EASTERN GREENWICH NEIGHBORHOOD PLAN

Prepared on behalf of:

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

Prepared by:

BFJ Planning
115 Fifth Avenue
New York, NY 10003
(212) 353-7474
www bfjplanning com

September 15, 2015
Acknowledgements

Town of Greenwich Planning and Zoning Commission
Donald Heller, Chairman
Richard Maitland, Secretary
Margarita T. Alban
Frederic H. Brooks
Peter Levy
Nancy N. Ramer, Alternate
H. Andrew Fox, Alternate
Nicholas Macri, Alternate

Greenwich Planning and Zoning Department
Katie DeLuca, AICP, Director of Planning and Zoning/Zoning Enforcement Coordinator/Town Planner
Robert Seale, Deputy Director of Planning and Zoning
Patrick LaRow, AICP, Senior Planner
Cindy Tyminski, AICP, Planner II
Marek Kozikowski, AICP, Planner II

Town of Greenwich Staff
James W. Michel, P.E., Deputy Commissioner of Public Works
Melissa Evans, Traffic Operations Coordinator
Greg Sullivan, GISP, GIS Coordinator
Carrie Keneally, GISP, GIS Analyst
Lauren Elliott, Town Assessor
Robert Shipman, Assistant Town Assessor
Joseph Siciliano, Director of Parks and Recreation
Denise Savageau, Director or Greenwich Conservation Commission
Rita Azrelyant, Director of Parking Services

BFJ Planning Consultant Team
Frank Fish, FAICP, Principal, Planning
Susan Favate, AICP, PP, Associate Principal, Project Manager
Georges Jacquemart, PE, AICP, Principal, Transportation
Jonathan Martin, Ph.D., AICP, Senior Associate
Noah Levine, AICP, Project Planner
Isabel Aguirre Martinez, Urban Designer
Tina C. Lund, AICP, Online Survey
Peter Furst, Demographics and Business Trends
Table of Contents

1. **INTRODUCTION, PLAN PROCESS, PAST STUDIES AND HISTORIC SETTING** ........................................ 1
   - Planning Process ........................................................................................................................................ 3
   - Previous Studies ........................................................................................................................................ 6
   - History of Eastern Greenwich .................................................................................................................. 6

2. **DEMOGRAPHICS AND HOUSING AND BUSINESS TRENDS** ......................................................... 11
   - General Population .................................................................................................................................. 13
   - Age ........................................................................................................................................................... 13
   - Race and Ethnicity ................................................................................................................................... 15
   - Household Structure ............................................................................................................................... 16
   - Household Income Trends ..................................................................................................................... 16
   - Housing Trends ....................................................................................................................................... 17
   - Employment Trends ............................................................................................................................... 18
   - Retail and Service Business Trends ......................................................................................................... 18
   - Summary .................................................................................................................................................. 19

3. **LAND USE, ZONING AND URBAN DESIGN** .................................................................................... 21
   - Land Use .................................................................................................................................................. 23
   - Historic Resources ................................................................................................................................. 32
   - Zoning and Development Potential ....................................................................................................... 33
   - Recommendations .................................................................................................................................... 43

4. **TRANSPORTATION AND PARKING** ............................................................................................... 47
   - Existing Traffic Conditions ..................................................................................................................... 49
   - Public Transportation ............................................................................................................................. 52
   - Pedestrian and Bicycle Circulation .......................................................................................................... 53
   - Recommendations .................................................................................................................................... 56

5. **STORMWATER, FLOODING AND TREES** ....................................................................................... 69
   - Flooding and Stormwater ....................................................................................................................... 71
   - Recommendations .................................................................................................................................... 77

6. **ACTION PLAN** ................................................................................................................................... 79
Figures

Figure 1: Regional Map ................................................................. 24
Figure 2: Land Use Map ............................................................... 25
Figure 3: Zoning Map ................................................................. 36
Figure 4: Vacant Parcels ............................................................. 37
Figure 5: Old Greenwich Existing Streetscape .......................... 40
Figure 6: Old Greenwich Streetscape Improvements ............... 41
Figure 7: Roadway Classification Map ...................................... 50
Figure 8: Priority Areas for Pedestrian and Bicycle Infrastructure .............................................................................. 54
Figure 9: Sound Beach Avenue - Vehicular Conflict Points .... 58
Figure 10: Sound Beach Avenue Alternatives ......................... 59
Figure 11: Old Greenwich Business District ......................... 61
Figure 12: West End Parking Lot: Potential Improvements ....... 62
Figure 13: Old Greenwich: Improvements to Mid-Block Crossings ................................................................. 64
Figure 14: Wetlands and Floodplains ........................................ 73

Tables

Table 1: Population Change by Age Group, 2000 to 2010 ............. 14
Table 2: Housing Supply .............................................................. 17
Table 3: Change in Eastern Greenwich Businesses by Industry and Size, 2000 to 2012 ................................................... 19
Table 4: Area and Bulk Residential Zoning Regulations for Eastern Greenwich ......................................................... 34
Table 5: Area and Bulk Commercial Zoning Regulations for Eastern Greenwich .................................................. 34
Table 6: Vacant Parcels ............................................................... 38

Charts

Chart 1: Regional Population Growth by Age Groups, 2000 to 2010 .................................................................................. 15
Chart 2: Share of Households by Annual Income That Spend Over 30% of Income on Housing Costs ................................................. 17
Chart 3: Land Uses in Eastern Greenwich ...................................... 23
1. INTRODUCTION, PLAN PROCESS, PAST STUDIES AND HISTORIC SETTING

Map of Greenwich, 1868

University of Connecticut MAGIC Historical Map Collection
**PLAN PURPOSE AND BACKGROUND**

Since the 2009 adoption of the Town of Greenwich Plan of Conservation and Development (POCD), the Greenwich Planning and Zoning Commission has followed through on the POCD’s recommendations for planning in its “larger villages,” developing neighborhood plans for Byram (2011) and Cos Cob (2014). As a continuation of that effort, the Planning and Zoning Department began in 2014 the process of developing a neighborhood plan for Eastern Greenwich, as recommended in the POCD. In the spring of 2014, the department met with neighborhood stakeholders in Old Greenwich and Riverside, seeking input on issues such as the desired boundaries of the neighborhood study area, traffic and parking, commercial development, housing, historic resources and environmental issues. A key outcome of those meetings was a desire by participating stakeholders to study Old Greenwich and Riverside – as well as the North Mianus area in the vicinity of Palmer Hill Road – in a comprehensive way, given the interconnectedness of these various geographic areas. The Town determined to proceed with such a study of the “Eastern Greenwich” area east of the Mianus River.

**PLANNING PROCESS**

The Town issued a Request for Proposals (RFP) in the fall of 2014 seeking a consultant to develop a neighborhood plan for the eastern section of Greenwich, composed of the Old Greenwich, Riverside and North Mianus sections of Greenwich. The primary goal of this Neighborhood Plan is to help the Town guide development instead of react to it. The intent is to have manageable and sustainable development in Eastern Greenwich for future commercial, residential and institutional uses.\(^1\) Specific recommendations were sought for zoning changes, attracting and maintaining a younger population, incentivizing moderate-income housing developments, implementation of proposals in prior studies, the use of fill and grade manipulation to achieve additional floor area in designated coastal flood zones, managing for long-term resiliency against flooding, evaluation of parking in the business districts, and preservation of key historic and community assets. Following a consultant selection process, work on the study began in January 2015.

During the approximately nine-month project, the Eastern Greenwich Neighborhood Plan was the subject of three public neighborhood charrettes and two larger public workshops. The opening public workshop was held January 21, 2015, at Eastern Middle School, while the charrettes were held at each of the three elementary schools to address issues affecting Old Greenwich, Riverside and North Mianus, on February 5, February 19 and March 18, 2005, respectively. A second public workshop was held on May 21, 2015. Although a wide range of topics were discussed during the workshops and charrettes, several broad themes emerged as key neighborhood issues:

- **Environmental Issues.** At each public session, concerns were raised regarding watershed and drainage issues, sedimentation of Binney Park Pond due to upstream erosion and the

---

\(^1\) The term “sustainable development” is generally considered to be development that meets the needs of the present without compromising the ability of future generations to meet their own needs. (1987 World Commission on Environment and Development.) It is intended to encompass both environmental and fiscal considerations.
preservation and replacement of trees. Old Greenwich residents were especially focused on the appropriate usage and design for fill, particularly in floodplain areas, while Riverside and North Mianus residents were concerned about the maximization of development in a way that clears properties and results in the loss of mature trees.

- **Urban Design and Community Character.** Residents were supportive of maintaining the aesthetic consistency and scale along Sound Beach Avenue in Old Greenwich, as well as improving overall parking, safety and walkability in this business area. There was consensus that creation of a Village District would be an effective tool in achieving these goals. Along Route 1, participants felt that the design of future buildings should have appropriate heights, setbacks, street frontage and signage, and that being involved with the Planning and Zoning Commission’s public process as development applications are considered is the best way to address these design concerns. Form-based zoning could be considered for some or all of the Route 1 corridor; the Town should seek additional input from residents on the desired look for this important roadway.

- **Pedestrian and Bicycling Safety.** There was general stakeholder support for improving the bicycle network in Eastern Greenwich with bicycle lanes, striping or sharrows where appropriate. It was noted that, in many areas of the neighborhood, designated bicycle lanes are not possible or desirable due to narrow road widths. Although residents were generally supportive of the Town’s priorities for sidewalk installations, some had concerns about the potential impact of new sidewalks on trees. Given this concern, there was interest in the potential for installing natural paths, rather than formal sidewalks, in areas with existing vegetation. Traffic calming measures were supported, as appropriate based on the type of road.

- **Parking.** Most residents felt that Old Greenwich has sufficient parking, but that the time limits should be more rigorously enforced, and that off-street parking should be improved with landscaping and better access to Sound Beach Avenue. The conversion of angled parking on Sound Beach to back-in angled parking, as suggested in a prior study, had limited support.

- **Open Space and Recreation.** Some participants felt that maintenance of existing parks could be improved, particularly Binney Park. The Mianus River and Mianus Pond were agreed to be major assets to the community, and there was support for improving access and parking along the river for recreational purposes.

The final piece of the outreach effort was an online public survey designed to identify issues of concern for Eastern Greenwich residents and stakeholders. The survey, which ran from March 27 to April 19, 2015, elicited 188 complete responses. It had 50 questions, ranging from basic demographic identifiers to open-ended questions on 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, it provided an additional qualitative layer of data to inform this Neighborhood Plan, as well as a further opportunity for public input.
Several overarching themes emerged through the use of the survey tool. Respondents were focused overall on maintaining the community feeling and character of Eastern Greenwich, and identified improved maintenance of public areas such as parks and train stations – as well as renovating the Civic Center – as opportunities to enhance that character. Other major concerns were addressing traffic problems through better enforcement of speeding regulations and potential installation of traffic calming measures, sidewalks and streetscaping improvements.

Other key findings from the survey include the following:

- Relatively few respondents think of themselves as being from Eastern Greenwich, but instead use the smaller neighborhood names for reference.
- Newcomers to Eastern Greenwich have international origins and were drawn by the good schools, beauty, proximity to the City and relative value of property.
- There is a significant gap in approval between those assets ranked as highest-rated (schools, waterfront, parks, which were each identified as top assets by 71%-77% of respondents) and the lowest (housing, transit, business districts, which were each identified as top assets by just 27%-37% of respondents).
- 40% of respondents would be willing to see additional housing types if appropriately situated near downtown and/or transit.
- Greenwich Point Park and school playgrounds are the most commonly visited recreational facilities in Eastern Greenwich. Respondents felt that the nature preserves and Civic Center are underutilized.
- In Binney Park, respondents felt that sediment basins would only be a partial solution; other suggested actions include dredging, better park maintenance/trash and leaf removal and coordination with upstream communities.
- Some respondents felt that the Town should be able to make stream improvements on private properties. However, other options include an educational program for property owners and tax incentives to complete the work privately.
- Residents need to be educated about the use of fill in floodplain areas, as more than 50% of respondents did not feel they understood enough to answer the fill questions.
- Walking and biking are popular for recreation, and many feel that certain areas are dangerous for these activities, however opinion is mixed on adding sidewalks or bike lanes.
- Retail uses in Old Greenwich should be mixed, but maintain the village character. Route 1 uses can be more varied and include office and recreation.

More detailed summaries of the public meetings and the online survey are found in the Appendix.
**Previous Studies**

In addition to the 2009 Plan of Conservation and Development, a number of local and regional studies have been completed in recent years that have been reviewed and addressed as appropriate in this Neighborhood Plan, including:

- Town of Greenwich Bicycle Master Plan (2001)
- Neighborhood Traffic Calming Program (2007)
- Standardized Crosswalk Study (2007)
- First Selectman’s Pedestrian Safety Committee Report (2009)
- Route 1 Greenwich/Stamford Operational Improvements Study (South Western Regional Planning Agency, 2011)
- A Waterways Vision (2011)
- Mianus River Greenway Priority Properties to Protect (Mianus River Watershed Council, 2011)
- Town of Greenwich Safety Study (2012)
- Mianus River Watershed Based Plan (South Western Regional Planning Agency, 2012)
- Binney Park Pond Sediment Transport Study (2015)

**History of Eastern Greenwich**

Eastern Greenwich is composed of three neighborhoods – Old Greenwich, Riverside and North Mianus – each with a distinct identity and character. However, there is no clear consensus on the boundaries among these neighborhoods. Opinions on the various neighborhood boundaries vary and may be based on a range of factors including Census tract designation, school district, zip code, Representative Town Meeting (RTM) district, neighborhood association or historic development.

For the purpose of the demographic analysis of this Neighborhood Plan, the study area was determined as the area bounded on the east by the border of Stamford, on the south by Long Island Sound and on the west by the Mianus River, as this boundary is the most coincident with Census tracts (see Figure 1). Based on historical development patterns, some Town residents consider North Mianus to encompass a larger area to the west of the Mianus River, which is also considered by some to be North Cos Cob. Although this Neighborhood Plan is focused on the study area depicted in Figure 1, it is recognized that some issues extend beyond the study area boundaries, and recommendations to address these issues may also affect geographic areas outside of the study area. This Plan seeks to indicate clearly where recommendations may affect a larger geographic area, including where impacts may be Townwide.
What the three neighborhoods of Eastern Greenwich have in common is their historic connection to the Mianus River. Named for the Native American leader, Mayn Myannos, the river was the primary inland route used in the 17th century by the Munsee Indians and Dutch and English settlers to serve the earliest communities in Greenwich. After the local Native Americans were largely driven out at the Battle of Strickland Plains in 1644, European farmland settlements began slowly radiating west and north from the original settlement (now Old Greenwich) into the contiguous geographic lands along the Mianus River, which included Mianus, Mianus Neck (now Riverside) and today’s North Mianus at the northernmost section of the river. Not until after the 1660s did the owners of these newly settled lands, who retained their early ties to Stamford on the eastern border of the settlement, venture west beyond the banks of the Mianus River.

Old Greenwich
The historic community of Old Greenwich is the original Town of Greenwich. In 1640, local Native Americans sold the shoreline area corresponding to the tip of Old Greenwich to a small group of European settlers: Captain Daniel Patrick, a military commander of the Massachusetts Bay Colony militia; Robert Feake, a wealthy landowner in the region; and Feake’s wife, Elizabeth Winthrop Feake. A portion of these lands was later transferred to Jeffrey Ferris, an Englishman who is credited with naming the settlement after the town of Greenwich in England.

