Spaces 4 HC Spaces	Direct and convenient access to station platforms for pedestrian and vehicular traffic

¹¹ For zoning purposes, Parcel #2 and Parcel #4 are considered one zoning lot and all zoning statistics which reference Parcel #2 refer to a combined Parcel #2 and Parcel #4 zoning lot.

¹² Per amended §6-118.1, discussed below.

¹³ No change in Building Height of Number of Stories for Existing Office Buildings or Guardhouse.

¹⁴ Office and commuter permit parking no included. No change in the number of existing office or commuter spaces.

¹⁵ Including tandem spaces.

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COMPLIANCE WITH SECTION 6-141 – NON-CONFORMING BUILDING AND USE RESTRICTIONS

As noted above, both Parcel #1 and Parcel #2 have several existing legal zoning non-conformities. In association with this project, those existing non-conformities include: building coverage (both lots), lot coverage (both lots), floor area ratio (Parcel #2), side-yard setback requirements (both lots) and parking requirements (both lots).

Subject to site plan approval pursuant to 6-141(b)(2)(A) of the Greenwich Building Zone Regulations, the following existing non-conformities will be maintained or reduced by the proposed redevelopment plan: On Parcel #1, lot coverage (95.5% to 93.9%) and parking (discussed in more detail below) nonconformities will be reduced and side yard setback (0 ft. to 0 ft.) will be maintained. On Parcel #2, lot coverage, building coverage, side yard setback, and parking non-conformities will all be maintained.

[Note: The existing non-conforming floor area for Parcel #2 and building coverage for Parcel #1 will be increased and addressed as part of the text amendments discussed below.]

While most of the non-conforming zoning statistics noted above are easily established, the existing parking non-conformity on Parcel #1 has required a more thoughtful analysis. Not counting the common accessway (which does not appear to have been considered in the more recent prior site plan approvals for parking requirement purposes), the theatre, which is provided parking in the office parking lot on Parcel #2; or the train station, which is served by the commuter parking located in the vicinity of the subject site, there are approximately 19,099 GSF dedicated to a mix of retail, restaurant (54 seats in total), and personal service (Hopscotch beauty salon) uses. As noted in the table below, these uses require a total of 147 parking spaces under today's regulations.

USE	Gross Floor Area	2019 Parking Req.
Restaurant 1 - Planet Pizza 24 Seats	1,401 GSF Note: 1,479 GSF Per Site Plan #2529	10 Spaces Per §6-158 24 Seats = 8 spaces + 2 for Employees
Restaurant 2 - Olive Branch 30 Seats	2,914 GSF Note: 2,840 GSF Per Site Plan #2435 & Admin. SP #3023	12 Spaces Per §6-158 30 Seats = 10 spaces + 2 for Employees
Retail (Incl. Bank)	11,384 GSF	57 Spaces Per §6-158 $11,384 \text{ SF} \times 0.75 = 8,538 / 150$ = 56.92 or 57 spaces
Personal Service (Hopscotch – 34 Chairs ¹⁶)	3,400 GSF	68 Spaces 2 / Chair Per §6-158
TOTAL	19,099 GSF	147 Spaces Per §6-158

Pursuant to record documents, at least 47 spaces were to be provided for the various uses on Parcel #1. This included 36 spaces (incl. 2 HC spaces) in the shared on-site surface lot for all tenants, plus an additional 5 "office" spaces leased to Olive Branch by GPI per Site Plan #2435, and an additional 6 spaces required by the Planning and Zoning Commission under Site Plan #2529 for Planet Pizza's restaurant use (which was fulfilled by a 3rd party lease for 10 off-site parking spaces). The 47 spaces required by the Town

¹⁶ In 2003, when Hopscotch became a tenant at the subject site, personal service was part of retail and, as such, there was no additional site plan required at the time of occupancy. The parking regulations changed in 2005 to require 2 parking spaces for each chair. 34 Chairs per BP #03-2932.

