

COMMENTS RECEIVED ON DRAFT #1 OF 2026 DARIEN POCD (June 1, 2026)

| Name | Comments (Unedited) |
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| <p>AHL, DARCY</p> | <p>First of all congratulations! The document is comprehensive, thoughtful and much appreciated. I'm going to take this opportunity to reprise a thought or two I have shared with the following, to no avail:</p> <ul style="list-style-type: none"> • Senator John Kerry's daughter Alex in email after having met her. He was Climate Envoy at the time, and she is a documentary filmmaker. • Governor Lamont directly during Q&A at an event in Norwalk • Sen. Duff on a call • Sustainable Westport in email • Cong. Himes directly at a Darien event at HAYVN • Monica McNally at a social event (she suggested an OpEd and did seem to agree we have an addressable issue) <p>The POCD notes CT has a serious air quality problem. As a lifelong CT resident, save my college and 5 years post 1984 graduation, I have lived and worked all over Fairfield County. (Westport, Fairfield, Easton, Weston, Wilton, Rowayton, New Canaan, Darien in that order.) It seems to me the science is settled on fossil fuels and global warming. I am told CT has an idling ordinance. And yet, in all sorts of weather, reasonable and not so reasonable, anywhere you go you can see people sitting in idling cars, texting, etc. Even on beautiful days when neither heat nor AC are necessary, this is a rampant behavior. Sometimes idling cars sit empty awaiting the driver's return.</p> <p>Another troubling practice: retailers propping open doors to "attract" foot traffic. They are effectively heating the outdoors in the cooler months and cooling them in the warmer months.</p> <p>Surely CT could take a leadership position around this. A few thoughts: first of all how about enforcing the idling ordinance? And second of all how about a public service campaign? Those of us who are a certain age likely recall how highway littering was addressed with a commercial and billboards featuring an indigenous American mourning the trash on the side of the road. Not PC today, but it was compelling long ago and did have a measurable impact. Certainly Darien, and CT more broadly could take a thought leadership position around idling and surely the town could forbid the propping open of doors. It all seems so 101 to me, and very doable.</p> <p>Why not start by educating people about the negative impacts as noted below, and then perhaps a an enforcement initiative along the lines of seatbelts and cell phone use?</p> <p><i>Air Quality According to the American Lung Association's 2023 State of the Air Report, Fairfield County has the worst ozone pollution in the New York-Newark Metropolitan area, earning an "F" for ozone pollution for an average of almost 18 unhealthy days per year. Ozone and particle pollution can cause premature death and other serious health effects such as asthma attacks, heart attacks, strokes, preterm births and impaired cognitive functioning later in life. Particle pollution can also cause lung cancer and other respiratory diseases.</i></p> <p>Thank you for your hard work and dedication to Darien.</p> |
| <p>BRIDGES, SAM</p> | <p>Thank you for all the time and effort.</p> <ol style="list-style-type: none"> 1. It is my perception that the bulk of new development has been mixed use commercial/residential in Noroton Heights and the Corbin District. My perception is that most of the residential is rental apartments. I've come to believe that id my wife and I want to downsize into a condominium, we're best off looking to New Canaan because the bulk of the new built construction is rental units. We want to continue to own not rent. 2. Certain traffic problems are becoming worse, not better. Example #1 is the west bound approach of Ledge Road to Noroton Ave, It's more than possible to go through more than 4 light signal cycles in the middle of the day after leaving Whole Foods or the dump, going west on Ledge, and then trying to go north on Noroton. This is the worst and is caused primarily by the minority of cars/trucks that want to go south on Noroton. There's no left turn lane. Other problematic intersections of irritating but not catastrophic delays are on the other four corners of Noroton Heights where there are inadequate left turn lanes. |

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| | <p>3. I had been under the impression that the Noroton Heights Train Station was going to be replaced and improved as a direct result of the approved development of the area directly north of Heights Road - i.e. near Palmers and near Walgreens. Was I wrong?</p> |
| <p>BUCH, ROBERT J. (Fire Marshal)</p> | <p>Just a few comments/notes:</p> <ul style="list-style-type: none"> • Page 78 under Darien FD: and a portion of 1-95 that handles an 120,000 vehicles each day. • Page 101: 168 West Ave Apartments contains 4 apartments • Can something be added somewhere in the plan to strongly encourage Aquarion Water to aggressively update and improve the fire protection capabilities provided by their water mains and fire hydrants by increasing water main sizes throughout the town, provide public water and fire hydrants where possible to areas that are not serviced currently? |
| <p>BYRNE, KYLE</p> | <p>Dear Darien Conservation and Development Team,</p> <p>My name is Kyle Byrne, and I have been a Darien resident my entire life. I am incredibly proud to call Darien home and have been pleased by the thoughtful growth the town has experienced in recent years.</p> <p>I wanted to share some comments for the Plan of Conservation and Development. I strongly support mixed-use, transit-oriented development because it benefits both Darien residents and the state by creating vibrant, walkable communities while making efficient use of existing infrastructure.</p> <p>There are a couple projects that I believe would be valuable additions to the town.</p> <p>First, I support the redevelopment of the parking lots at both the Darien and Noroton Heights train stations into mixed-use developments. These sites present a significant opportunity to create additional housing, retail, dining, and office space in locations that are already well-served by public transportation. In my view, the large surface parking lots are an underutilized asset, particularly since parking demand has not returned to pre-pandemic levels. Thoughtful redevelopment could incorporate structured or integrated parking while transforming these areas into more vibrant and complete districts.</p> <p>Second, I believe the Noroton Heights train station itself should be redeveloped. The new developments surrounding the station have greatly enhanced the neighborhood, and the station should reflect the quality and character of the area it serves. An upgraded station would better accommodate current and future ridership, improve the commuter experience, and complement the continued growth occurring nearby.</p> <p>Thank you for taking the time to consider my comments. I appreciate the opportunity to contribute to Darien's future and look forward to seeing the town continue to grow in the years ahead.</p> |
| <p>CAIN, JULIET</p> | <p>See Attachment 1</p> |
| <p>FAVA, JENNIFER (Department of Parks & Recreation)</p> | <p>See Attachment 2</p> |
| <p>GOODMAN, AMANDA L. (Darien Library)</p> | <p>I'm thrilled to see the draft version of the Darien Plan of Conservation & Development. This document is a rich resource that provides insight into the current state of the Town and a look to the future.</p> <p>On page 80 in the section for the Library, may we swap the TEA Room for the new Tween & Teen Center that is opening this fall? Suggested text:</p> <p>Tween & Teen Center</p> <p>The new Tween & Teen Library will feature reading nooks, collaborative study areas, a programming lounge, computer and homework stations, and a media and gaming space. The Riley Family Foundation</p> |

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| | <p>Innovation Lab makerspace will provide access to and offer training on an array of technical, digital, and analog hands-on creation tools and gadgets.</p> <p>I'd also like to offer a small correction: The Darien Women's Club (page 12) is located in Illinois. I'm unaware of a similar club locally.</p> |
| <p>MATHUS, ELIZABETH (DARIEN LAND TRUST)</p> | <p>Thank you for the opportunity to provide comments on the Draft 2026 Plan of Conservation and Development. We appreciate the time and effort contributed by all who have been involved.</p> <p>The 2026 POCD lacks actionable steps, clearly identified implementation partners, and meaningful accountability measures. By contrast, the 2016 POCD included action steps, responsible parties, and an implementation timeline. The Darien Land Trust is the sole organization in town focused exclusively on land conservation and environmental stewardship. The breadth and depth of the Land Trust's knowledge, experience, and stewardship expertise are significant assets to the Town and reflect a partnership model used successfully in neighboring communities.</p> <p>Establish a Town-wide plan to help residents identify, manage, and properly dispose of invasive plant material. A lack of public guidance perpetuates the problem and increases the risk of unintentional spread. A Town invasive plant management plan would help protect municipal properties while providing residents with a practical roadmap for action. Volunteer powered removal on Town properties is not a sufficient or realistic plan to address the rapid escalation of invasive plant populations.</p> <p>Place greater emphasis on climate resilience and the protection of natural assets. More frequent flooding, stronger storm events, extreme heat, and changing ecological conditions are already affecting public infrastructure, forests, waterways, wetlands, and open spaces throughout Darien. Failure to address these challenges will result in increased costs to maintain infrastructure, greater vulnerability to flooding and storm damage, and the gradual degradation of valuable Town assets.</p> <p>Protect existing tree canopy and ensure long term tree health through forest management and enforceable ordinances or policies. Tree canopy loss from 2023 to present is sure to reveal significant reduction throughout the Town not only due to development and clear-cutting but due to invasive insect and worm infestations killing the Native Ash and Beech tree species. Education and regulation can be a constructive means of protecting the existing tree canopy.</p> <p>We also request the following corrections and clarifications regarding references to the Darien Land Trust:</p> <p>Page 34 - Under the heading "Town Projects", are several Land Trust projects (the 2025 Olson Woods Access Initiative, the 2018 Fish Passage Improvement Project and the Climate Smart Forestry Plan), that are solely Land Trust projects without input or financial contribution from the Town. Either the heading should be changed to reflect a broader responsibility or the Land Trust projects should be identified as Land Trust projects.</p> <p>Alternatively the Land Trust projects could be removed from the list altogether.</p> <p>Missing from the list of Town projects is the Unified Water Study; Long Island Sound Embayment Research run by Save the Sound and conducted in Darien waters by the Advisory Commission on Coastal Waters for the past decade and continuing into the future.</p> <p>Page 44 - States that 230+ acres are conserved by DLT which is correct. However, the breakdown of fee owned and conservation easement acreage is incorrect. Please replace 180 fee owned acres with 197 and revise 37 conservation easement acres to 33.</p> <p>Figure 2-1 on Page 4, Figure 6-4 on Page 42 and Figure 9-1 on Page 87 are all missing both DLT fee owned and conservation easement properties. Seven (7) fee owned properties and fifteen (15) CE properties are not represented on the map.</p> <p>Page 88 - The land use table in the upper right hand corner assigns percentages to various entities. What is the source of this data? The terminology used in the table does not correspond to the headings in the text.</p> |

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| | <p>It is hard to believe that the percentage assigned to “Vacant” (3%) consisting of “a few parcels” throughout Town is greater than the percentage of Preserved Open Space (DLT) (2%).</p> <p>The Darien Land Trust is happy to offer any assistance to refine the next draft of the 2026 POCD.</p> |
| MEIR, EDWARD | <p>You guys have royally ruined the quality of life in this town. The various construction projects are not yet complete, but the town is already clogged with cars and there is nowhere to park, something that never was an issue before.</p> <p>We look forward to getting crappy, overpriced apartments, overcrowded schools and noisy restaurants in return.</p> <p>Congratulations to you and the entire board for this screwup where there was obviously no consideration to quality of life issues.</p> |
| OBIN, ROLF | <p>To the Darien Plan of Conservation consultant:</p> <p>I read the Darien POCD chapters 1-5. My comment is in sections 4 & 5 there is numerous State Legislature statutes and WESTCOG plans and analysis related to Darien conservation and development. It is not clear to me why this information has been deemed necessary to the Darien POCD.</p> <p>4-“While many people might believe Connecticut that operates under “home rule” whereby municipalities have local autonomy, they actually “are creatures of the state and have only those powers provided them by the state through the General Assembly.”¹ This chapter highlights several state plans and statutes that impact municipal planning.”</p> <p>5- “In Connecticut, Councils of Governments (COGs) are required by State statutes to prepare a Regional Plan of Conservation & Development every ten years. WestCOG’s 2020-2030 Regional Plan of Conservation & Development is an advisory document for regional-level decisionmaking that can be incorporated into planning processes at both the state and local level.”</p> <p>My conclusion is that regardless of what the Town of Darien feels is necessary or appropriate to its POCD, the State of Connecticut and WESTCOG are going to determine why and how the town of Darien is to be developed. This calls into question the purpose or validity of the POCD exercise. If sections 4&5 are to be included, I feel that internet site links should be posted for each of the State Legislature statutes and WESTCOG plans and analysis related to Darien conservation and development.</p> <p>That would at least allow readers to have the ability to connect to and read how the State of Connecticut and WESTCOG plan to develop Darien.</p> |
| OHAGAN, KRISTY | <p>Dear Members of the Board of Selectmen & Advisors,</p> <p>I write as a 40-year Darien resident, sustainability professional and mom of a rising freshman. I appreciate the opportunity to comment and have organized my feedback as per P&Z’s suggestions for clarity.</p> <p>In reviewing the POCD draft, I noticed 2 items that I’d like to clarify. First, the draft recommends creating a Conservation Commission: an Advisory Conservation Committee has been formed and is actively working toward its mission; the plan should build on that foundation. Second, Darien already holds a Sustainable CT Silver certification that goes unacknowledged this draft; this should be recognized and serve as a baseline for future sustainability goals.</p> <p>Residents have clearly expressed support for environmental protection, open space and climate resilience and those themes do appear in Chapters 6 & 7. However, this draft translates that urgency into language like “consider,” “explore” and “encourage.” These are passive words and create no obligation and have historically enabled inaction. That gap between what the community asked for and what the plan commits to, is significant.</p> <p>Chapter 6 (Sustainability) is the area of greatest concern. There are no assigned responsibilities, timelines or measurable targets identified. A plan that asks the town to “consider” solar energy or “explore” low-impact development, provides no pathway to implementation or goals for what that means for the community. Darien doesn’t need to look far for a model: Norwalk’s Costco covered its new parking lot with</p> |

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| | <p>solar panels, simultaneously reducing the local heat island effect, managing stormwater runoff, providing vehicle shade and generating renewable energy on an otherwise latent asset. This is exactly the kind of intervention Darien's POCD should be directing, not merely gesturing toward.</p> <p>Chapter 7 (Natural Resources) is stronger in intent but shares the same structural weakness. Invasive species management, tree canopy protection and forest stewardship appear without named responsible parties, enforcement mechanisms, timelines or identified objectives. These same goals appeared in the previous POCD and went unmet. The 2026 plan must establish the mechanisms to achieve the community goals, not just restate the aspirations.</p> <p>Neighboring communities like Greenwich, Westport and Fairfield offer useful example POCDs, identifying dedicated funding streams and enforceable ordinances that Darien should be considering for our POCD.</p> <p>I respectfully urge the Board to amend the POCD be significantly revised. Replace aspirational language with defined actions, assign responsible parties and timelines, and reflect Darien's existing achievements so our community knows there is a commitment to do better. Fairfield's POCD is a strong regional benchmark – Darien has the expertise and community commitment to match it.</p> <p>Thank you for your service and for the opportunity to comment on this important initiative.</p> |
| <p>ROSS, CAMERON</p> | <p>Thank you for the work behind the 2026 Draft POCD. My comments come from a desire to protect what makes Darien work: its schools, its single-family character, and its sense of community. I want to commend the decision to permit accessory dwelling units. They support affordability, let seniors live near family, and add gentle density without altering neighborhood character.</p> <p>The Core Problem: Wrong Restrictions, Wrong Target</p> <p>Residents are frustrated with large multifamily developments and the traffic, density, and infrastructure strain they will bring. It is worth being clear about where Darien has control. Much of the multifamily growth residents object to is now driven by state law: Section 8-30g, the middle-housing and parking provisions of Public Act 25-1, and state transit-oriented-development incentives. So I do understand there are limited things Darien can do to address these problems.</p> <p>Yet the new burdens in this draft, tighter coverage limits and stricter flood-zone standards, restrict single-family homeowners. This doesn't address</p> <p>residents' frustrations around multifamily. It's a pain for existing homeowners and will only serve to hurt affordability at all price levels. Darien should concentrate its tools on the scale of multifamily redevelopment, not on single-family density.</p> <p>Multifamily Development: Enforce Height and Scale Now</p> <p>Multifamily development scored 2.58 out of 5 in the Town-Wide Survey, the lowest of any Built Environment topic and second-lowest of all twenty topics surveyed. The draft's recommendation to revisit building form, scale, and design is correct, but it must become a concrete zoning amendment, not an aspiration. The draft itself concedes that the Commercial Design Guidelines do not offer substantive guidance on new construction and that the Architectural Review Board recommends updating them. Height and massing limits are tools Darien controls regardless of state policy. I recommend the Commission codify them as binding requirements in the relevant zones, as residents have consistently demanded them. The 4 and 5-story developments that have been approved are unexpected and out of character for Darien. The survey's greatest concern was overdevelopment and loss of small-town character.</p> <p>The Work-From-Home Shift and Reduced Parking</p> <p>The transit-oriented strategy behind Corbin District, Darien Commons, and Heights Crossing assumed daily commutes to New York. That assumption no longer holds. In 2019, 31% of residents took transit and 9% worked from home; by 2023, 21% take transit and 32% work from home. Residents who work from home are home all day and need parking.</p> |

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| | <p>I recognize Darien’s discretion here is limited, since Public Act 25-1 bars parking minimums for developments of sixteen units or fewer and requires that larger projects be allowed to submit parking-needs assessments. The question is how the Town uses the discretion it keeps. It should designate the conservation-and-traffic-mitigation districts the Act permits (up to two, covering 8% of land area) in its most car-dependent neighborhoods, and it should insist that parking-needs assessments reflect current work-from-home car ownership rather than pre-pandemic transit assumptions. On a separate point, the parking lots in downtown Darien are overwhelmed with reserved parking, which makes it difficult for residents to access the area.</p> <p>Climate Adaptation Should Not Be the Top Priority</p> <p>The draft makes climate adaptation Darien’s top priority, largely based on a 40-person Town Planning Workshop. The 1,189-respondent survey tells a different story: its open-ended question on residents’ greatest concerns ranked overdevelopment and loss of small-town character first, with environmental concerns fourth. A workshop of 40 should not override a survey nearly thirty times larger on the question of the Town’s top priority. Residents are concerned about flooding, but the inflated ranking drives two recommendations, tighter coverage limits and updated flood-zone standards, that fall on homeowners rather than on the real sources of flooding.</p> <p>Coverage Limits Are the Wrong Tool</p> <p>Darien’s worst flooding, including the 500-year rainfall during Hurricane Ida, came from regional rainfall, upstream runoff from Stamford and New Canaan, and undersized culverts. Impervious cover matters in aggregate, but the marginal benefit of tightening single-family coverage limits is small next to the major corridors</p> <p>Darien does not control, such as I-95 and Boston Post Road, and next to upstream runoff. Public capital would do more for flood resilience if spent on culvert upsizing, drainage, and regional coordination than on new limits for individual homeowners.</p> <p>Flood-Zone Standards Should Be Updated Narrowly, If at All</p> <p>Any new flood-zone standards should be narrow. They should target public infrastructure and genuinely high-risk multifamily construction, and should avoid burdening new and existing single-family homes through higher costs or loss of conforming status. Where updates are warranted, they should track FEMA and state requirements rather than add local stringency on top. Every added cost is passed on to buyers and renters.</p> <p>A New Conservation Commission Is Unnecessary</p> <p>Darien already has more than 30 boards, commissions, and committees, including an Environmental Protection Commission, an Advisory Committee on Sustainability, and an Advisory Commission on Coastal Waters. Any specific statutory powers wanted under C.G.S. Section 7-131a, such as acquiring and managing open space, can be assigned to an existing body. I would ask the Commission to drop this recommendation.</p> <p>Great Island: Move Faster and Consider All Options</p> <p>Three years after acquisition, planning is still underway and on-site parking will not arrive until 2027 to 2028 at the earliest. Weed Beach offers a model that residents love, and I urge the Commission to move faster. On longer-term use, I ask the Commission to evaluate openly whether a modest residential component on part of the 60 acres could generate sale proceeds and property-tax revenue sufficient to fund the park’s maintenance indefinitely, while leaving the great majority as open space.</p> <p>Residents themselves raised partial monetization in the survey’s open comments. I ask only that the Commission confirm whether deed restrictions preclude this discussion and, if not, have it openly.</p> <p>EV Charging Mandates: Let the Market Lead</p> <p>As an EV owner myself, my concern here is wasteful spending, not the technology. Public charging often costs several times more per kilowatt-hour than home charging. Imagine if you could fill up your gas tank</p> |

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| | <p>at home at \$1.5/gallon vs. \$4.5/gallon at a gas station. Naturally, most charging happens at home. A private-lot mandate on EV charging delivers expensive capacity that residents do not need.</p> <p>Requiring EV charging in private lots is a hidden cost passed to tenants and shoppers. The market is already deploying charging where demand warrants it, as the planned Tesla charging additions show. On the municipal fleet, Darien should not commit to converting its vehicles to EVs before the costs are understood. Purchase prices are substantially higher and a full lifecycle accounting that includes battery replacement, disposal, and charging infrastructure can erase any operating savings. Darien should not lock in a transition that ends up costing taxpayers more.</p> |
| <p>TABEL, JEFFREY</p> | <p>Here are my comments on Draft #1 of the 2026 POCD</p> <p>Corrections:</p> <p>Page 35: Figure 6-1 Darien bays report card needs a key or elaboration on what the different colored boxes signify</p> <p>Page 58: subheading “Foods and the Town’s Transfer Station” (under 7. TRANSPORTATION & MOBILITY) appears to be misplaced.</p> <p>Page 59: Figure 7-4 add legend to crash heat map</p> <p>Comments:</p> <p>Page 58: is there any data available on peak hour congestion and/or past efforts to optimize signal timing?</p> <p>Page 64: Reference is made to many of the crosswalks recommended by the 2015 committee were not approved by LTA. I’d be interested in having this issue further explored in the POCD in that lack of/insufficient crosswalks is an issue and I’m hoping there could be some solutions. Of particular concern to me is the intersection of Boston Post Rd and Old King’s Highway N.</p> <p>Page 67: Recommendation 1.d. isn’t there already a traffic circle at Sedgwick and Old King’s Highway N?</p> <p>Page 68: Recommendation 3.d.i. think that bike racks should be required for significant commercial and mixed use projects (maybe they are encompassed in bike/ped facilities and think they should be called out specifically).</p> <p>Page 104: Recommendations 1.c.&d. Not sure what the aim of reducing height limit for offices and 3rd floor incentive for open space. Seems like we would want to encourage more office jobs in town and 3 stories is not that great a visual impact.</p> <p>Other than these comments, I think the recommendations are quit comprehensive and on target and look forward to seeing the next draft.</p> |
| <p>TALLIS, NATALIE</p> | <p>Thank you for the opportunity to comment on the draft POCD.</p> <p>While the draft includes many positive environmental recommendations, it also reveals an important gap in both process and implementation: limited input from Darien’s conservation community and a lack of clear strategies to ensure these ideas are carried out.</p> <p>A central concern is the limited inclusion of conservation expertise in shaping this Plan. Connecticut General Statutes (CGS 8-23(c)) explicitly allow for a representative committee to inform the POCD process, yet no such body was formed, and key stakeholders—including the Darien Land Trust, Darien Pollinator Pathway, Darien Green Wave, the Garden Club of Darien, and the Darien Nature Center—were only invited to a single meeting early on in the process. Public input gathered through the town-wide survey was dismissed by Adam Balgach and other members of the Planning and Zoning Commission, further narrowing the perspectives represented in the draft.</p> <p>This limited engagement has real consequences. Many of the environmental recommendations in the 2026 draft—such as creating a Conservation Commission, conducting a tree inventory, and developing a forest management plan—were also included in the 2016 POCD but never became more than a suggestion, even though implementation was an explicit expectation of that earlier plan. Repeating these</p> |

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| | <p>recommendations without addressing why they were not implemented over the past decade risks producing another largely meaningless document, rather than a plan with measurable impact.</p> <p>I would welcome more detail and specificity on the following points:</p> <p>Fund and implement invasive species management: Move beyond volunteer-only efforts by establishing a town-funded, long-term invasive plant management and remediation program that includes replanting with native species. Neighboring communities have already begun this work and offer useful models.</p> <p>Prioritize tree and canopy protection: Adopt enforceable mechanisms—whether an ordinance or a clear policy—that include a town-wide tree inventory and enforceable replacement requirements.</p> <p>Share concrete examples of sustainability practices- how is Darien currently applying sustainability and low-impact development practices in the built environment?</p> <p>Identify where existing regulations fall short so that specific improvements can be considered.</p> <p>Thank you again for your consideration of these comments and for the work being done to shape Darien's future.</p> |
| <p>TESCHNER, CHARLES</p> | <p>See Attachment 3</p> <ul style="list-style-type: none"> • The data show that Darien has a structural deficit in terms of green space vs peer towns • The single biggest action which could be taken in the short term to address this gap-namely declaring Great Island a green space in perpetuity-has not been taken-in fact it has been avoided by the Great Island Advisory Committee/ the board of selectmen. Instead the approach is eat-slowly- one dish at a time from a long Chinese menu. Even Reed Hildebrand has pointed out that other towns have set up conservation trusts/ used conservation easements in similar cases to preserve such pristine properties. • More generally, the POCD does not articulate a clear strategy to close the gap vs peers and does not propose any targets or initiatives to address the gap other than a vague vision statement. • Lastly, I believe that the town has a governance problem with respect to our green spaces in general (multiple overlapping committees and bodies). In other words, we need a fighter, overarching plan for conservation (and development) as well as better ability to manage to it. |
| <p>WASDEN, ABBY</p> | <p>We are missing out on a town pool and more parks. The shop development is great but we need more places to take our kids without having to join private clubs.</p> |
| <p>ZABETAKIS, AMY</p> <p>(RTM Planning, Zoning & Housing Committee)</p> | <p>See Attachment 4</p> |

ATTACHMENT 1

Darien POCD Comments

June 16, 2026

Thank you for this opportunity to provide comments on the draft 2026 POCD.