“Greenwich” became the name for central Greenwich in 1848 when the first train station was constructed in town, and afterward, the original community of Greenwich became “Greenwich, Old Town.” When the community gained its own train station in 1872, its name was changed again to “Sound Beach,” in order to attract summer tourists to the beaches. However, it reverted to “Old Greenwich” in 1931, as there were no longer any public beaches to serve tourists arriving by train.
Old Greenwich is also home to Havemeyer Park, a key postwar residential development. In 1946, Stamford residents Gene Tunney and Arthur M. Starck formed several companies to give homebuyers a total package of services including sales, financing and construction. Their first project was meant to provide quality affordable housing to returning World War II veterans on the 200-acre former H. O. Havemeyer estate on Palmer Hill Road and Havemeyer Lane. The developers called the project Havemeyer Park, naming its streets after famous wartime American generals and admirals.\(^2\)

Riverside

Today’s Riverside began as the 17th century community of Mianus Neck. In 1865, the Continental Mower and Reaper Co. built a plant on the eastern shoreline of the Mianus River; however, the venture closed after only two years. Around this time, New York real estate broker Jeremiah Atwater moved to Greenwich and began buying land and developing housing in Mianus Neck. Atwater and local resident and New York attorney Luke Vincent Lockwood, successfully renamed the area “Riverside” in 1869 to attract summer residents. The two established a Riverside railroad stop and train station and were instrumental in the organization and 1876 construction of a chapel for St. Paul’s Episcopal Church (predecessor to the building on Riverside Avenue) on Chapel Lane.

North Mianus

After 1688, the area along the northern Mianus River, originally called “Steep Hollow” and later North Mianus, developed into the Town’s first business center. It was the site of Greenwich's only gristmill, as well as a saw mill built in 1691, both located near the bridge over the river at the intersection of today's Palmer Hill and Valley Roads. The bridge was built in the area where saltwater tides from Long Island Sound met fresh water from the Mianus River and created a sandbar where one could safely cross. In 1688, the bridge allowed for the first connection of the “Main Country Road” between Boston and New York, along the King’s Highway or the Westchester Path. This early road began at the Stamford border,

turned south at the Mianus River bridge and continued down Valley Road until it reached what is today East Putnam Avenue in Cos Cob. From there, the road continued west to the border with New York.

Today, Eastern Greenwich is known for its quaint shopping area along Sound Beach Avenue; major commercial uses along Route 1; strong community resources such as its schools, Binney Park, Greenwich Point Park, the Eastern Greenwich Civic Center and Perrot Library; and an excellent housing stock ranging from condominiums in mixed-use buildings, bungalows and Cape Cods to larger, newly constructed homes. The area also boasts strong vehicular connections to the region, via Putnam Avenue (Route 1) and I-95, as well as strategic access to regional transit via its train stations in Old Greenwich and Riverside and public bus service connecting to Stamford, downtown Greenwich and Port Chester.

The following sections of this Neighborhood Plan describe existing conditions and issues in Eastern Greenwich pertaining to Demographic, Business and Housing Trends; Land Use, Zoning and Urban Design; Transportation and Parking; and Infrastructure and Community Facilities. The Plan concludes with an Action Plan of implementation steps to incorporate the study’s recommendations into practice.
2. DEMOGRAPHICS AND HOUSING AND BUSINESS TRENDS

Old Greenwich business district

BFJ Planning
**General Population**

Eastern Greenwich is a relatively low-density neighborhood with a population of 16,402 persons distributed across 3,224 acres. However, with 5.09 persons per acre, the area’s population density is comparable to Stamford’s, and is more densely populated than the 2.01 persons per acre of Greenwich as a whole, as well as Westport and Darien, which are at 2.07 and 2.56 persons per acre, respectively. Over the last 30 years, the population of Eastern Greenwich has increased steadily, from 15,213 residents in 1990, to 15,898 in 2000, to 16,402 residents in 2010.

From 2000 to 2010, the population of Eastern Greenwich increased at a rate of 3.2 percent, slightly less than the period from 1990 to 2000 when the population expanded by 4.5 percent. The neighborhood’s population expanded faster than the Town of Greenwich from 2000 to 2010, adding 500 residents, more than seven times as many as Greenwich’s minimal growth rate of 0.1%. However, Stamford and Darien both experienced a higher rate of population growth, 4.7 percent and 5.7 percent, respectively.

According to the Connecticut State Data Center’s most recent population projections, Greenwich is projected to lose residents over the next decade, shedding 4.7 percent of its population even as Fairfield County is predicted to grow by 4.1 percent between 2010 and 2025. In a statewide level, population in Connecticut is anticipated to be low in the hear-term, particularly given lingering effects of the 2007-2008 recession, which contributed to significantly lower birth rates and minimal job growth. Although the State Data Center does not offer population projections at the neighborhood level, given Eastern Greenwich’s higher overall and youth population growth relative to Greenwich, it is expected that the neighborhood will not experience the population decline expected in Greenwich as a whole.

**Age**

As Table 1 and Chart 1 show below, from 2000 to 2010, the demographic trends of Eastern Greenwich have differed from those of the surrounding areas in that the population of youths under age 18 increased in number at a faster rate (+11.7%) than in all of Greenwich (+5.1%), Stamford (+2.2%), or Westport (+9.4%) while young adults aged 18 to 34 declined more sharply in Eastern Greenwich (-24.3%) than in Greenwich overall (-15.6%), Stamford (+4.9%), and Darien (-20.1%). Adults aged 35-44 declined in number more narrowly in Eastern Greenwich (-13.2%) than Greenwich as a whole (-19.9%), while adults aged 45-54 increased at a faster rate in Eastern Greenwich (+19.6%) than Greenwich.

---

3 This demographic analysis is based on area bounded by 14 Census Block Groups, the smallest geographical unit for which the Census Bureau publishes sample data. This area features largely the same boundaries as the study area for this Plan. However due to the Census Bureau’s unique grouping of residential blocks, a portion of Block Group 3 also includes a small number of housing units located in the neighborhood of Cos Cob. This factor does not significantly alter the demographic analysis because less than 5 percent of Cos Cob households counted in the 2010 Decennial Census are located within the 14 block groups utilized in the Eastern Greenwich analysis.

(+15.3%). Among older workforce-age adults and seniors, population growth rates were fairly similar in Eastern Greenwich and the town as a whole, with both experiencing growth of 15.4 percent and 17.4 percent, respectively, among adults aged 55-64, and growth of 3.7 percent and 3.6 percent, respectively, for adults aged 65 or older.

Table 1: Population Change by Age Group, 2000 to 2010

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Eastern Greenwich</th>
<th>Greenwich</th>
<th>Stamford</th>
<th>Westport</th>
<th>Darien</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>% Change</td>
<td>% Change</td>
<td>% Change</td>
<td>% Change</td>
<td>% Change</td>
</tr>
<tr>
<td>Under 5 years</td>
<td>-224 -16.2%</td>
<td>-573 -13.3%</td>
<td>+201 2.5%</td>
<td>-472 -24.6%</td>
<td>-362 -17.9%</td>
</tr>
<tr>
<td>5-9 years</td>
<td>+61 3.8%</td>
<td>-265 -5.3%</td>
<td>-443 -5.9%</td>
<td>-37 -1.6%</td>
<td>+161 7.8%</td>
</tr>
<tr>
<td>10-14 years</td>
<td>+440 36.7%</td>
<td>+696 16.3%</td>
<td>+142 2.1%</td>
<td>+575 29.4%</td>
<td>+678 43.0%</td>
</tr>
<tr>
<td>15-19 years</td>
<td>+347 47.5%</td>
<td>+1,166 41.7%</td>
<td>+870 15.3%</td>
<td>+699 57.3%</td>
<td>+623 66.9%</td>
</tr>
<tr>
<td>20-24 years</td>
<td>+38 11.1%</td>
<td>+168 9.6%</td>
<td>+692 10.5%</td>
<td>+173 40.0%</td>
<td>+86 24.6%</td>
</tr>
<tr>
<td>25-29 years</td>
<td>-96 -22.2%</td>
<td>-364 -13.9%</td>
<td>+794 8.1%</td>
<td>-70 -31.9%</td>
<td>-70 -14.3%</td>
</tr>
<tr>
<td>30-34 years</td>
<td>-463 -49.8%</td>
<td>-1,486 -36.0%</td>
<td>-261 -2.4%</td>
<td>-70 -54.8%</td>
<td>-566 -45.2%</td>
</tr>
<tr>
<td>35-39 years</td>
<td>-444 -29.1%</td>
<td>-1,706 -31.0%</td>
<td>-1,311 -12.3%</td>
<td>-1,014 -43.1%</td>
<td>-425 -22.5%</td>
</tr>
<tr>
<td>40-44 years</td>
<td>+44 2.9%</td>
<td>-457 -8.5%</td>
<td>-390 -4.1%</td>
<td>-323 -12.6%</td>
<td>-33 -1.7%</td>
</tr>
<tr>
<td>45-49 years</td>
<td>+214 16.7%</td>
<td>+588 12.2%</td>
<td>+1,263 16.2%</td>
<td>+491 21.7%</td>
<td>+412 26.5%</td>
</tr>
<tr>
<td>50-54 years</td>
<td>+253 23.1%</td>
<td>+809 18.8%</td>
<td>+1,038 14.1%</td>
<td>+471 23.2%</td>
<td>+415 32.4%</td>
</tr>
<tr>
<td>55-59 years</td>
<td>+175 19.5%</td>
<td>+594 16.3%</td>
<td>+1,424 25.1%</td>
<td>+252 14.7%</td>
<td>+85 7.4%</td>
</tr>
<tr>
<td>60-64 years</td>
<td>+77 10.5%</td>
<td>+548 18.8%</td>
<td>+1,623 35.7%</td>
<td>+369 30.6%</td>
<td>+179 24.9%</td>
</tr>
<tr>
<td>65-69 years</td>
<td>+1 0.2%</td>
<td>+243 9.5%</td>
<td>+245 5.8%</td>
<td>+226 21.1%</td>
<td>+168 27.9%</td>
</tr>
<tr>
<td>70-74 years</td>
<td>-53 -9.6%</td>
<td>-211 -8.9%</td>
<td>-710 -17.7%</td>
<td>-204 -18.8%</td>
<td>-147 -23.4%</td>
</tr>
<tr>
<td>75-79 years</td>
<td>-13 -2.7%</td>
<td>-169 -8.5%</td>
<td>-407 -12.3%</td>
<td>-89 -10.6%</td>
<td>-146 -27.3%</td>
</tr>
<tr>
<td>80-84 years</td>
<td>+25 8.1%</td>
<td>+121 8.5%</td>
<td>+275 11.7%</td>
<td>+197 41.6%</td>
<td>-7 -1.8%</td>
</tr>
<tr>
<td>85 years+</td>
<td>+122 54.0%</td>
<td>+368 26.8%</td>
<td>+515 23.0%</td>
<td>+213 51.3%</td>
<td>+74 25.4%</td>
</tr>
</tbody>
</table>

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

In 2010, youth under the age of 20 totaled 33.8 percent of Eastern Greenwich’s population, increasing by 624 residents (+12.7%) since 2000, while in Greenwich as a whole, this age group increased in number by 1,024 persons (+6.3%). Much of Eastern Greenwich’s youth population growth is attributed to residents aged 10-19, more than making up for the decline among children under 5 years of age. Among young adults aged 20-29, Eastern Greenwich experienced a greater relative loss (-7.3%) in population than the Town of Greenwich overall (-4.5%). Similarly, Eastern Greenwich lost 907 (-36.9%) of residents in the labor force ages of 30-39, exceeding decreases in Greenwich overall (-33.1%), Stamford (-7.3%), and Darien (-31.5%).
Among residents 50 and older, population growth in Eastern Greenwich was 11.9 percent, comparable to Greenwich (+11.2%), Stamford (+11.9%) and Darien (+11.1%). The senior population (65+) grew by 82 residents (+3.7%) in Eastern Greenwich, versus growth of 352 seniors (+3.6%) in Greenwich and a loss of 82 seniors in Stamford (-0.5%). These patterns suggest a strong preference by older Eastern Greenwich residents to age in place, taking advantage of access to transit, hospitals and local businesses.

Given this preference, the elderly population can be expected to keep growing in Eastern Greenwich, as the Baby Boomer generation exits the workforce over the next 20 years. In serving this segment of the population, the Town recognizes the need to consider housing needs for people who are interested in downsizing to a smaller dwelling – typically an apartment or townhome – as well as those who prefer to remain in a single-family context. The Planning and Zoning Commission recently revised the residential regulations in the business zones. The goal was to increase the housing stock, in particular the moderate-income housing stock, and provide more options for seniors and young professionals alike.

**Chart 1: Regional Population Growth by Age Groups, 2000 to 2010**

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Eastern Greenwich</th>
<th>Greenwich</th>
<th>Stamford</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 18</td>
<td>-30%</td>
<td>24.3%</td>
<td>11.7%</td>
</tr>
<tr>
<td>18-34</td>
<td>-19.9%</td>
<td>-13.2%</td>
<td>4.9%</td>
</tr>
<tr>
<td>35-44</td>
<td>4.9%</td>
<td>16.2%</td>
<td>19.6%</td>
</tr>
<tr>
<td>45-54</td>
<td>15.6%</td>
<td>15.6%</td>
<td>17.4%</td>
</tr>
<tr>
<td>55-64</td>
<td>3.7%</td>
<td>3.6%</td>
<td>29.8%</td>
</tr>
<tr>
<td>65+</td>
<td>-0.5%</td>
<td>1.7%</td>
<td></td>
</tr>
</tbody>
</table>

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

**Race and Ethnicity**

Between 2000 and 2010, Eastern Greenwich experienced a loss of 209 residents (-1.5%) who identified their race ethnicity as White, Non-Hispanic. During that time, the neighborhood added 713 individuals who identified with other Non-White race and ethnic identities. Following a similar experience as Greenwich as a whole, all of Eastern Greenwich’s population growth has been fueled by a growing minority population, with Hispanics/Latinos responsible for 65.2 percent of the population growth among minority groups. One out of six new minority residents is Asian/Other Non-Hispanic while one out of 10 new minority residents identifies as multi-racial Non-Hispanic or Black Non-Hispanic.
Eastern Greenwich’s growing racial and ethnic diversity is not unique. Both Greenwich and Stamford experienced increasing racial and ethnic diversity over the last 10 years with a majority of that growth attributed to a fast growing Hispanic/Latino population. Greenwich added 3,492 minority residents, including 2,118 Hispanics/Latinos, while Stamford added 11,764 minority residents including 9,553 Hispanics/Latinos. Hispanics contributed to 60.7 percent 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 Eastern Greenwich and Greenwich, according to the U.S. Census Bureau’s American Community Survey 2006-2010 5-Year Estimate, (the latest available migration estimate), the growing Hispanic population in Fairfield County reflects in-bound migration primarily from New Haven, Hartford and Westchester Counties, as well 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 Eastern Greenwich residents is generally similar to that of Greenwich, with family households predominant. In Greenwich, nearly one out of three households is non-family, lacking legal or blood-related family members, while in Eastern Greenwich, slightly more than one out of five households lacks family members. Non-family households in Eastern Greenwich decreased by 79 households (-6.1%) from 2000 to 2010. Conversely, the number of family households with children increased in recent years, adding 206 households, a gain of 8.5 percent. Looking at these factors in combination with the age group patterns discussed above suggests that the area is increasingly becoming a community of family households with older children.

**Household Income Trends**

Since 1999, the affluence of Eastern Greenwich households has grown. The number of households in the neighborhood earning less than $150,000 dropped by 881 households (-26.1%) while households earning more than $150,000 expanded by 761 households (+33.2%). From 2000 to 2010, as measured in nominal dollars, the share of households with incomes in the top two quintiles of distribution – $100,000 and over – increased dramatically in Eastern Greenwich, from 58.6 percent to 72.7 percent of total. Adjusted for inflation, between 1999 and 2013, the median household income in Eastern Greenwich increased by 1.9 percent, from $179,811 to $183,305.6

---

5 The Census Bureau measurement of 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.

6 Median Household Income for Eastern Greenwich based on the adjusted average median income of households in the 14 census block groups that encompass the study area.
HOUSING TRENDS

Over the period from 2000 to 2010, Eastern Greenwich added 88 housing units, as the area added 504 residents, more than half of which were children under the age of 18 (see Table 2).