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at the time of tenant occupancy continue to be provided today and reflect a parking non-conformity of 100 spaces.

Aside from the theatre and station uses, proposed conditions for the remaining 22,270 SF of space are not confirmed with respect to specific tenant fit outs. It is the applicant's desire to maintain a mix of uses, which will likely include restaurant, general retail, continued operation of Citibank (on the first floor of the building), and a retail food market as noted above. For general planning purposes, the following was assumed:

1. Theatre use and parking would remain consistent with existing conditions (i.e. evening and weekend films + daytime children's matinees on weekdays and holidays; All parking provided within the parking garage located on Parcel #2).
2. The Station use and parking would remain consistent with existing conditions (i.e. parking provided in the surrounding commuter lots + adequate drop-off and pick-up operations).
3. Olive Branch has indicated that it would like to remain in its current location, occupying 2,914 SF with a 30 seat Restaurant as permitted under Site Plan #2435 and FSP-Admin #3023. Olive Branch's lease of five (5) spaces in Greenwich Plaza's office lot would continue + shared use of the proposed on-site parking lot to make up the remaining 5 spaces needed for a 30 seat restaurant.
4. The remaining 19,356 SF would be dedicated to a mix of retail uses, which would have shared use of the on-site parking lot and access to the municipal street parking located on the subject site. Since the total area dedicated to mixed retail use is increasing by approximately 3,171 SF over existing conditions¹⁷, an additional 16 spaces have been provided in the on-site lot to account for this. [$3,171 \times 0.75 = 2378.25 / 150 = 15.85$ or 16 spaces.] 36 existing spaces + 16 = 52 spaces.
5. The proposed site development will eliminate five (5) existing municipal on-street parking spaces from Railroad Avenue. As such, an additional five (5) parking spaces have been added to the on-site parking lot (which will be open to the public), which would bring the minimum number of proposed parking spaces to 57 (52 + 5).

Conservatively, the project proposed herewith includes 59 on-site parking spaces (incl. HC spaces) and 27 street parking spaces on the applicant's property along Railroad Avenue.

It should be noted that more intense existing uses, such as additional restaurant and personal service uses, have been omitted from the analysis above to reflect expected future operating conditions. However, in accordance with Section 8-2 of the CT General Statutes, the applicant reserves the right to re-establish such uses in the future. The applicant would agree that, prior to specific tenant fit outs, applications would be submitted to the Planning and Zoning Commission as required by the Greenwich Building Zone Regulations to establish proposed uses and to ensure that the existing parking non-conformity is not being increased.

REQUEST TO AMEND TEXT OF THE GREENWICH BUILDING ZONE REGULATIONS

In order to construct the proposed site improvements as designed and described above, Greenwich Plaza is proposing amendments to the text of the Building Zone Regulations to provide the Planning and Zoning Commission with the ability to authorize, subject to special permit standards as outlined in Section 6-17, alternative requirements for transit-oriented uses adjoining the Connecticut railroad and

¹⁷ This has been conservatively calculated by comparing existing proposed retail conditions of 22,270 SF with the existing retail conditions (without the shared corridor space) of 19,099 SF. $22,270 - 19,099 = 3,171$.

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theatre/cinema uses in the CGB Zone. The following specific text amendments are proposed. Underlined text to be added and text in [brackets] to be deleted.

SEC. 6-118.1 USE REGULATIONS IN AND ADJOINING RAILROAD RIGHTS-OF-WAY

Transportation-Oriented uses shall be permitted within and adjoining the State of Connecticut railroad right-of-way when authorized by Special Permit by the Commission pursuant to Section 6-17 of these regulations provided the proposed uses are found to [the] be primarily for the service and convenience of passengers such as train stations, news-stands, limousine, bus and taxi stands, limited food concessions, vending machines, passenger and shuttle parking, overhead bridges and accommodations necessary for the operation of the railroad (side track signal towers, etc.). In order to promote public transit, the Commission may permit buildings in non-residential zones to: a) exclude up to 500 SF of space from "Floor Area, Gross" for such building(s) which are devoted entirely to Transportation-Oriented uses; and b.) authorize an increase in building height of up to 25% over what is permitted in the underlying zone.