I have specific comments on various sections of the document but would like to start with some questions about process.

Public Input Process

I understand that the state statute designates the P&Z Commission (PZC) to lead the POCD process, but CGS 8-23(c)¹ also allows for a committee of residents and/or representatives of different town bodies to be established to contribute to the process. This helps ensure a balance of views. This document is, after all, the Plan of **Conservation and** Development. At the first public hearing I asked if such a committee would be established, but the PZC said it would not.

I was hopeful that the consultants' town-wide survey would provide an opportunity for the balancing voices of conservation to be heard. But public statements by PZC members following completion of the survey to the effect that the survey reflects the views of the "loud minority" and that "8% is easily activated" indicate that this opportunity for balance has been largely dismissed by the PZC.

We have a Land Trust whose voice in this process should be prominent. It stewards over 230 acres of open space in the town and has the expertise and knowledge to assist and advise the Town in matters of land stewardship, conservation and restoration. At a minimum, I believe the Land Trust should have assisted PZC or partnered with it to inform the "Conservation" aspects of the POCD. Instead, its input was sought in a single one-hour meeting held jointly with the Darien Pollinator Pathway and Darien Green Wave.

POCD Recommendations re Environment, Climate and Sustainability

1. Create a Separate Conservation Commission
2. Conduct a Tree Inventory and Assessment
3. Prepare a Community Forest Management Plan
4. Prepare a Tree Protection Ordinance

¹ The PZC may appoint "one or more special committees to develop and make recommendations for the plan. The membership of any special committee may include: Residents of the municipality and representatives of local boards dealing with zoning, inland wetlands, conservation, recreation, education, public works, finance, redevelopment, general government and other municipal functions."

While I'm happy of course to see these recommendations, I would like to point out that these recommendations were largely included in the 2016 POCD too but not acted upon².

Conservation Commission

In relation to establishment of a Conservation Committee, an Advisory Conservation Committee was set up earlier this year and was tasked with, among other things, conducting an analysis of whether Darien should have a Conservation Commission and if so, what its mission should look like.

Recommendation: It would be helpful for the POCD to show how a Conservation Commission could be tailored to the needs of a town which has a heavy focus on development and to the specific conservation-related problems identified in the POCD. An example would be a consulting/advisory partnership with PZC. Simply repeating the activities that are permitted under state law (see POCD page 50) doesn't really advance the argument for such a Commission.

Trees

In relation to the tree-related recommendations, successive administrations in Darien have stated publicly that they prefer education over legislation when it comes to environmental matters. Because of this preference, I've made several attempts over the past years, with different administrations to suggest policies and practice that could mimic a protective tree ordinance and help protect and expand our tree canopy without actual legislation. But not even these suggestions have been considered. The BOS and Parks & Rec have broad policies that would replace any tree removed (seemingly not limited to town property) and these policies too are not followed.

Questions: So, I have to ask, are these recommendations simply aspirational? And who is tasked with the creating, conducting and preparing? Will the POCD assign responsibility for actionable steps to realize these recommendations as well as others in the POCD? Will there be a prioritization of recommendations with short, medium and long-term goals? The 2016 POCD may be helpful for structuring in this regard.

Darienpocd.com contains a [chart](#) showing which of the recommendations in the 2016 POCD were implemented and which were not. (One of these, ironically, was establishment of an Implementation Committee!) The above recommendations were not implemented.

If we continue to believe these recommendations are valid even though not implemented over the past 10 years, don't we need to help residents and the Town better understand these recommendations and the reasons they are necessary?

² While the specific 2016 POCD recommendation was for "Tree City status", a prerequisite for this status is a protective tree ordinance, a tree plan and budget.

Recommendations: It would be very helpful to include in the POCD an explanation of how trees act as natural climate mitigation tools, through providing shade, air filtering, carbon drawdown and storage, water filtration, erosion control, improvements in biodiversity, public health etc. Given the additional noise, air and water pollution associated with the recent extensive development all over town, the increased heat from additional buildings, vehicles and built surfaces, and the lack of meaningful open space in these developments, such an explanation should help strengthen the case for these recommendations and provide the incentive to implement them. An analysis of the reasons for failure to implement in the past might also help.

Section 6, Environment, Climate and Sustainability Page 33:

Correction: The UConn report by Prof. Fragomeni showed a **10** degree increase in temperatures over the past 20 years, not, as written, an 8 degree increase. This paragraph sends the reader to another section for climate adaptation. As noted above, I think the POCD should make clear that maintaining our tree canopy is a critical form of climate mitigation.

A statement is made about municipalities “*maintaining parks and grounds in more sustainable ways*”. Please describe some of the ways that other municipalities maintain their parks and grounds (and Darien does not) so that we can learn. They may be especially helpful to inform the new Parks Master Plan.

Please also describe the ways in which “*municipalities encourage commercial property owners to adopt sustainable practices*”. This may also be instructive for POCD recommendations.

Section 6, Environment, Climate and Sustainability Page 34:

The left-hand column has a heading “*Town Projects*” which is misleading since the “Town” is not involved in all of these. For example, the Town is not involved in the Olson Woods access initiative, the Olson Woods forestry plan or the Fish Passage Improvement Project. Maybe change the heading to “*Environmental Projects*.”

Section 6, Environment, Climate and Sustainability Page 35-37:

The data related to the use of pesticides and the finding on neonicotinoids in our waterways is of course interesting, but what is the related recommendation? Engineered stormwater management alone is insufficient.

Section 6, Environment, Climate and Sustainability Page 33:

Recommendation: The POCD states: “*Darien’s Parks & Recreation Commission launched a pilot program to maintain Casey Field at Cherry Lawn Park with organic materials as part of a multi-year plan to phase out the application of chemical pesticides in Town parks.*”

This “pilot” program was launched in 2020. It is now 6 years since the P&R Commission passed the resolution committing to phase-out. It would be helpful for the POCD to state the findings from the pilot, whether the phase-out is under way and, if so, how it’s progressing. If it is not under way, the POCD should set out the reasons why. Open-ended statements about something that happened 6 years ago don’t advance the POCD.

Correction: The POCD states: *“The Town will also maintain 16 acres at Highland Farm without pesticides and will plant native trees, shrubs, and plants”.*

The reference to future plantings is misleading. The Town received a \$92,000 Small Town Economic Assistance (STEAP) grant in 2020. It used these funds to plant native plants, trees and shrubs most of which died due to lack of watering. Only a few trees around the edges of the property survived. Unless there is a new plan to plant, this paragraph needs correction.

Correction: The POCD states: *“A number of Darien residents also have taken a pledge to incorporate native plants into their yards, supporting local biodiversity, improving habitat for pollinators and wildlife, and contributing to the town’s broader environmental sustainability goals.”*

The pledge concept was initiated by the Darien Pollinator Pathway. We obtained a couple of hundred pledges in the first few years following establishment of the DPP in 2018. We found it increasingly hard to track as people moved and we lacked the resources necessary to continuously update the program. Without the ability to quantify, this paragraph is meaningless, particularly when the Town itself uses pesticides on Town-owned property, such as playing fields, parks and areas operated by Public Works. What was the purpose behind inclusion of this statement?

Question: Could you also please state what the *“town’s broader environmental sustainability goals”* are and where they are to be found?

Section 6, Environment, Climate and Sustainability Page 38:

Questions: Given the startling data presented on the amount of impervious surface coverage in Darien, what are the recommendations to address the resulting problems, which include increased heat in addition to impairment of water quality?

It would be helpful for residents to know how the Town has integrated Low Impact Development into the regulations – what are examples of what has been done on a commercial level, aside from stormwater management? It would also be helpful for residents to better understand how the zoning regulations require the use of natural resources. I have been told that the regulations include international green building standards but residents would be interested in knowing exactly what this means. Do they include green roofs, grey water, energy efficiency to “passive house” levels, waste reduction, water usage reductions etc? Understanding these requirements or the lack of

them will help identify changes needed and better show ways to blend environmental considerations into development decisions.

Section 6, Environment, Climate and Sustainability Page 40:

The POCD states: *“Darien has a tree warden who is responsible for the care, maintenance, and removal of trees and shrubs on Town-owned property and within public rights of way.”*

Correction: This is not quite correct since “town-owned property” would include parks and property managed by Parks & Rec (Highland Farm e.g.), and the Tree Warden has no jurisdiction over trees in those areas. Additionally, the Tree Warden’s assessment for removal only applies to the trees over which he has jurisdiction. Please also make clear that the data on tree canopy and impervious surface predates the latest tree losses and increased impervious coverage for Corbin Drive, Heights Crossing, Thorndal, Sedgwick etc

Section 6, Environment, Climate and Sustainability Page 41:

The POCD states: *“The Town and volunteer groups actively manage invasive plants on Town-owned lands and in waterways. Projects have targeted known invasive species (e.g., Japanese knotweed, mugwort, phragmites, Tree-of-Heaven, bittersweet, porcelain berry, etc.) at multiple locations, including Cherry Lawn Park, Weed Beach, the Darien Railroad berm (Squab Lane), Tilley Pond Park, Town Hall (Habitat Hill), Noroton Heights Train Station, and other locations.”*

Correction: This statement is incorrect in so far as it implies that the town’s invasive plant problem is under control (“actively manage”). Volunteers have held occasional events in the past to try to tackle invasives, and some of these events have been successful e.g. at Cherry Lawn where overrun areas were reclaimed for Nature Center use through a grant obtained by the Pollinator Pathway as well as efforts by P&R Commission volunteers who had invasives removed in an area at Cherry lawn that is now mowed. But “active management” is not how I would describe these efforts and we cannot and should not abdicate this very serious threat to volunteers. While the Land Trust hosts frequent volunteer and board events to deal with the invasive plants on their properties, these events are independent of the town.

Invasive plants now threaten not only our open space, but also our infrastructure where Japanese Knotweed and Tree of Heaven, for example, are starting to buckle some of our town roads and sidewalks as well as appearing in the foundations of buildings. I believe it is critical for the POCD to include a priority recommendation that the Town adopt, and budget for, invasive plant management, remediation and safe disposal as well as replanting in its long-term planning.

Beautification Commission: The POCD states: *“The Darien Beautification Commission creates and maintains gardens throughout Darien using predominantly*

native plants, trees and shrubs. The Commission aims to remove invasive plants before working in any area, but invasive species will sometimes appear after planting because seeds are dropped by birds or carried by wind.”

Recommendation: Please check with the BC that the information as to prioritizing native plants is still correct. It looks like the language was taken from the BC landing page on the Town website which has not been updated since 2022.

Section 6, Environment, Climate and Sustainability Page 48:

The POCD states: *“Well-Stewarded Land and Natural Resources Enhance Pollinator Pathways: The Town mapped and expanded its Pollinator Pathway segments, connecting public parks like Cherry Lawn with private residential gardens to support local biodiversity.”*

Recommendation: Please include this map in the POCD. I have never seen it so I assume that many others have not either. It could be helpful for new residents and instructive for others to see how the Town has expanded its native plantings to connect parks.

The POCD states: *“The Advisory Committee on Sustainability established a digital newsletter to educate residents on composting, energy rebates, and local environmental events.”*

Recommendation: Again, an example of this newsletter and how to subscribe to it would be helpful. I have never heard of it and cannot find anything on the Town website.

I appreciate all the hard work you have put into this document and thank you for considering these comments.

Juliet Cain
81 Locust Hill Rd, Darien
646.413.8310

apartments, which Connecticut municipalities can incentivize, but not mandate. As was the case with the survey respondents, groups were also concerned about increasing traffic congestion.

What positive outcomes has mixed-use development brought to Darien? What about negative outcomes? Do any people in your group shop and/or live in any of these new developments.

Some groups noted that the new developments have added variety to housing options in town, improved shopping and dining choices, and helped facilitate population diversity. However, a number of groups believe that the pace of development needs to be slowed. Other concerns expressed about the new development include: the lack of shade and green spaces, the belief that they are attracting crime due to the proximity to the I-95 corridor, the impacts on traffic congestion, and the potential reduction in property values. Most of these concerns are reflected in the results of the Town-Wide Survey.



▲ A group engaged in a discussion at the Town Planning Workshop

Meetings with Town Entities, Organizations & Institutions

The consultants met with the following Town Commissions, Committees, Departments, organizations, and institutions to discuss challenges and accomplishments since the 2016 POCD in addition to planned investments recommendations to consider for the 2026 POCD.

Town Boards, Commissions, Committees & Departments

- Parks & ~~Rec~~ ^{Recreation} Commission
- RTM - Public Works
- Commission on Aging
- Advisory Committee on Sustainability
- Beautification Commission
- Advisory Commission on Coastal Waters
- RTM - Planning, Zoning & Housing
- Architectural Review Board
- Sewer Commission
- Environmental Protection Commission
- Darien Board of Education
- Darien Housing Authority
- At Home in Darien
- Department of Public Works, Sewer Services Director and Assistant Director

Organizations & Institutions

- Darien Chamber of Commerce
- Darien Land Trust
- Darien Green Wave
- Darien Pollinator Pathway
- Neuro-Inclusive Housing
- Baywater Properties (developer)
- V20 Group (developer)

6. ENVIRONMENT, CLIMATE & SUSTAINABILITY

Darien’s natural environment is an essential part of its infrastructure, just as its engineered counterparts. The community engagement process for this POCD revealed that many participating residents recognize the practical benefits that natural resources such as trees, forest cover, and wetlands provide for stormwater management, flood mitigation, water quality protection, habitat support, climate resilience, and overall environmental health.

They also consider the natural environment an important part of Darien’s community character. The **Environmental Quality & Protection** section of this chapter describes the status of various aspects of Darien’s natural environment and the Town’s progress towards protecting it.

A changing climate is altering weather patterns, raising sea levels, and stressing Darien’s natural systems. Darien has experienced more severe and more frequent flooding. In 2021, Hurricane Ida damaged more than 200 homes and 24 businesses in town.¹ That same year, UCONN researchers observed that, of all communities in Fairfield County, Darien experienced the most warming, with a small patch in the northeast part of town warming on average 8 degrees over 20 years.² In the Northeast, the number of extreme precipitation days, which is defined as the top 1% of heaviest precipitation events, increased by approximately 60%.³ During the Town Planning Workshop, climate adaptation was identified as the topic with the highest priority. The **Climate Change, Risk & Adaptation** section of this chapter highlights climate change projections, their likely impacts on Darien, and potential adaptation strategies.

Many municipalities are also committing to sustainability. This means operating public facilities and maintaining parks and grounds in more sustainable ways, encouraging or requiring residents and commercial property owners to adopt sustainable actions, and tracking changes in greenhouse gas emissions (GHG) resulting from sustainable actions. Darien participates in Sustainable CT, a voluntary certification program that provides a menu of best practices to follow. The **Sustainability** section of this chapter highlights some of Darien’s accomplishments through Sustainable CT.

2018-2026 HIGHLIGHTS

State Legislation

- **2025. Public Act 25-33/SB 9. An Act Concerning the Environment, Climate and Sustainable Municipal and State Planning, and the Use of Neonicotinoids.** Bans most uses of neonicotinoid pesticides on lawns and turf grass (starts 2027). Coastal projects in high-risk flood zones require CTDEEP review.
- **2018. Public Act 18-82. An Act Concerning Climate Change Resiliency & Planning.** POCDs must consider the most recent sea level change scenario for the state by UCONN.

Plans & Studies

State

- 2025-2035 Wildlife Action Plan, CTDEEP
- 2025 Neonicotinoids in Connecticut Waters, UCONN Center for Env. Sciences & Engineering
- 2025 Connecticut Stormwater Quality Manual
- 2024 A Study on Understanding and Addressing the Occurrence of Local Flooding and Connecticut, CT Conference of Municipalities (CCM)
- 2019 Connecticut State Water Plan, Connecticut Water Planning Council

Region

- 2025 Long Island Sound Comprehensive Conservation & Mgmt. Plan, Long Island Sound Study
- 2025 Flooding in Connecticut Through the Lens of Land Use & Zoning, WestCOG
- 2025 Regional Agricultural Viability Study, WestCOG
- 2024 A Guide to Resilience Planning for Long Island Sound Communities. Long Island Sound Study
- 2024 Southwest CT Climate Action Plan
- 2024 Long Island Sound Report Card
- 2023 An Investigation of Inland Wetlands Commission Practices in Connecticut, WestCOG
- 2022 Decarbonizing Land Development Practices, WestCOG.
- 2022 Fairfield County River Report. Harborwatch →

6. ENVIRONMENT, CLIMATE & SUSTAINABILITY

- 2021 Flooding in Connecticut: A Status Report on Municipal Flood Prevention Standards, WestCOG.
- 2021 Multi-Jurisdiction Hazard Mitigation Plan Update, Municipal Annex for Darien, CT, WestCOG (The 2026 Update is currently in progress)
- 2021 The Case for Riparian Corridor Protections, WestCOG.
- 2018 Regional Tree Canopy Analysis, WestCOG

Town

- 2025 Stormwater Management Manual
- 2025 Draft Annual Stormwater Mgmt. Report
- 2023 Tilley Pond, Salt Box Lane, Bailey Ave Drainage Studies
- 2021 Minimizing Impervious Cover: A Homeowner's Guide
- 2019 Noroton Heights Flood Mitigation Project

Town Projects

- 2025. Sanitary Sewer System Rehabilitation
- 2026 - ~~2025.~~ Tilley Pond and Cherry Lawn Park Pond Dredging. To improve water quality.
- 2025. Olson Woods & Piacentini Preserve Access Initiative, Darien Land Trust.
- 2024. Salt Box Lane Drainage. Replace existing pipes with a box culvert to handle more water.
- 2024. Climate Smart Forestry Plan. A forest management plan for Olson Woods & Piacentini Preserve
- 2023. Great Island Soil Remediation. Contamination due to pesticides used on orchards on the island more than 100 years ago
- 2022. Sustainable CT. In 2019, Darien certified Bronze and in 2022, certified Silver.
- 2020. Inflow & Infiltration (I&I) Study & Sewer System Evaluation Survey. Identify, remove illegal storm connections and groundwater infiltration.
- 2018. Fish Passage Improvement Project. Save the Sound and Darien Land Trust restored access on the Norton River to seven miles of upstream habitat blocked by an I-95 culvert.

Property Acquisitions

- 2023. Great Island. Waterfront open space/estate.
- 2022. 27 Crimmins Rd. House demolished; now a natural flood plain.
- 2018. 41 Hecker Ave. Open space, walking path.
- 2017. Ox Ridge. Athletic fields and open space.

Highland Farm (previously Ox Ridge Park)

Environmental Quality & Protection

Water Quality

The community engagement process for this POCD revealed that many residents are concerned about water quality in the Long Island Sound, rivers, ponds, and at local beaches. Issues residents cited in the Town-Wide Survey include pollution, floating trash, algae, toxins, sewage spills, dog waste, and runoff from the application of fertilizers and pesticides by property owners.

Water Quality Monitoring & Discoveries

Darien participates in Save the Sound's *Unified Water Study: Long Island Sound Embayment Research*, which was initiated in 2017 as a water quality monitoring protocol for helping various groups collect comparable data on the health of the Sound's bays and harbors. Darien's Advisory Commission on Coastal Waters manages the Town's participation along with volunteers. The Town monitors Darien Harbor, Cove Harbor, Scott's Cove, and Ziegler's Cove. Data collected includes dissolved oxygen, chlorophyll a, water clarity/turbidity, and macrophytes (e.g., seaweed).

In 2018, Save the Sound identified overflows from Darien's sewage collection system, including a release of approximately 600,000 gallons that could have been detrimental to public health and the ecology of the Sound due to nitrogen and other pollutants. Darien and Save the Sound came to an agreement whereby the Town would conduct a system-wide study, make necessary repairs, and develop and implement a plan for routine maintenance. Darien completed the study in 2020 and prepared a remediation plan in 2022.

Harbor Watch collected E. coli samples in the Goodwives River in 2019 to track a potential discharge. The source was isolated to a stormwater outfall near 30 and 33 Goodwives River Road. A video of the outfall's contributing pipe network showed to the east a blind connection, which means it was lacking a proper access point such as a manhole to connect to the main line. The Town installed a catch basin over the blind connection.