Table 2: Housing Supply

<table>
<thead>
<tr>
<th></th>
<th>2010 Greenwich</th>
<th>2010 Eastern Greenwich</th>
<th>Absolute Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Housing Units</td>
<td>24,511</td>
<td>5,920</td>
<td>1,120</td>
</tr>
<tr>
<td>Population</td>
<td>61,101</td>
<td>15,898</td>
<td>504</td>
</tr>
<tr>
<td>Persons per Unit</td>
<td>2.49</td>
<td>2.69</td>
<td>-0.11</td>
</tr>
</tbody>
</table>


Although wealth among Eastern Greenwich residents has increased, housing affordability remains a serious concern. According to the Census Bureau’s 2009-2013 American Community Survey, at least 1,829 (32.9%) of the neighborhood’s households spend more than 30 percent of their income on housing costs such as mortgage or rent payments and utility bills.

As shown in Chart 2, contrary to trends in Greenwich and Fairfield County, where a smaller share of high-earning households are located, high-income households in Eastern Greenwich with earnings equal to or exceeding $100,000 are most likely to pay the largest share of their income on housing, although moderate- and lower-income households also struggle to afford housing. Among Eastern Greenwich households earning more than $100,000 annually, 885 households (15.9%) devoted 30 percent or more of their income to housing costs, compared with 389 (7.0%) households earning between $50,000 and $99,999 and 555 households (10.0%) earning less than $50,000.

Chart 2: Share of Households by Annual Income That Spend Over 30% of Income on Housing Costs

**EMPLOYMENT TRENDS**

Eastern Greenwich is home to only one out of 11 jobs within Greenwich. According to the U.S. Bureau of Labor Statistics, jobs in the neighborhood increased from 2,994 to 3,079 (+2.8%) over the years from 2002 to 2011. Despite this growth, jobs in Greenwich overall expanded at a greater pace, thereby reducing Eastern Greenwich’s share of the town’s total employment, from 9 percent in 2002 to 8.7 percent in 2011. Major industry sectors of growth for Eastern Greenwich over the nine-year period include information (+119 workers), other services (+104 workers), retail trade (+85 workers), health care and social assistance (+66 workers) education services as well as finance and insurance (both +50 workers).

While one of four employed Eastern Greenwich residents works in the Town, most residents commute elsewhere for their jobs. Top commuter locations include Manhattan and Stamford, where one of three workers travel for work. Six out of 10 commuters work in Fairfield County, while one out of 10 workers works in Westchester County and one out of 25 workers commutes to New Haven County. From 2002 and 2011, the share of Eastern Greenwich residents commuting to either Greenwich or Stamford fell from 50.5 percent to 44.2 percent of the population, with Manhattan and White Plains growing in popularity as commuting destinations.

**RETAIL AND SERVICE BUSINESS TRENDS**

In Eastern Greenwich’s 06870 and 06878 zip codes from 2000 to 2012, the number of businesses declined by 61 firms, from 427 in 2000 to 366 in 2012 (see Table 3). Over that period, losses in the professional, scientific and technical services sector – along with the construction sector and the administrative, support and waste management sector – offset gains in finance and insurance and education-service sectors.

Although most of Eastern Greenwich’s loss in businesses occurred among small and mid-sized businesses – the neighborhood lost 32 small businesses employing fewer than five workers and another 23 firms with 5 to 19 workers – it is worth noting that Eastern Greenwich now has only one business employing 100 people or more, in the wholesale trade sector. Clearly, business trends for the 2000-2012 period were affected by the 2008 housing crisis and subsequent recession, which particularly impacted the construction sector. As part of future planning efforts, the Town should continue to monitor its

---

7 Employment statistics in Eastern Greenwich are based on local business employment in the zip code boundaries that encompass the area (06870 and 06878). 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. Excluded workers 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.

8 Commuting statistics based on data from the Longitudinal Employer-Household Dynamics program, a program between the U.S. Bureau of the Census and the Bureau of Labor Statistics.
business trends to determine whether the number of firms is returning to pre-recession levels. Newly released Census data for 2013 appear to show such a trend, with the total number of firms in the two Eastern Greenwich zip codes increasing to 376.

Table 3: Change in Eastern Greenwich Businesses by Industry and Size, 2000 to 2012

<table>
<thead>
<tr>
<th>Industry Type</th>
<th>Total</th>
<th>Number of Establishments by Employees</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>1-4</td>
</tr>
<tr>
<td>Total for all sectors</td>
<td>-61</td>
<td>-32</td>
</tr>
<tr>
<td>Mining, Quarrying, and Oil and Gas Extraction</td>
<td>+1</td>
<td>+1</td>
</tr>
<tr>
<td>Construction</td>
<td>-14</td>
<td>-7</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>+2</td>
<td>1</td>
</tr>
<tr>
<td>Wholesale Trade</td>
<td>-7</td>
<td>+0</td>
</tr>
<tr>
<td>Retail Trade</td>
<td>-7</td>
<td>+0</td>
</tr>
<tr>
<td>Transportation and Warehousing</td>
<td>+0</td>
<td>+5</td>
</tr>
<tr>
<td>Information</td>
<td>-6</td>
<td>-7</td>
</tr>
<tr>
<td>Finance and Insurance</td>
<td>+12</td>
<td>+11</td>
</tr>
<tr>
<td>Real Estate and Rental and Leasing</td>
<td>+0</td>
<td>+4</td>
</tr>
<tr>
<td>Professional, Scientific, and Technical Services</td>
<td>-24</td>
<td>-21</td>
</tr>
<tr>
<td>Management of Companies &amp; Enterprises</td>
<td>-4</td>
<td>0</td>
</tr>
<tr>
<td>Admin, Support, Waste Mgt, Remediation Services</td>
<td>-14</td>
<td>-9</td>
</tr>
<tr>
<td>Educational Services</td>
<td>+7</td>
<td>4</td>
</tr>
<tr>
<td>Health Care and Social Assistance</td>
<td>+4</td>
<td>+1</td>
</tr>
<tr>
<td>Arts, Entertainment, and Recreation</td>
<td>1</td>
<td>+1</td>
</tr>
<tr>
<td>Accommodation and Food Services</td>
<td>0</td>
<td>+1</td>
</tr>
<tr>
<td>Other Services (Except Public Administration)</td>
<td>-2</td>
<td>-9</td>
</tr>
<tr>
<td>Unclassified establishments*</td>
<td>-8</td>
<td>-8</td>
</tr>
</tbody>
</table>

Note: (*) In 2011, “unclassified establishments” were reclassified into other industry sectors.


SUMMARY

Eastern Greenwich's population has changed since 2000, with growth surpassing that of the town as a whole. It has shared in the experience of many suburban areas throughout the country and region of growing ethnic and racial diversity combined with an aging population. Despite the recent economic downturn, its housing market has bounced back from the 2008-2009 housing crisis, to a healthy level of activity. These trends illustrate the strength of Eastern Greenwich as a place for families to locate and remain. There are several recommended zoning actions, as discussed in Section 3, which the Town may wish to consider to strengthen commercial areas and enhance the natural environment, to ensure that the area remains attractive for a broad population to live, work and visit.
3. LAND USE, ZONING AND URBAN DESIGN

Binney Park Pond

Greenwich Department of Parks and Recreation
INTRODUCTION AND LOCAL CONTEXT

The Eastern Greenwich area encompasses approximately 4 square miles of land in the southeastern portion of Greenwich (see Figure 1). The area, bounded by the Mianus River to the west, the City of Stamford to the east and Long Island Sound to the south, makes up about 6% of the town’s total land area and is comprised of the neighborhoods of Old Greenwich, Riverside and North Mianus. Old Greenwich is one of the four larger “village” areas (the others being Byram, Cos Cob and Glenville), which are recognized in the 2009 Plan of Conservation and Development as providing a community level of commercial services and a distinct sense of place. Riverside and North Mianus, meanwhile lack a “center,” as in Old Greenwich, but nonetheless have a strong sense of identity and provide localized services and businesses serving the surrounding neighborhoods.

Eastern Greenwich has excellent transportation access. Route 1 (East Putnam Avenue) bisects the area and provides the primary commercial corridor, while Exit 5 from I-95 provides highway access to the region. The area is also served by the New Haven Line of the Metro-North Railroad via the Riverside and Old Greenwich stations, providing direct service into Grand Central Terminal in Manhattan. In addition, CT Transit provides bus service in Eastern Greenwich along Route 1, Sound Beach Avenue, Laddins Rock Road and Shore Road, providing connections to Stamford, downtown Greenwich and Port Chester.

LAND USE

As shown in Chart 3 and Figure 2, land uses in Eastern Greenwich are predominantly single-family residential (71%) and open space/recreation (16%); these two low-intensity uses make up about 86% of the area’s land area. Commercial, mixed-use and office uses are found mainly along Route 1 (East Putnam Avenue) and Sound Beach Avenue in Old Greenwich.

Chart 3: Land Uses in Eastern Greenwich

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family Residential</td>
<td>70.6%</td>
</tr>
<tr>
<td>2-3 Family</td>
<td>1.4%</td>
</tr>
<tr>
<td>4+ Family</td>
<td>2.8%</td>
</tr>
<tr>
<td>Office</td>
<td>0.6%</td>
</tr>
<tr>
<td>Commercial</td>
<td>1.6%</td>
</tr>
<tr>
<td>Mixed Use</td>
<td>0.8%</td>
</tr>
<tr>
<td>Open Space/Recreation</td>
<td>15.4%</td>
</tr>
<tr>
<td>Institutional/Public</td>
<td>4.5%</td>
</tr>
<tr>
<td>Utility</td>
<td>0.1%</td>
</tr>
<tr>
<td>Vacant</td>
<td>2.1%</td>
</tr>
</tbody>
</table>

Source: Town of Greenwich GIS, 2010
Figure 1: Regional Map
**Residential**
The average parcel size for a single-family home in Eastern Greenwich is less than half an acre; however, the area’s housing reflects a range of scales. Most of Old Greenwich and Riverside is comprised of single-family homes on quarter-acre lots, but density in these neighborhoods decreases as one moves closer to Long Island Sound. Homes in these waterfront areas can be quite substantial and often have sufficient land area for significant landscaping and amenities such as pools and tennis courts. Between I-95 and the Metro-North train tracks in Old Greenwich lie two pockets of smaller-lot residential areas, with Cape Cods, Colonials and raised ranches intermixing with contextual new construction. This pattern continues north of Route 1 into North Mianus, and includes the Havemeyer Park development and neighborhoods along Sound Beach Avenue Extension and Sheep Hill Road. North of Palmer Hill Road, the density decreases significantly, and one-acre lots are typical. Non-single-family residential development is fairly limited and is found primarily along the Route 1 corridor (e.g. Adams Garden apartments, The Common townhomes and the Bishop Curtis and Hill House senior housing developments). Other key multifamily sites include the Old Greenwich Gables development at the Old Greenwich train station, the Silo Hill townhomes on Sheep Hill Road and Miller’s Crossing on Palmer Hill Road. A very limited amount of medium-density housing (2-3 family) is found scattered throughout the study area.

**Office, Commercial and Mixed Use**
Approximately 3% of Eastern Greenwich’s total land area is devoted to uses containing some element of business. Large-scale commercial/retail uses are concentrated along Route 1 and include Riverside Commons, the Hyatt Regency and the J House Hotel, with a number of smaller stores and restaurants interspersed along the corridor. Major office uses include 1700 East Putnam Avenue, Greenwich Common Office Park, both on Route 1. Mixed uses – or those that contain retail uses in combination with residences or offices – characterize much of Old Greenwich’s business area along Sound Beach Avenue, as well as the business node in North Mianus at Palmer Hill and Sheep Hill roads. In these areas, mixed uses tend to consist of apartments over stores or restaurants, which contributes to a downtown or village-scale feel. Along Route 1, however, mixed uses are typically comprised of retail and office uses; this pattern connotes a more general commercial character that is typical of a major business corridor.

**Parks, Open Space and Recreation**
Open space and recreation represents one of Eastern Greenwich’s most significant land uses, totaling more than 400 acres. This open space has varying degrees of protection and access, based on ownership and deed restrictions, but contributes greatly to Eastern Greenwich’s character and appeal.

The 147-acre **Greenwich Point Park**, the site of the founding of the Town of Greenwich in 1640, provided resources for the town’s oystermen, fishermen, hunters and farmers through the 18th and 19th centuries, and for the Sinoway Indians before them. In 1889, bank and railroad magnate J. Kennedy Tod purchased the land and transformed it into a grand estate, “Innes Arden” (little inlet), and it became known as Tod’s Point. Upon Tod’s death the property passed into the ownership of the Presbyterian Hospital of New York, until in 1945 the Town purchased the land and converted the 40-room mansion into apartments for returning veterans. The Greenwich Point Committee was formed in 1956 as an
advisory group to the First Selectman in overseeing the future development and protection of the park. Under the committee’s guidance, trails, gardens and other landscaping were established and the existing buildings were used for park amenities. Today, Greenwich Point Park provides a range of active and passive recreational uses, including boating, fishing, swimming, jogging, walking, cycling, nature study and picnicking.

The Greenwich Point Committee was renamed Friends of Greenwich Point in 1997 and has created two master plans for the park, most recently in 2007 in conjunction with the Town’s Plan of Conservation and Development. Key recommendations of the 2007 plan include assessing the function of the park’s buildings to determine whether some could be consolidated to reduce the total number of structures, looking at traffic calming and other measures to improve traffic flow and safety and restoring natural areas for conservation and wildlife habitat. Friends of Greenwich Point also works closely with the Greenwich Point Conservancy, which was formed in 2004 to implement restoration projects of the park’s historic structures. Recent improvements undertaken at the park include restoration of the Innis Arden Cottage, which is home to the Bruce Museum Seaside Center; rebuilding the Old Barn, which has been used as a beach concession stand for many years but was destroyed in Superstorm Sandy; and the replacement of cyclone fencing with split rail fencing. Destroyed dunes have also been rebuilt, and sea grass planted in various places, and there is ongoing planting of new trees and community volunteer removal of invasive species.
Binney Park, totaling 32 acres, is a community resource for all of Eastern Greenwich. The property was once a lush floodplain salt meadow, with a stream flowing through on its way to Greenwich Cove. In the late 1920s, with the meadow at risk of development, two sisters, Mary Davey and Helen Kitchel, convinced their father, Edwin Binney, to create a park and donate it to the Town. The low-lying, swampy land had been slated for house lots when the Binneys purchased the property and deeded it to the Town of Greenwich “for park and recreation purposes only.” As part of the park’s construction, Cider Mill Brook was diverted from its course north of Sound Beach Avenue to enter Binney Park near Arch Street and join Laddins Brook at a new pond within the park. Binney Park was dedicated in 1933 and has been a centerpiece of the community ever since.

The southern portion of Binney Park provides active recreation, including tennis, soccer and baseball/softball. North of Wesskum Wood Road between Sound Beach Avenue and Arch Street, the focus is passive recreation, with Binney Pond providing a scenic backdrop to walking paths. The park’s 10-acre northernmost portion, the Helen Binney Kitchel natural area, is crisscrossed by informal trails and is notable for its stone walls along Sound Beach Avenue and Harding Road.

In recent years, Binney Park has been the subject of various planning efforts conducted by the Town as well as local civic groups. In 1996, the Friends of Binney Park prepared a draft master plan for the park, outlining recommendations for uses and activities, while the Old Greenwich Association has worked since 2005 on a park master planning effort. The Greenwich Department of Parks and Recreation published a Historic Landscape Report and Preliminary Master Plan for Binney Park in 2009, which, in addition to landscaping improvements, recommended a comprehensive drainage assessment of the park to address flooding issues which have existed since the park’s development. The report also suggested additional walkways and implementation of traffic calming measures for adjacent roadways. The Town’s FY 2015-2016 budget includes $150,000 for landscape preservation and enhancements to Binney Park to implement these recommendations. An updated Binney Park master plan is also in process, and, as of the drafting of this Neighborhood Plan, was expected to be completed shortly.