The proposed text amendment to Section 6-118.1 clarifies the areas within which these regulations would apply and provides zoning incentives for both public and private property owners to devote land area to public transit uses.

NEW SECTION 6-205*(c)**

Theatre or Cinema uses as defined in Section 6-5(a)(51.1) are recognized as having unique indoor requirements necessary for public assembly. As such, upon an application for Special Permit by the property owner, the Planning and Zoning Commission may permit a building coverage of up to 65% and authorize a floor area ratio of up to 0.5 for Theatre or Cinema uses. Such allowances shall be subject to a finding by the Commission that the proposed development:

- 1.) Provides for and/or enhances a public amenity that will promote business, social, civic and/or cultural activities; and
- 2.) Meets all applicable standards set forth in Section 6-15 and 6-17 of these regulations.

The proposed text amendment to Section 6-205*** identifies the special needs for a theatre or cinema, which require large areas for public assembly and provides certain allowances in order to encourage the retention or creation of theatre uses within the Town. The 0.5 floor area allowance is consistent with other business zones in Town, and well under the 0.9 FAR permitted in the neighboring CGBR zone. Additionally, we believe that the proposed 65% building area proposed for theatre uses is consistent with the development and coverage patterns seen in the area. The proposed regulation also gives the Commission, through the Town's established special permit standards, the discretion to consider sites on a case-by-case basis as to their appropriateness in a given neighborhood and its historic development.

REQUEST FOR SPECIAL PERMIT APPROVAL

The Applicant seeks special permit approval pursuant to the following applicable regulations:

Section 6-101(a) – Cubic Volume

No new construction which would result in a structure or group of structures which individually or together would total in excess of 40,000 cubic feet in volume above established grade in the underlying

zones of the mapped Central Greenwich Impact Overlay Zone shall be permitted except when authorized by special permit by the Commission pursuant to Section 6-17 of the Building Zone Regulations. Both Parcel #1 and Parcel #2 lie within the CGIO zone and both sites have cumulative volumes in excess of 40,000 cubic feet.

(Amended) Section 6-118.1- Use Regulations in and Adjoining Railroad ROW

As provided within the text amendment proposed above, the Commission, may, subject to special permit approval, permit a reduction in floor area of up to 500 SF for buildings which are dedicated entirely to Transportation-Oriented uses. This floor area "bonus" will encourage property owners, where appropriate, to provide adequate transit-oriented facilities, which will promote the use of public transit.

As applied to the applications submitted herewith, Greenwich Plaza proposes the demolition of a 396 SF taxi stand and, in its place, construction of a new 554 SF train station on Parcel #2. This station building will be entirely devoted to passengers of the adjacent rail system and provide a temperature controlled waiting area for northbound passengers. As noted above, reverse commuting has increased significantly in the past several decades and we believe that construction of a station on the south side of the train tracks would be beneficial and promote public transit. Pursuant to Section 6-118.1, as amended, the applicant requests special permit approval to deduct 200 SF of floor area from the proposed South Station to provide for the Transportation-Oriented use noted above.

Subject to the Commission's approval of the aforementioned Text Amendment and the granting of a reduction in Floor Area, Gross as requested herewith, the floor area for Parcel #2 would be as follows:

	EXISTING	PROPOSED	PERMITTED
Gross Floor Area:			
• Office Buildings	320,535 SF	320,535 SF	
• Taxi Stand	396 SF	0 (Demolished)	
• South Station	N/A	354 SF (554 SF – 200 SF)	
• Guard House	64+/- SF	64+/- SF	
Total Gross Floor Area	320,995 SF	320,953 SF (-2 SF)	320,995 SF Per Existing Legal Non-Conformity
Floor Area Ratio (FAR)	1.76	1.76	1.76 Per Existing Legal Non-Conformity