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The Town, through its Public Works Department, continues to work toward eliminating groundwater and stormwater from entering its sanitary sewer system (see Figure 6-2 on page 36). To locate non-waste-water connections or defects in pipes, the Town hired a contractor in 2023 to clean and internally scan its sanitary sewer system and to repair pipes found to have defects.

This is important because the Town estimated that 58% of the wastewater sent to the treatment facility in Stamford was due to inflow and infiltration as opposed to household and business effluent.⁴ More than half of the Town's \$3.5 million in annual fees were going toward treating stormwater and groundwater that did not need treatment. In 2026, Darien adopted an ordinance to preserve its sanitary sewer system by identifying and eliminating illicit sump pump discharges, which can overwhelm treatment plants and increase the Town's payments to the City of Stamford for treatment of groundwater. Most Connecticut municipalities prohibit the connection of sump pumps to the sanitary sewer system.

Darien is also implementing an affidavit program to identify and eliminate illegal sump pump and stormwater connections to the sanitary sewer system. Approximately 5,400 households will receive a mandatory compliance affidavit, with penalties of \$250 or more for failing to report or remove illegal connections within designated time frames.

Save the Sound releases an annual report card that reviews water quality findings throughout the Sound. According to the 2024 Long Island Sound Report Card, the Eastern Narrows reporting region—which includes the harbors of Greenwich, Stamford, and Darien—received a B (84%), which is an improvement from 2021 (75%). In 2023, dissolved oxygen received a D- (62%), which indicates a stressed aquatic environment. High levels of seaweed have been observed in some areas, which indicates excessive nutrient pollution, which can endanger native eelgrass.

6. ENVIRONMENT, CLIMATE & SUSTAINABILITY

Testing for concentrations of indicator bacteria is another way to evaluate water quality. CTDEEP has established indicator bacteria standards to ensure

Figure 6-1. Overall bay grades for Darien from the 2024 Long Island Sound Report Card

| Town of Darien | | | | | | | |
|----------------|---------------|-------|-------|--------|-------|-------|----|
| 23 | Scott Cove | Green | Green | Red | Green | Green | B |
| 24 | Darien Harbor | Green | Green | Yellow | Green | Green | B |
| 25 | Cove Harbor | Green | Green | Red | Green | Green | B- |

waters are safe for recreation and shellfishing. Although the indicator bacteria themselves are usually not harmful, elevated concentrations can indicate the presence of sewage, which can contain harmful pathogens.

The 2025 Long Island Sound Beach Report, which analyzes data from 2022-2024, found that while a majority of Sound beaches received high marks, those in the western Sound, including parts of Connecticut, suffered from increased bacteria levels, particularly following heavy

Darien's Health Department found that in 2025, 15 weeks of water quality testing in the harbors showed no elevated bacteria levels.

rainfall. In Darien, Pear Tree Point Beach received a B-grade and Weed Beach received a C-. The grades are based on how often water was identified as unsafe for swimming and how high the level of contamination was on the worst sampling day of the season.

Fortunately, Darien's Health Department found that in 2025, 15 weeks of water quality testing in the harbors showed no elevated bacterial levels.⁵

Besides stormwater runoff, sewage, and bacteria, pesticides are another source of water quality problems. Neonicotinoids are a class of synthetic, neurotoxic insecticides that are used on agricultural crops, lawns, gardens, golf courses, and in flea and tick pet treatments. A 2025 report by UCONN researchers noted widespread contamination of the state's surface and groundwater from neonicotinoids.⁶ Analyses of the 56 samples collected from streams and rivers adjacent to large expanses of manicured turfgrass, such as near golf courses, in southwestern Connecticut

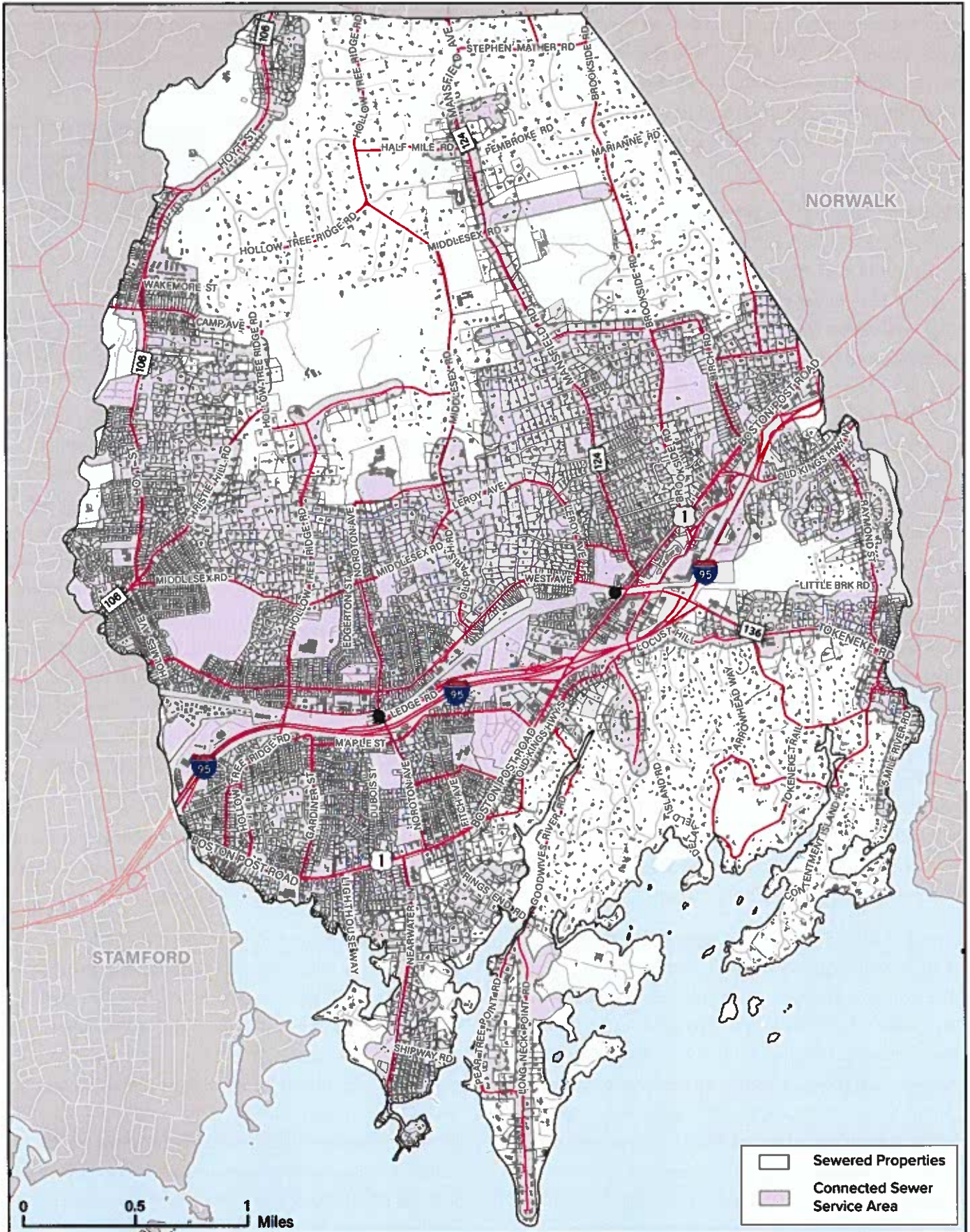
updated data
may be circaltable
greenish had higher ratings

Does this include when closed due to more than 1 inch of rain?

poor sentence confusing

6. ENVIRONMENT, CLIMATE & SUSTAINABILITY

Figure 6-2. Map of properties served and not served by the sewer system



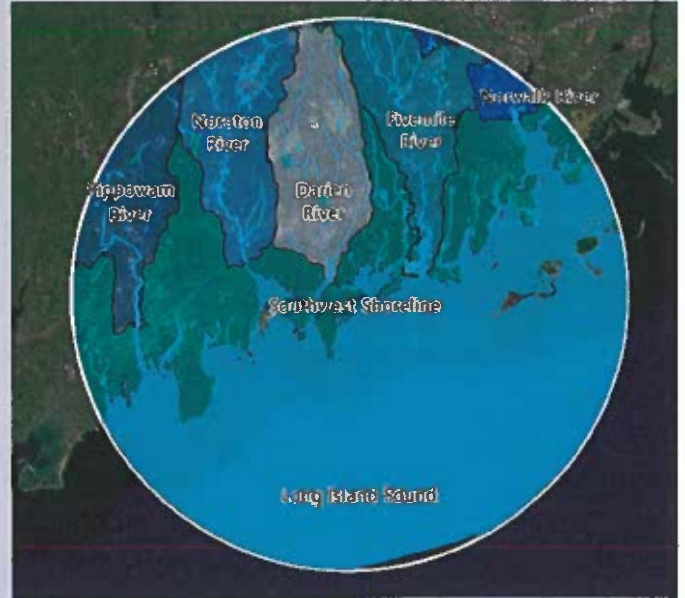
DARIEN'S WATERSHEDS

A watershed is an area of land that drains water into a waterbody such as a lake, river, or ocean. As rain or melted snow flows downhill within the watershed, it collects and transports sediment and pollutants, which can contain natural materials and chemicals such as pollen, leaves, fertilizer, motor oil, and road salt, into the waterbody. While watersheds often encompass multiple municipalities, they are a logical geographical framework for water quality testing and planning. Darien is located within five watersheds:

- **Noroton River Watershed.** Forms the western boundary with the City of Stamford, flowing south from its headwaters in the Town of New Canaan to Holly Pond.
- **Goodwives River Watershed.** Located in the center of town, flowing south from the Town of New Canaan border into Gorham's Pond. Most of the redevelopment activity in Darien is located within this watershed.
- **Five Mile River Watershed.** Forms the eastern border with the City of Norwalk. Starts in the Town of Lewisboro, NY and flows through the Towns of New Canaan and Darien, and the City of Norwalk before draining into the Long Island Sound.
- **Stony Brook Watershed.** Centered on Stony Brook Park on Ledge Road, with the watershed encompassing a significant portion of central Darien.
- **Southwest Shoreline Watershed.** Encompasses five regional watersheds. Drains into the western portion of Long Island Sound. Many of the tributaries are tidal in their lower reaches.

The map, from the 2025 Great Island Master Plan Ecological Discovery Report, identifies these watersheds.

The South Western Regional Planning Agency (SWRPA), prior to its consolidation into the Western Connecticut Council of Governments (WestCOG) used a watershed-based approach to prepare the 2012 Five Mile River Watershed Based Plan, which identifies management goals, strategies, and actions for improving water quality. The City of Norwalk and Town of Darien operate a joint Five Mile River Commission that regulates navigation and conservation.



Confusing as names of watersheds don't match with image →

detected the presence of imidacloprid, a neonicotinoid pesticide, in more than half of the samples. Imidacloprid was detected in two samples at levels above the EPA acute benchmark in the Goodwives River in Darien in 2024.

~~Darien's Parks & Recreation Commission launched a pilot program to maintain Casey Field at Cherry Lawn Park with organic materials as part of a multi-year plan to phase out the application of chemical pesticides in town parks.⁷ The Town will also maintain 16 acres at Highland Farm without pesticides and will plant native trees, shrubs, and plants. A number of Darien residents also have taken a pledge to incorporate~~

native plants into their yards, supporting local biodiversity, improving habitat for pollinators and wildlife, and contributing to the town's broader environmental sustainability goals.

Soils, Groundwater & Drinking Water

In Darien, gently rolling terrain and varied soils influence drainage patterns, plants, and development suitability. Upland soils are generally well-drained sandy and loamy tills, with pockets of poorly-drained silt, clay, and organic soils in low-lying coastal areas, wetlands, and rivers. Darien has a significant amount of prime farmland soils.⁸ Darien permits farming as an accessory use in all residential districts. Among the

6. ENVIRONMENT, CLIMATE & SUSTAINABILITY

recommendations in WestCOG's *2025 Regional Agriculture Viability Study* is that Darien amend the definition of "farming" in its zoning regulations to include farm stands and to allow certain types of farming as a primary and accessory use in all zoning districts.

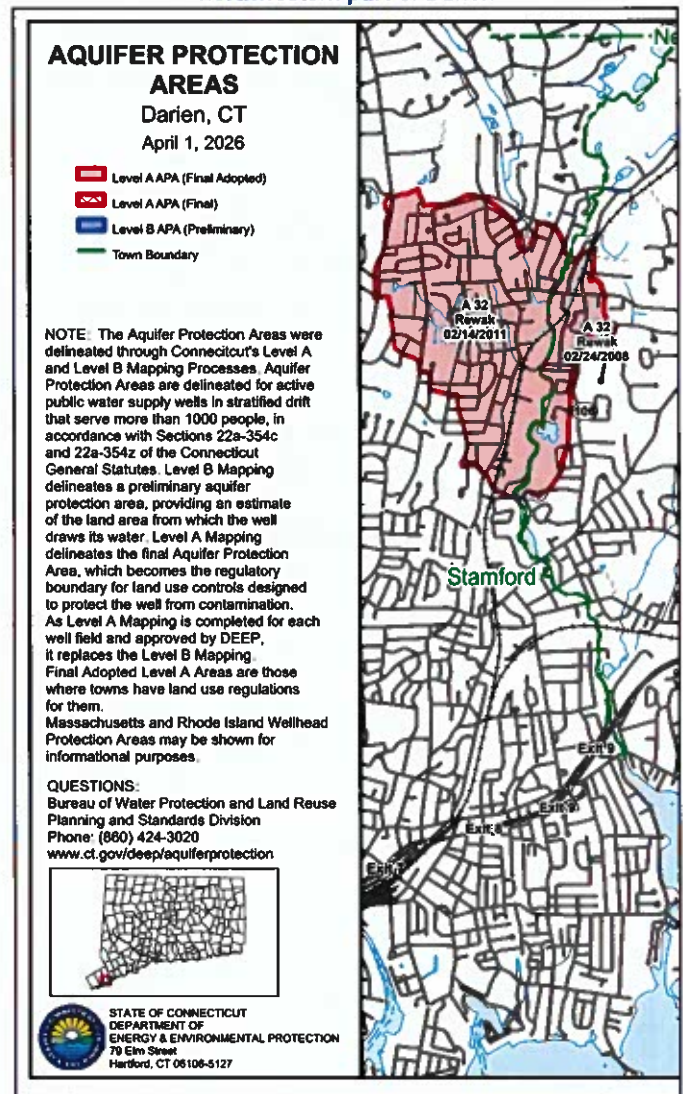
Darien's drinking water comes from either private wells or piped municipal water from reservoirs in Stamford and Fairfield. Aquarion's Water Company (AWC) is the Town's water supply provider. Its 2023 report states that Darien's drinking water complies with state and federal health standards. While Per- and polyfluoro-alkyl substances (PFAS) levels are below state action limits, the utility is planning infrastructure upgrades to meet stricter national standards by 2029. Much of Connecticut has recently experienced drought conditions. AWC reports that this year, despite significant snowfall, the Eastern Fairfield County reservoir system has a rainfall deficit of 13 inches over the past year.⁹ It is instituting voluntary conservation measures.

The Town's Planning & Zoning Commission serves as the Aquifer Protection Agency. It adopted regulations to minimize the risk of groundwater contamination from hazardous materials, particularly in designated Aquifer Protection Areas (see Figure 6-3).

Private well owners are responsible for testing the quality of their drinking water and maintaining their wells. The water is typically tested when a house is being sold or an addition is being constructed. Darien encourages annual basic testing for total coliform, nitrate, nitrite, sodium, chloride, iron, manganese, hardness, turbidity, pH, sulfate, apparent color and odor.¹⁰ The Town also recommends testing for arsenic, uranium, and radon and secondary testing of fluoride, lead, volatile organic compounds, and pesticides.

The Connecticut Department of Public Health (CTDPH) is responsible for drinking water, including for private wells. If natural contamination is discovered in a private well, the CTDPH Private Well Program will work with the homeowner to resolve the issue. When contamination is present in drinking water as a result of human activity, the CTDEEP Remediation Division's Potable Water Program can investigate the contamination source.

Figure 6-3. Map showing the aquifer protection areas in the northwestern part of Darien



Impervious Surfaces & Stormwater Runoff

Impervious surfaces are hard, non-porous surfaces through which water cannot pass. When it rains, water runs across these surfaces and picks up trash, pollutants, and sediment, and enters storm drains and nearby waterways. Darien has the third highest impervious surface coverage in the WestCOG region, at 22%, behind Stamford and Norwalk.¹¹ More recent land cover data from Connecticut Environmental Conditions Online (CT ECO) derived from satellite imagery indicates that impervious coverage in Darien has increased by almost 14% between 1985 and 2023, from 1,007 acres to 1,145 acres. Currently, 14.1% of Darien's land cover is impervious surface. Research in Connecticut indicates that aquatic life can be harmed when the impervious coverage within a watershed

TOC

exceeds 12%.¹² In Darien, certain sub-basins, particularly within the Five Mile River watershed, have already surpassed 20% impervious coverage, leading to more instances of downstream flooding and pollutant transport into the Long Island Sound. Darien also contains significant transportation infrastructure, including I-95, Boston Post Road, and Metro-North Railroad, which increases its proportion of impervious coverage. Furthermore, given its coastal location and geography, Darien receives stormwater runoff from upstream towns.

Stormwater Management

Stormwater management has evolved since the Town adopted its first stormwater management manual in 2003. The Town adopted its *2025 Stormwater Management Manual* to guide development and redevelopment consistent with current stormwater management practices, changes in the Town's stormwater management regulations, and to align with the *2024 Connecticut Stormwater Quality Manual*. The Town's new manual reduces the impervious coverage threshold required for stormwater management plans from 1,000 square feet to 400. It requires the prioritization of stormwater design to encourage low impact development practices (LID), an approach that manages stormwater runoff as close to its source as possible by using natural, landscape-based features such as bioswales, rain gardens, green roofs, and permeable pavements to infiltrate, filter, store, and evaporate runoff. By prioritizing the disconnection of impervious surfaces from the municipal storm sewer system, the Town aims to restore natural infiltration and protect the ecological health of its waterways.

Wetlands & Watercourses

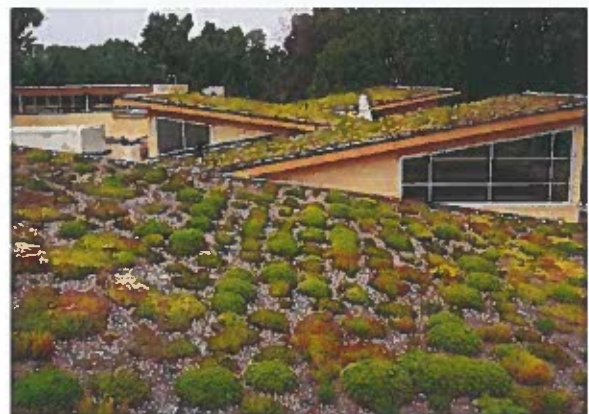
Wetlands and watercourses are essential to an adequate supply of surface and underground water; to hydrological stability and control of flooding and erosion; to the recharging and purification of groundwater; and to the existence of many forms of animal, aquatic and plant life.¹³ Inland wetlands, such as marshes, bogs, and swamps, primarily receive water from streams. Tidal wetlands are flat, vegetated areas subject to regular flooding by the tides. Tidal wetlands

2025 LONG ISLAND SOUND COMPREHENSIVE CONSERVATION & MANAGEMENT PLAN

The Long Island Sound Partnership involves federal, state, interstate, and local government agencies, Tribes and Nations, non-government organizations, industries, universities, and community groups to restore and care for the Sound. Clean water is a centerpiece of the organization's 2025 Long Island Sound Comprehensive Conservation and Management Plan. The four components are Clean Waters, Thriving Habitats, Sustainable Communities, and Public Engagement. This plan is very relevant to Darien and other municipalities because it determines how federal and state funding will be prioritized for local infrastructure and environmental protection through 2035.



▲ Green stormwater infrastructure in the parking lot of Ox Ridge Elementary School in the form of a rain garden



▲ An example of a green roof (photo by Arlington County, VA, licensed by CC BY-SA 2.0)

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are a critical part of the Long Island Sound ecosystem, providing wildlife habitat, filtering pollution, buffering storms, and storing floodwater.

Darien's Environmental Protection Commission serves as the Inland Wetlands Commission, reviewing applications for any regulated activity in or abutting wetlands or watercourses. This includes building activity, paving, installation of pools, and planting or removal of trees and other vegetation. A permit is required for any regulated activities within 50 feet of inland wetlands or within 100 feet of Holly Pond or Gorham's Pond; the mean high water line of the Noroton, Five Mile, and Goodwives Rivers; and the Tokeneke and Stony Brooks.

Plant & Animal Life

Trees

Many residents value the Town's trees and forested areas for the environmental, aesthetic, and community benefits they provide, including shade (i.e., cooler temperatures), habitat, stormwater management, and the preservation of neighborhood character. A number of residents reported through the Town-Wide Survey ongoing concern with the removal of mature and old-growth trees by developers and public entities (e.g., Town, Eversource, Metro-North Railroad) without proper replacement. They recognize that trees are not only part of the Town's character and beauty, but that they also provide important environmental benefits.

Darien has a tree warden who is responsible for the care, maintenance, and removal of trees and shrubs on Town-owned property and within public rights-of-way. The tree warden assesses tree health, manages safety hazards, and conducts public hearings for tree removal. Norwalk, Westport, and Darien have the lowest tree cover canopy coverage among WestCOG municipalities, based on the *2018 Tree Canopy Analysis for the Western Connecticut Region*. Darien's canopy coverage was 48%, with the highest being Redding, a less developed community, at 78%. More recent land cover data from CT ECO derived from satellite imagery indicates that forest coverage in Darien decreased by 8% between 1985 and 2023, from 895 acres to 824 acres.¹⁴

Town of Darien, Connecticut

INVASIVE SPECIES & TICKS

According to the report cited below, removing invasive Japanese barberry infestations can reduce the number of black legged ticks infected with the bacteria that causes Lyme disease, by 60%. Reducing the risk of exposure to Lyme Disease would benefit human and pet health and encourage more passive outdoor recreational activities such as hiking and bird watching. Darien Land Trust received funding from the U.S. Department of Agriculture, Natural Resources Conservation Service to remove Japanese barberry and other invasive plants on three properties.

Source: Williams SC, Ward JS. Effects of Japanese barberry (*Ranunculales: Berberidaceae*) removal and resulting microclimatic changes on *Ixodes scapularis* (Acari: Ixodidae) abundances in Connecticut, USA. *Environ Entomol.* 2010 Dec;39(6):1911-21. doi: 10.1603/EN10131. PMID: 22182557.