In addition to Greenwich Point Park and Binney Park, Eastern Greenwich contains several passive wooded areas that, while limited in terms of public access, are highly valuable as green space. These include Laddins Rock Sanctuary (18 acres) along Highmeadow Road, Edward Schongalla Nature Preserve (28 acres) along MacArthur Drive and approximately 12 acres of Town-owned land along the Mianus River along River Road north of Palmer Hill Road. However, access to these publicly owned open spaces should be improved. The private Innis Arden Golf Club is in Old Greenwich along the Stamford border,
while additional smaller open spaces owned by land trusts are found throughout Eastern Greenwich, and each of the area’s schools provides active recreational facilities.

Water Access
As could be expected from its location along Long Island Sound, Eastern Greenwich contains several water-dependent uses. Greenwich Point Park provides public water access to Town residents, while the Town dock on Tomac Lane offers viewing access to the adjacent tidal flats. In addition, the private Riverside Yacht Club and Rocky Point Club provide boating-related activities for their members. The 2009 POCD recommended creating additional coastal public access points, and during the public outreach process several participants noted the potential for increasing public access to the water, including through the use of Town-owned street-ends (e.g. Chapel Lane in Riverside). The Town should pursue such opportunities as they arise, as appropriate and if water access can be linked to existing public open space.

In addition, the Town should continue to look for ways to improve on the publicly owned waterfront access already in place. For example, substantial portions of land along both sides of the Mianus River are Town-owned, including along the rear of properties on Riverside Lane and along Valley and River Roads north of Palmer Hill Road, to the Mianus River Reservoir. However, public access to these areas along the eastern edge of the river is severely limited by residential development. Maintenance and improvement of these Town-owned areas should be an immediate priority. In addition, the Town should pursue opportunities for additional access, primarily through improvements to publicly owned riverfront parcels to provide for boat access (e.g. kayaks), and through targeted land acquisition to provide pedestrian access and/or parking. Developing a strategy for improving and maintaining these areas could unlock their full potential for the community and address issues such as illegal dumping.

A particular area of opportunity is Mianus Pond, which was deeded to the Town by the State in 1989. In that year, a subcommittee of the First Selectman issued a report which recommended that the Town should make the acquisition of open space land along the 54-acre Pond for passive park purposes a high priority (see the Appendix for the full report). The subcommittee recommended that the 6.7-acre parcel of Town land on the southeast shore of Mianus Pond, which runs northward from the north end of Cary Road in Riverside, should be dedicated as a Town park with 8-10 parking spaces at the south end and one or two docks or piers. The subcommittee also recommended controlled public access to the Pond itself at the pump station, which was acquired as part of the 1989 transfer to the Town.

In 2005, the Inland Wetlands and Watercourses Agency established a Mianus Pond Policy, stating that “the land bordering the entire edge of Mianus Pond is owned by the Town of Greenwich”; outlining the circumstances under which docks, floats and piers could be put on and into the Pond; and specifying that rowed craft and small sailboats were permitted uses. No additional action has been taken to implement the subcommittee’s recommendations.
Mianus Pond is an important asset of Eastern Greenwich and of the Town as a whole, and its development should be given a high priority. A plan should be developed and implemented to provide parking and dock(s) in the 6.7-acre area off Cary Road. The parking lot for River House Adult Day Care, on the Cos Cob side of the Pond off River Road Extension, could be utilized for public access on the weekend when that facility is not in use. The Town’s DeLuca property along Valley Road could be developed to provide several parking spaces and a dock. Acquired in 1995, the 0.375-acre DeLuca Property is designated for passive open space use, and well-designed, limited parking, together with a dock, would enhance that use. In addition, the portion of Valley Road between No. 97 and Dandy Drive – which has no sidewalk and which has the most scenic views of Mianus Pond – could be redesigned to provide a boardwalk or sidewalk where there is a wetland along the road (such as is provided by landowners in the Town’s Waterfront Business zone) that has long been used for parking by fishermen. Finally, a “Riverwalk” concept on the eastern (Valley Road) side of the Mianus Pond could be incorporated with connections with existing Town resources, including the DeLuca Property and the Montgomery Pinetum (through a potential link via Waterfall Lane). These linked open space resources could then be marketed as a unified public resource, with particular benefit for residents of Eastern Greenwich and Cos Cob.

Municipal and Nonprofit Uses
A number of municipal uses are found in Eastern Greenwich, including Town facilities such as the Sound Beach Fire Department in Old Greenwich, the Department of Public Works facility on West End Avenue in Riverside and the Eastern Greenwich Civic Center along the Stamford border. The Civic Center, formerly the Electrolux Corp. recreational facility, is located on about 14 acres and provides an indoor gym/auditorium, locker rooms, meeting rooms, kitchens, tennis courts, a baseball field and a playground. The 2009 Plan of Conservation and Development noted that this facility is in need of updating and recommended that the Department of Parks and Recreation work with private groups to plan and fund improvements. The Town’s FY 2015-2016 budget includes $200,000 for architectural design of a replacement building; public input will be solicited as part of that process.
Eastern Greenwich’s schools are an important element of the identity of its three communities. Old Greenwich, Riverside and North Mianus elementary schools have 401 students, 495 students and 485 students, respectively, while Eastern Middle School has 812 students and the International School at Dundee (K-5 International Baccalaureate school) serves 369 students.

In addition to these Town-owned facilities and several churches, the Perrot Memorial Library, affiliated with the Greenwich Public Library, is located at Sound Beach Avenue and Laddins Rock Road and serves all of Eastern Greenwich. Perrot Memorial added a children’s wing in 1998 and offers a range of youth programming. In 2011, the library completed a long-range plan, with key recommendations including conducting a capital needs study and upgrading its IT infrastructure and communications system.
**HISTORIC RESOURCES**

Several properties within Eastern Greenwich are listed on the National Register of Historic Places: the Samuel Ferris House on East Putnam Avenue in Riverside; the Old Greenwich Railroad Station; the Mianus River Railroad Bridge; and the Riverside Avenue Bridge, Connecticut’s only remaining cast-iron bridge. In addition, Tod’s Point Historic District is listed on the State Register of Historic Places.

![Samuel Ferris House (left) and the Riverside Avenue Bridge (right).](Greenwich Historic Society, Google Images)

The Greenwich Historical Society has also designated structures throughout Eastern Greenwich 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.

Also, Greenwich is part of the Certified Local Government Program, administered by the State Historic Preservation Office, which provides Federal and State grant funding for programs that identify, register and protect resources contributing to Connecticut’s cultural heritage. The Historic District Commission and Historical Society had urged the Town to become a Certified Local Government to obtain funding to protect historic structures. Threats to historic resources can occur from land-use changes, building modifications, demolition or deterioration from neglect. The Town obtained a grant from the Connecticut Commission on Culture and Tourism to create an inventory of historic homes in Old Greenwich.

Other areas within Eastern Greenwich, while not formally designated, nevertheless have historical significance for the community. For example, the area of North Mianus around the North Mianus Bridge was the Town’s original business center, and an important node connecting Stamford and Cos Cob along the King’s Highway (today’s Valley Road).

In addition, the neighborhood of Havemeyer Park, now more than 60 years old, is historically significant as a prime example of a planned postwar planned community. These types of communities, generally
developed from 1945 to 1955, are often characterized by tree-lined, curvilinear streets and protective covenants, and were built in stages over a span of several years, typically by professional architects and landscape architects. The 200-acre Havemeyer Park is roughly bounded by Palmer Hill Road to the north; both sides of Halsey Drive to the south; Havemeyer Lane to the east; and both sides of Northridge Road, Pleasant View Place and Halsey Drive to the west. In addition to its significance in 20th century housing development, the neighborhood is also known to contain colonial-era stone walls as well as traces of Native American habitation among the rocks of Schongalla Nature Preserve.

Havemeyer Park has faced considerable development pressure in recent years, as its traditional Cape Cod and ranch homes are being replaced by larger dwellings. This has resulted in the loss of mature trees and other vegetation and changes to the neighborhood’s character. Residents of Havemeyer Park were active in the public outreach process for this Neighborhood Plan, and expressed concerns over the impact of such development, not only on community character and historical aesthetics, but also on stormwater management. In seeking to preserve Havemeyer Park’s traditional scale and character, there are options available to residents including a Village District designation or a local historic district designation. The Havemeyer Park Owners Association, established in 1948 and one of Greenwich’s oldest homeowner associations, is the logical entity to pursue either such designation, and the Town will work with the neighborhood to achieve the designations if they are supported by the residents.

**ZONING AND DEVELOPMENT POTENTIAL**

Table 4 and Table 5 summarize the allowed bulk and height dimensions of the various zoning districts in Eastern Greenwich, which are shown in Figure 3. Residential zoning classifications are mainly single-family, ranging from minimum lot sizes of 7,500 square feet (R-6 and R-7) to 1 acre (RA-1). In general, the residential zones tend to be lower-density in the southernmost waterfront areas in Riverside and Old Greenwich and north of Palmer Hill Road in North Mianus. The primary residential district in the study area that allows attached dwellings is R-6, which allows multifamily dwellings by special permit from the Planning and Zoning Commission. This zone includes such properties as the Adams Gardens complex off Sound Beach Avenue Extension, the St. Catherine of Siena property and a small area on Neil Lane. In addition, several areas are mapped either Residential-Planned Housing Design-Elderly (R-PHD-E) or Residential-Planned Housing Design-Small Unit (R-PHD-SU), both floating zones designed to achieve specific purposes. The R-PHD-E zone may be located in any residential zone allowing multifamily (R-6 or R-MF) or in one of several business zones (LB, CGB, GB or GBO) and is intended to provide for senior housing. It is mapped on the Hill House and Bishop Curtis Homes sites in Riverside. The R-PHD-SU zone may be located in areas shown in the POCD for Planned Housing Design, and is meant to promote smaller-scaled, moderately priced multifamily development. This district is mapped along the northern portion of Route 1 between Ferris Drive and the Stamford border.
Table 4: Area and Bulk Residential Zoning Regulations for Eastern Greenwich

<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-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</td>
</tr>
</tbody>
</table>

Source: Town of Greenwich Planning and Zoning Regulations

Most commercial areas in Eastern Greenwich are zoned either for neighborhood or small-scale retail, with the exception being the General Business (GB) district mapped along the southern portion of Route 1 near the Stamford border, and the General Business Industrial Re-Use Overlay Zone (GB-IND-RE) mapped just north of the Old Greenwich train station at the Old Greenwich Gables development. Retail districts are located all along Route 1 (East Putnam Avenue), along Sound Beach Avenue in Old Greenwich and at a small node at Palmer Hill Road and Sheep Hill Road in North Mianus. Each of the commercial zones in Eastern Greenwich also allows residential uses by special permit.

Table 5: Area and Bulk Commercial Zoning Regulations for Eastern Greenwich

<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>GB</td>
<td>3</td>
<td>40</td>
<td>See Note 1</td>
</tr>
<tr>
<td>LB</td>
<td>2-1/2</td>
<td>35</td>
<td>See Note 1</td>
</tr>
<tr>
<td>LBR-1</td>
<td>2-1/2</td>
<td>35</td>
<td>See Note 1</td>
</tr>
<tr>
<td>LBR-2</td>
<td>2-1/2</td>
<td>35</td>
<td>See Note 1</td>
</tr>
</tbody>
</table>

Source: Town of Greenwich Planning and Zoning Regulations

The Local Business Retail (LBR) district 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 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 Eastern Greenwich, LBR-1 is mapped on Palmer Hill Road at Sheep Hill Road, and LBR-2 is mapped for the Old Greenwich business district along Sound Beach Avenue and along Route 1 at Riverside Avenue.

As shown in Figure 3, much of Route 1 between Riverside Avenue and Ferris Drive/Old Kings Highway is 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.

The General Business (GB) district allows a broad range of commercial, light industrial, small office, community and recreational uses, as consistent with its location along Route 1. In addition to the above zones, two overlay districts are designed to identify and conserve key features in Greenwich. The conservation overlay 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. It is mapped on the Albertson Memorial Church property in Old Greenwich.

The Planning and Zoning Commission adopted changes to the Building Zone Regulations in June 2015 to promote moderate-income housing units. The regulations provide a number of incentives – including increased FAR, a bonus story and waivers to certain coverage and parking requirements – to promote the inclusion of moderate-income dwelling units within new development in the business zones.

As illustrated in Figure 4 and Table 6 below, vacant parcels are found throughout Eastern Greenwich, including in floodplain areas. Because these properties are scattered and the area is largely built out, it can be anticipated that most new development will entail either infill development or redevelopment of existing properties (i.e., teardowns or renovations). Based on the outreach effort for this Plan, it appears that Havemeyer Park, and other areas where the housing stock is composed of small postwar homes, are experiencing development pressure. The Town should continue to explore ways to maintain the character of existing neighborhoods while providing for flexibility in upgrading homes to meet the preferences of today’s buyers. Some examples include continuing to monitor the regulation of floor area and addressing the use of fill to manipulate properties to circumvent regulations.
Figure 3: Zoning Map
Table 6: Vacant Parcels

<table>
<thead>
<tr>
<th>Zoning District</th>
<th>In 100-Year Floodplain</th>
<th>Out of Floodplain</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R-12</td>
<td>25</td>
<td>44</td>
<td>69</td>
</tr>
<tr>
<td>R-20</td>
<td>3</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>R-7</td>
<td>1</td>
<td>22</td>
<td>23</td>
</tr>
<tr>
<td>RA-1</td>
<td>14</td>
<td>13</td>
<td>27</td>
</tr>
<tr>
<td>Subtotal</td>
<td>43</td>
<td>81</td>
<td>124</td>
</tr>
<tr>
<td>Commercial</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LBR-1</td>
<td>0</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Total Vacant Parcels</td>
<td>43</td>
<td>82</td>
<td>125</td>
</tr>
</tbody>
</table>

Source: Town of Greenwich GIS, 2014

**URBAN DESIGN**

This section of the Neighborhood Plan focuses primarily on the Old Greenwich business district, which, as discussed, was identified in the Town’s 2009 POCD as a candidate for a Village District. This area has an established commercial center and a strong sense of place, with many elements that can be built upon to enhance its unique identity. However, many of the suggestions made for Old Greenwich may be effective in other commercial areas of Eastern Greenwich. For example, the area of Riverside that can be considered its “downtown,” i.e. the intersection of East Putnam and Riverside Avenues, has potential to be enhanced through pedestrian amenities, signage, lighting and other “placemaking” tools. Similarly, the commercial node of North Mianus at Palmer Hill Road and Sheep Hill Road has its own distinct identity that could be further developed. Working with residents and neighborhood associations as appropriate, the Town should explore the potential to develop signage treatments for Riverside and North Mianus that better establish their identities and creates a sense of arrival. In particular, the entire length of Route 1 in the study area presents an opportunity for aesthetic improvements such as stronger sidewalks, signage and lighting, that would better serve residents and enhance the overall sense of place. These measures should be considered by the Planning and Zoning Commission in its review of development and redevelopment applications, and in potential zoning changes in business districts. In addition, form-based zoning could be considered for all or a portion of the Route 1 corridor. The Town should seek additional input from Eastern Greenwich residents – particularly those living near or adjacent to Route 1 – as to their preference for specific design measures. Improvements along Route 1 can be undertaken as opportunities arise; they do not need to be deferred until Old Greenwich enhancements are complete. This Plan assumes that urban design measures can be implemented in both areas concurrently. To ensure that Route 1 improvements are undertaken in a comprehensive and coordinated way, the Town may consider developing a streetscape and landscape plan for the corridor.