In addition, and as further provided in Section 6-118.1, as amended, the applicant requests special permit approval to permit a building height for the proposed North Station (on Parcel #1) of 50-feet. It is the project architect's strong opinion that the generous height and interior proportions of the space are appropriate to emphasize the building's significance as a visual icon and civic space in downtown Greenwich. The train station building, which is both the functional heart and architectural centerpiece of the proposed redevelopment project, has been designed to be both elegant and bold and to relate to other architecturally significant and similarly scaled buildings found along Greenwich Avenue.

(Amended) Section 6-205(c)***

As provided within the text amendment proposed above, the Commission, may, subject to special permit approval, allow a building coverage of up to 65% and authorize a floor area ratio of up to 0.5 for Theatre or Cinema uses in the CGB zone. Pursuant to Section 6-205(c)***, the applicant requests special permit approval to permit a building area of 61.1% and a floor area ratio of 0.5 for the land area zoned

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within the CGB zone, which will contain a luxury movie theatre. Application of these standards will result in the following:

	EXISTING	PROPOSED	PERMITTED
Total Lot Area:	83,116 SF	No Change	N/A
CGBR:	36,734 SF		
CGB:	46,382 SF		
Gross Floor Area:	45,969 SF	54,710 SF	56,251.6 SF, Blended 36,734 SF x 0.9 = 33,060.6 SF 46,382 SF x 0.5 = 23,191 SF
Floor Area Ratio (FAR)	0.55	0.6583	0.6768, Blended 56,251.6 / 83,116 = 0.6768
Building Coverage:	46.3%	62.8%	66.6%, Blended
CGBR:	68.7%	64.9%	68.7% (Legally Non-Conforming)
CGB:	28.6%	61.1%	65%

As part of the standards set forth in Section 6-205(c)***, the commission must make a finding that: 1.) the proposed development "provides for and/or enhances a public amenity that will promote business, social, civic and/or cultural activities"; and 2.) meets all applicable standards set forth in Section 6-15 and 6-17 of the Building Zone Regulations. With respect to the first standard, and as articulated in the POCD, Greenwich's Downtown is a central area of the community that includes retail and cultural destinations that contribute to the area's vibrancy. In addressing the Downtown area, the POCD specifically notes that, "in addition to retail establishments, community facilities, such as the Senior Center, Greenwich Arts Council, the Bruce Museum and the movie theater contribute to making this a special place." And that the Town should "promote business, social, civic, and cultural activities to maintain residential and economic vitality in Downtown". The proposed project will not only preserve a valued community facility, but it will enhance this public amenity by modernizing the movie-going experience for local residents. Movie theatres have proven to offer a wide range of positive impacts on their communities. They foster a sense of place, enhance local cultural life, provide entertainment, and act as a destination, which, in turn, leads to positive economic impacts on the local economy through audience and visitor spending. The redevelopment of Greenwich's last movie theatre will promote business, social and cultural activities and will have a positive impact on Greenwich's Downtown.

The ways in which the project meets the standards outlined in Section 6-15 and 6-17 are outlined in the subsequent section, below.

CONFORMANCE WITH SECTION 6-17(D) - SPECIAL PERMIT STANDARDS

In making its decision to grant or deny an application for Special Permit, the Commission is required to consider whether a proposed project will comply with the specific standards outlined under Section 6-17(d) of the Building Zone Regulations. Outlined below are each of the twelve (12) standards enumerated in the aforementioned regulation, followed by commentary regarding the same:

[Note: Many of the standards listed below are consistent with the standards set-forth in Section 6-15, Site Plan Standards. As such, the standards of Section 6-15 have not been repeated below, but are referenced for review purposes.]