▲ Milkweed is a native species and a host of monarch butterfly caterpillars (photo by U.S. Fish & Wildlife Service Mountain Prairie, licensed by CC BY 2.0)



▲ Japanese barberry is an invasive species commonly seen in Darien (photo by Matthew Beziat, licensed by CC BY-NC 2.0)

Native & Invasive Plant Species

Native plantings create habitat for pollinators and require no synthetic chemicals. Most have deep root systems that help aerate and stabilize the soil, increasing their capacity to absorb, filter, and retain water while reducing runoff and erosion.

Invasive species are non-native species that grow aggressively and can out-compete and displace native species. The Town and volunteer groups actively manage invasive plants on Town-owned lands and in waterways. Projects have targeted known invasive species (e.g., Japanese knotweed, mugwort, phragmites, Tree-of-Heaven, bittersweet, porcelain berry, etc.) at multiple locations, including Cherry Lawn Park, Weed Beach, the Darien Railroad berm (Squab Lane), Tilley Pond Park, Town Hall (Habitat Hill), Noroton Heights Train Station, and other locations.

The Darien Beautification Commission creates and maintains gardens throughout Darien using predominantly native plants, trees and shrubs. The Commission aims to remove invasive plants before working in any area, but invasive species will sometimes appear after planting because seeds are dropped by birds or carried by wind.

Pollinators & Pollinator Pathways

Pollinators help move pollen from one part of a flower to another, which fertilizes a plant and helps make seeds, fruits, and new plants. Some plants can pollinate themselves while others use wind or water



▲ Butterflies are prolific pollinators, moving from flower to flower (photo by Amy Lynn Grover)

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to move their pollen. Many plants need help from pollinator insects and animals such as bees, butterflies, birds, and bats. However, pollinator populations are declining because of the use of pesticides and the overall loss of habitat. One study found that of approximately 1,600 species of vertebrate and insect pollinators in North America north of Mexico, more than one in five species is at risk of extinction.¹⁵ This includes bees, bats, butterflies, and hummingbirds.

A pollinator pathway is a pesticide-free corridor of native plants, shrubs, and trees that provides essential food and habitat for bees, butterflies, hummingbirds, and other pollinators. Most native bees have a range of 50 feet to half a mile, so the goal is to connect properties that are no farther apart than half a mile.¹⁶ The Darien Pollinator Pathway aims to create a corridor of adjacent properties—both private properties and public spaces—that provide safe habitat for pollinators. The goal is to make Darien a pollinator pathway with private residential properties; commercial properties; and municipal spaces being pesticide free and hosting native plants. Darien borders Stamford, New Canaan, Norwalk and the Long Island Sound, making it a potential source of connectivity to neighboring pathways and the Atlantic flyway, a bird migration route.

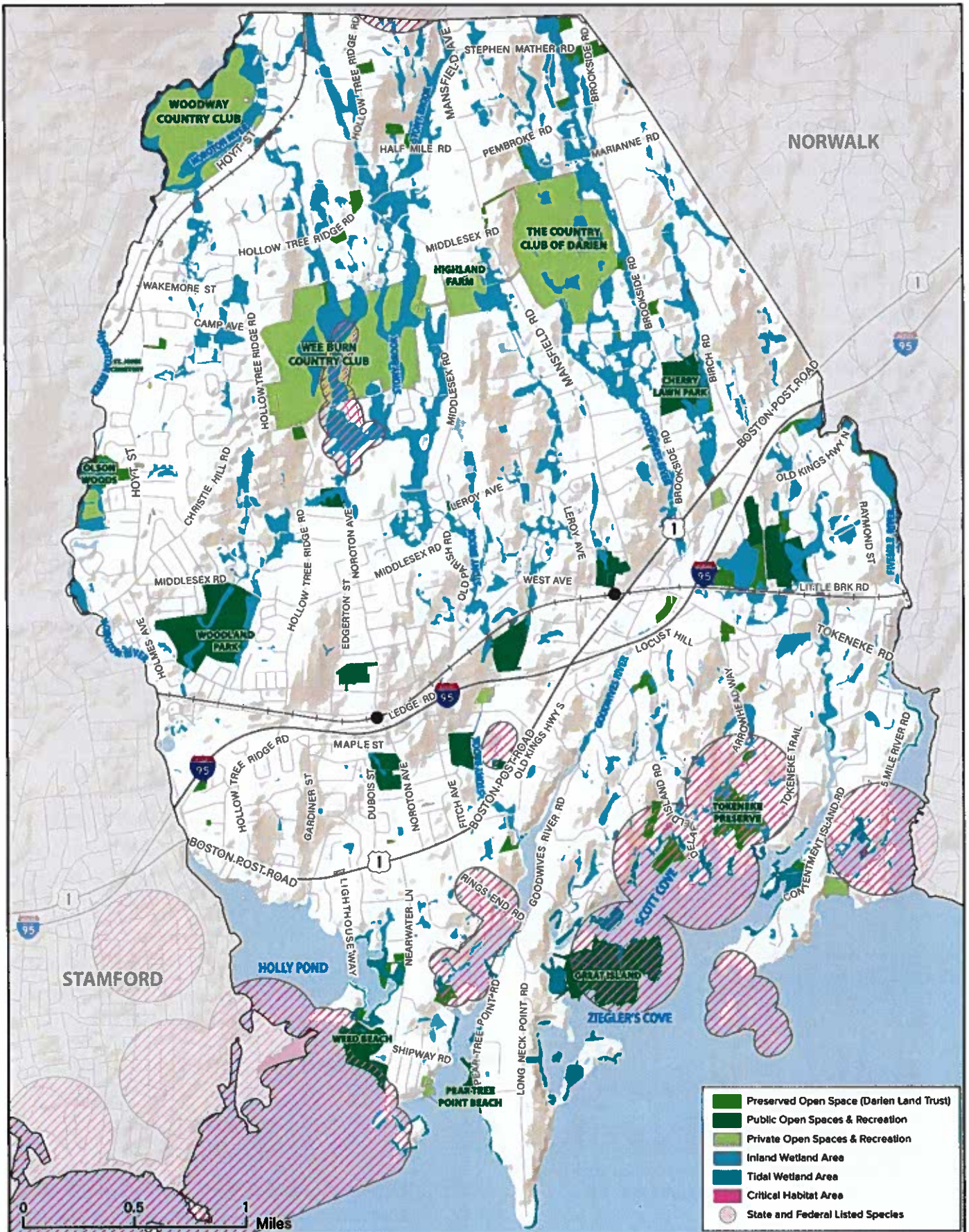
Conservation of Species

Connecticut's *2025 Wildlife Action Plan* identifies species of greatest conservation need, their affiliated habitats, and the threats they face. The plan prioritizes conservation actions and research needs to address problems facing these species and habitats. Tracking and mapping actions helps conservation organizations work together, share information, and gain visibility for their work. The plan identifies more than 1,000 species categorized into two main priority groups:

- **Species of Greatest Conservation Need.** 573 species (including mammals, birds, reptiles, amphibians, fish, invertebrates, and plants) that are currently declining or vulnerable.
- **State Assessment Priority Species.** 515 species that require more research and data to determine their conservation status.

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Figure 6-4. Map of environmental features



NORWALK SEEDS A MICROFOREST

A microforest is a small, densely planted forest designed to create a mini-ecosystem. Trees grow rapidly in these conditions as they compete for sunlight. Japanese botanist Dr. Akira Miyawaki pioneered this approach to rapidly restore biodiversity using native plants, even in small urban spaces. They can grow up to ten times as fast as conventional tree plantations, enabling them to support more birds, animals and insects, and to sequester more carbon, while requiring no weeding or watering after the first three years. The Norwalk River Watershed Association and the Norwalk Land Trust collaborated on a project, which was funded by a CT DEEP grant, to replace pavement at Meadow Street Park with a 5,500-square-foot microforest. The microforest contains 1,000 trees and shrubs and hundreds of wildflowers.

Suggest removal. Not sure why included. About Norwalk and not otherwise referenced.

There are approximately 20-30 species in Darien that carry legal status—Endangered, Threatened, or Special Concern. Because all state-listed species are automatically “Species of Greatest Conservation Need,” these are the high-priority targets.

Air Quality

According to the American Lung Association's 2023 *State of the Air Report*, Fairfield County has the worst ozone pollution in the New York-Newark Metropolitan area, earning an “F” for ozone pollution for an average of almost 18 unhealthy days per year. Ozone and particle pollution can cause premature death and other serious health effects such as asthma attacks, heart attacks, strokes, preterm births and impaired cognitive functioning later in life. Particle pollution can also cause lung cancer and other respiratory diseases.

Ozone is a secondary pollutant formed by chemical reactions between nitrogen oxides and volatile organic compounds in the presence of sunlight. The precursors to ozone are produced primarily by gasoline and diesel fueled vehicles, industrial processes, and the burning of fossil fuels. A major contributor to local air quality issues is emissions from heavy traffic on I-95 and the Merritt Parkway. The burning of fossil fuels (oil and gas) for space and water heating in buildings and houses is also a source of nitrogen oxides and

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particulate matter. A significant amount of ozone and its precursors are carried in from other areas and become trapped close to the ground due to local atmospheric conditions.

A 2023 University of Southern California Keck School of Medicine study found that when neighborhoods increased their number of zero-emissions vehicles between 2019 and 2023, they also experienced a reduction in air pollution. For every 200 zero-emission vehicles added, nitrogen dioxide levels dropped 1.1%.¹⁷ While the continued replacement of gas-fueled vehicles with electric vehicles (EVs) may help improve air quality in Darien, the total lifecycle impact depends on where and how the electricity is generated in the first place. EV purchases, which include all-electric and plug-in hybrid vehicles, are expected to continue to grow. More than half of all EVs purchased between 2015 and 2025 were purchased in the past 3 years.

A source of localized air pollution, particularly in suburban communities, are gasoline-powered lawn and garden equipment. An article by The Institute for Exposomic Research at the Icahn School of Medicine at Mount Sinai reports that gas-powered leaf blowers are very inefficient, with 30% of the gas and oil they use remaining unburned and released into the air.¹⁸ Emissions include carbon monoxide, formaldehyde, benzene, nitrogen oxides, hydrocarbons, and particulate matter. The article cites a California Air Resources Board estimate that operating a gas leaf blower for one hour releases emissions equivalent to driving a car for 15 hours or 1100 miles.¹⁹ Gas-powered lawn equipment also emit substantial noise, exposing users to sound of more than 100 decibels and penetrate windows and walls.

Connecticut State legislators have been exploring methods to regulate gas-powered lawn equipment, but legislation has not been successfully passed. The Town of Greenwich and Town of Westport prohibit certain types of gas-powered leaf blowers in residential zones seasonally and on all Sundays. Darien prohibits the use of leaf blowers and commercial landscaping to certain times of day.

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Land Preservation & Stewardship

Land preservation and stewardship benefit all aspects of environmental quality. The Darien Land Trust (DLT) preserves natural areas, fosters connections between the Darien community and the natural environment, and promotes conservation awareness to protect local land for current and future generations. DLT has permanently protected diverse natural environments such as wetlands along the Five Mile River, tidal salt marshes at Holly Pond and Scott's Cove, upland forests in Dunlap Woods, and meadow habitats at Mather Meadows, Fox Run, and Brendan's Meadow. The Land Trust now owns or has conservation easements totaling 230+ acres in Darien, with 180 acres being owned by DLT and 37 acres being protected by conservation easements. Protecting land can yield many environmental benefits such as providing habitat for native plants and animals, absorbing and filtering water, maintaining trees and



▲ A man using a gas-powered leaf blower to clean a sidewalk (photo by Vlad Vasnetsov)



▲ Olson Woods (photo by Connecticut Land Conservation Council)

other natural cover that sequesters carbon and keeps communities cool during warm months. The DLT typically conducts formal inspections of all of its properties in the spring to monitor conditions, ensure proper stewardship, and address any maintenance or conservation needs.

Climate Change, Risk & Adaptation

Climate change presents risks to Darien's natural environment, built environment, infrastructure, economy, and quality of life. As a coastal community, Darien is vulnerable to sea level rise, coastal erosion, storm surges, and more intense storms that can overwhelm drainage systems and increase inland flooding. Rising temperatures—and unusually cold temperatures—can impact residents' health, strain energy systems, and stress the natural environment. These impacts are expected to intensify over time, underscoring the importance of proactive planning to reduce vulnerability and enhance long-term resilience. In doing so, municipalities can limit public and private property losses, reduce expenditures of public funds for flood relief, and minimize prolonged governmental and business interruptions.

Flooding

The draft of the report *2026 Connecticut's Climate Progress* states that the August 2024 flooding was one of the costliest disasters in Connecticut since Super-storm Sandy in 2012, causing significant damage to roads and bridges, homes, and businesses.²⁰ The State



▲ DLT Volunteers (photo by Darien Land Trust)

estimated in its disaster assistance request to FEMA that the initial damage cost to transportation and other infrastructure amounted to \$206 million.

In 2021, two severe weather events caused significant flooding, property damage, and infrastructure issues in the region. In July, the remnants of Hurricane Elsa produced almost seven inches of rain during a 24-hour period. In September 2021, Hurricane Ida produced another seven inches of rain in a 24-hour period. Despite their similar rain totals, the intensity of Ida overwhelmed Darien and many of its systems. Darien received more than three inches of rain in an hour and almost five inches of rain in two hours—both of which were considered “500-year events,” meaning they had a 0.2% chance of happening in a given year.²¹

- The Connecticut Conference of Municipalities conducted a study to better understand the increased frequency and severity of flooding (coastal, riverine, and drainage related flooding) and the associated challenges municipalities face in addressing flooding.²² This could be broadened to include undertaking climate adaptation actions.
- Drainage-related flooding was cited as the most common type of flooding, with flood damage to roads and residential areas as the most urgent flooding impacts.
- Inadequate municipal funding is the top challenge. Access to grant funding programs and a lack of staff dedicated to flood risk management were also frequently cited as top concerns.
- Many municipalities don’t have the administrative capacity to manage state and federal grants, especially multiple grants with significant reporting and administrative or management requirements.
- State agencies and municipalities consistently point to the need for increased staff capacity to effectively address flooding.

The webinar titled “Flooding in Connecticut Through the Lens of Land Use & Zoning” hosted by WestCOG emphasizes that flooding across Connecticut, in certain cases, may be exacerbated by land use decisions by the expansion of impervious surfaces, encroachment on floodplains, and the presence of



▲ Flooding at Pear Tree Beach in December 2018
(photo courtesy of John Merritt)

undersized drainage infrastructure.²³ The webinar made the case for municipalities to integrate climate-adjusted rainfall projections and sea level rise into zoning and capital planning, to reduce runoff through green infrastructure and lower lot coverages, to protect and restore wetlands and natural flood storage areas, and to retrofit existing development rather than focusing only on new construction. Flood resilience should be embedded into land use policy, zoning regulations, and infrastructure investment to proactively reduce future risk rather than reacting to repeated damage (see Figure 6-5 on page 46).

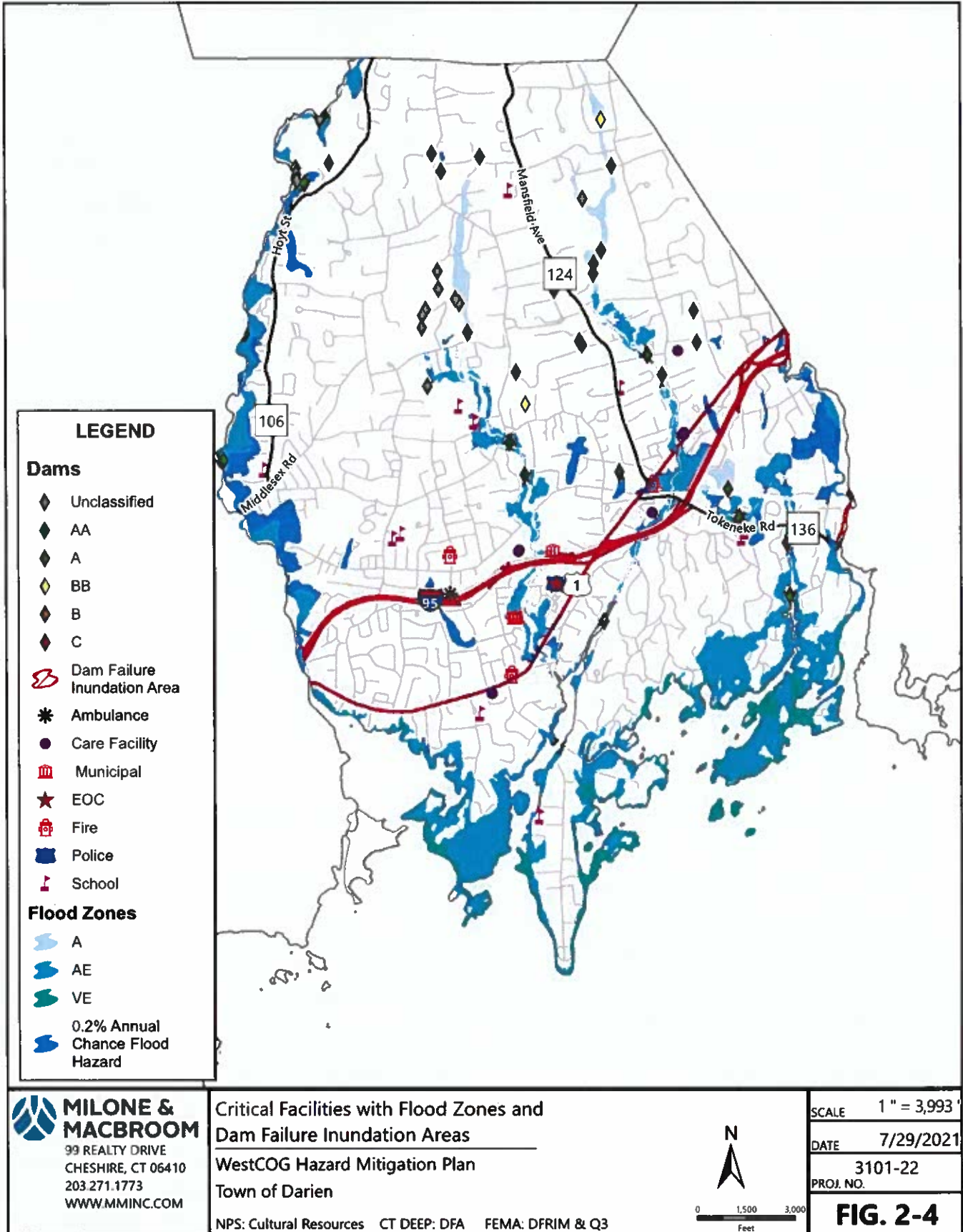
Sea Level Rise

Average sea level rise in Long Island Sound is projected to be up to 20 inches above the National Tidal Datum Epoch (1983-2001) by 2050.²⁴ The projected rise in sea level will substantially amplify the frequency and magnitude of coastal flooding in Connecticut, making storms that currently result in low-level coastal flooding significantly more impactful. Sea levels are expected to continue rising after 2050, with projections suggesting a rise of just under 7 feet by 2100 if greenhouse gas emissions are not reduced.²⁵

The overall extent of coastal areas subject to tidal flood risks, including those in FEMA designated flood zones, will not expand by much in most areas. This is due to Connecticut’s unique glaciated coastal topography. However, 20 inches of sea level rise could increase the coastal flood frequency risk by a factor of 5 to 10, with no change in storm conditions. This means less intense events will cause more significant flooding. As

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Figure 6-5. Map locating critical facilities and flood zones (from the 2021-2026 WestCOG Multi-Jurisdiction Hazard Mitigation Plan Update, Municipal Annex - Town of Darien)



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a result, major coastal flooding levels—similar to those that occurred during Superstorm Sandy in 2012—could be expected every 5 to 10 years by mid-century.

Temperatures

According to a 2019 *Connecticut Physical Climate Science Assessment Report*, average temperatures in Connecticut could increase by 5 degrees Fahrenheit (F) by 2050 compared to the 1970-1999 baseline.²⁶



▲ UCONN CIRCA's *Connecticut Sea Level Rise and Storm Surge Viewer* shows that Tokeneke Park is likely to be inundated in 2050 based on sea level rise projections.

Connecticut's temperature has already risen more than the global average in part because temperature changes tend to increase at a faster rate in middle and high latitudes. As a result, a 2 degree Celsius (C) target for global average temperature increase would result in a higher average temperature (more than 2 degrees C) in Connecticut.

All indices of hot weather are expected to shift toward more frequent and higher temperature events. For example, by mid-century, the number of days per year with temperatures above 90 degrees Fahrenheit (32 degrees Celsius) could increase. Statewide, from 1970 to 1999, the average number of days per year above 90 degrees Fahrenheit in Connecticut was 5. This is projected to increase to an average of 25 days per year above 90 degrees Fahrenheit between 2040-2069. The number of days per year with frost could decrease from 124 to 85.

Significant increases in daily minimum temperatures indicate that less heat might dissipate during nighttime, resulting in higher air conditioning and electricity use during hot summers. In addition, increasing

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daily minimum temperatures could also increase humidity may increase, which contributes to heat stress.

Drought & Wildfires

Drought risk is expected to increase. The probability of unusual events (extremely low annual and summer water availability, and extremely high 1-day and 5-day precipitation) are projected to increase by a factor of between 2 and 4 by mid-century.

Darien is generally considered a moderate risk area for small wildfires, but a low-risk area for large wildfires.²⁷ Outlying areas without public water service and areas with poor access for fire-fighting equipment are susceptible. In Darien, these areas are limited to the northern parts of the Town, where public water supply is generally unavailable.

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Sustainability

Darien participates in Sustainable CT, a voluntary certification program that recognizes municipalities for excellence in environmental, social, and economic sustainability. Sustainable CT makes annual updates to its listed actions, based on feedback from municipalities and ongoing research of best practices. In addition to certification, participating municipalities can apply for the Climate Leader Designation, which recognizes municipalities that are reducing greenhouse gas emissions and preparing their communities for the impacts of climate change, while saving money, improving public health, and building community. Darien received a Bronze certification in 2019 and a Silver certification in 2022 and 2025. The following are some of its accomplishments by category:

1. Inclusive and Equitable Community Impacts

Optimize for Equity: The Town applied the Sustainable CT Equity Toolkit to its Food Scrap Recycling Program, analyzing accessibility for multi-family housing residents and non-English speakers to ensure the program was inclusive.

2. Thriving Local Economies

Inventory and Promote Local Products: Darien developed a comprehensive “Buy Local” campaign featuring a digital directory and social media spotlights on independent businesses.

3. Well-Stewarded Land and Natural Resources

Enhance Pollinator Pathways: The Town mapped and expanded its Pollinator Pathway segments, connecting public parks like Cherry Lawn with private residential gardens to support local biodiversity.

4. Vibrant and Creative Cultural Ecosystems

Map Tourism and Cultural Assets: Darien created an interactive Cultural Asset Map that identifies historical sites, public art installations, and performance spaces to boost local tourism and community identity.