The urban design context in the Old Greenwich business district evokes a traditional New England small downtown with attractive shops, a strong pedestrian environment, on-street parking (with additional provided behind the stores) and residential units above the shops on Sound Beach Avenue. Old Greenwich also evokes its own particular identity with generally consistent (black and white) signage,
street furniture and a diverse palette of building styles and materials that work cohesively to create a sense of place (see Figure 5). The business area 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, allowing people to enjoy their environment in more 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;
- On-street parking, complemented with parking behind buildings, that allows patrons to park once and walk to nearby destinations;
- Mixed uses, including daily convenience and specialty shops, restaurants and civic amenities, catering to the needs of a diverse population;
- Attractive signage, including many black and white signs that are externally illuminated;
- 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 at the fire station and a clock along the sidewalk opposite.

As shown in Figure 5, many storefronts in Old Greenwich use a traditional architectural vocabulary, including full-fenestration along the sidewalk, kick-walls below primary front windows and clerestory windows above and recessed entryways with single-light glass panels. Some newer buildings have followed this lead, including the relatively recent Housewarmings store, a practice that should be encouraged in the future. The use of brick in this building’s façade, matched with white painted wood accents, complements other buildings in Old Greenwich, and the extension of brick into the sidewalk along the store’s frontage shows that small details can contribute very positively to the urban fabric.

The Old Greenwich business district offers an exceptional walkable environment, with strong pedestrian enclosure observed along much of the primary sidewalk on Sound Beach Avenue (see Figure 6). Pedestrian enclosure involves the intentional use of design elements such as street trees and furniture to physically separate the street and the sidewalk, and building details such as cornices and awnings to provide overhead canopy. Pedestrian enclosure helps to make people comfortable when walking along busy roads like Sound Beach Avenue, an important part of creating a successful pedestrian environment.

Active frontages along the sidewalk are another important element in creating a successful pedestrian environment. In a small downtown area like Old Greenwich, active frontages usually include shops and restaurants along the sidewalk. As shown in Figure 5, the frontage along the east side of Sound Beach Avenue has what is termed a “rough edge,” with alcoves and elements that create visual interest and animate the pedestrian environment. The sidewalk here is wide enough to accommodate café seating, and street furniture – including benches, stone planting beds, trees and a clock – helps to provide a human scale to the street. The western side of Sound Beach Avenue also has a rough edge, but is more interrupted by curb cuts and has minimal landscaping. Adding street trees or bushes would enhance the appearance here. Figure 6 below shows strategies to improve sidewalk usage and enjoyment.
(C) Elements of strong pedestrian enclosure along Sound Beach Avenue

(D) Strategies to improve sidewalk usage and activity

(E) Utility poles and wires detract from the visual appearance along Sound Beach Avenue

Figure 6: Old Greenwich: Streetscape Improvements

Source: Town of Greenwich, Bing Maps
Wider downtown sidewalks, such as those on the east side of Sound Beach Avenue, should be divided into three areas from storefront to curb (see Figure 6):

- A window shopping area of at least 2 feet wide in order to allow pedestrians to stop without disrupting pedestrian flow, or 6 feet wide if it is to accommodate on-street dining
- A pedestrian travel path of at least 4 feet wide
- An area for street furniture placement, including pedestrian seating that is no less than 4 feet wide. Street furniture such as benches, planters, and trash receptacles should be placed to create informal and inviting seating areas.

Narrower sidewalks in the downtown should be divided into two areas from storefront to curb:

- A pedestrian travel path at least 4 feet wide and window shopping area at least 2 feet wide
- An area for street furniture placement of at least 4 feet wide, with street furniture such as benches, planters and trash receptacles. These should be placed to face the storefronts so as to create opportunities for informal conversation with pedestrians.

While Route 1 presents a different pedestrian environment than Old Greenwich, improvements could be explored to create a more pleasant and safe walking environment. Providing continuous sidewalks with planting strips and landscaping would greatly enhance the pedestrian experience; any improvements would need to be coordinated with CT DOT, which has jurisdiction over Route 1.

Although the Old Greenwich business district has a strong pedestrian environment along its sidewalks, there are several urban design elements that could be improved:

- While most of the commercial signage in Old Greenwich follows the black and white palette and contributes positively, much of the street and informational signage is standard Connecticut Department of Transportation (CTDOT) signage mounted on the standard perforated metal channel, steel traffic light posts or wood utility poles. One of the most effective ways of creating sense of place is to use more attractive signage. The Town has far more aesthetically pleasing examples of informational signage (e.g. in downtown Greenwich and Cos Cob), 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. This idea could be extended to create an attractive yet simple system of informational signage, especially in the parking areas behind the stores.

- As discussed, the Old Greenwich business district has a strong pedestrian environment that forms an attractive and enjoyable public realm. There is, however, very little public space in this area that is separate from the pedestrian circulation system, such as a “town square” or green that traditionally provides a resting place away from the street. While it is not possible (nor likely desirable) to create such a significant element in downtown, opportunities exist to create smaller elements of public space, possibly through the enhancement of mid-block walkways from behind-the-stores parking areas to the street. These areas could be improved with added plantings (for screening and comfort), improved surface treatments and lighting, and potentially
even some public art. With careful design, these areas could become attractive pocket parks or mini-squares in the downtown. An example of this idea is presented in Section 4 of this Plan.

- Lighting is another urban design element that could be improved in the Old Greenwich business district. Presently, the lighting consists of arms mounted on wood utility poles, but as was discussed at the Old Greenwich public workshop, this could be improved with placement of lighting such as that recently installed as part of improvements to Binney Park. Using the same lighting would not only enhance the aesthetic appearance of the business area, but also promote a higher level of consistency to Old Greenwich as a whole.

- Related to lighting are the utility lines that run on the west side of (and sometimes cross) Sound Beach Avenue and that contribute negatively to the aesthetic character of downtown (see Figure 6). Not only do they add to the visual clutter of the street, the numerous poles disrupt the pedestrian environment along the sidewalk. While submerging these lines underground would be ideal, the associated cost would likely be prohibitive. Alternatively (and more economically), these poles and lines could be placed to the rear of stores for the short stretch along Sound Beach Avenue in the business district. In the long-term, the Town may consider coordinating with utility providers and seeking funds to place the lines underground.

**Recommendations**

In general, Eastern Greenwich’s built environment appears to be functioning well. Residents are largely satisfied with the way their neighborhoods look and feel, and want to preserve the existing character that defines this extremely attractive area of Greenwich. The Town has updated its zoning regulations regularly and has enacted some zoning best practices including overlay zones and elderly and moderate-income housing provisions, including recently adopted changes for moderate-income housing in business zones. In continuing these efforts, there are several areas where targeted zoning changes or other actions could have significant benefits for all of Eastern Greenwich.

1. **Expanding Activity in Eastern Greenwich’s business areas.** Residents of Eastern Greenwich are justifiably proud of the Old Greenwich business area, which represents an important piece of the Town’s historical development and a unique village-scaled environment. The area is a key shopping and dining destination for residents of Greenwich overall. However, previous outreach efforts undertaken by the Planning and Zoning Department have suggested a significant appetite for more restaurants in Old Greenwich, a trend also apparent from the online survey conducted for this Plan. One way to encourage the location of more restaurants is to look at revising the Town’s zoning regulations regarding the sale of alcoholic beverages. Current restaurant industry trends make it very difficult for full-scale restaurants to remain viable for dinner service without selling alcohol. As was noted in the Cos Cob Neighborhood Plan, very few restaurants in that neighborhood are open for dinner, and Cos Cob has seen a shift from full-scale restaurants to quick-service eateries, likely reflecting, at least in part, the restrictions on
liquor licenses. Recognizing these trends and responding to the community’s desire for more restaurants, the Planning and Zoning Commission recently (May 2015) revised Section 6-194 of the Greenwich zoning regulations to exempt the LBR zones from the requirement that buildings where alcoholic beverages are consumed or sold be at least 1,000 feet from other buildings where such uses are contained. The Town may also consider a similar easing of the locational restrictions for the LB zone, which could promote the location of more bars and restaurants along Route 1 in Riverside, where such uses are also desired, according to the online survey.

Another way to increase activity in the Old Greenwich business area is to ensure that parking is functioning effectively and efficiently. Nearly two-thirds of respondents to the online survey indicated that they felt there is sufficient parking in Old Greenwich. This a fairly high level of satisfaction in the level of parking capacity for a downtown-scaled area. In addition to on-street parking along Sound Beach Avenue, there is additional off-street parking available to the rear of businesses along both Sound Beach and Arcadia Road, though some of this parking (e.g. behind the east side of Sound Beach Avenue and the south side of Arcadia Road) is privately owned by businesses and permitted to be used only by their customers pursuant to site plans. There is municipal parking behind the west side of Sound Beach Avenue, next to the commuter parking on the south side of the Old Greenwich train station and just to the north of the station. Section 4 of this Plan discusses some alternatives for reconfiguring rear-lot parking, as well as potentially on-street parking, to enhance the pedestrian- and bicycle-friendliness of Old Greenwich while ensuring that the overall parking capacity is maintained.

2. 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.

Village District regulations require that all development within the district be designed to be compatible with the context of the immediate neighborhood, and specifies that all applications for new construction and substantial reconstruction that are visible from the street be subject to review by an architect selected by the Planning and Zoning Commission. Alternatively, the Commission may designate a separate architectural review board to conduct the reviews. Traditional zoning does not typically incorporate these reviews, although Greenwich’s Architecture Review Committee reviews applications and makes recommendations to the Planning and Zoning Committee. In essence, a Village District is a type of form-based zoning that regulates design but allows a variety of land uses. While some of these controls could also be achieved through design guidelines, Village District regulations have the force of zoning, and can also control other key elements such as setbacks and parking.

Evaluation of a potential Village District in Old Greenwich was specifically recommended in the Town’s 2009 POCD, and the concept received broad support during the public outreach for this
Plan. The consensus was that, if a Village District were to be established anywhere in Greenwich, the Old Greenwich business district was perhaps the best candidate. This area has a distinct character that is sustained by consistent building appearance, streetscaping and signage, and the Village District is an ideal tool to preserve that character. This Plan recommends that the Town begin the process of establishing a Village District for Old Greenwich, through engaging a consultant to conduct an inventory of the area’s structures, landscape and settings and identify any problems; to establish design standards unique to Old Greenwich that should be common to the area as a whole (e.g. public landscaping, sidewalks, lighting, street furniture, etc.); and to assist in drafting the required zoning regulations. In addition to the business area of Old Greenwich, there may be adjacent residential properties that contribute to the overall sense of place of the area through their small lot size and architectural character. These areas may be considered to be included within the Village District, an approach taken by some other communities including Norwalk with its Rowayton Avenue Village District. However, it is recommended that the Town first proceed with designation of the Old Greenwich business district, and consider potential addition of residential properties as part of a later phase. Creation of a Village District should be undertaken in close coordination with local stakeholders such as businesses, residents, the Old Greenwich Association and the Garden Club of Old Greenwich.

3. **Maintenance of Parks and Other Public Areas.** More than one-third of respondents to the online survey expressed a concern about the condition of parks in Eastern Greenwich; this theme was also heard at the public workshops. While some participants in the survey suggested new park amenities such as a dog park or community pool – additions which can certainly be explored based on established recreational needs and available funding – most supported the more basic concept of maintaining the existing facilities and ensuring their functional and aesthetic value. Binney Park, in particular, was often mentioned as needing improvements. The Town’s current proposed budget includes $150,000 for landscape preservation and enhancements to Binney Park to implement prior planning recommendations. The planned improvements to Binney Park should balance the need for enhanced park amenities with the preservation of existing vegetation and green infrastructure, and should also take into the account both the effects of upstream development and the potential long-term impacts of sea level rise (i.e., the potential for salt water to encroach into the park from downstream). The budget also includes $200,000 for architectural designs for a replacement of the Civic Center facility which is not utilized to its full potential. The Town should proceed with these planned improvements and continue to explore opportunities for future enhancements at all public areas in Eastern Greenwich.

4. **Public Water Access.** While Eastern Greenwich has several well-used public and private access points to the water – Greenwich Point Park in particular is both a neighborhood and town-wide jewel – the Town should continue to look for ways to improve on the waterfront access already in place. Participants in the public workshops expressed a desire for enhancements to Greenwich Point Park including better concessions and facility improvements. The Town should work with the Parks and Recreation Department to update the 2007 master plan for the park to
reflect current conditions (such as new FEMA maps) and community priorities. In addition, the Town should develop a strategy for improving and maintaining publicly owned land along both sides of the Mianus River, to unlock their full potential for the community and address issues such as illegal dumping.

Maintenance and improvement of these Town-owned areas should be an immediate priority. In addition, the Town should pursue opportunities for additional access, primarily through improvements to publicly owned riverfront parcels to provide for boat access (e.g. kayaks), and through targeted land acquisition to provide pedestrian access and/or parking.

A particular area of opportunity is Mianus Pond, which is an important asset of Eastern Greenwich and of the Town as a whole. A plan should be developed and implemented to provide parking and dock(s) in the 6.7-acre Town-owned area off Cary Road. The parking lot for River House Adult Day Care, on the Cos Cob side of the Pond off River Road Extension, could be utilized for public access on the weekend when that facility is not in use. The Town’s DeLuca property along Valley Road could be developed to provide several parking spaces and a dock. Finally, the portion of Valley Road between No. 97 and Dandy Drive – which has no sidewalk and which has the most scenic views of Mianus Pond – could be redesigned to provide a boardwalk or sidewalk where there is a wetland along the road (such as is provided by landowners in the Town’s Waterfront Business zone) that has long been used for parking by fishermen.
4. TRANSPORTATION AND PARKING

Parking along Sound Beach Avenue

BFJ Planning
INTRODUCTION

This chapter presents a summary of the existing transportation network along with recommendations to guide the Town’s transportation programs for Eastern Greenwich. There are a number of plans and reports that address existing conditions, community goals and transportation opportunities in the study area. The analysis and recommendations in this Plan have considered these prior initiatives, including:

- Studies/plans by the Town of Greenwich
  - Greenwich Safety Study (FHI, 2012)
  - Sound Beach Ave/Harding Road Roundabout (Town of Greenwich)
  - POCD Transportation Committee Final Report (2011)
  - Sidewalk Priority Map (2010)
  - Safe Routes to School Reports for Dundee, North Mianus, Riverside and Old Greenwich (Francisco Gomes, 2004-2006)
  - Bicycle Master Plan (Wilbur Smith Associates, 2001)
  - Neighborhood Traffic Calming Program (Town of Greenwich, 2007)
  - 2002 Supply Demand Parking Study (DESMAN Associates)

- Studies from other agencies/non-profits
  - Route 1 Operational Improvements Study (SWRPA, 2010)
  - Greenwich Safe Cycling 10-year Plan (2005)

EXISTING TRAFFIC CONDITIONS

Roadway Classification

Roads are classified by two basic functions: through movement and access to adjacent land. Some roads are intended to carry high volumes of through traffic, while others are for local traffic and providing access to properties. Ideally, as through traffic increases, the degree of land access decreases. Eastern Greenwich’s functional roadway classification is shown in Figure 7 and described below.

Limited Access Highways provide regional access and primarily carry high-speed and long-distance traffic. Access and egress occurs via grade-separated interchanges, and access to individual properties along the right-of-way is prohibited. As seen in Figure 7, Eastern Greenwich is bisected by I-95, which has a grade-separated interchange (Exit 5) at Route 1 in Riverside.
Eastern Greenwich Neighborhood Plan

Town of Greenwich, CT

Figure 7: Roadway Classification Map

Source: Town of Greenwich, Bing Maps

BFJ Planning
Collector Roads connect local roads to arterial roads, balancing access and mobility. These roads are typically somewhat wider than local roads to permit the passage of one lane of traffic in each direction without interference from parked or standing vehicles.