- 1.) **The proposed development shall not prevent or inhibit the orderly growth of the retail development of the area.**

Comment: The proposed development will not prevent or inhibit the orderly growth of the retail development of the area. To the contrary, the proposed development will *promote* retail development within the Town and connect Railroad Avenue and the Greenwich Train Station with the Town's prime retail area, Greenwich Avenue. The development will enhance the overall shopping experience in Greenwich's central business district and, with the revitalization of retail shops, modernization of the Greenwich Train Station and preservation of the last movie theatre in Greenwich, will meet one of the Town's Action Items (#4.1) as enumerated in the 2009 POCD to "promote business, social, civic, and cultural activities to maintain residential and economic vitality in Downtown".

- 2.) **The proposed development shall not adversely affect storm drainage, sewerage disposal or other municipal facilities. [Reference to Section 6-15(a)(2)]**

Comment: As outlined above and evidenced by the support documentation submitted herewith, the proposed development meets the standards outlined within the zoning regulations with respect to stormwater management, as well as the standards set forth in the Town's Drainage Manual. The proposed site development will reduce impervious coverage on the site and the proposed stormwater management plan will provide treatment, collection and infiltration of stormwater to improve water quality volumes. Sewage disposal and potable water will be provided through public facilities and will be established in accordance with all applicable state and local regulations.

- 3.) **The proposed development shall not materially adversely affect adjacent areas located within the closest proximity to the use. [Reference to Section 6-15(a)(2) and (3)]**

Comment: The proposed development will not materially adversely affect adjacent areas located within the closest proximity to the use. The redevelopment of the Greenwich Transportation Center will have a positive effect on the surrounding neighborhood by revitalizing the retail and theatre uses along Railroad Avenue and creating a much needed connection between Greenwich Avenue, Railroad Avenue, and Steamboat Road. The new corner park will be inviting and, in time, will connect beautifully with the Bruce Museum's full build-out program to create a truly spectacular "Gateway to Greenwich".

- 4.) **The proposed development shall not materially obstruct significant views which are important elements in maintaining the character of the Town for the purpose of promoting the general welfare and conserving the value of buildings. [Reference to Section 6-15(a)(2)]**

Comment: The proposed development will not materially obstruct significant views, which are important elements in maintaining the character of the Town. The new building architecture will provide a more beautiful streetscape and the corner park will provide an improved view for people driving or walking down Greenwich Avenue.

- 5.) **The proposed development shall preserve or enhance important open space and other features of the natural environment and protect against deterioration of the quality of the environment, as related to public health, safety and welfare. [Reference to Section 6-15(a)(2)]**

Comment: The proposed site plan does not propose any development that would adversely affect open space or the deterioration of the environment as related to public health, safety and welfare. Construction of the proposed buildings will be in compliance with the flood zone regulations and in compliance with all current building, electrical and fire safety codes. The project will reduce

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impervious coverage on the site and includes environmentally friendly building and design elements including a green roof, creation of a public park, rain capturing tree pits, and improvements to the quality of stormwater runoff (which is currently untreated) through sand filtration and ground infiltration.

- 6.) **The proposed development shall not interfere with pedestrian circulation, most particularly related to retail shopping. [Reference to Section 6-15(a)(1)]**

Comment: The proposed development will improve pedestrian circulation through the construction of new pedestrian and commuter pathways and staircases. In addition, sidewalks in the vicinity of the project will be rebuilt and undergo a beautification through the installation of street trees, planting beds and decorative lighting. The reinforced connection between Greenwich Avenue and Railroad Avenue retail and dining establishments will enhance the pedestrian experience and promote foot traffic.

- 7.) **The proposed development shall not adversely affect safety in the streets nor increase traffic congestion in the area so as to be inconsistent with an acceptable level of service or interfere with the pattern of highway circulation. [Reference to Section 6-15(a)(1)]**

Comment: As noted above, the proposed development will not adversely affect safety in the streets nor increase traffic congestion. Formal parking will be provided in sufficient numbers and improved drop-off and pick-up areas for both stations is provided to enhance traffic operations associated with these activities. Access to the train station and its platforms will be improved through the construction of new pedestrian and commuter pathways and staircases. Bike racks will be provided at the train station, which will meet one of the Town's goals as outlined in the 2009 POCD (Action Item 5.1) to "provide bicycle racks at businesses, municipal facilities, train stations, school and multi-family residences."