5. Renewable and Efficient Energy Infrastructure

Renewable Energy: In 2019, the Town installed solar photovoltaic systems (PVs) at the Police Station, the Department of Public Works Garage, and Town Hall. Darien Public Schools has integrated solar photovoltaic systems into several schools, including Holmes, Hindley, Royle, Ox Ridge, and Tokeneke Elementary Schools. It also installed solar PVs on the Board of Education Administration Building.

Benchmark Energy Use: Darien utilized ENERGY STAR Portfolio Manager to track and report the energy performance of all municipal buildings, identifying Town Hall and schools for efficiency upgrades.

6. Inclusive Engagement, Communication and Education

Sustainability Newsletters: The Advisory Committee on Sustainability established a digital newsletter to educate residents on composting, energy rebates, and local environmental events.

7. Strategic Materials Management

Food Scrap Recycling: Darien maintains one of the state’s most successful residential food scrap drop-off programs, diverting hundreds of tons of organic waste from the waste stream annually.

8. Optimal Health and Wellness Opportunities

~~**Improve Access to Parks:** The Town invested in ADA-compliant trail improvements at Seleck’s Woods and Dunlap Woods to ensure residents of all physical abilities have access to nature.~~ *Remove*

9. Healthy, Efficient and Diverse Housing

Implement an Affordable Housing Plan: The Town adopted and began implementing its affordable housing plan, which focuses on increasing the diversity of housing types near the train stations.

10. Effective, Compassionate Homelessness Prevention

Municipal Liaison Training: Darien designated an employee at the Department of Human Services to

serve as a liaison to the regional Coordinated Access Network to assist residents at risk of homelessness.

11. Innovative Strategies and Practices

Sustainable Packaging Initiative: In a move toward a circular economy, the Town partnered with local eateries to pilot a reusable container program, reducing the reliance on single-use plastic takeout packaging.

Sustainability in the Private Sector

Several businesses in Darien have incorporated sustainability into their operations. Commercial Property Assessed Clean Energy (C-PACE) is a Connecticut Green Bank program that provides long-term, low-interest financing for energy efficiency and renewable energy upgrades in commercial, industrial, non-profit, and multifamily buildings. It allows property owners to finance 100% of improvements—such as solar or HVAC—and repay through a voluntary assessment on their property tax bill, which often results in immediate positive cash flow. The Corbin District development in Darien is the first project in the state to fund stormwater management measures through C-PACE. It incorporated best management practices for stormwater management, including the installation of 20,000 square feet of porous asphalt and permeable pavers to manage 652,000 gallons of stormwater annually.

The project also includes sustainable measures that contribute to the modeled 12.2% decreased energy use over a 2021 *International Energy Conservation Code* compliant design with utility savings of more than \$2 million.²⁸ Significant contributors to this savings include heat pumps, air-cooled condensing units, building envelope upgrades, LED lighting, and low-flow water fixtures. These sustainability measures contribute to the project's carbon reduction goals, estimated at more than 266 metric tons of carbon dioxide equivalent (MTCO_{2e}) of avoided emissions in the first year alone.

Other businesses in Darien have received recognition for their sustainability accomplishments:

- The Gardener's Center & Florist received a Chamber of Commerce Green Business Award.

DIVERTING FOOD WASTE

Darien launched its residential food scrap recycling program in 2018. Within the first six months, the town diverted more than 16 tons of food scraps. By 2022, the total had increased to more than 140 tons. Food scraps are typically heavy and moist, so removing them from regular trash has improved the efficiency of the incineration process and reduced the Town's disposal costs.

Instead of being incinerated with other trash at WIN Waste Bridgeport, collected food scraps are hauled to a commercial composting facility where they become nutrient-rich compost that is sold to farmers, landscapers, and garden centers.

Most municipal solid waste (MSW) in Connecticut is incinerated at four waste-to-energy plants, like the one in Bridgeport, but 40% of it is trucked to out-of-state landfills. Removing food waste from MSW enables these facilities to burn more efficiently, resulting in fewer toxic emissions. It also reduces the amount of MSW going to landfills, where decomposing food releases methane gas.

Darien's food scrap program allows all food scraps to be diverted, including meat and bones, which are typically difficult to compost at home. To date, more than 300 tons of food scraps have been diverted from Darien's waste stream, which is an average of approximately 3.5 tons/month.

The company is a NOFA-accredited organic business that has replaced 1,000 square feet of turf with native sedge grasses and converted their entire facility to LED lighting.

- HAYVN is the first Certified B Corp co-working space in Connecticut. This certification recognizes high standards of social and environmental performance, transparency, and accountability. The facility is designed with solar power and has a zero-waste policy.
- Palmer's Market received a Chamber of Commerce Green Choice Award for its transition to energy-efficient LED lighting, upgraded refrigeration with "night shades" to conserve energy, and initiatives to provide reusable materials for employees.

Recommendations

ENVIRONMENTAL QUALITY & PROTECTION

1. Create a Separate Conservation Commission.

Conservation Commissions are volunteer municipal government bodies that are authorized by statute to “conserve, develop, supervise and regulate natural resources.”²⁹ It could take on several roles, including but not limited to: conducting a natural resource inventory; inventorying, acquiring, and managing open space and easements; and advising on coastal resiliency projects and watershed management. A Tree Subcommittee or a separate Tree Commission could be formed to advise on managing, protecting, and expanding public tree canopies.

2. Conduct a Tree Inventory & Assessment.

An inventory of large and/or noteworthy trees on public property would collect a wide range of information including diameter at breast height, species, address, GPS coordinates, condition, etc. An inventory of such trees on private property could also be conducted through an appropriate methodology.

3. Prepare a Community Forest Management Plan.

This is a strategic plan that guides the planting, maintenance, and protection of public trees to create a safe, healthy, and sustainable forest.

4. Prepare a Tree Protection Ordinance.

- a. Prepare standards for trees on public property and consider both requirements and voluntary provisions for trees on private property.
- b. Evaluate the creation of a Tree Maintenance and Acquisition Fund to manage and allocate revenues generated through the tree ordinance to support tree planting, care, and canopy restoration.
- c. Update the *Commercial Design Guidelines* list of street trees to reflect changes to invasive plant laws and to include native species. Consider creating a streetscape manual.

Specify this is for prominent trees. Cannot be too onerous.

5. Evaluate the Installation of Green Stormwater Infrastructure Demonstration Projects on Public Property.

Educate residents on the benefits of green infrastructure on public and private properties.



▲ Promoting the installation of a green stormwater infrastructure project (photo by Portland Community College, licensed by CC BY-NC-SA 3.0)

6. Integrate Riparian Protection into Zoning and Subdivision Regulations.

- a. Require buffers as a condition of subdivision approval.
- b. Prohibit new structures, fill, or impervious surfaces within required buffers.
- c. Require conservation easements on riparian corridors in new developments.

7. Consider Additional Wetlands and Watercourse Protections.

- a. Strengthen the ability to require native plantings versus lawn in the upland review area, which is 50 feet within inland wetlands and 100 feet within a named river or stream or Holly Pond or Gorham’s Pond.
- b. Prepare regulations limiting sump pumps in basements in high water table areas.
- c. Prepare and send letters to owners whose properties contain a watercourse that describe their obligations for protecting the watercourse.

8. Continue to Enforce Regulations & Maintain Stormwater Infrastructure.

- a. Continue to encourage preservation and enhancement of natural buffers.
- b. Require consistency with the Town's *Stormwater Management Manual* and the CTDEEP's *2025 Stormwater Quality Manual*.
- c. Identify additional undersized culverts for potential replacement with larger culverts.
- d. Inspect and clean all catch basins in the system at least once per year.
- e. Evaluate the need for additional signs, receptacles, and public communications to discourage feeding of waterfowl and encourage proper disposal of pet waste.

CLIMATE CHANGE, RISK & ADAPTATION

1. Prepare a Coastal Resilience Plan

- a. Evaluate local flood risks, develop "shovel ready" projects that align with regional plans, and establish funding and permitting pathways to protect the health, safety and welfare of the general public.
- b. Consider an initial focus on protecting public properties and infrastructure, such as sanitary sewer pump stations, underground sanitary sewer lines, and park structures.
- c. Identify frequently-flooding properties that could be acquired for protection and passive or light recreation, and natural enhancement.
- d. Use the latest WestCOG guidance and UCONN/ CIRCA sea-level rise projections to evaluate updates to Darien's flood zone maps and base flood elevation and building height standards in the Coastal Area Management (CAM) zone.
- e. Identify tidal wetland restoration projects.

2. Incorporate Additional Flood Protection and Resilience Standards into Zoning Regulations.

Revise Section 820 of the Zoning Regulations: Flood Damage Prevention. Clarify and strengthen the application of specific regulatory requirements in floodplains including:

[Draft] 2026 Plan of Conservation & Development



▲ *Cleaning out catch basins is important to ensure proper drainage (photo by Mr G's Excavation & Grading, licensed by CC BY-NC 4.0)*

- a. Sea level rise and impact standards for the floodplain and regulatory floodway.
- b. Design standards for fully enclosed areas below the design flood elevation.
- c. Flood safety requirements for properties subject to subdivision/resubdivision.
- d. Prohibit the use of fill in floodplains, unless it will not exacerbate flooding. Mitigation projects should be exempted.
- e. Prohibit critical facilities (e.g., electricity, water, and communications systems; medical, fire, police services) in V Zones and floodways.

3. Consider Reducing Impervious Coverage Limits in Certain Residential Districts.

- a. Consider reducing the maximum building coverage limit in the R-1 and R-2 zoning districts. The current limit is 20% in all single-family residential zoning districts.
- b. Consider establishing a maximum limit on Developed Site Area in residential zones. Such limits exist in certain commercial zones, but not in single-family residential zones.

This recommendation is also included in [Chapter 9, The Built Environment](#).

SUSTAINABILITY

1. Expand EV Charging in Darien.

Research state programs and incentives for installing charging infrastructure on public and private properties. Coordinate with the State to explore its program to install charging stations on utility poles and lampposts.

2. Consider Expanding Food Scrap Collection to Schools.

Work with the Board of Education and Department of Public Works to explore expanding food scrap collection to schools.

3. Engage Large Propertyowners about Grounds Management Practices.

Reach out to country clubs to learn about current grounds management practices and explore opportunities for more sustainable practices.

4. Consider Incorporating Sustainable/Green Building Requirements into Zoning Districts that Permit Multi-Family and Mixed-Use Development.

Require new development larger than 10,000 square feet to meet high-performance standards, including Passive House, Green Globes, LEED, or other certification. Encourage developers of all projects to meet such standards, with or without certification.

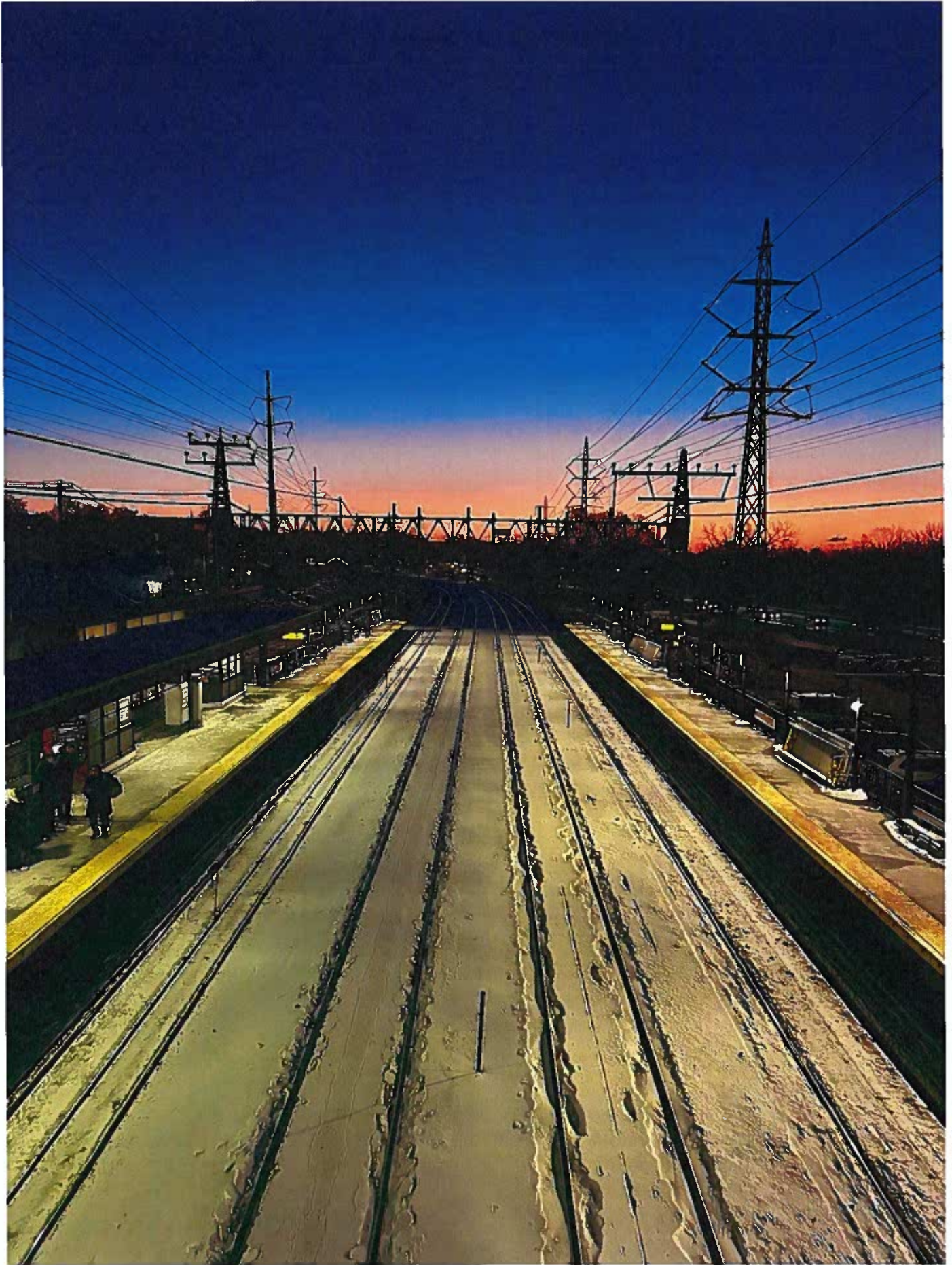
This recommendation is also included in **Chapter 9. The Built Environment.**



▲ A driveway made of permeable pavers, which, when maintained properly, reduce stormwater runoff by allowing it to infiltrate the soil

Chapter 6 Endnotes

- 1 Justin, Raga. "Ida damaged at least 200 homes, 24 businesses in Darien, officials say. Now they can seek funding from FEMA," News-times Nov 5, 2021.
- 2 Fragomeni Alfonso, Mariana B., Ph.D., M.E.P.D., et al. "Identifying the Change in Heat Vulnerability and Land-Use Influence: A 20-year spatial-temporal analysis of thermal and land-use change in Fairfield and New Haven Counties, CT. Connecticut Institute for Resilience and Climate Adaptation," October 13, 2021
- 3 Fifth National Climate Assessment, U.S. Global Change Research Program, 2023.
- 4 First Selectman Newsletter, Town of Darien, March 6, 2026
- 5 "Coastal Water Quality Report," Town of Darien, 2025.
- 6 Presley, Steven J., Christopher R. Perkins, and Michael R. Willig. "Neonicotinoids in Connecticut Waters: Surface Water, Groundwater, and Threats to Aquatic Ecosystems." Storrs, CT: UCONN Center for Environmental Sciences and Engineering, 2025.
- 7 www.pollinator-pathway.org/towns/darien, accessed on March 2, 2026
- 8 Farmland Soils Map - Darien, Connecticut, CT DEEP and USDA NRCS, April 2011
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▲ Snow-covered railroad tracks at dawn (photo courtesy of John Sini)

7. TRANSPORTATION & MOBILITY

According to the U.S. Department of Transportation, transportation planning plays a fundamental role in a state, region, or community's vision for its future. Transportation is one of the fastest evolving aspects of life in towns and cities, with ridesharing, microtransit, e-bikes, and e-scooters provide people of all ages with more transportation options.

New technologies for traffic data collection, management, and enforcement provide municipalities with additional tools for improving congestion and safety. The growing number of electric vehicles on the roads—more than 1,100 of which are registered in Darien—has increased demand for convenient electric charging stations, while at the same time, the number of “traditional” gas stations in Darien has decreased.¹ The last gas station to be constructed in Darien was more than 30 years ago in 1995. While many Darien residents take advantage of these new transportation options, their primary aspirations for transportation and mobility include more facilities and accommodations for safe walking and biking and less traffic congestion. Some residents are optimistic that people deciding to walk or bike to destinations instead of driving could help reduce both traffic congestion and demand for parking in town.

Driving

The Roadway Network

Darien's roadway network includes a limited number of principal arterials, a network of collector roads that connect neighborhoods to activity centers, and a network of local residential streets. Interstate 95 (I-95) is the dominant roadway, running east-west through the southern portion of town and carrying substantial regional and interstate traffic. U.S. Route 1 (Boston Post Road) functions as Darien's primary surface arterial, providing access to retail, civic uses, and neighboring communities, while also accommodating regional travel (see Figure 7-1 on page 57).

Mansfield Avenue (State Route 124) is the primary north-south arterial and provides access to residential neighborhoods north of the railroad tracks. It begins at Boston Post Road near the geographic center of town and continues into New Canaan, connecting to

2017-2026 HIGHLIGHTS

State Legislation

- **2025. Public Act No. 25-69.** E-bike and helmet safety laws updated. See Figure 7-7 on page 65.
- **2023. Public Act No. 23-116.** Allows municipalities to authorize automated traffic enforcement safety devices in school zones, pedestrian safety zones, and intersections under state guidelines
- **2021. Public Act No. 21-28.** Pedestrian & Vulnerable Road User Safety. Established Vision Zero Council to eliminate transportation-related fatalities and severe injuries for all road users, including pedestrians, bicyclists, and motorists.

Plans & Studies

CTDOT

- 2018 Darien Route 1 Road Safety Audit

WestCOG

- 2026 Traffic Calming & Complete Streets Best Practices Toolbox (In Progress)
- 2023 Regional Bike Plan
- 2021 Regional Transportation Safety Plan
- 2018 Noroton Heights Station Area Study

Town of Darien

- 2015 Downtown Darien Parking Management Plan
- 2015 Pedestrian Infrastructure Advisory Committee Recommendations

Town Projects

- **Intersection Improvements**
 - » Signal Improvements at West Avenue at Hollow Tree Ridge Road and at Noroton Avenue. Adjusted traffic signal timings to improve traffic flow.
 - » Noroton Avenue & West Avenue Intersection Improvements. To improve traffic flow, added left-turn lanes, new traffic signals, and updated crosswalks and pavement markings.
 - » Sedgwick Avenue & Boston Post Road Improvements. Pavement markings updated on Sedgwick Avenue to create a new right-turn lane, improving traffic flow and intersection operations.

7. TRANSPORTATION & MOBILITY

- » Road Widening at Ledge Road at Noroton Avenue. Will provide an additional lane at this intersection and reduce queuing on Ledge Road. Received a grant. Project to start in 2026.
- **Sidewalk Construction & Replacement**
 - » New concrete sidewalk on Heights Road near Noroton Heights Station.
 - » New concrete sidewalk connecting Hollow Tree Ridge Road and Ledge Road to the northbound platform at Noroton Heights Station on the south side of the tracks. Includes ADA-compliant curb ramps and crosswalks.
 - » Asphalt sidewalk replacement on Leroy Avenue (West Ave to Highfield Lane)
- **Bridges & Dams**
 - » Rings End Road Bridge Design/Repair. Maintenance and structural preservation of this bridge, constructed in 1930.
 - » Hanson Road Bridge Repair. Full replacement of this structure built in 1936.
 - » Gorham's Pond Dam Repair & Bridge Work. Restoration and stabilization of the structure, which was damaged by impacts from storms.

CTDOT Projects

- I-95 Bridge Culvert Rehabilitation. Culvert relining with a new arch structure.
- Darien Train Station Accessibility Improvements. Platform and accessibility upgrades and circulation modifications that affect adjacent road access and pedestrian coordination.



▲ Boston Post Road in Downtown during an off-peak hour

the Merritt Parkway and points farther north. Mansfield Avenue provides access to residential neighborhoods north of the railroad tracks, while Tokeneke Road (State Route 136) provides access to neighborhoods in the southeastern part of town, with links to Rowayton and the City of Norwalk. Hoyt Street (State Route 106) provides access to neighborhoods along the western part of town. It continues into New Canaan and the Merritt Parkway to the north and into Stamford to the south. West Avenue is a minor arterial that connects Stamford, Noroton Heights, and Downtown Darien. In all, Darien has approximately 81 miles of public roads, according to the Department of Public Works.

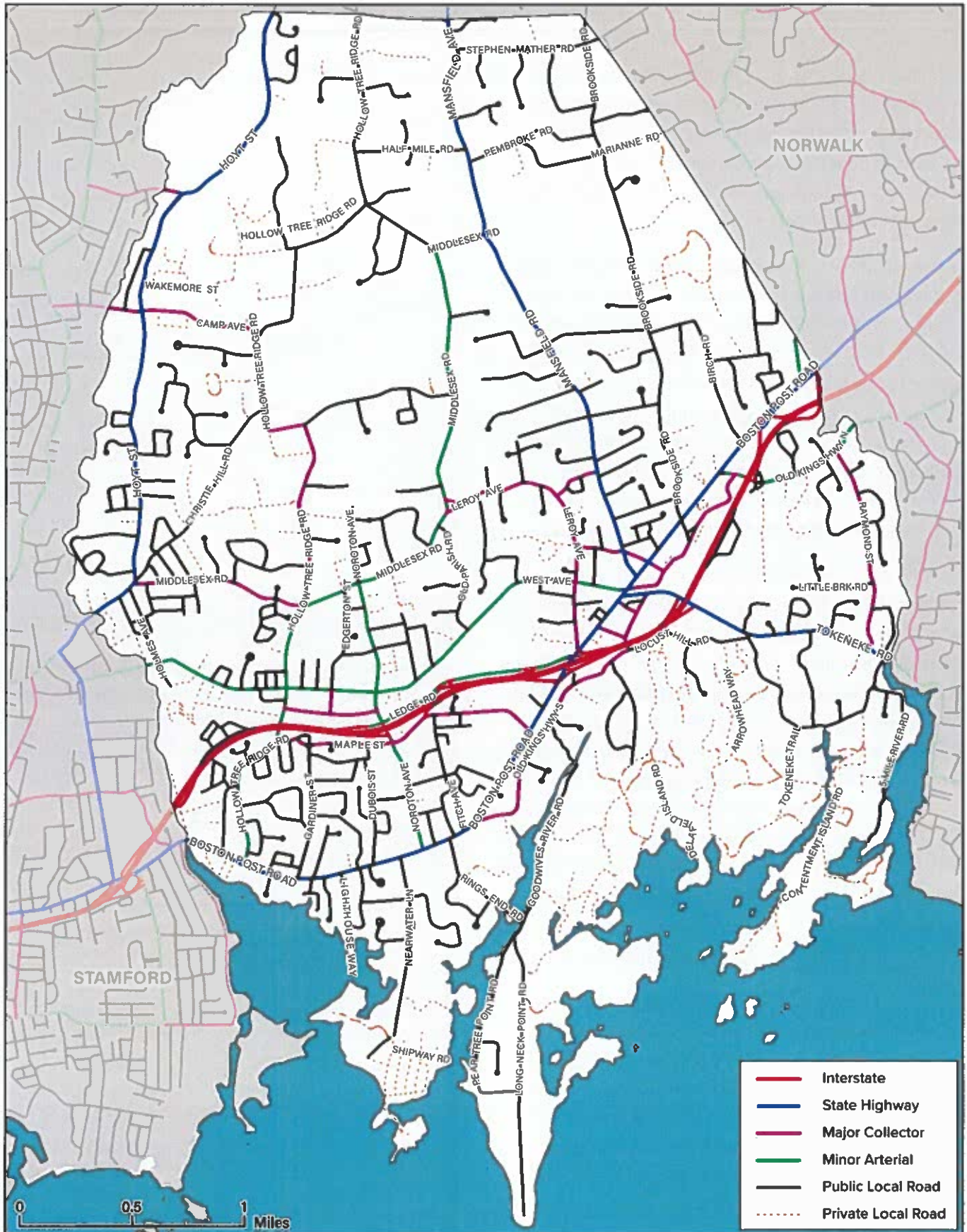
Darien also has 31 miles of private roads that provide local access, primarily in older neighborhoods along the shoreline, such as Noroton Bay, Salem Straits, and Tokeneke. Maintenance of private roads is the responsibility of homeowners' associations and/or private owners.