Local Roads are all other streets. They provide direct access to the properties located along them, and should not be designed to carry through traffic. They have limited mobility, with average speeds in the range of 20-30 mph. Local roads connect residential neighborhoods to collector roads. In Eastern Greenwich, local roads are found primarily in residential neighborhoods.

Traffic Circulation and Safety

Traffic circulation in Eastern Greenwich is generally adequate. However, the greatest concern expressed by participants in the survey was traffic, and residents attending the public workshops also indicated several problem areas. Congestion was identified in areas such as I-95 at rush hour, near the train stations and schools during drop-off and pick-up hours and summer beach traffic on Sound Beach Avenue. Other areas cited for congestion during rush hour include Havemeyer Lane, Route 1 and Palmer Hill Road. Speeding along some of the neighborhood’s local roads was a significant concern for many residents. Specified areas include Havemeyer Lane, Palmer Hill Road, Shore Road, Sound Beach Avenue, Drinkwater Drive/Hendrie Drive, Route 1 and Riverside Avenue. Havemeyer Lane has become an important north-south link between Stamford and Old Greenwich, and traffic has dramatically increased over the years. Reducing speeding and improving safety for pedestrians and bicyclists along this route was a priority identified by many residents. In addition, residents participating in this planning process noted problems at the Valley Road/Palmer Hill Road intersection, indicating that the stop sign at this location is at times ignored and may not be sufficiently visible to motorists. The Town’s DPW has analyzed this intersection in the past, and it does not meet the requirements to justify a traffic signal. However, the Town is planning to install new school zone speed limit signs, once speed limits are approved by DOT, which should help to slow down traffic in the area.

In 2012, Greenwich’s Engineering Division completed a town-wide traffic safety study to identify safety-deficient locations in the roadway network and mitigation measures at prioritized locations. The study used crash data from 2007 to 2009 to determine generally the highest concentrations of accidents. Priority locations were identified by considering the total three-year crash count, estimated rate of crashes, history of complaints, harmful events and vulnerable populations. Based on these criteria, two sites in Eastern Greenwich were found to be high-priority areas for improvement: Sound Beach Avenue at West End Avenue/Arcadia Road and Sound Beach Avenue at Laddins Rock Road. The Town is redesigning the traffic circle at Laddins Rock Road (at the library), and construction is anticipated to begin in 2017 (see image below).
PUBLIC TRANSPORTATION

Rail Service
Eastern Greenwich has two Metro-North train stations providing regular service to Grand Central Terminal: Riverside and Old Greenwich. The 35-mile train ride to Manhattan takes approximately 60 minutes. Plans are underway to upgrade the Old Greenwich train station. This project, which will be completed by CTDOT and Metro-North Railroad, involves:

- Rehabilitation of the bridge over Sound Beach Avenue with neighborhood information incorporated into the design of the bridge beams and platforms;
- Rehabilitation of the bridge over Tomac Avenue with a new sidewalk on the west side of the road to connect the existing sidewalks on Tomac Avenue;
- Railroad station improvements to increase passenger loading capacity. The new overall platform length will be 900 feet in order to accommodate 10 train cars, whereas the current platforms can accommodate six cars;
- Rehab of the platform with new improvements and amenities at the facility; and
- An expansion of the south commuter parking lot by a net of 89± spaces.

Work has commenced for this project and the estimated length of construction is between three and four years.
Bus Service
There are two bus routes operated by CT Transit which provide local service from Port Chester through Greenwich to downtown Stamford. Route 11 runs east-west along Route 1 from Port Chester to Stamford. Route 24 provides service to downtown Stamford via Sound Beach Avenue Shore Road and has a stop on Route 1 at Adams Corner and in downtown Old Greenwich at the Metro-North train station. For development applications that are on bus routes, the Planning and Zoning Commission requires upgrades to bus stops where possible.

Pedestrian and Bicycle Circulation
Eastern Greenwich’s residential character and natural beauty make walking and biking attractive options for travel and recreation within the neighborhood. Almost all of the survey respondents stated that they walk in their neighborhoods. The largest share (89%) walk for exercise, 29 percent walk to shopping and dining opportunities, 11 percent walk to get to work. (Note that survey respondents were free to choose multiple reasons for walking.) Roughly two-thirds of the respondents bicycle, mostly for recreation and exercise. Although walking and bicycling are popular activities, respondents expressed concern about areas within the neighborhood where safety and accessibility are significant concerns. Residents stated that many sidewalks were in disrepair and there are gaps in the sidewalk network which provides links to schools, commercial centers and train stations. Individually mentioned streets include Havemeyer Lane, Sound Beach Avenue from Lockwood to Shore Road, Park Avenue, Highview Avenue, Druid Road, Summit Avenue, Palmer Hill Road, Owenoke Way, and Split Timber Street. Residents also expressed a need for the Town to fill in gaps and improve the bicycle network with bicycle lanes, striping or sharrows where appropriate. Areas that feel unsafe to bikers are similar to those of walkers: Havemeyer Lane, Sound Beach Avenue, Palmer Hill Road, Shore Road and Lockwood Road. Other amenities such as bicycle racks in retail areas and in more visible locations at or near the train station areas should be considered.

Sidewalk Infrastructure
The Town is exploring a number of initiatives to improve the conditions for walking and biking in Eastern Greenwich. Figure 8 shows identified priority sidewalk improvements, reflecting recommendations made by the First Selectman’s Pedestrian Safety Plan. The criteria for choosing these links reflect their proximity to pedestrian generators (e.g. school, train station or park) as well as other factors such as traffic volume and street width. First-priority areas indicated in red include Havemeyer Lane, Palmer Hill Road (between Old Orchard Road and Havemeyer Lane), Laddins Rock Road (between Sound Beach Avenue and Ferris Drive), Shore Road and portions of Sound Beach Avenue south of Lockwood Avenue. Any addition of sidewalks or pathways on Havemeyer Lane will need to be coordinated with the City of Stamford, which has jurisdiction over the eastern side of the road.
Other priority improvements were identified through the Safe Routes to School studies for the Dundee, North Mianus, Old Greenwich and Riverside school areas. Safe Routes to School is a planning and educational program designed to make the neighborhoods around schools safer for walking and cycling. In addition to promoting awareness of hazards on local roads, the program identified specific design improvements such as sidewalks, signage, crosswalks, intersection improvements and the use of traffic calming elements. Maintenance improvements such as trimming vegetation that encroaches on the right-of-way or otherwise impedes pedestrian visibility were also recommended.

As a result of the Safe Routes to School studies, the Town has completed dozens of improvements around the four public schools in Eastern Greenwich, including sidewalk and crosswalk improvements, signage and intersection upgrades.

**Bicycle Infrastructure**

In 2001, the Town released a Bicycle Master Plan, with the goal of making Greenwich a bicycle- and pedestrian-friendly community in which bicycling and walking are accepted as convenient and comfortable alternatives to other modes of transportation and recreation. The Plan identifies potential bicycle routes and strategies to educate citizens about the bicycle transportation, and includes a phased improvement program to upgrade unsafe routes and provide bicycle friendly amenities.9

Figure 8 shows the network of routes identified in the Bicycle Master Plan that would be suitable for bicycling if certain improvements are made. The Plan considered factors such as lane width, traffic volume and observed traffic speed to determine how well a roadway accommodates cyclists. The links in green are those roadways that currently meet recommended guidelines for bike lanes and could be striped and/or signed as bicycle routes. Orange links are those that could meet the recommended guidelines with a street widening or may be suitable for a sharrow, which is a pavement marking used to remind motorists that bicyclists are permitted to share the lane. The blue links are undesignated bicycle lanes which means that they are roads that do not meet the requirements for a bike lane; however they are direct routes to destinations throughout town and are likely to be traveled by bikers.

The Bicycle Master Plan identified Old Greenwich as a pilot location for road striping projects. The Plan states that on roads where minor widening is not feasible, striping could potentially calm traffic and provide benefits to cyclists. On roads that currently meet recommended guidelines for bicycle routes, striping and “Share the Road” signage programs can be established. Share-the-Road signs can help increase the awareness of motorists to the presence of cyclists. This type of signage program serves as a traffic calming measure in addition to creating an atmosphere that is friendlier to bicyclists. Signage was previously in place directing bicyclists to turn right behind the firehouse off West End Avenue to avoid the traffic through the Old Greenwich business district. It is recommended that this signage be reinstated, to designate this route as the preferred bicycle route (see Figure 12). In certain locations

---

9 Town of Greenwich Bicycle Master Plan.
where roads do not meet minimum recommended guidelines for bike lanes, roads can still benefit from striping with some nominal width within the shoulder. This would give cyclists some space to maneuver, and the reduction in travel lane width would potentially calm traffic at the same time. For example, sharrows ("share-the-road" signage) could be placed on Sound Beach Avenue, as discussed below.

Valley Road
Valley Road has been cited by residents as a priority area for pedestrian and bicycle improvements. While not within the Eastern Greenwich study area, some residents consider Valley Road and the surrounding areas along the western side of the Mianus River to be in North Mianus. In addition to connecting North Mianus to Cos Cob, the road is a key alternative route to Route 1. The Town’s Bicycle Master Plan recommends striping along this route to clearly delineate and improve conditions for bicyclists. The Town should consider following through with this recommendation as appropriate and consider widening where feasible to improve safety for bicyclists and pedestrians that choose to walk in the shoulder. However, public input as part of the planning process indicated support for sidewalks paths along Valley Road as a higher priority than wider shoulders for bicyclists. There is a sidewalk from the Palmer Hill Bridge down Valley Road to Dandy Drive, but none below Dandy Drive until 97 Valley Road. Filling in this gap would allow for improved pedestrian connections to the Cos Cob commercial area.

Recommendations

1. Old Greenwich Business District: Sound Beach Avenue/Arcadia Road/West End Avenue Intersection. This “offset T” intersection in Old Greenwich is near the Old Greenwich Train Station and as a result carries a high volume of traffic. West End Avenue approaches Sound Beach Avenue at a 90-degree angle. Arcadia Road approaches Sound Beach Avenue from the east and forms an offset intersection that is approximately 90 feet north of West End Avenue. The grade is relatively flat and the intersection is controlled by a traffic signal. There is a gas station at Sound Beach Avenue and West End Avenue with wide curb cuts along both roads. Within the intersection, there is parallel parking on the east side of Sound Beach Avenue; parking on Sound Beach to the south is angled. As shown in Figure 9, there are a high number of conflict points (locations where vehicles can cross paths) due to the multiple merging and diverging maneuvers that can occur.

The intersection has a high crash rate and has been identified by the Town as a high priority for safety improvements. A review of recent crash reports and anecdotal comments from residents indicate that many of the incidents involved vehicles backing up or rear-ends, which are likely a result, at least in part, of the angled parking along Sound Beach Avenue or the parallel parking in the intersection. There were also a number of crashes involving pedestrians and bicyclists.

This Plan recognizes the neighborhood’s concerns about this intersection and the Town’s desire to implement improvements to the public right-of-way that will enhance pedestrian experience.
and safety and further the village character of Old Greenwich. As such, a number of alternatives were explored to make this central intersection safer and friendlier toward non-auto modes, primarily by reducing conflicting movements within the intersection, while maintaining or enhancing vehicular access and circulation. Based on discussion with the Planning and Zoning Commission and input from the public, the following measures should be explored for future implementation, as shown in Figure 10:

Removal of four parallel parking spaces in the intersection
The location of these parking spots presents safety and traffic circulation issues. Vehicles backing in or pulling out of the spots enter traffic in the middle of the intersection, which can be a difficult situation to maneuver for drivers as they need to be aware of approaching vehicles from Sound Beach Avenue as well as vehicles turning left from West End Avenue and the Mobil station. They also must be aware of pedestrians crossing the intersection at Arcadia Road. Removal of these spaces will alleviate these conflicting movements from the intersection. The space can be striped-off and then utilized for another purpose such as wider sidewalk. A permanent bulb-out with landscaping could also help to calm traffic and better define the intersection as the gateway to the Old Greenwich business district.

Textured median in intersection
A channelizing and divisional island would help to delineate the area in which vehicles can operate and separate conflicting movements. This mountable island could be done inexpensively with textured pavement or cobblestones in a similar fashion to the island built by the Town on Sound Beach Avenue near the Old Greenwich School (see below). Similar pavement treatments would also help to create gateway “bookends” to the business area.
Vehicular movements from roadway traffic

Vehicular movements from parking & entering/exiting Mobil station

Figure 9: Sound Beach Avenue - Vehicular Conflict Points
Figure 10: Sound Beach Avenue Alternatives
Sharrows on Sound Beach Avenue north of Arcadia Road
Currently, on the segment of Sound Beach Avenue north of Arcadia Road, the southbound through-lane is approximately 10 feet and the northbound lane is 15 feet. The intersection could be realigned to make both through lanes 12-feet wide. This extra space helps to avoid the bicyclist hitting the open door of a parked vehicle. Although there is not enough space for a designated bicycle lane, sharrows (“share-the-road” signage) could be placed in both directions to indicate to drivers that cyclists are going to be sharing the road. The bicycle route utilizing the West End parking lot roadway, as described above, could be designated as the preferred route.

Reduce width of curb cuts from Mobil Station
The access and entrance points (curb cuts) at the Mobil gas station take up most of the street frontage at the northeast corner of West End Avenue and South Beach Avenue. While the wide curb cuts allow for ease of car and fueling truck access, the uncontrolled access points present a traffic hazard for vehicles and pedestrians. Improvements can be made to minimize the hazard and create a more continuous village fabric while maintaining internal circulation and vehicular access to and from the site. Where feasible, curb cuts should be reduced in width and the entrances should be as far from the intersection as possible. Landscaping can help screen the parking lot from the road and soften the station’s visual impact. Since the gas station is privately owned, the Town would have to negotiate any potential changes with the property owner.

This study also looked at the potential for incorporating designated bicycle lanes in both directions on Sound Beach Avenue south of West End Avenue. To accommodate these lanes, the angled parking on Sound Beach Avenue would have to be converted to parallel parking, resulting in the loss of at least 16 spaces. This alternative did not have strong support from the Commission or the public, and is not being recommended at this time. It may be explored as a long-term option, if community preferences and traffic conditions warrant a change.

2. Old Greenwich Business District: Parking Lot Management. In the Old Greenwich business area, off-street shopper parking is provided in a number of locations behind Sound Beach Avenue and Arcadia Road (see Figure 11). As noted previously, parking in some of these areas is restricted to customers of individual businesses as part of approved site plans. These lots are accessible via mid-block pathways for automobiles and pedestrians. While they adequately serve the business area, some improvements could be made to enhance circulation, safety and overall quality.

Improve condition of off-street lots
While the condition of lots vary, some have parking areas that are not clearly delineated or organized. In general, lots should be well defined and have visually reinforced edges to present a clean, orderly appearance. Surface conditions could be improved, as there are some potholes and ponding issues, and landscaping is generally sparse. Improving the overall quality would help improve the convenience and safety of the lots, as well as their attractiveness and security. See Figure 12 and below for a description of potential improvements to the West End lot.
Figure 11: Old Greenwich Business District

Eastern Greenwich Neighborhood Plan

Town of Greenwich, CT

Source: Town of Greenwich

BFJ Planning
Figure 12: Old Greenwich Parking Lot: Potential Improvements

- Sidewalk path to Sound Beach Ave
- Planting areas at end of rows
- Landscape screening
- Improvements to mid-block walkway
- Striped short-term parking spaces

- Bicycle path
- Bicycle path signage
Restriping the West End lot is a relatively inexpensive way to increase overall safety by providing clearly visible directives to both vehicles and pedestrians. Incorporating landscape materials in parking lot design is one of the best and most frequently used techniques to improve the visual quality of urban sites, and such areas could be designed to collect and filter runoff from impervious surface areas. For example, planting areas at the end of rows of parking spaces can soften the visual expanse of the lots, help with stormwater runoff and provide shade and/or wind breaks. Finally, as parking areas often abut residential areas, green buffers with trees and hedges could be installed to help visually and audibly screen adjacent residential uses.