In addition, the POCD specifically notes that the "Greenwich Train Station is an underutilized resource for solving traffic problems in Downtown" and that the Town should "consider ways to create additional incentives to use transit". While not a direct incentive, the redevelopment of the Train Station will promote public transit. Improved access to the station and the applicant's proposal to productively modernize the station's infrastructure have been found to be "crucial" components to bolster public transit use.¹⁸

When taken as a whole, the redevelopment proposed herewith reflects an upgrade of the property's existing facilities to the level expected by today's market. As such, and as demonstrated in the Traffic Impact Study submitted herewith, the proposed improvements will not significantly increase traffic volumes in the area. Any minimal increase in traffic delay at the surrounding intersections will be more than offset by the considerable reduction in congestion associated with the improvements to the train station portals on Railroad Avenue and at Greenwich Plaza.

¹⁸ "How Smart Cities Can Increase Public Transit Ridership (Industry Perspective)". Government Technology. (Zenghi. 2017). Retrieved July 2, 2019.

- 8.) **The proposed development shall be in scale with and compatible with surrounding uses, buildings, streets and open spaces. [Reference to Section 6-15(a)(3)]**

Comment: The proposed development is situated in a commercial area, zoned for a mix of uses that focus on accommodating the shopping, service, and business needs of the community. To that end, Greenwich's Downtown Planning Committee, in its Final Report, recommended that the boundaries of Greenwich's Downtown core include, "Railroad Avenue/Metro North Railroad Tracks to include the train station and up Arch Street...", clearly identifying the subject site within the defined Central Business District, which should reflect a defined area with a vibrant mix of spaces that promotes human interaction.

Additionally, the existing site has included both the Greenwich Train Station and a movie theatre for over fifty (50) years. The station building, proposed with a generous building height, reflects a design that is intended to emphasize its significance as a visual icon and civic space in downtown Greenwich and relate to other architecturally significant and similarly scaled buildings found along Greenwich Avenue.

We believe that the proposed development is in scale with and compatible with the surrounding uses, buildings, streetscape, and open spaces and look forward to viewing the project with both the Greenwich Planning and Zoning Commission and its Architectural Review Committee.

- 9.) **The proposed development shall preserve land, structures or features having special historical, cultural or architectural merit. [Reference to Section 6-15(a)(3)]**

Comment: The proposed development will preserve important features in the Town of Greenwich. First and foremost, the preservation and revitalization of the Greenwich Train Station will protect and preserve an important community amenity. In addition, GPI has worked diligently over the past few years to retain Bow Tie Cinemas at this location. Preserving Greenwich's last Town movie theatre retains an important community facility which has been specifically identified in the POCD to contribute to making Greenwich's Downtown a special place.

- 10.) **The proposed development shall not materially adversely affect residential uses, nor be detrimental to a neighborhood or its residents, nor alter a neighborhoods essential characteristic. [Reference to Section 6-15(a)(3)]**

Comment: For the reasons outlined above, the proposed development will be compatible with the existing use of the site and provide a benefit to the neighborhood by improving the existing site conditions and having an overall positive impact on the surrounding neighborhood, including its, albeit limited, residential uses.

- 11.) **The proposed development shall preserve where possible existing housing stock so as to maintain and contribute to a diversity of housing opportunities in Town.**

Comment: The existing development does not contain any housing units. This condition will be maintained under proposed conditions and, therefore, there will be a zero net gain/loss with respect to the Town's housing stock.

- 12.) **For the establishment of horticultural or wildlife reservations and natural park areas acquired or controlled by a Connecticut non-profit corporation or organization provided that such reservation or area is open to the public, subject to reasonable regulation, and the Planning and**

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Zoning Commission finds that the establishment of such reservation or area is in the interest of the Town for educational, scientific and recreational reasons, having in mind the size, character and location of such premises and availability of similar uses in the vicinity.