Traffic Volumes & Congestion

Darien has experienced traffic congestion since the 1950s, which is when I-95 was constructed, given its location along the Eastern Seaboard between New York City and Boston. Today, traffic congestion in Darien is most pronounced during weekday morning and evening peak hours and is closely tied to regional commuting patterns and congestion near schools before arrival and dismissal. Congestion regularly occurs at I-95 interchanges, especially Exits 10 and 11, along Boston Post Road near commercial centers and signalized intersections, and on key collector roads during the morning and evening rush hours. Congestion also increases noticeably during Thursdays, Fridays, and Sundays in both the summer and on holiday weekends.

Traffic frequently spills over onto local streets due to incidents on I-95 as motorists seek alternate routes, often aided by on-board navigation, temporarily impacting local roads that were not designed for high traffic volumes. This diverted traffic adds congestion to Boston Post Road. Another location with significant congestion is Ledge Road on Saturday mornings as a result of residents traveling to and from I-95, Whole

Figure 7-1. Roadway Classification Map



7. TRANSPORTATION & MOBILITY

Foods, and the Town's Transfer Station.

Traffic from Stamford and Norwalk also contribute to congestion on Darien's roadways. As both cities add significant amounts of housing, office, and retail space, motorists in Darien experience more peak-hour bottlenecks at interchanges, increased spillover traffic on Boston Post Road, and greater variability in travel times—even though most of the traffic neither originates nor ends in Darien.

Many residents commented through the Town-Wide Survey that traffic is congested in Downtown, especially along Boston Post Road and around Noroton Heights. They attribute this congestion they experience to the redevelopment projects in Darien. However, there are multiple contributing factors leading to congestion during peak periods: regional traffic diversions, development in Stamford and Norwalk, and the lack of a street grid in Darien that can disperse traffic and provide alternate routes.

Despite the sense among many residents of that traffic has been increasing, CTDOT data, the latest of which is from 2023, shows that traffic volumes have generally decreased over time along Post Road. Figure 7-2 shows the gradual decrease in traffic volumes (in Average Annual Daily Traffic - AADT) along a part of Boston Post Road. Figure 7-3 shows traffic increasing along a part of Heights Road before a steep decline in 2017. Traffic volumes along both sections of roads were the lowest during pandemic (2020-2021), but started to recover by 2023. Volumes for 2024 and 2025 are not yet available from CTDOT. Given the level of redevelopment activity in Stamford, Darien, and Norwalk, data from 2024 and 2025 could reveal an increase in traffic volumes.

However, traffic volume, which is the number of cars passing a point in a 24-hour period (i.e. average annual daily traffic, or AADT) is different from traffic congestion, which is the length of time it takes a motorist to travel through an area. Residents are likely encountering more traffic congestion during peak hours. Even if the total traffic volume has decreased, more residents may be traveling on a particular road at the same time, making the road more congested. Residents also

Figure 7-2. CTDOT Traffic Volumes along Boston Post Road

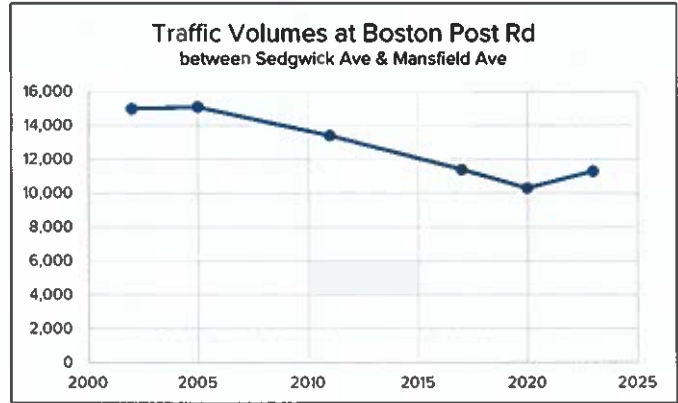
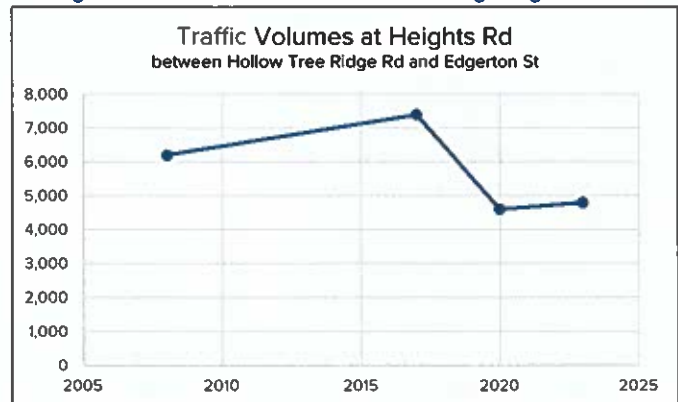


Figure 7-3. CTDOT Traffic Volumes along Heights Road



Studying the Boston Post Road

The Boston Post Road (Route 1) corridor in Darien has been the subject of several past studies. SWRPA's 2013 *Route 1 Corridor Study* recommended a "road diet" to reduce the cross section of the northern and southern sections of the road from four lanes to two, but the concept was not approved due to concerns about traffic congestion and pushing overflow traffic into surrounding residential streets. After several years of consideration, CTDOT adopted a "road diet" for Boston Post Road in Noroton Heights and west of Corbin Drive to the Exit 13 interchange at I-95. A 2018 *Roadway Safety Audit for Route 1* identified key safety issues, leading to recommendations focused on pedestrian safety, bus stop relocation, flooding and drainage at the railroad bridge, and traffic calming. To the west, in the City of Norwalk, WestCOG published the 2026 *Norwalk Route 1 Corridor Master Plan Study for Connecticut Avenue & Van Buren Avenue*, which provides recommendations on enhancing mobility, safety, and accessibility on the corridor. Regionally, the 2016 *Route 1 Bus Rapid Transit Feasibility Study* explored bus rapid transit (BRT) along Route 1 from Greenwich to New Haven. The concept is being implemented in New Haven and West Haven.

Figure 7-4. CTDOT Crash Location Heat Map



might be experiencing more congestion due to traffic signals that accommodate pedestrian crossings, which can lead to longer waiting times at intersections, even when fewer cars are present.

Crash History & Safety

Vehicular crashes in Darien are concentrated along its major regional corridors, where high traffic volumes, congestion, and complex access points increase conflicts. According to CTDOT, the highest number of crashes occur on I-95, especially near interchanges with Route 136 (Tokeneke Road), Noroton Avenue, and Brookside Road, where there is heavy merging and weaving activity. Crashes occur on Boston Post Road due to frequent driveways, limited sight distances, signalized intersections, and mixed local and through traffic. In Figure 7-4, red areas correspond with more crashes.

In recent years, the Planning & Zoning Commission (P&Z Commission) has required builders and developers to eliminate back-out parking in commercial and mixed-use developments along Heights Road and Boston Post Road. In several key locations, the P&Z Commission, working closely with the Local Traffic Authority (the Darien Police Commission), has

required consolidation of curb cuts and “right turn only” treatment on curb cuts on Boston Post Road. This also helps minimize traffic conflicts and improves traffic flow.

School Transportation & Traffic

All Darien Public Schools students, other than those qualifying for transportation under an individualized education program (IEP), are required to meet transportation policy eligibility for bus transportation. Only one bus per student is assigned. These distances are as follows:

- Kindergarten through 5th grade > 0.5 mile
- 6th grade through 8th grade > 1 mile
- 9th grade through 12th grade > 2 miles

Morning arrival and afternoon dismissal periods are peak times for traffic around Darien’s schools. During school hours, all school frontages and primary approach routes are designated by the Town as reduced-speed zones. These areas are marked with flashing beacons, pavement markings, and prominent signs. Darien Police deploy targeted speed enforcement during arrival and dismissal, especially at locations where speeding concerns have been reported.

Schools have coordinated circulation plans and staggered dismissal procedures. Police presence is occasionally deployed at peak times or during the early weeks of the school year to support smooth operations and reinforce safe behaviors. A recent “right-turn only” curb cut out from Hindley School directly to and from Boston Post Road, created as part of its renovation in 2025-2026, helps reduce traffic at the Nearwater Lane and Boston Post Road intersection. Nonetheless, queuing of vehicles on Hollow Tree Ridge Road continues to be an issue, causing congestion on local roads during arrival and dismissal times.

A number of residents reported through the Town-Wide Survey that speeding is a major concern near schools and several residential streets and suggested that the Town install speed cameras, speed bumps, and high-visibility crosswalks.

7. TRANSPORTATION & MOBILITY

Trucks, Deliveries & Last-Mile Delivery

Truck traffic and last-mile delivery activity in Darien have increased, reflecting regional freight growth along I-95, the expansion of e-commerce, and higher demand for residential and commercial deliveries. While tractor trailers primarily use state highways, delivery vehicles such as box trucks and vans access local streets, sometimes contributing to curbside conflicts, congestion, and safety concerns. Bridge strikes at Boston Post Road and the railroad bridge trestle have been an ongoing concern, but the frequency has been reduced with CTDOT having installed “Low Bridge” warning signs on I-95 (Exits 11, 12, and 13) and painted warnings directly on exit ramps to alert drivers before they reach Downtown. The possibility of installing an over-height vehicle detection system has been discussed but not implemented.

Electric Vehicles (EVs)

Not including the charging stations at the two I-95 rest stops, there are four public charging stations in Darien:

- Old King’s Market (EVgo Fast Charger): 1 port
- Heights Crossing Garage (ChargePoint Level 2): 5 ports
- Whole Foods Market (Level 1): 4 ports
- Equinox Darien (ChargePoint Level 2): 1 port

Tesla has received local approvals to install 12 additional charging stations at Old King’s Market. Corbin District Phase II will include 24 EV charging stations, a mix of 16 Level 2 chargers, and eight Level 3 chargers. The Level 2 chargers will be located in the underground garage and the Level 3 chargers will be in a surface parking lot near I-95. There is room to install 28 more Level 2 chargers in the future.² Phase 1 of the Corbin District project has 12 charging stations in private garages set aside for residents.

There are more than 72,000 EVs registered in the state as of the end of 2025.³ This includes all-electric and plug-in hybrid vehicles. The State Council on Environmental Quality anticipates this number increasing by more than 550,000 vehicles over the next ten years.⁴

Parking for Downtown Patrons

Parking in Downtown consists of on-street municipal spaces and off-street private and municipal lots. All on-street parking is free, but limited to 1-2 hours. On-street parking supports short-term customer turnover, while public lots accommodate a mix of short and longer stays for shoppers, commuters, and employees. Some municipal lots are designated only for commuters, while others are designated for shoppers and/or tenants/employees. Downtown customers are allowed to park at the Darien train station for free in the evenings and on weekends.

The privately-owned lots in Downtown serve on-site tenants and customers; they are not available for the general public or for long-term parking, which limits the perceived availability of parking.

The goal is to encourage Downtown customers to “Park Once & Walk,” or to park their cars only once and access multiple businesses on foot.

Several residents commented through the Town-Wide Survey that some privately-owned lots have spaces reserved for specific businesses, but those spaces are often empty, leaving

fewer spaces for the public. Some residents noted a lack of parking near popular destinations and that signs are often confusing.

Zoning incentives exist to encourage Downtown businesses to cede their lots to the Town so that it can consolidate municipal parking and examine shared parking strategies. This would also allow the Town to reconfigure the design of the lots to improve pedestrian safety and access to businesses. The goal is to encourage Downtown customers to park only once and access multiple businesses on foot.

The completion of The Corbin District development might impact parking and traffic dynamics in Downtown. While the project is creating more than 800 on-site parking spaces through a combination of surface and structured parking, it will likely increase the number of visitors to Downtown and could increase traffic congestion and parking demand. Employees and residents will park in the parking garage while customers will park in the surface lot.

The Corbin District had floated parking demand and traffic congestion management concepts, including, for example, the idea to reimburse visitors during the December holiday shopping season for using a rideshare provider to get from home to Downtown if a certain amount of money is spent at stores.

Taking the Train

Darien residents rely heavily upon Metro-North Railroad, which provides commuter access to New York City, with some describing it through the Town-Wide Survey as reliable and essential for commuting. Darien’s two Metro-North Railroad stations on the New Haven Line—in addition to the Glenbrook and Talmadge Hill stations on the New Canaan Branch—are important parts of life for many residents who work outside of home either every day or most days and/or spend time in New York City during the weekends. Frequent and reliable train service is one of the reasons people move to Darien. According to Metro-North Railroad’s *2024 Annual Ridership Report*, ridership on the New Haven Line increased 12% from 2023’s figures to 32 million. Weekend ridership also increased by 20%, but overall ridership on the New Haven Line is still short of its pre-pandemic peak of 35 million in 2018.

People arrive at the two train stations by all modes of transportation: car, motorcycle, moped, e-bike, e-scooter, bicycle, and foot. Those that drive to the Darien train station can park at one of ten lots with designated permit spaces for daily commuters. Overall, there are 954 spaces available. Those that drive to the Noroton Heights train station can park in one of three lots that, in total, contain 765 spaces (323 daily pay station spaces and 442 permit spaces). There are also eight 15 minute spaces. Parking is also available at Hollow Tree Self Storage, where the developer was required to provide dedicated parking spaces for commuters.

The wait list for permits at the Leroy West lot is more than 500 and at the Noroton Heights lots is more than 800, although some people put their names on both lists. Others who may no longer commute daily often

continue to hold onto their permits for fear of not being able to get their permits back once they lose them. Construction at the Darien train station has caused the wait list to grow longer.

The lot at the Noroton Heights train station is operated by the Town of Darien, but it is owned by the State of Connecticut and, therefore, non-residents can hold a permit. The Leroy West Lot at the Darien Train Station is owned by the Town of Darien and only Darien

HOW DARIENITES GET TO WORK

According to the 2023 American Community Survey:

- **44% Residents Drive to Work**
- **21% Take Public Transportation**
- **32% Work from Home**
- **2% Walk**
- **1% Take Taxi, Motorcycle, or Other**

The 2019 ACS reported that 31% of Darien residents took public transportation and 9% worked from home.

residents can hold permits for this lot. The Mechanic Street parking is also owned by the State, so non-residents can receive a parking permit.

Parking at the Darien and Noroton Heights train stations is free evenings and weekends. During weekday business hours, a permit or hourly payment via pay stations is required. Racks are available at both train stations for bicycles and scooters.

In 2025, Darien purchased the parking lot near the Darien train station at 37 West Avenue from a private owner. Called the Koons Parking Lot, it contains approximately 300 parking spaces. This purchase ensures that the lot will continue to be used for commuters—both regular commuters and daily commuters who might only need to park there on occasion. The Town will continue to operate it as a parking lot, but might consider other ideas in the future, such as building a parking garage for commuters and Downtown employees.⁵

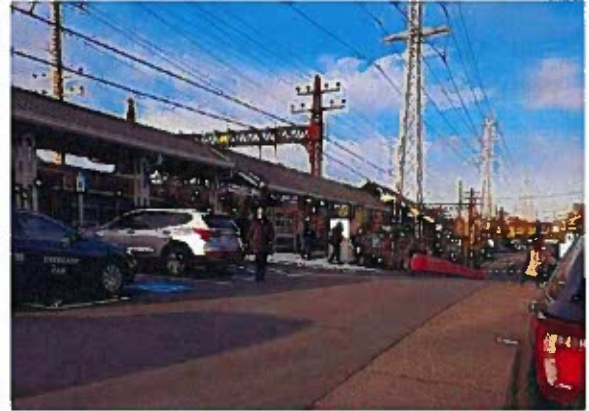
Both the 344 and 341 CTtransit buses drop off and pick up within one block of both the Darien and Noroton Heights train stations.

7. TRANSPORTATION & MOBILITY

Train Station Improvements

Darien Train Station

CTDOT has been undertaking improvements to the station as part of a broader effort to modernize the State's rail network and to enhance the overall passenger experience. The \$33 million project is scheduled to be completed by summer 2026. Improvements include heated platforms, new speakers for train announcements, improved lighting, public information display boards, new elevators, ADA-compliant ramps and sidewalks, and electric vehicle charging infrastructure.



▲ The Darien train station

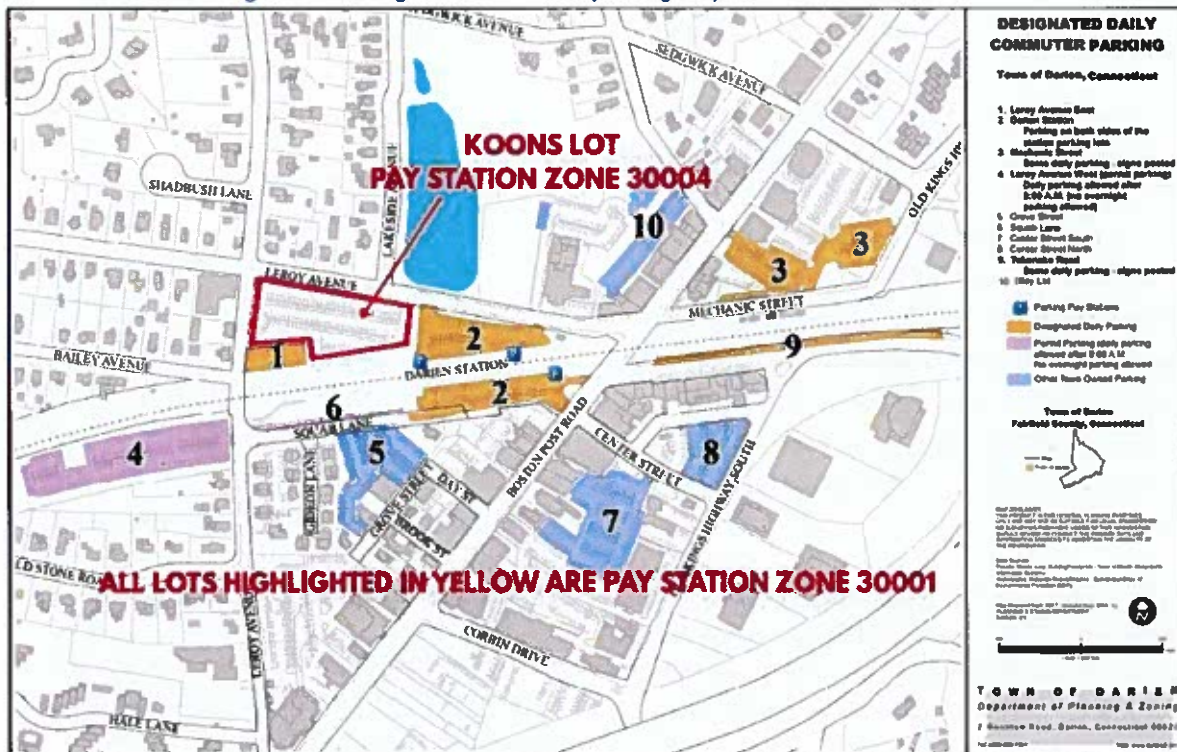
Noroton Heights Train Station

Through the Town-Wide Survey many residents lamented the condition of the Noroton Heights train station, describing it as unattractive, outdated, and run down. WestCOG's 2018 Noroton Heights Station Area Study identifies improvements that should be made to the station and surrounding areas. Prior to this study, CTDOT had replaced the platforms. Various upgrades are in CTDOT's plans for 2030, and there may be an opportunity for public-private partnership between the Town and CTDOT to ensure that necessary improvements are completed in a timely manner.