**Improve access to off-street blocks at mid-block pathways**

Improving people’s accessibility from parking to the shops in Old Greenwich will contribute positively to walkability throughout the area. Two midblock walkways in particular could be better defined and improved: the walkway from Arcadia Road to the municipal parking lot behind, and the municipal parking lot to the west of Sound Beach Avenue. The walkway from Arcadia Road could be better defined, as there appears to be some encroachment from the rear (north) end of the walkway (as seen in the photo below where a trash dumpster is visible from the street). This walkway could also be improved aesthetically with added plantings (for screening and comfort) and improved surface treatments and lighting. With careful design, the walkway could become an attractive pocket park or mini-square in the Old Greenwich business district (see Figure 13). Midblock walkways from Sound Beach Avenue to the municipal parking lot could be improved in a similar manner. The fire station’s frontage already includes some improved landscaping, which stretches partially along the walkway to the parking area. An improved design for this walkway could build on this theme to create an enhanced pedestrian route from the parking lot to the shops and restaurants on Sound Beach Avenue.

It should be noted that improvement of these midblock walkways, or alleyways, would require coordination with private property owners, as all or portions of the walkways are privately owned. However, such improvements have significant potential to enhance both the aesthetics and pedestrian circulation for the Old Greenwich business district, and are important actions for the Town to pursue.
Municipal lot entrance (top) and exit (bottom) at Sound Beach Ave

Mid-block pedestrian walkway at Sound Beach Ave (top) and Arcadia Rd (bottom).

Conceptual Rendering of Improved Walkway at Arcadia Road

Figure 13: Old Greenwich: Improvements to Mid-Block Crossings

Source: BFJ Planning
3. **Old Greenwich Business District: Train Station Parking Availability.** Some residents at the public workshop expressed concern about parking availability at the Old Greenwich Train Station. Metro-North is in the process of expanding the south commuter parking lot at that station by a net of 89 parking stalls, including eight handicapped spaces. The potential for covered bicycle storage facilities should also be explored at the train station.

4. **Traffic Calming and Traffic Congestion:** Pedestrian safety emerged as a significant transportation issue in Eastern Greenwich. Almost half of the survey respondents stated that they have areas in their neighborhood where they do not feel safe walking. Frequently cited reasons for the discomfort were speeding cars and lack of sidewalks. Specified areas included: Havemeyer Lane, Palmer Hill Road, Shore Road, Sound Beach Avenue, Drinkwater Drive/Hendrie Drive, Putnam Avenue and Riverside Avenue. In addition, as part of planning for the proposed Binney Park improvements, residents noted that traffic signage and/or calming measures are needed on Wesskum Wood Road from Riverside to Binney Park, as vehicles traveling this sloped roadway at high speeds presents a safety issue, particularly at the bottom of the hill. Residents generally supported traffic calming measures on local roads as well as better enforcement of speed limits.

Traffic congestion was also cited as a major concern, with three in four survey respondents noting that they have experienced congestion in Eastern Greenwich. The locations most cited as subject to congestion include I-95 at rush hour; near the train stations and schools during drop-off and pick-up; and Havemeyer Lane, Route 1 and Palmer Hill Road during rush hour. The intersection of Route 1, the I-95 exit 5 interchange and the Riverside Commons shopping center, in particular, was identified as problematic from both a congestion and a circulation standpoint. Both Route 1 and I-95 are under the jurisdiction of CT DOT, which has long-term plans to address capacity issues on I-95 that could affect this interchange. The Town should explore alternatives to improve traffic and circulation in this area, in close coordination with CT DOT.

To address concerns from residents about speeding and excessive traffic volumes in residential neighborhoods, the Town developed a Neighborhood Traffic Calming Program (NTCP), which includes a set of strategies and tools to help reduce the negative effects of automobile traffic. Generally, traffic calming is a combination of mainly physical measures employed on local residential roads or other areas with relatively dense pedestrian activity, to mitigate the negative impacts of traffic intrusion. Traffic calming strategies involve reducing traffic speeds or limiting the degree of vehicular freedom in a neighborhood, without prohibiting traffic altogether. The arterial and collector streets generally carry the largest volumes of traffic, by design. The design requirements for these roadways preclude the installation of many traffic calming techniques. However, there are a number of traffic calming and pedestrian safety measures that can be used on these streets.

The NTCP toolbox provides guidance on the use of various traffic calming devices for use in Greenwich. The calming measures consist of vertical deflections, horizontal shifts, roadway narrowing and road closures (diagonal diverters, half closures, full closures and median
barriers). Deflections, shifts and narrowing measures are intended to reduce speed and enhance the street environment for non-motorists. Closures are intended to reduce cut-through traffic by obstructing traffic movements in one or more directions. These techniques should be considered when addressing impacts associated with speeding and volume on local roadways.

The NTCP toolbox also recommends low-cost measures with education and enforcement that will help the Town to respond quickly to neighborhood traffic concerns. The Town is considering lowering the speed limits around school zones in Greenwich. New speed limits are anticipated to be established in the summer of 2015. The Town’s Police Department should also continue its traffic management/speed enforcement program to highlight the need for safety and to “train” speeders to expect enforcement of the speed limit.

5. Pedestrian and Bicycle Infrastructure. Walking and biking are very popular recreational activities in the neighborhood. Residents commented in the workshops and in the online survey that continued efforts are needed to improve bicycle and pedestrian connectivity and safety in Eastern Greenwich, particularly in the areas around the schools, commercial areas such as along Sound Beach Avenue and Route 1, and parks. However, the online survey indicated a concern that bike lanes could cause safety issues. The execution of bike sharing lanes or designated lanes should be undertaken with safety in mind.

Sidewalks
Existing sidewalks that connect activity centers in Eastern Greenwich should be improved and expanded to the greatest extent practicable. This includes providing continuous sidewalks on arterials and collectors and within a half-mile radius of schools, downtown areas and parks. Gaps in the sidewalk network and priority areas should continue to be identified in partnership with the Town and residents. Additionally, the Town should continue to implement sidewalk improvements in the priority areas previously identified (see Figure 8). While not within the Eastern Greenwich study area, Valley Road is another route that has been cited by residents as a priority area for pedestrian and bicycle improvements.

On some occasions, there are impediments to placing sidewalks such as lack of roadway width and existing vegetation that would need to be removed for a traditional sidewalk. Removal of trees was a common concern expressed at the public workshops. In some cases, where there may not be enough space in the right-of-way for a 5-foot sidewalk, the Town may wish to create a path adjacent to the roadway. While these paths may not meet guidelines for an official sidewalk, they can provide some sheltered space (3-4 feet) for pedestrians which is preferable to having them walk in the roadway or on the shoulder. Although the Town’s policy is to use concrete for full sidewalks in business zones, asphalt may be considered in residential zones for these paths, as it is cheaper, easier to lay down and far more compatible with trees. Because asphalt is flexible, tree roots can grow right through it, or at worst cause bumps which are far less hazardous than "lips" from uneven concrete slabs. One downside to asphalt is that it deteriorates quicker than concrete pathways; however it is easier and cheaper to fix.

Eastern Greenwich Neighborhood Plan
September 15, 2015

66
**Bicycle Lanes**

The Town should continue to make improvements to the bicycle network by adding designated bicycle lanes and shared bicycle/automobile lanes on the roadways it maintains as identified in the Bicycle Master Plan. As discussed above, the Town should consider ways to make cycling along Sound Beach Avenue in the Old Greenwich business area more attractive. Creating shared bike lanes (sharrows), rather than designated lanes, does not necessarily require major capital improvements such as road widening, but can be accomplished with more inexpensive measures like road striping and signage. The Town has recently installed signage designating the East Coast Greenway bike trail as it traverses Greenwich.

**Bicycle Parking**

The Town’s Bicycle Master Plan recognized the need to provide additional bicycle parking at frequently traveled town-wide destinations such as schools, shopping areas (e.g. commercial areas on Route 1 and Sound Beach Avenue), train stations, municipal buildings and parks. One impediment to commuters’ use of bicycles to reach train stations is the perception that their bicycles will not be safe from possible theft or damaging weather effects. In cooperation with the MTA, the Town should explore adding bike storage facilities in visible locations at the train stations that are both secured and protected from outdoor elements. These facilities are likely to result in a substantial increase in the number of commuters who reach the train station by bicycle. The Town’s prior experience in adding bike storage at stations has indicated high demand for them. The Town should also coordinate with commercial property owners to add bicycle parking in key retail areas.
5. **STORMWATER, FLOODING AND TREES**

Mature trees and vegetation are a major aspect of Eastern Greenwich’s residential character and streetscape

*BFJ Planning*
INTRODUCTION

Town-maintained infrastructure and facilities support Eastern Greenwich’s residential and commercial uses and play a significant role in its character and quality of life. Intradepartmental coordination and regular maintenance are critical to ensure that these assets continue to function properly and remain sources of community pride. This chapter addresses the key infrastructure, municipal and historic assets within Eastern Greenwich and highlights issues and opportunities.

With the limited potential residential build-out for Eastern Greenwich and moderating population growth, it is unlikely that municipal infrastructure and facilities will experience substantial increases in demand that would require construction of major new facilities. Rather, the Town’s focus will be on maintaining and enhancing existing resources. The Greenwich Department of Public Works (DPW) is responsible for the construction, development and maintenance of Town properties, except for school properties, which are under the jurisdiction of the Board of Education. In addition, the DPW handles long-term planning for drainage, traffic and other infrastructure projects to address specific issues.

FLOODING AND STORMWATER

Eastern Greenwich faces many drainage and stormwater issues, stemming from its location within floodplains and the presence of substantial wetland areas (see Figure 14). The largest wetland areas are generally concentrated in the northern portion of Old Greenwich and in North Mianus in the area around the Schongalla Preserve and Havemeyer Park. The Town’s Inland Wetlands and Watercourses Agency reviews all development activities proposed within and adjacent to inland wetland and watercourse areas. In looking at flooding issues in Eastern Greenwich, it is important to note that wetlands can play a strong positive role in helping to manage stormwater-related flooding. However, the neighborhood’s location within designated floodplain areas makes many portions of Eastern Greenwich susceptible to coastal flooding, which has different implications and mitigation measures than stormwater flooding.

A critical issue for Eastern Greenwich and the town as a whole is flooding. As shown in Figure 14, significant portions of Old Greenwich, and waterfront areas within Riverside and portions of North Mianus, are within a 100-year floodplain established by the Federal Emergency Management Agency (FEMA). The risks associated with location within the coastal floodplain – and in particular the FEMA VE Zone which is subject to storm surge and is mapped along most of Old Greenwich’s Long Island Sound waterfront – were illustrated during Hurricane Irene and Superstorm Sandy in 2011 and 2012. As residents recovered from damage caused by those storms, the Town looked at how to balance increasingly strict building code requirements for structures in FEMA flood zones with accommodation of existing homeowners’ needs. The Planning and Zoning Department found that, with new (2013) FEMA maps, without using fill, getting a home’s first floor at least 1 foot above the Base Flood Elevation (BFE) required some owners to get variances for the number of stories and building height. The properties that faced the greatest difficulties were those where existing grades were far below the BFE because they had more than 5 feet of space between the grade plane (the weighted average of the finished
ground level around the building — the Town’s reference point for measuring building height) and the finished floor. This space, though not habitable, is counted as a story.

To address the increase of variance applications from such homeowners after Superstorm Sandy, the Town revised its zoning regulations in 2014 to define “flood zone grade plane” as the grade plane measured from 2 feet below the BFE or the existing grade plane, whichever is higher. This change was meant to give flexibility for height while controlling overall height of buildings, incentivize the use of space under the structure for car parking and lessen the need for fill to meet story requirements for those properties within the floodplain.

With the 2014 zoning change, the Town has reduced the need for homeowners in the floodplain to choose between obtaining a variance to repair or expand their house at its current elevation, or bringing in fill to change the elevation of the property itself.

The issue of fill in the floodplain is different than the issue of fill outside of the floodplain in the upland areas. Fill outside the floodplain is a Town-wide issue where homeowners have chosen to fill a property for the purpose of creating a false grade so as to meet the zoning regulations exempting basements from the total floor area permitted on the property. Participants in the outreach process indicated clear opposition to such changes in property elevation outside of the floodplain, citing concerns about changes in neighborhood character and the potential for larger homes. The Planning and Zoning Department has made it a priority to study this issue to reduce the manipulation of property where the purpose of the fill is to circumvent the regulations.

In addition to coastal flooding, riverine stormwater-related flooding has been a longtime issue for Binney Park and nearby areas, including most significantly in the spring of 2007, leading the Town to commission drainage studies in 2009 of Old Greenwich and the Cider Mill Brook. The Old Greenwich study found that nearly all of the subbasin drainage networks in the area are undersized for peak runoff rates, and recommended improvements to four subbasins to alleviate these issues. As part of the study’s implementation, the Town DPW has begun drainage design for a portion of Old Greenwich including Sound Beach Avenue, Arcadia Road, Park Avenue and Highview Avenue. Design and permitting are expected to be complete within the next two years, and construction could begin as soon as 2017. The Cider Mill Brook study sought to identify the best combination of improvements to relieve flooding throughout the brook’s watershed, and outlined several culvert replacements and enhancements, as well as sediment and debris removal from existing culverts, to improve flow.
Another strategy for addressing stormwater runoff and drainage issues is the implementation of green infrastructure, a type of low-impact development that is intended to maintain or restore stormwater’s natural flow pattern by allowing the water to slowly permeate into the ground and be used by plants. Natural green infrastructure measures incorporate preservation of natural areas that provide habitat and flood protection and can mitigate air and water pollution (see discussion below on tree preservation). Engineered green infrastructure practices can include rain gardens, vegetated swales, green roofs and porous pavements. In addition to managing stormwater at a typically lower cost than hard infrastructure, green infrastructure can recharge groundwater, provide wildlife habitat, enhance community aesthetics, cool urbanized areas, improve air quality and reduce stress on combined sewer systems. The Town should continue to encourage the use of these and similar measures in development and redevelopment, as consistent with its Stormwater Drainage Manual. For example, the Plan of Conservation and Development (POCD) includes a recommendation that the Town require that all new municipal construction projects use techniques to reduce energy requirements over the long term with the use of green energy materials and Leadership in Energy and Environmental Design (LEED®) program designs and materials. The Town has recently completed a pilot program of installing pervious sidewalks at Bruce Park; similar measures may be explored elsewhere depending on applicability.

Examples of green infrastructure include bioswales in parking lots and in rights-of-way and green roofs.
Perkins Eastman Architects, New York City Department of Environmental Protection
A related issue is sedimentation in Binney Park Pond. The DPW has completed a study to determine the locations contributing to silt disposition in the pond; indications are that much of the problem arises from stream bank erosion on the Cider Mill Brook upstream. The Town plans to install two sediment basins at the north end of Binney Park to collect sediment. Once these are built, plans and permits will be obtained for a full dredging of the pond. Basin construction is anticipated for spring/summer 2016, with full pond dredging planned for 2018. The Town’s capital budget has allocated $880,000 for sedimentation improvements, and the request for dredging will occur in a future budget. Annual cleaning of the basins is budgeted at $35,000.

In addition to these planned infrastructure improvements, the Town should continue to work with residents to encourage them to address the problems of bank stabilization on private properties upstream from Binney Park. In particular, Havemeyer Park residents reported seeing drainage issues that are affecting properties downstream, like Binney Park and Schongalla Nature Preserve. Several options may be effective in this regard, especially education of homeowners on the need for bank stabilization.

