There were two consistent complaints with the regulations, prompting moratorium:

1. The incentives are too nebulous and therefore difficult for developers to know whether their application will be successful, leading to perceived or real excess time and money spent on an application.
2. Criticism that the bulk and associated traffic and parking is too great for the number of moderate income units provided in the development.

A 12-month moratorium of Section 6-110(g) became effective on November 6, 2019 and was extended for three months at the November meeting.
Focus of Discussions

- Massing
  - Height
  - FAR
  - Setbacks
- Rethinking subsidized/incentive based housing
  - Moderate income (Section 6-110 of local zoning regulations)
  - Affordable housing (Section 8-30g of State Statutes)
Big Picture Proposal:

1) Now “inclusionary”
   a. At 5 or more units, 20% of units must be below market rate.

2) The 20% below-market requirement is split 50/50
   a. Moderate-income - effectively average town employee salary.
   b. Affordable - 80% of state median income
**Big Picture Proposal:**

Moderate-income regulations were designed to promote housing for Greenwich Town employees. Starting salaries are:

- Teacher $56,111
- Police Officer $69,701
- Firefighter $60,910

To qualify for a moderate-income housing unit, an individual can make no more than $98,911 a year. To qualify for an affordable unit an individual can make no more than $55,832 a year.

A one-bedroom market rate unit goes for between $3,500 and $4,900 per month. This year moderate units are capped $1,649. Affordable units would go for $1,386 per month.

Requiring both moderate income and affordable units creates housing diversity in Town.
Big Picture Proposal:

3) A fraction at 0.5 or above is rounded up to a unit

4) If there is an odd number of units, more of the units should be affordable as opposed to moderate
Big Picture Proposal:

DRAFT CONCEPTS TO PROMOTE UNDERGROUND PARKING AND PARKS:

5) Density bonus of 0.05 FAR to add a market rate unit if at least 0.75 underground parking spaces are provided per unit and overall development does not exceed 0.9 FAR.

6) The land area of a property in the same ownership of the development, which is within 250 feet of the development, may be used to calculate the floor area of the property with the building provided said property is used as a public park, is at least 7,500 square feet, and the floor area on the parcel with the development does not exceed 0.9 FAR.
**Big Picture Proposal:**

<table>
<thead>
<tr>
<th>ZONE</th>
<th>INCENTIVES STORIES</th>
<th>UNDERLYING STORIES</th>
<th>INCENTIVES HEIGHT*</th>
<th>UNDERLYING HEIGHT</th>
<th>INCENTIVE FAR</th>
<th>UNDERLYING FAR</th>
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<td>37'-0&quot;**</td>
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<td>37'-0&quot;**</td>
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</tr>
</tbody>
</table>
**Big Picture Proposal:**

7) 0.75 max FAR
   a) two exceptions – parks and parking

8) CGBR –
   • Greenwich Avenue remain as is
   • other areas of the CGBR can get an increase from 0.3 to 0.5 where moderate or affordable units are included.
**Big Picture Proposal:**

9) CGB - largest incentives from an FAR standpoint

- There are approximately 178 buildings on 165 properties. Of these properties 145 exceed the .3 FAR:

  62 properties are between .3 and .5 FAR
  40 are between .5 and .75 FAR
  43 exceed .75 FAR.
Big Picture Proposal:

10) LB and LBR-2 zones - are the villages
   a) The FAR goes from 0.5 up to 0.75, as noted in incentive (E), and there is relief from setbacks so buildings can be wider with parking in the rear in order to get to the FAR without using the height.

   b) The development community has noted that height is still needed, in order to offset the cost of the below market-rate units, so to that end, these zones are afforded an extra 2' in height where the buildings are mixed use (the first floor commercial space need higher ceilings) AND where the roof is gabled, which gives a more residential feel to the building.
Big Picture Proposal:

11) GB and GBO zone,
   Lower FAR (0.75)
   Lower Height (45’ as opposed to 47’5”)

The front yard setback in these zones in 50’, so there is still less than a 1 to 1 ratio of height to setback from the curb.
Heights in LB and LBR2 Zone
Heights in Main Commercial Corridors

GB GBO CGBR CGB