▲ The Noroton Heights train station

Figure 7-5. Designated commuter parking map for Darien train station



NOROTON HEIGHTS STATION AREA STUDY

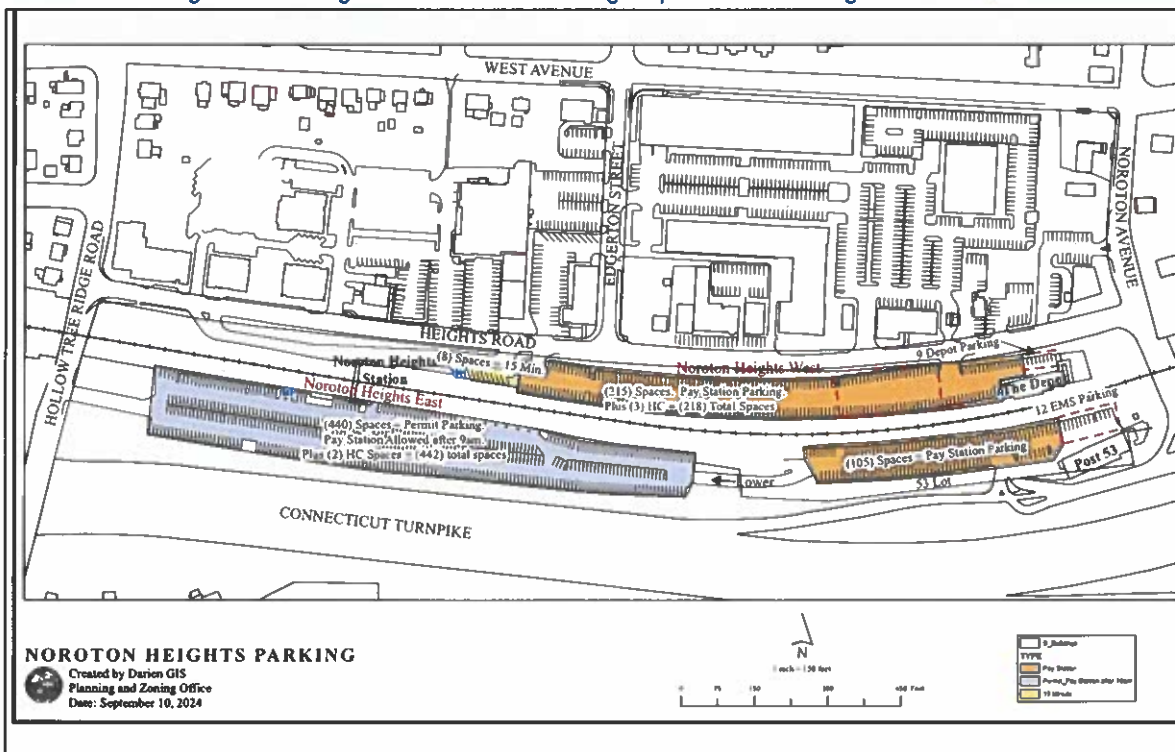
This 2018 WestCOG study envisions the long-term transformation of the Noroton Heights rail station and immediate surroundings. It recommends improving pedestrian safety and access to the station, modernizing and managing parking more efficiently, improving multi-modal access through bicycle accommodations and safer drop-off areas, and coordinating station improvements with adjacent redevelopment projects. The study also recommends reconfiguring and redesigning aspects of the existing station building, including possible changes to the location and design of the station building to improve access, capacity, and functionality. The study depicts several concepts for a new or expanded station building footprint, ranging from expanding the current structure to relocating it.

Implementation will require funding and coordination with CTDOT. To date, the Town has implemented the recommendation to replace the sidewalk on the south side of the railroad tracks. In addition, a concrete sidewalk has been constructed to connect Hollow Tree Ridge Road and Ledge Road to the northbound railroad platform on the south side of the tracks. This connection includes ADA-compliant curb ramps and marked crosswalks to improve pedestrian accessibility.

Transportation for Seniors & People with Disabilities

The organization At Home in Darien coordinates transportation for Darien residents to anywhere within the towns of Darien, Stamford, Norwalk, and New Canaan, for those residents ages 60 and above and ages 18 and above who are physically disabled. The fleet includes a Chrysler sedan and a handicap-accessible Toyota minivan. Both volunteer and paid drivers are used. The organization has provided almost 5,000 one-way rides to Stamford and Norwalk. Fifty percent of the rides are to medical appointments. The Town insures the vehicles. If someone needs a ride during the weekend or to the airport, the organization provides a taxi voucher for 50% off. At Home in Darien operates Monday to Thursday from 9:00 a.m. to 4:00 p.m., and Friday from 9:00 a.m. to 1:00 p.m. For the organization, mobility is not just about covering physical distances, but about overcoming the emotional distances that isolation can bring.⁶

Figure 7-6. Designated Commuter Parking Map for Noroton Heights train station



Walking

The 2016 POCD reported “growing interest in walking and pedestrianism in Darien.” It includes a map on that highlights possible sidewalk focus areas that should serve as a guide for sidewalk investments.⁷ This interest continues to grow, and the Town has responded through investments in pedestrian infrastructure. The Town had established a Pedestrian Infrastructure Advisory Committee in 2015 that culminated in a presentation that identified 10 key areas where improvements should be made first: areas within a half-mile of schools and near four train stations, including the Talmadge Hill and Rowayton train stations just beyond Darien’s borders, in the Town of New Canaan and City of Norwalk, respectively.⁸ Many of the recommendations for crosswalks were not approved by the Local Traffic Authority (LTA).

The Town-Wide Survey Results indicate that residents recognize and appreciate recent sidewalk improvements and repairs, while also expressing a strong desire for continued enhancements. Frequently mentioned areas in need of attention include the Ox Ridge School vicinity, Mansfield Avenue, Hoyt Street, Middlesex Road, Hollow Tree Ridge Road, Old King’s Highway South, Nearwater Lane, Edgerton Street, Brookside Road, Tokeneke Road, and Pear Tree Point Road. Walking was ranked as the highest priority among transportation topics in the Town Planning Workshop. Beyond its obvious mobility purposes, At Home in Darien noted the health benefits of walking and the importance of walkability and public spaces to alleviate isolation and loneliness.⁹

Sidewalks, of course, are a key element of pedestrian infrastructure. Others include curbs, curb ramps, crosswalks, pedestrian-actuated signals, lighting, and traffic calming. All of these are important for creating a safe environment for walking. However, several factors impact the feasibility of adding new sidewalks and other pedestrian infrastructure in certain locations,

such as limited right-of-way and the presence of stone walls, trees, underground utilities, and slopes. Furthermore, new sidewalks must meet ADA accessibility requirements, which include requirements for width, surface, slope, and curb ramps. State roads are under the jurisdiction of CTDOT, which requires coordination with the agency.

The Department of Public Works (DPW) has gradually been undertaking sidewalk rehabilitation and construction projects. Since 2016, DPW has rehabilitated approximately 30,000 linear feet of sidewalk and constructed 3,000 linear feet of new sidewalk. Today, there are approximately 25 miles of sidewalks in town.

Since 2016, DPW has rehabilitated 30,000 linear feet of sidewalk and constructed 3,000 linear feet of new sidewalk. Today, there are approximately 25 miles of sidewalks in town.

Darien’s *Six-Year Capital Plan* allocates funding for DPW to continue repairing uneven and deteriorated sidewalks. The Town hired a sidewalk consultant in 2025 and is planning for the systematic rehabilitation of sidewalks adjacent to Town roads and

State highways. DPW evaluates sidewalks based on a list of various criteria, which is updated annually, and a list of handicap ramps due for inspection. DPW also will be addressing ADA compliance throughout town, as required by the State. WestCOG completed a project evaluating ADA accessibility in its member communities.

Furthermore, Darien recently created an Advisory Sidewalk Committee to evaluate and recommend where the Town should extend existing sidewalks and/or add new sidewalk segments to improve pedestrian safety, connectivity, and access to key destinations. The Committee will work with the Town’s consultant to develop and present a scored and prioritized list of sidewalk opportunities for consideration as part of the Town’s capital planning and budgeting process.

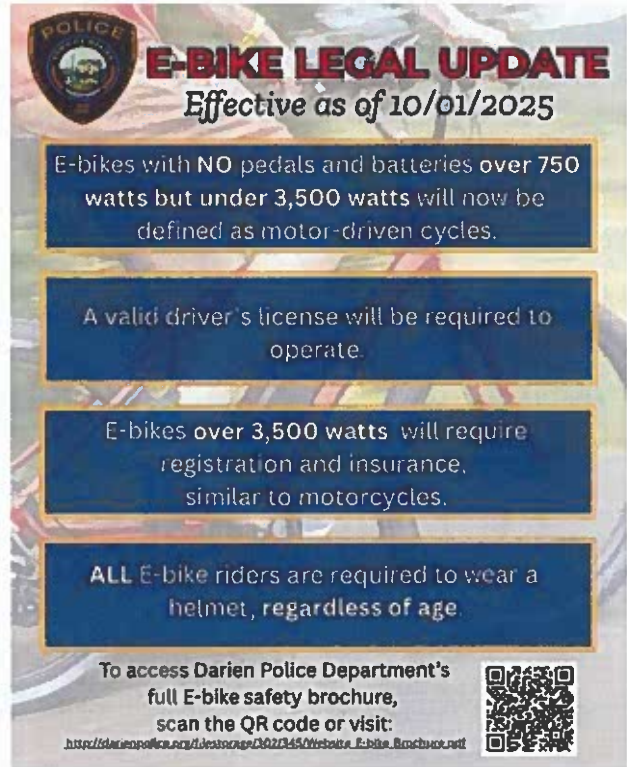
Biking

The *Town-Wide Survey Results* revealed high dissatisfaction with biking in Darien. There are very few bicycle facilities and accommodations in town. In Darien, challenges to creating on-road bicycle facilities include narrow roadways, limited rights-of-way, and CTDOT ownership of key roadways. SWRPA's *2013 Route 1 Corridor Study* recommended a "road diet" to reduce the lane widths in the southern part of the corridor to make room for a 5-foot striped shoulder that could accommodate bicycles. WestCOG's *2023 Regional Bike Study* includes a concept for a Darien/ New Canaan Bike Route (see Figure 7-8 on page 66). The preliminary route extends from northern New Canaan through both downtown areas and south to Darien's beaches. Along the way, the route would connect schools, parks, local businesses, and transit stations. This concept turned into a pilot project through the Department of Public Health. In consultation with Darien and New Canaan, a 25-mile route was developed that included various types of bicycle facilities including sharrows, bike lanes, and buffered bike lanes. Figure 7-8 on page 66 shows the alignment of the bicycle route and the corresponding facility type.

The Norwalk Bike Walk Commission (NBWC) imagines a future where Norwalk, Darien, Stamford, and Greenwich residents can safely walk, bike, and move freely across borders. The NBWC collaborated on an application for a grant to fund the planning and design of a multi-use path connecting Norwalk and Darien.¹⁰ The East Coast Greenway, a multi-use trail that aims to connect communities from Maine to Florida, passes through Darien along Boston Post Road, Old Kings Highway South and Tokeneke Road.

E-bikes have become more common in Darien, especially among teenagers. The State adopted laws regulating e-bikes and e-scooters in 2025 that require a driver's license and/or insurance for certain types of e-bikes. And all e-bike riders must wear a helmet, regardless of age. E-scooter riders under the age of 18 must wear a helmet. The Darien Police Department has been communicating about and enforcing these rules and safe riding in the community (see Figure 7-7)

Figure 7-7. A Darien Police Department social media post about the new e-bike laws



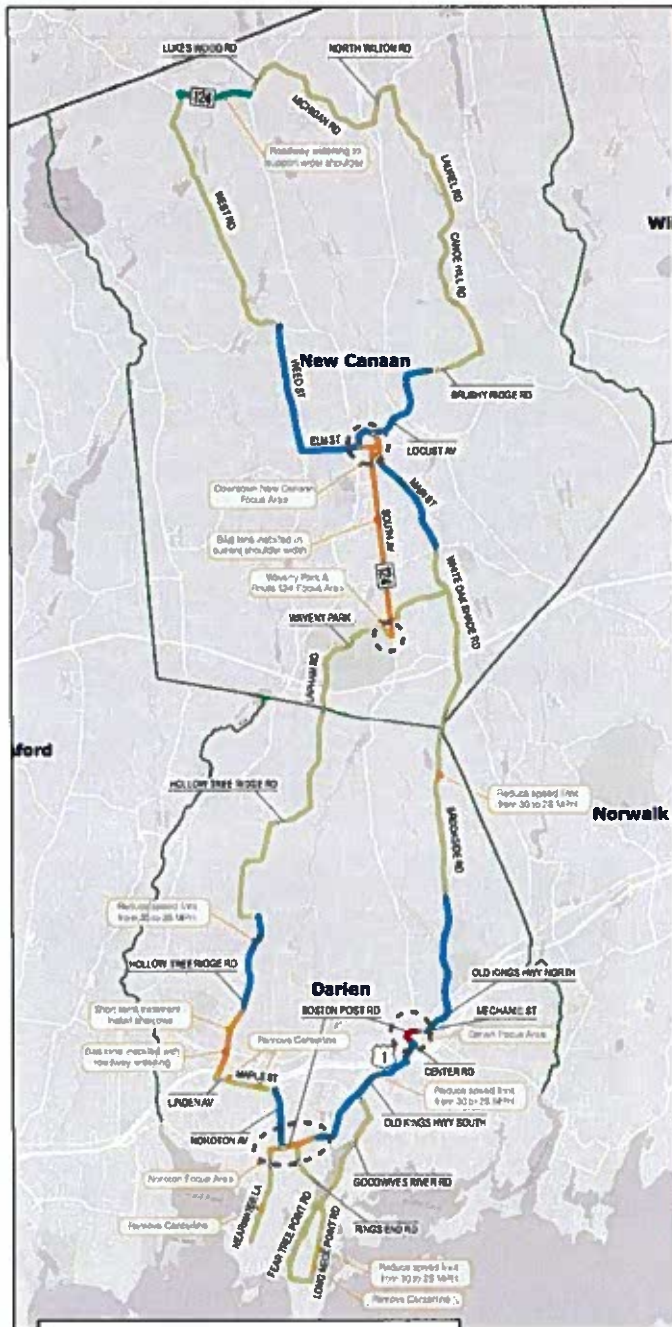
▲ A bicyclist rides east along Heights Road



▲ A bicyclist rides north along Noroton Avenue

7. TRANSPORTATION & MOBILITY

Figure 7-8. The New Canaan / Darien Bike Loop Concept Map from WestCOG's 2023 Regional Bike Plan



LEGEND

Recommendations

- No Markings
- Shoulder Expansion
- Sharrows
- Sharrows / Bike Lane
- Bike Lane
- Buffered Bike Lane
- Focus Areas



▲ A photo of a sharrow, or shared lane marking, which reminds drivers to share the road with bicyclists (photo by Erica Fisher, licensed by CC BY 2.0)

Chapter 7 Endnotes

- 1 CT Department of Motor Vehicles, last updated in February 2025
- 2 Personal communication with David Genovese of Baywater Properties.
- 3 EvaluateCT, accessible at <https://atlaspolicy.com/public/evaluatect>
- 4 State Council on Environmental Quality. Accessed from <https://portal.ct.gov/ceq/ar-23-gold/2023-ceq-annual-report-ebook/personal-impact---waste-diversion/transportation> on January 28, 2026.
- 5 Kaufman, Richard, "Darien Issues Update On Newly-Acquired Koons Parking Lot," Patch, January 6, 2026.
- 6 Out & About. At Home in Darien, Winter 2024, 16:1.
- 7 2016 POCD, page 137.
- 8 Gurliacci, David, "Town Panel Recommends Long List of Safety Improvements for Walkers, Cyclists," Darienite.com, December 15, 2015.
- 9 Personal communication with Executive Director Chris Jones.
- 10 Letter by Emily Burnaman, Chair, Norwalk Bike Walk Commission, posted on Facebook on May 5, 2025.

Recommendations

1. Reduce Traffic Congestion & Improve Traffic Safety.

- a. Continue to coordinate with CTDOT and Darien Police to minimize bridge strikes at the railroad trestle across Boston Post Road.
- b. Coordinate with CTDOT to optimize signal timing and lane configurations at I-95 interchanges to reduce traffic congestion and backups that stretch onto I-95.
- c. Continue to require the elimination of back-out parking onto Heights Road and Boston Post Road as properties with this feature are redeveloped.
- d. Evaluate the need for traffic calming along roadways and intersections. Consider installing neighborhood traffic circles at intersections such as Corbin Drive and Old King's Highway South, Christie Hill/Hoyt Street/Middlesex Road, or Sedgwick Avenue and Old King's Highway North) to calm traffic.
- e. Prepare a post-redevelopment traffic study in Downtown and Noroton Heights that examines the accuracy of projections in developer traffic studies, provides an overall analysis of post-redevelopment traffic volumes and levels of service, and recommends congestion reduction measures.
- f. Reduce traffic congestion around schools.
 - i. Prepare a Safe Routes to School Plan and a School Access & Parking Study for each school. Continue to upgrade signs, crossings, and drop-off/pick-up procedures near schools to reduce conflicts and improve safety.
 - ii. In all school renovation, expansion, and reconstruction projects, investigate and design treatments to improve traffic flow on and adjacent to school properties, provide adequate on-site parking, and improve pedestrian and bicycle safety.



▲ An example of a neighborhood traffic circle (photo by Richard Drdul, licensed by CC BY-SA 2.0)

2. Expand the Network of Facilities & Accommodations for Safe Walking.

- a. Collaborate with CTDOT to improve or add sidewalks and crosswalks on State roads such as Boston Post Road, Tokeneke Road, Mansfield Avenue, and Hoyt Street.
- b. Prioritize completing sidewalk networks within 1/2 mile of train stations, especially along key routes and near commercial areas and schools.
 - i. Apply crosswalks between the curb ramps at the ends of streets that intersect Boston Post Road. Work with CTDOT to apply crosswalks between the curb ramps at the ends of entry and exit ramps that intersect Boston Post Rd.
 - ii. Review the Pedestrian Infrastructure Advisory Committee recommendations from 2015 to identify priority projects that should still be considered. For example, adding lighting underneath I-95 as it passes over Tokeneke Road to create a safer and more attractive environment for pedestrians. Consider similar treatment along Boston Post Road and Leroy Avenue under the railroad tracks.
 - iii. Collaborate with Stamford, Norwalk, and New Canaan to coordinate connectivity plans and connections into Darien, including along the East Coast Greenway (Boston Post Road, Old King's Highway South and Tokeneke Road).

7. TRANSPORTATION & MOBILITY

3. Create a Network of Facilities & Accommodations for Safe Biking.

- a. Form an Advisory Bicycling Committee.
- b. Develop a Bicycle Plan.
 - i. The plan should identify investments in bicycling facilities, safety, and accommodations. It typically would include a proposed on-street and off-street bikeway network, design guidelines, policy recommendations, and implementation strategies.
 - ii. Reexamine the Darien/New Canaan Loop concept from WestCOG's *2023 Regional Bike Plan*. Consider options along the East Coast Greenway.
 - iii. Evaluate parking needs and policies for pedal bicycles, e-bikes, and e-scooters at parks and beaches.
- c. Continue to evaluate sidewalks, pedestrian access, bicycle parking and storage, and related accommodations during the site plan and Special Permit review process.
- d. Amend the zoning regulations to:
 - i. Require new commercial, mixed-use, and multi-family development to provide pedestrian and bicycle facilities and connections.
 - ii. Include requirements for bicycle racks and bicycle parking/storage in multi-family development.

4. Promote a Culture of Walking & Biking in Town.

- a. Adopt a Complete Streets policy to ensure roadway projects consider all modes, including pedestrians and bicyclists.
- b. Create and promote a "Park Once, Shop Twice" environment in Downtown and Noroton Heights as a means to discourage extra car trips. Encourage property owners to provide consolidated parking with safe, walkable connections to multiple destinations.
- c. Develop an Open Streets program through which certain streets are closed off to cars,



▲ An example of people enjoying open streets (photo by flickr user Fibonacci Blue, licensed by CC BY 2.0)

e-bikes, and e-scooters during specific seasons, days, and times. Streets would only be open to pedestrians and bicyclists, and areas could be dedicated to safe play spaces and activities for children.

- d. Design a wayfinding system scaled for pedestrians and bicyclists in Noroton Heights, Downtown, and other parts of town with significant pedestrian and bicycle traffic. Create a "Darien Walks" program whereby common walking routes with appropriate facilities are named, signed, and mapped. Seek connections to schools and parks and other open spaces. See New Canaan's GreenLink.
- e. Continue holding Walk, Bike, and Roll to School Days to publicize alternate ways to get to and from school without a car.

5. Improve Multimodal Access to the Train Stations.

- a. Evaluate ways to enhance pedestrian, bicycle, bus, and vehicular access to the Darien and Norton Heights Stations through safer crossings, improved circulation, better directional signs, coordinated parking and drop-off management, protected bicycle storage, bus shelters, etc. Continue to collaborate with CTDOT to implement recommendations from the *2018 Noroton Heights Station Area Study*.

- b. Continue to ensure sufficient, convenient parking for commuters.
- c. Collaborate with CTtransit, Stamford, and Norwalk to implement bus rapid transit (BRT) as first explored in CTDOT's 2016 *Route 1 Bus Rapid Transit Feasibility Study*.

6. Update and Modernize the Vehicular Wayfinding Sign System.

- a. Create a coordinated vehicular wayfinding system that guides residents and visitors to key destinations, including Downtown, Noroton Heights, beaches, parks, train stations, parking areas, recreation facilities, historic sites, and civic institutions.
- b. Consider design concepts for gateway treatments at points of entry into Darien from Stamford, Norwalk, and New Canaan.
- c. Develop a system to help motorists locate and understand rules for parking areas in Downtown. Clear signs can identify public parking areas and rules and also strategically direct motorists to under-utilized parking areas. Real-time availability and information could be provided through social media or an app.

7. Plan for Increased Delivery Vehicles and Last-Mile Delivery Activity.

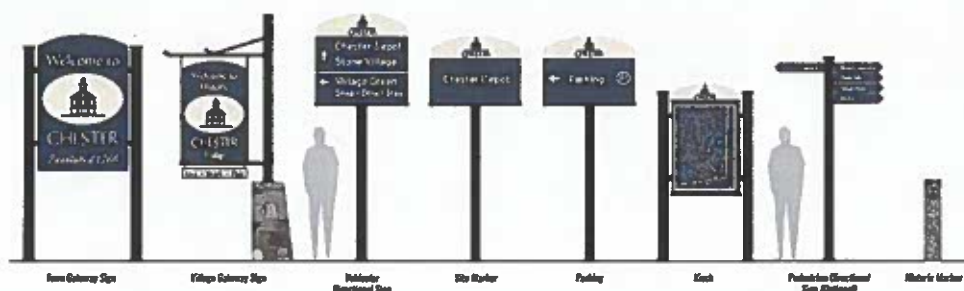
- a. Reexamine and update curb management, loading zones, and delivery practices—especially in Downtown and Noroton Heights—to reduce conflicts with pedestrians, cyclists, rideshare vehicles, and local traffic, while also supporting business needs.
- b. Modify zoning regulations for multifamily and mixed-use projects to accommodate or require rideshare drop-off/pickup areas, loading areas for delivery and moving vehicles, bicycle racks and bicycle storage, areas for trash storage and pickup.
- c. Incorporate delivery vehicle (e.g, FedEx, Amazon, UPS) circulation into the site plan review of multifamily projects to minimize double parking on streets and to ensure traffic and pedestrian safety.

8. Manage Downtown Parking to Maximize Customer Convenience.

Continue to ensure on-street spaces are available for customers. Certain parking spaces within municipal lots should be clearly signed for Downtown employees, who might otherwise park in on-street spaces.

9. Expand Electric Vehicle Charging.

Consider including a requirement in the zoning regulations for parking lots and parking structures with spaces at or above a specific number to provide electric vehicle charging stations.



▲ An example of a wayfinding system (montage and sign design by SE Group)



8. COMMUNITY FACILITIES & SERVICES

Darien offers exemplary community facilities, amenities, and services for its residents. Among those enjoyed by many residents are its parks, open spaces, and recreation facilities; school facilities and fields; the transfer station; and the library. Darien offers many other services that are vital for the health and safety of the public—like emergency services—but that residents may not interact with regularly.