**Tree Preservation and Maintenance**

Mature trees are an important part of Eastern Greenwich’s neighborhood character, provide habitat areas for a variety of wildlife and also play a critical role in stormwater management. In many ways, they can be considered natural green infrastructure. All natural or open space areas in the neighborhood, including large parks such as Greenwich Point and Binney Park as well as smaller pocket parks and undeveloped passive areas, can be considered part of the neighborhood’s network of green infrastructure. The reduction or impairment of natural green infrastructure may exacerbate issues of
flooding that are already known to occur in Eastern Greenwich due to its location within floodplains and the presence of substantial wetland areas.

The Connecticut Department of Energy and Environmental Protection (DEEP) has designated three Natural Diversity Data Base (NDDB) areas in Eastern Greenwich: an area in Havemeyer Park containing portions of the Cider Mill Brook and its tributaries; an area north of the Eastern Greenwich Civic Center along the Stamford border that contains wetlands; and the length of the Mianus River and all of Greenwich Cove, including Greenwich Point Park (see map on the following page). NDDB areas represent approximate locations of endangered, threatened and special concern species and significant natural communities in Connecticut. They are intended as a “pre-screening” tool to identify areas of potential conservation concern. For Eastern Greenwich, the presence of NDDB areas highlights the need for careful planning to protect mature vegetation in these areas.

Numerous concerns were raised during the public outreach process for this Plan about the preservation and maintenance of trees, both on public and private property. Currently, the Town has a Tree Warden who is empowered to regulate the planting, trimming or removal of trees and similar vegetation on Town-owned property, in accordance with the Connecticut State Statutes. The Tree Warden is also empowered to remove trees in public lands or along public right-of-ways that present a public hazard or are diseased or dead. However, participants in the planning process expressed a desire for the Town to seek the authority to regulate tree removal on private property. Clear-cutting of residential land either as part of new development or redevelopment was noted as a problem in Eastern Greenwich, particularly in portions of North Mianus that are experiencing teardowns, such as Havemeyer Park.

The question of whether towns have the authority under Connecticut State Statutes to regulate vegetation on private land is not settled. While the actual language in Section 23-58 of the Statutes does
not appear to explicitly prevent such regulation, nor does it expressly permit it. It is known that previous attempts by Greenwich and other towns to regulate tree removal on private property have not been successful, although this factor may reflect local opposition rather than a legal question.

It is clear that Connecticut municipalities have the authority to restrict clear-cutting on proposed new development requiring wetland, subdivision and zoning approval. At present, Greenwich regulates vegetation removal primarily through its Building Zone Regulations and Subdivision Regulations. In the Building Zone Regulations, controls include the encouragement of landscaping as part of site plan review, and the Green Area Requirement for residentially zoned property. The primary focus of the Town Drainage Manual is on drainage. The Green Area Requirement’s focus is on maintaining community character and green spaces. Synthetic turf, patios, decks, paths, walkways and mechanical equipment are all permitted within the Green Area Requirement; thus, a homeowner could remove naturally occurring wooded areas or rock outcroppings, replace them with any of these items, and satisfy the Green Area Requirement. In the Subdivision Regulations, the sole requirement pertaining to trees is that each lot must contain at least two trees of at least 2-inch trunk diameter in the front yard. Although the Drainage Manual provides incentives to keep forested areas undisturbed, most new development does not take advantage of them.

The Town should consider strengthening its land use regulations pertaining to tree preservation, at a minimum for actions such as subdivision and site plan approval. The site plan provisions could be modified to support the retention of trees and other significant vegetation. The Subdivision Regulations should be revised to require preservation of large trees (over 10 inches in caliper) throughout the lot, and to increase the number of trees of at least 2 inches in diameter that must be retained on the lot. Finally, the Town should explore whether changes to the Drainage Manual are needed to craft tree preservation incentives that will be more attractive for developers and homeowners to utilize.

In addition, given recent experience with major storms such as Hurricane Irene and Superstorm Sandy, the Town should continue to be vigilant about tree maintenance and removal where trees create a public hazard.

RECOMMENDATIONS

Eastern Greenwich’s community facilities are a major source of pride for its residents, and a prime reason for choosing to locate in the area. The schools, waterfront and parks were each cited as among Eastern Greenwich’s greatest assets, with the general sense of community also touted as a strong advantage. The Town’s challenge is to continue to maintain and preserve those assets that define Eastern Greenwich and contribute to the excellent quality-of-life for its residents. With this overall objective in mind, the following actions are recommended for the Town to consider:

1. *Preservation of Community Character and Green Space.* Tree preservation emerged as a significant issue for Eastern Greenwich residents, who are concerned about the scale of homes
being built and the impact on established vegetation and views. It is likely that these concerns are shared by other residents of Greenwich as a whole, particularly given that they were also raised during the Plan of Conservation and Development (POCD) process. The Town should explore strengthening its land use regulations pertaining to tree preservation. The site plan provisions could be modified to support the retention of trees and other significant vegetation. The Subdivision Regulations should be revised to require preservation of large trees. The Town should continue to encourage the use of green infrastructure in development and redevelopment, as consistent with its Stormwater Drainage Manual.

Another area for further study concerns the use of fill in non-floodplain areas, which can lead to changes in property elevation that can create changes in neighborhood character and the potential for larger homes due to the exclusion of basements from FAR calculations. The Planning and Zoning Department should continue to study the grade plane issues at a town-wide level, and get additional public input, to fully understand residents’ wishes and strike the proper balance between property owners’ desire to improve their homes with neighborhood concerns regarding community character and the impacts on drainage and stormwater runoff. Resolution of this issue was identified as a high-priority action item for the Town.

2. **Sedimentation Issues.** The Town should continue to work with homeowners to encourage them to address the problems of bank stabilization on private properties upstream from Binney Park. Several options may be effective in this regard, in particular education of homeowners on the need for and benefits of bank stabilization.
6. **ACTION PLAN**

The following is a summary of all recommendations made in this plan, which are then presented as an action plan, identifying preferred timing and implementing authority.

**Land Use, Zoning and Urban Design**

- Initiate the process of establishing a Village District for the Old Greenwich business district, by including an inventory of the area’s structures, landscape and settings to identify any problems; establishing design standards unique to Old Greenwich that should be common to the area as a whole; and assisting in drafting the required zoning regulations.
- Consider easing the distance restrictions between buildings where alcoholic beverages are consumed or sold for the LB zone, similar to the revisions recently enacted for the LBR zones.
- Continue to explore opportunities for future enhancements to all existing public areas in Eastern Greenwich, including planned improvements to Binney Park (see Master Plan) and the Eastern Greenwich Civic Center, which has been budgeted to develop a concept plan for its replacement.
- Improve and maintain publicly owned land along both sides of the Mianus River, in coordination with the Town’s Conservation Commission and the Parks and Recreation Department, building on the 1989 plan. Such a strategy would address issues of public access, parking and measures to address ecological issues such as illegal dumping and invasive species. Public access to the Mianus Pond, as previously identified by the Town, should be implemented as a high priority.
- Facilitate the cleanup of invasive vegetation and dumping along the banks of Mianus Pond through public-private partnerships such as Greenwich Clean and Green, Trout Unlimited and the Greenwich Land Trust.
- Enhance open space connections through trail maintenance and creation, including a potential link from Valley Road to Montgomery Pinetum via dead-end roads abutting the Town-owned land.

**Transportation and Parking**

- Explore the provision of additional parking at the Deluca Open Space property and pedestrian access along the Mianus Pond, as well as ways to connect and publicize existing access.
- Explore alternatives to improve circulation and safety of the Sound Beach Avenue/West End Avenue/Arcadia Road intersection, with consideration for the following:
  - Remove four parallel parking spaces within the intersection;
  - Install a mountable island, delineated with textured pavement or cobblestones;
  - Delineate sharrows in both directions of Sound Beach Avenue to indicate to drivers that cyclists will be sharing the road;
  - Negotiate with the owner of the Mobil gas station to reduce the width of the curb cuts to this property and improve landscaping along the streets; and
  - Consider “head out” parking on Sound Beach Avenue.
- Coordinate with the private owners of the West End parking lot in the Old Greenwich business area to redevelop the lot through milling, paving, restriping and improved landscaping.
Improve pedestrian accessibility via midblock walkways from Arcadia Road to the municipal lot south of the railroad station and from Sound Beach Avenue to the rear parking to the west.

Explore ways to expand bicycle parking at the Old Greenwich and Riverside train stations and in commercial areas.

Explore alternatives to improve traffic and circulation at the Exit 5/Route 1/Neil Lane intersection. Significant coordination will be required from CT DOT, as I-95 and Route 1 are under its jurisdiction.

**Stormwater, Flooding and Trees**

- Explore potential changes to the definition of grade plane and associated regulations on a town-wide level to balance property owners’ desire to improve their homes with neighborhood concerns regarding community character.

- Explore revisions to the Town’s land use regulations to support tree preservation, including modifying the Building Zone Regulations to promote the retention of mature specimen trees and other significant, non-invasive vegetation, and working with the Tree Warden and the Conservation Commission on a tree ordinance.

- Encourage the use of green infrastructure in development and redevelopment applications.

- Explore measures to address bank stabilization on private properties upstream from Binney Park, such as a targeted education and outreach effort to property owners to educate them on the need for and benefits of bank stabilization on their properties.
### Immediate Action: Local Laws and Regulations

### Medium Term Action: Town Capital Investment Plan

### Long Term Action: Further Study

<table>
<thead>
<tr>
<th>Local Laws and Regulations</th>
<th>Town</th>
<th>Inter-Governmental</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Priority Recommendation</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Land Use, Zoning and Urban Design</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Initiate the process of establishing a Village District for the Old Greenwich business district, by including an inventory of the area’s structures, landscape and settings to identify any problems; establishing design standards unique to Old Greenwich that should be common to the area as a whole; and assisting in drafting the required zoning regulations.</td>
<td>*P&amp;Z Commission</td>
<td></td>
</tr>
<tr>
<td>Consider easing the distance restrictions between buildings where alcoholic beverages are consumed or sold in the LB zone, similar to the revisions enacted for the LBR zones.</td>
<td>P&amp;Z Commission</td>
<td></td>
</tr>
<tr>
<td><strong>Stormwater, Flooding and Trees</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Explore potential changes to the definition of grade plane and associated regulations on a town-wide level to balance property owners’ desire to improve their homes with neighborhood concerns regarding community character</td>
<td>*P&amp;Z Commission</td>
<td></td>
</tr>
<tr>
<td>Explore revisions to the Town’s land use regulations to support tree preservation, including modifying the Building Zone Regulations to promote the retention of mature specimen trees and other significant, non-invasive vegetation, and working with the Tree Warden and the Conservation Commission on a tree ordinance.</td>
<td>P&amp;Z Commission, Conservation Commission, Tree Warden</td>
<td></td>
</tr>
<tr>
<td>Encourage the use of green infrastructure in development and redevelopment applications.</td>
<td>P&amp;Z Commission</td>
<td></td>
</tr>
</tbody>
</table>
### Town Capital Investment Plan

<table>
<thead>
<tr>
<th>Priority Recommendation</th>
<th>Town</th>
<th>Inter-Governmental</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Land Use, Zoning and Urban Design</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Continue to explore opportunities for future enhancements to all existing public areas in Eastern Greenwich, including planned improvements to Binney Park (see Master Plan) and the Eastern Greenwich Civic Center, which has been budgeted to develop a design concept for its replacement.</td>
<td>*</td>
<td>CTDOT</td>
</tr>
<tr>
<td>Improve and maintain publicly owned land along both sides of the Mianus River, in coordination with the Town’s Conservation Commission and the Parks and Recreation Department, building on the 1989 plan. Such a strategy would address issues of public access, parking and measures to address ecological issues such as illegal dumping and invasive species. Public access to the Mianus Pond, as previously identified by the Town, should be implemented as a high priority.</td>
<td>*</td>
<td>Conservation Commission, Parks &amp; Recreation, DPW, P&amp;Z Commission</td>
</tr>
<tr>
<td>Facilitate the cleanup of invasive vegetation and dumping along the banks of Mianus Pond through public-private partnerships, such as Greenwich Clean and Green, Trout Unlimited and the Greenwich Land Trust.</td>
<td>Conservation Commission, Parks &amp; Recreation, Tree Warden</td>
<td></td>
</tr>
<tr>
<td>Enhance open space connections through trail maintenance and creation, including a potential link from Valley Road to Montgomery Pinetum via dead-end roads abutting the Town-owned land.</td>
<td>Conservation Commission, Parks &amp; Recreation</td>
<td></td>
</tr>
</tbody>
</table>

| Transportation and Parking | | |
|-----------------------------| | |
| Explore the provision of additional parking at the Deluca Open Space property and pedestrian access along the Mianus Pond, as well as ways to connect and publicize existing access. | * | DPW, Parks & Recreation |
| Explore alternatives to improve circulation and safety of the Sound Beach Avenue/West End Avenue/Arcadia Road intersection, with consideration for the following:  
  - Remove four parallel parking spaces within the intersection;  
  - Install a mountable island, delineated with textured pavement or cobblestones;  
  - Delineate sharrows in both directions of Sound Beach Avenue to | DPW, Parking Services |
indicate to drivers that cyclists will be sharing the road;

- Negotiate with the owner of the Mobil gas station to reduce the width of the curb cuts to this property and improve landscaping along the streets; and
- Consider “head out” parking on Sound Beach Avenue.

Coordinate with the private owners of the West End parking lot in the Old Greenwich business area to configure the lot through milling, paving, restriping and improved landscaping.

Improve pedestrian accessibility via midblock walkways from Arcadia Road to the municipal lot south of the railroad station and from Sound Beach Avenue to the rear parking to the west.

Explore ways to expand bicycle parking at the Old Greenwich and Riverside train stations and in commercial areas.

**Further Study**

<table>
<thead>
<tr>
<th>Traffic and Transportation</th>
<th>Town</th>
<th>Inter-Governmental</th>
</tr>
</thead>
<tbody>
<tr>
<td>Explore alternatives to improve traffic and circulation at the Exit 5/Route 1/Neil Lane intersection. Significant coordination will be required from CT DOT, as I-95 and Route 1 are under its jurisdiction.</td>
<td>P&amp;Z Commission, DPW</td>
<td>CT DOT</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Stormwater Management, Flooding and Trees</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Explore measures to address bank stabilization on private properties upstream from Binney Park, such as a targeted education and outreach effort to property owners to educate them on the need for and benefits of bank stabilization on their properties.</td>
<td>DPW, IWWA, Conservation Commission</td>
</tr>
</tbody>
</table>
In addition to the above Action Plan, there are other measures that are consistent with the Eastern Greenwich Neighborhood Plan goals and objectives that involve completion or implementation of other existing plans or activities by Town entities. The Planning and Zoning Commission, through this Plan, supports the following actions to be undertaken primarily by the DPW; this list is not intended to preclude other actions of Town boards, commissions or departments that may further goals of this Plan:

- Consider the use of traffic calming measures along identified problem roadways, consistent with their functional classification and the Neighborhood Traffic Calming Program (NTCP);
- Look into implementing an ongoing traffic management/speed enforcement program to highlight the need for safety and “train” speeders to expect enforcement of the speed limit.
- Continue to implement sidewalk improvements in the priority areas previously identified by the Town. Where full sidewalks are not feasible or desired due to lack of right-of-way or width or removal of trees and vegetation, explore the use of a paved pathway; and
- Continue to improve the bicycle network by adding designated bike lanes and/or sharrows on roadways, as appropriate and available.

In determining the timing and order of the above Action Plan items, the Town Planner will be responsible for completing an annual action plan for implementing these recommendations and those of the other approved neighborhood plans in Greenwich. The annual action plan will set timeframes and priorities of all neighborhood planning action items, similar to the process used by the Town’s Plan of Conservation and Development (POCD) Plan Implementation Committee (PIC).