Comment: Section 6-17(d)(12) is not applicable to the subject project.

CONFORMANCE WITH CONNECTICUT COASTAL MANAGEMENT ACT AND SECTIONS 6-111 AND 6-139.1 OF THE GREENWICH BUILDING ZONE REGULATIONS

The subject properties are located within the Greenwich Coastal Overlay Zone and partially (along their western boundaries) located within the Flood Hazard Overlay Zone (AE-11). Accordingly, an Application for Review of Coastal Site Plan has been submitted with these preliminary applications. Coastal Resources on the site are limited to "shorelands" and "coastal hazard areas" as defined by Section 22a-93(7) of the Connecticut Coastal Management Act (CCMA).

The proposed improvements to the both Parcel #1 and Parcel #2 meet all standards for coastal site plan review set forth in Section 6-111, Coastal Overlay Zone, of the zoning regulations and are consistent with applicable goals and objectives of the Connecticut Coastal Area Management Act. In addition, the mechanical equipment (transformer) located in close proximity to the AE-11 flood zone has been conservatively proposed at elevation 12.5+ pursuant to Section 6-139.1(f)(11)(B). No part of the proposed building is located within a special flood hazard area.

The project will not result in any potential or other adverse impacts as set forth in Section 22a - 93(15) and (17) of the General Statutes and are consistent with policies (b)(1)(A), (b)(2)(F), and (b)(2)(I) of the CCMA. The site's existing use will be substantially maintained, and the proposed redevelopment will not have an adverse impact on adjacent coastal resources due to the implementation of the proposed drainage measures, discussed above. In sum, all proposed site improvements are in full conformance with zoning criteria for development within the Coastal Overlay Zone and, as applicable, within the AE-11 flood zone.

Additional Land Use Approvals Required

In addition to Final Site Plan and Special Permit Approvals, the proposed improvements will require the following land use approvals from the Town of Greenwich:

- The **Greenwich Inland Wetlands and Watercourses Agency** ("IWWA") Staff made the formal determination that an IWWA Permit or other approval shall **not** be required for the proposed additions. A copy of the completed IWWA Questionnaires stamp dated July 2, 2019, countersigned by IWWA Staff is attached hereto for the record;
- Advisory review and approval by the **Greenwich Architectural Review Committee** for proposed redevelopment of Parcel #1 and new train station on Parcel #2, overall landscaping and site lighting;
- Earlier this month, the applicant submitted its request to the **Greenwich Board of Selectmen** for recommendation of Municipal Improvement approval for the overall project and Redevelopment Agreement. This matter will be heard on July 11, 2019.
- A **Representative Town Meeting** will be held during the approvals process to approve the Town entering into the Redevelopment Agreement, as discussed above.

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Submitted Plans and Support Documents

In addition to the exhibits attached hereto, these Applications for Preliminary Site Plan, Special Permit, Amendments to the Text of the Building Zone Regulations, and Municipal Improvement are supported by the following plans, reports, and documents:

- Fourteen (14) Additional Copies of this Zoning Narrative, with exhibits;
- Original + 10 Copies, Preliminary Site Plan Application Form for Parcel #1;
- Original + 10 Copies, Special Permit Application Form for Parcel #1;
- Original + 10 Copies, Coastal Site Plan Application Form for Parcel #1;
- Original + 10 Copies, Preliminary Site Plan Application Form for Parcel #2;
- Original + 10 Copies, Special Permit Application Form for Parcel #2;
- Original + 10 Copies, Coastal Site Plan Application Form for Parcel #2;
- Original + 10 Copies, Municipal Improvement Application Form to approve a Redevelopment Agreement between GPI and the Town of Greenwich;
- Application Fees payable to the Town of Greenwich as follows:
 - \$1,150.00, Application Fee for Proposed Text Amendments;
 - \$5,570.00, Application Fee for Preliminary Coastal Site Plan and Special Permit approval for Parcel #1);
 - \$5,570.00, Application Fee for Preliminary Coastal Site Plan and Special Permit approval for Parcel #2);
- Letter of Authorization from the Applicant, Greenwich Plaza, Inc., authorizing this firm to serve as its Agent on these Applications;
- Affidavit of Notification to Adjoining Property Owners, inclusive of a Certificate of Mailing;
- Fifteen (15) Sets, Civil Engineering Plan Set dated June 24, 2019, prepared and certified by Redniss & Mead, Inc.;
- Nine (9) Sets, Architectural Plans, Elevations and FAR Worksheets dated June 24, 2019, prepared and certified by Beyer Blinder Belle Architects & Planners LLP (8 sets for the main file and 1 additional copy for the Parcel #2 file);
- Nine (9) Sets, Landscape Plans dated June 24, 2019, prepared and certified by Eric Rains Landscape Architects (8 sets for the main file and 1 additional copy for the Parcel #2 file);
- Nine (9) Sets of all Plans, reduced to 11 x 17 inch format;
- Six (6) Copies, Traffic Impact Study dated July 5, 2019, prepared and certified by Kimley-Horn (5 sets for the main file and 1 additional copy for the Parcel #2 file);
- Five (5) Copies, Drainage Summary Report dated August 1, 2016, and all requisite Drainage Forms, prepared and certified by Redniss & Mead, Inc.;
- Two (2) Copies (one for each file), DRAFT Greenwich Transportation Center Redevelopment Agreement dated 6/27/2019;

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- Three (3) Copies, Existing Grade Plane Calculation for Parcel #1 dated June 24, 2019, prepared and certified by Redniss & Mead, Inc.;
- Three (3) Copies, Proposed Grade Plane Calculation for Parcel #1 dated June 24, 2019, prepared and certified by Redniss & Mead, Inc.;
- Three (3) Copies, Proposed Grade Plane Calculation for Parcel #2, New Train Station, dated June 24, 2019, prepared and certified by Redniss & Mead, Inc.;
- Existing and Proposed Lot Coverage Calculation Worksheets, Parcel #1, dated June 24, 2019, prepared by Redniss & Mead, Inc.;
- Existing and Proposed Lot Coverage Calculation Worksheets, Parcel #2, dated June 24, 2019, prepared by Redniss & Mead, Inc.;
- Five (5) Copies, Preliminary Construction Phasing Plan dated June 26, 2019, prepared by A.P. Construction;
- Two (2) Copies, Completed IWWA Questionnaire dated July 2, 2019 for Parcel #1;
- Two (2) Copies, Completed IWWA Questionnaire dated July 2, 2019 for Parcel #2;
- One (1) Copy, Tax Assessors Field Card for Parcel #1, Tax ID No. 01-2520/S;
- One (1) Copy, Tax Assessors Field Card for Parcel #2, Tax ID No. 02-1603/S;
- Two (2) Copies, Town of Greenwich GIS Map of the vicinity of the subject property; and
- The Department's Site Plan Checklist prepared for Parcel #1 and Parcel #2.

Note: The site is served by public water. The applicant has started the "Will Serve" process with Aquarion Water Company. Once Aquarion issues its Will Serve letter confirming that there is an adequate source of potable water to satisfy the needs of the proposed use, it will be forward to the Commission for its records on these applications.

We look forward to presenting these Applications at a special meeting of the Planning and Zoning Commission on July 30, 2019. Should you or your staff have any questions or comments in the interim, please do not hesitate to contact me.

Very truly yours,



Bruce F. Cohen

Enclosures

cc (w/ encl.): Greenwich Plaza, Inc.
Beyer Blinder Belle Architects & Planners LLP
Redniss & Mead, Inc.
Eric Rains Landscape Architects
Kimley-Horn