This chapter reviews the following community facilities and services:

- Parks & Recreation
- Town Hall
- Senior Services
- The Transfer Station
- Fire
- Police
- EMS
- Library
- Public Schools

The Darien Library and Darien Public Schools are governed and managed separately from the Town.

Parks & Recreation

The Parks & Recreation Department maintains approximately 220 acres of land, including 210 acres of parkland, open spaces, and several other Town properties. The properties/facilities include the following.

- Weed Beach
- Pear Tree Point Beach
- Cherry Lawn Park
- McGuane Park
- Baker Park
- Frate Park
- Selleck's Woods Nature Preserve (+ friends group)
- Woodland Park Nature Preserve (+ friends group)
- ^{ca} Holohan Field and Soccer Fields at Town Hall
- Tilley Pond Park
- Diller Property
- Highland Farm (previously Ox Ridge Parcel)
- ~~Police Department Grounds~~
- ~~Great Island~~
- ^{Stony Brook Park}

2018-2026 HIGHLIGHTS

State Legislation

- **2025. License Fee Elimination (Public Act 25-105).** The state eliminated paramedic licensure fees to lower the barrier for entry into the profession.
- **2024. Municipal Park Protections (2024).** Senate Bill 294 significantly strengthened laws protecting parkland. If a town “converts or repurposes” parkland for another use (like a building or parking lot), it is now legally required to replace it with land of equal or greater value and size.
- **2020. Police Accountability Act (Public Act 20-1).** Requires body and dashboard cameras for all officers.

Plans & Studies

Town

- 2025 Great Island Master Plan
- 2023 Emergency Services Analysis Report
- 2022 Street Light Policy
- 2022 Parks & Recreation Commission Standards of Care
- 2018 Parks & Recreation Master Plan



▲ Baker Park

8. COMMUNITY FACILITIES & SERVICES

Current Trends

The Parks & Recreation Commission reports the following trends:

- Darien's parks and recreation facilities are well-utilized by residents, even in cold weather.
- Playground projects have been extremely successful in regard to usage.
- Pickleball has become an increasingly popular active recreational activity, generating \$10,000 in reservation fees in 2024.
- Recreational activities for youth are seeing high levels of activity. Registration for certain recreational opportunities are selling out very fast.
- There is high demand for tennis lessons.
- Park accessibility and connectivity need to be improved. Current conditions pose risks to residents traveling to parks by means other than a motor vehicle.



▲ Walking the dogs at Highland Farm

Figure 8-1. Parks, Open Space & Recreation Projects

| Park/Area | Date/Status | Key Features & Improvements |
|--|-------------------------|---|
| Stony Brook Pond | 2020 | Stony Brook Pond, which is located in front of Town Hall, was dredged to maintain its health and reduce the need for chemical treatments. |
| Highland Farm | 2020 | Conversion of 31-acre portion of former Hunt Club ^{OK Bridge} property into passive recreation with a walking loop and 2 parking areas. |
| Billard Property | 2020 | Constructed a path that connects to a larger path around ^{the} Darien High School property . |
| Cherry Lawn Park | 2020-2026 | Built a new basketball court and created four new pickleball courts. Replaced playground and ^{matting} matting . Dredging of pond likely to occur in late 2026. ^{safety surfacing} |
| Weed Beach Infrastructure | 2022-2025 | Added 6th paddle tennis court. Repainted tennis courts. Added new "Pickleroll" court to paddle court 1. ^{on seasonal basis.} |
| McGuane Park | 2023 | Full replacement of playground equipment and safety surfacing. Added shade trees and landscaping. |
| Tilley Pond Park | 2023-2026 | Widened and replaced asphalt pathways. Dredged the sediment pond for water quality. Plans have been approved to dredge the larger pond in mid-2026. ^{Both ponds dredged in 2024.} |
| Great Island | 2023-Ongoing | Acquisition of 60+ acre coastal estate. Creation of Master Plan. Widening of access road and creation of on-site parking and amenities. |
| Baker Park | 2025 | Installation of a new playground, surface material, and accessible walkway, with some plantings. |
| Weed Beach Meadow & Trail | 2025-2028 | New walking/biking paths through 23+ acres; boardwalk construction; beachfront expansion and dune restoration. Project has been approved, and will be underway no earlier than late 2026. |
| Pear Tree Point Beach | 2026 | ^{Completed} Parking lot elevation for flood mitigation; boat ramp reconstruction; new sidewalks. Expected completion mid-2026. |

DPW project not park

Remove

Remove

dredging, wetland restoration, planting of trees and grasses, and accessible picnic area.

Planned Projects

Remove

- ~~Cherry Lawn Park Circulation Study~~. A study to identify improvements for traffic flow, parking, and pedestrian safety within the park.
- ~~ADA Phased Improvements~~. The Parks and Recreation Department has proposed a multi-year phased approach to bring all parks up to current ADA standards, with Cherry Lawn Park, McGuane Park, and Holahan Field identified as the first priorities.
- ~~Cherry Lawn Bathhouse Renovation~~. ~~Plans and budget requests are being increased~~ *approved* to include *an* a full ADA-compliant renovation of the existing bathhouse facilities.
- ~~PickleRoll Court at Weed Beach~~. Funding *approved* ~~recommended~~ *seasonal* for an additional PickleRoll (portable temporary surface) pickleball court at Weed Beach.



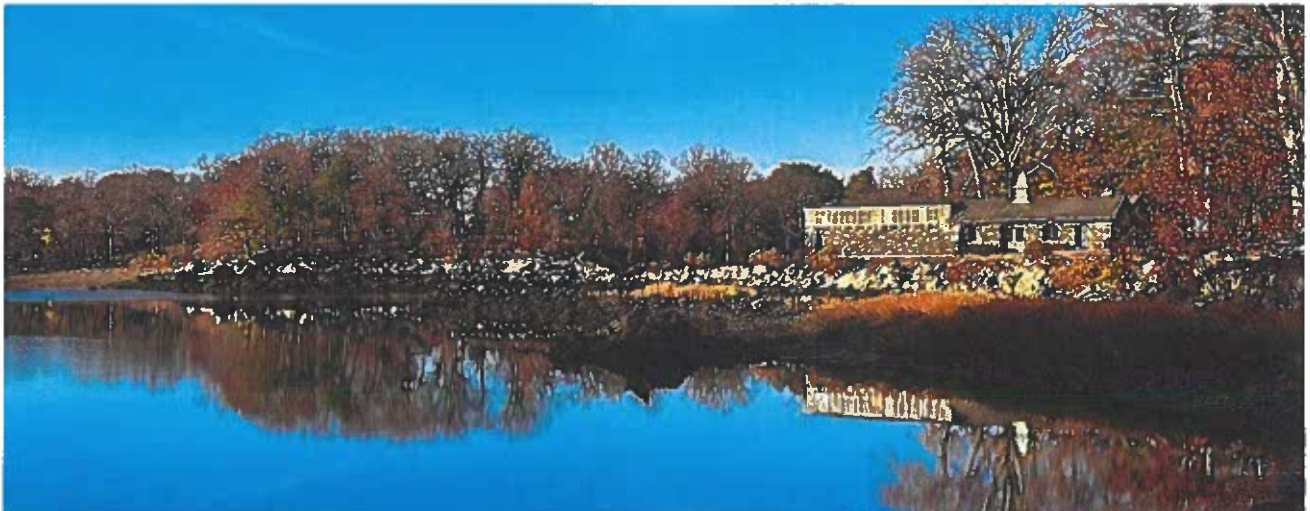
▲ The playground at McGuane Park (photo by Darien Parks & Recreation Department)

not P&R

Great Island Master Plan

The Great Island Master Plan is a vision and strategy for transforming the historic 60-acre coastal estate into a premiere public space that balances ecological conservation with community access. The plan envisions a “coastal refuge” where the priority is low-impact recreation, featuring an extensive network of walking trails, meadow restorations, and enhanced waterfront access for activities such as kayaking and observing nature. A key part of the plan is the adaptive reuse of the estate’s existing structures—such as the 13,000-square-foot manor and the equestrian facilities—to support cultural, educational, or limited revenue-generating programming. Ultimately, the plan tries to bridge the delicate balance between opening the property to the public and preserving the secluded, serene character that defined the property for more than a century, all while ensuring the project remains fiscally sustainable for the Town. A five-member building committee has been created to oversee projects on the island.

The first project for Great Island is to create safe two-way access to the property, a project will be completed *in* by the summer of this year. The next project is to create on-site parking. This project will be designed and reviewed by local land use boards later this year, and completed by late 2027 or early 2028. Creating on-site parking will minimize impacts on local public streets and Pear Tree Point Beach, which currently provides only a limited amount of parking for visitors to Great Island.



▲ A view of the Great Island boathouse (photo courtesy of John Sini)

8. COMMUNITY FACILITIES & SERVICES

Public Works

The Department of Public Works (DPW) manages essential Town infrastructure, including 81 miles of roads, sidewalks, 33 bridges, storm drainage, and sanitary sewers. DPW manages the following facilities and activities:

Recycling and Refuse Center (a.k.a. Transfer Station)

DPW manages solid waste disposal, single stream recycling collection, and yard waste composting. It also monitors licensed waste haulers and resident permit holders and operates the commercial scale weigh station for billing commercial clients. The Town pays for tonnage-based disposal charges for hauling and disposal of waste. The Town no longer generates revenue from its recycling program, but it receives a rebate for the cost of hauling recyclables. Paint and mattress recycling continues.

The Swap Shop, which started in 2009, helps reduce the Town's cost of waste disposal by giving away used items. Residents with a dump sticker can pick up donated items for free. Its re-opening was delayed in 2024 to create more stringent rules for volunteers and to address parking and crossing at Ledge Road to get to and from the Swap Shop.

The weight of waste has continued to increase as haulers are having difficulty finding local places to dispose of their waste. The Town's new contract with Win Waste includes a fee for handling and disposal of single stream recycling. The food waste composting program has been in service for more than five years and still shows slight increases in participation every month.

The transfer station is showing an increase in municipal solid waste and a recent decrease in single stream recycling. In 2022, the Town began charging commercial companies for disposal of single stream recycling. With an increase in cost of recyclables, some of the incentives for haulers to recycle has decreased.

Public Buildings Maintenance

DPW maintains Town Hall (including Mather Center), the Police Station, the Public Works Garage, two train stations, pump stations, and structures at town parks and beaches. *assists on an as needed basis for with*

The DPW Garage at 126 Ledge Road was expanded and upgraded in the 2010s. It now houses both equipment and space for DPW, Board of Education, and the Parks & Recreation Department. Recent upgrades include a generator, connection to natural gas, and solar panels on the roof of the building.

Roadway and Sidewalk Maintenance

DPW is responsible for maintaining 81 miles of roads, 25 miles of sidewalks, and 13 signalized intersections. Darien's 31 miles of private roads are not maintained by DPW.

Infrastructure Improvements

DPW has been focusing on upgrading sewer infrastructure (see [Chapter 6: Environment, Climate & Sustainability](#) for more details).

Snow Removal

DPW has 22 vehicles involved in snow removal and manages plow routes along local roads. CTDOT manages plowing on state roads.

Permitting

Issues Street Excavation Permits and Sewer Connection Permits.

Waste Management

Handles Town-wide leaf pick-up, Christmas tree pick-up, and spring bulk waste pickup.

Engineering

Provides in-house engineering, including topography maps and public sewer mapping. Residents can submit service requests for issues like potholes, broken signs, or tree issues via the Citizen Service Request Form.

Town Hall

The current Darien Town Hall, located at 2 Renshaw Road, opened in 1984, and is the renovation of the former Mather Junior High School building. Originally constructed in 1910, the building now serves as offices for the Town and provides space for the Darien-New Canaan Probate Court, the Mather Center, and At Home in Darien. Some areas within the building are leased to the Darien Arts Center. The walls on the first and second floor contain a number of murals painted during the Great Depression as part of the federal government's support for artists under the Public Works of Art Project when Town Hall was Mather Junior High School. The murals showcase Darien's history, including scenes of Colonial life. A group of artists worked on the murals.

Planned Projects

Interior Facilities

- **Gymnasium Improvements.** Targeted replacement of the "small gym" roof section to address aging and leaks, a rolling plan to resurface or replace the gym floor to maintain safety for sports and community events, and structural repairs to the bridge/walkway leading to the gym entrance.
- **Electrical Panel Upgrades.** Modernizing the electrical panels to support increased digital demands.

Technology & Operations

- **Computer Replacement Cycle.** The Town is in a four-year rolling technology replacement plan, which includes new staff computers to ensure municipal services remain productive and secure.

Exterior & Site Work

- **Front Slope Landscaping.** Landscaping the front grass slope of the Town Hall property to improve curb appeal and prevent erosion.



▲ The home of the Swap Shop (photo by Darien Recycling Center)



▲ A volunteer helps out at the Swap Shop (photo by Darien Recycling Center)



▲ Darien Town Hall (photo courtesy of the Department of Planning & Zoning)

8. COMMUNITY FACILITIES & SERVICES

Figure 8-2. Town Hall Projects

| Project | Date/Status | Key Features & Improvements |
|-------------------------------|-------------|---|
| Front Entrance Reconstruction | 2018 | Rebuilt the front entry. This project included new interior and exterior handicap accessible ramps and a modernized front circle. |
| Staircase & Walkway Upgrades | 2021-2022 | A new concrete staircase was constructed to improve pedestrian flow from the lower parking lot to the front of the building. Adjacent to that staircase was the planting of a pollinator garden area. |
| Gymnasium Window Replacement | 2022-2025 | To improve energy efficiency and reduce the "greenhouse effect" in the gym, the north-side windows were replaced, along with east-side windows. |
| Solar Panel Installation | 2017-2019 | Solar arrays were installed on the roof to reduce long-term electric costs for the town, a project that provides measurable annual savings. |
| COVID-19 Safety Retrofitting | 2020-2021 | While a temporary necessity, the Town made modifications permanent to various office counters and public interaction points, including glass barriers and airflow adjustments, to ensure long-term public health safety. |
| Heating & HVAC Controls | 2022-2023 | The Town upgraded the heating control system to move away from outdated, manual-heavy operations to a more automated, energy-efficient model. |
| Digital Infrastructure | 2025 | Town Hall has transitioned toward a uniform digital payment system for a smoother experience for residents. Previously, different departments had fragmented payment methods. The Town's Internet firewall was replaced in September 2025. The equipment keeps the entire network safe and secure. Due to multiple failures and outages, the firewall was relocated to Town Hall for better stability and cost savings. |
| Security Enhancements | 2025 | Following the broader national trend for municipal buildings, the Town updated vault security for the Town Clerk and added security cameras for the Registrars of Voters to protect sensitive documents and election integrity. |
| Mather Center | 2017-2025 | Interior refurbishments and improved connectivity between the Mather Center and the main administrative offices. |

Senior Services

Darien Senior Programs nurtures physical, intellectual, and social well-being of the senior community age 55 or older by providing a comprehensive and coordinated system of service, programs, and activities. Programs enhance individuals' lives and promote well-being, dignity, and independence throughout the aging process. Members are integrated into the community by collaborating with other agencies and organizations that provide support programs and social services, thereby enhancing independence and a wholesome lifestyle for seniors in Darien.

The programs take place in the Mather Center, which is part of Town Hall. The Mather Center has a full-time staff of two and a number of volunteers. Programs include daily lunches, education classes such as foreign languages, arts and crafts, games, and health and wellness seminars. Nonresidents can pay an annual membership fee of \$25 to participate in these programs.

At Home In Darien, a nonprofit organization, helps Darien seniors live independently, comfortably, and with dignity in their own homes. The organization arranges transportation for residents age 60—and 18 and above, if physically disabled—from anywhere within Darien, Stamford, Norwalk, and New Canaan. The fleet includes a Chrysler sedan and a handicap-accessible Toyota minivan, both of which are insured by the Town. Both volunteer and paid drivers are used. The organization has provided more than 5,000 one-way rides, approximately half of which are for medical appointments. At Home in Darien has a small office space in the first floor of Town Hall by the gym.

The organization also provides raking and shoveling, grocery shopping, and handyman services. Its Out & About Eats program bring seniors together over specially priced meals at local Darien restaurants.

Police



▲ Seniors enjoying lunch at the Convent of St. Birgitta, organized by At Home in Darien (photo courtesy of Chris Jones)



▲ Young volunteers doing yard work through At Home in Darien (photo courtesy of Chris Jones)

The Darien Police Department maintains overall order and public safety for residents and visitors in Darien and works under the authority of a three-member civilian Police Commission. The department has 53 sworn officers and 20 civilian staff. The divisions of the department are overseen by either the Administrative Services Bureau or the Field Services Bureau.

The department is responsible for all emergency communications for police and initial intake of all calls for fire and emergency medical services. It has transitioned to a civilian dispatch model for day and evening shifts and continues to staff the Communications Center with civilian dispatchers, which eliminates the need to assign a police officer to desk duty.

Headquartered at 25 Hecker Avenue, the department is housed in a 37,000 square foot building that is open 24 hours a day, 365 days a year. The building has experienced physical plant, structural, and environmental issues, including required maintenance flagged by the Connecticut Interlocal Risk Management Agency (CIRMA) and U.S. Occupational Safety & Health Administration (OSHA). Key issues include HVAC system failures, outdated locker rooms, and the need to accommodate a growing staff, which has led to plans for renovations. Solar panels were placed on the roof of the building within the past 10 years.

The department has a fleet of approximately 25 vehicles, including patrol cars, pick-up trucks, and motorcycles. It has a preventative maintenance program to address problems with emergency response vehicles before breakdowns occur.

The department appointed a new traffic officer and acquired a new motorcycle dedicated to traffic enforcement and citizen complaints and requests. The department oversees school crossing guards and coordinates closely with Darien Public School's security officers.

The K-9 Unit assists the Field Services Bureau in preventing and detecting crime. It has two human K-9 officers and two canine K-9 officers, including one

8. COMMUNITY FACILITIES & SERVICES

trained in narcotics detection and another trained in tracking and narcotics detection.

The department upgraded its wireless radios for internal wireless networking. The Aruba 3 series radios were replaced by high end 5 series radios, which provide higher speeds and more stability.

Planned Projects

The following initiatives will guide departmental priorities over the next several years:

- Continue efforts to ameliorate ongoing issues with the building. Many issues have been addressed, but due diligence must continue to address concerns raised by CIRMA and OSHA inspections.
- Continue examining potential reorganization and staffing needs with the potential for additional sworn staff due to the development of additional housing and commercial space.



▲ Darien Police officers pose for a photo in front of headquarters (photo by Darien Police Department)



▲ K-9 Officer Argo (photo by Darien Police Department)

Fire

Darien has three separate fire departments that coordinate for mutual aid purposes. As recommended in the *2023 Emergency Service Analysis Report*, a part-time Fire Services Administrator position was hired in 2026 to oversee certain administrative functions for all three volunteer fire departments.

Darien Fire Department

A charitable, social welfare organization—a 501 (c)(4)—the Darien Fire Department is an all-volunteer department with 75 firefighters covering the eastern portion of town. This includes the commercial areas along Boston Post Road and a portion of I-95 that handles ~~an~~ 120,000 vehicles each day. The department works closely with the two other volunteer fire companies in Darien and provides mutual aid assistance to Norwalk, Rowayton, Stamford, and New Canaan.

Planned Projects

- New roof for firehouse.
- Repave firehouse parking lot.
- Upgrade firehouse radio & speaker system for more effective dispatch communications.
- Standardize FLIR Thermal Imaging Cameras to one system.
- Replace boiler unit in firehouse.

Noroton Fire Department

The Noroton Fire Department is a 501(c)(3) nonprofit organization that is also all-volunteer, with 40-50 members. It provides high-quality fire and rescue services while remaining fiscally responsible to taxpayers. The Noroton Fire Department provides an array of fire-rescue services. In addition to the traditional fire department responsibilities of structural fire-fighting, Noroton responds to marine emergencies on the Long Island Sound, motor vehicle accidents, gas leaks, and numerous other types of emergencies. Marine 34 is its marine firefighting unit, responding to maritime emergencies in the western Connecticut waters of Long Island Sound.

Planned Projects

- Continue to update and improve equipment on apparatus, specifically radios, scuba, power tool equipment, stabilization and extraction equipment, and replacing supply and attack fire hoses.
- Continue to improve the year-round presence of the Marine Division on the Long Island Sound. Boaters are on the water all year, including duck hunters and commercial outfits. It also supports on-shore fire operations.

Noroton Heights Fire Department

The Noroton Heights Fire Department is a 501(c)(3) nonprofit organization that provides fire protection to the Noroton Heights area of Darien and responds to alarms throughout town. It is entirely volunteer, with a staff of 40 with advanced apparatus outfitted with cutting-edge tools and technology. Members are paged for every call, leaving their residences or places of business to respond 24/7 a the full range of calls, from simple alarms and major fires, to hazmat, heavy rescue, cold water rescues, and mass-casualty incidents. All three firehouses have been upgraded with faster connections to Town Hall through managed fiber service. The existing fiber lines were replaced, increasing connection speeds by a factor of five.

A new classroom at the drill tower property at 126 Ledge Road will give firefighters from all three volunteer departments a dedicated space for training.

In 2023, the parking lot pavement started caving in and a wall started to collapse. The wall must be rebuilt. The new wall will retain soil and the weight of vehicles parked adjacent to the wall and to act as a building foundation wall if the building is expanded. The wall will also be built with reinforced concrete and a chain-link fence anchored to the top. A vehicular barrier will be anchored in front of the wall to prevent vehicles from driving over the edge.¹

Planned Projects

Additions to the firehouse might be needed to create more space and possibly to create a room for volunteers to sleep and/or live at the facility or nearby.

Emergency Medical Services

Darien EMS – Post 53 is a private, non-profit, volunteer emergency medical service that provides 24/7 ambulance transport and pre-hospital care to the Town. Founded in 1970 by John E. “Bud” Doble, it is uniquely operated by a team of highly-trained Darien High School students working alongside adult volunteer advisors.

The Town also contracts for paramedic services for more advanced calls based on dispatch protocols and call taker screening. Darien EMS has three fully equipped, staffed ambulances that run 24 hours a day, 365 days a year and two flycars. It responds to more than 1,600 calls a year. More than 1,000 Darien High School students have served as members of Post 53 since its inception.



▲ Noroton Heights Fire Department firefighters at work (photo by Noroton Heights Fire Department)

The organization operates under the strict medical direction and oversight of Stamford Hospital, whose doctors help train Post 53 members. All calls are reviewed by the EMS Quality Assurance Director at Stamford Hospital, which includes patient care and response and on-scene times.

The Town uses a tiered response system that starts with the Police Department and one of the three fire departments, when necessary. They are quickly followed by the dispatch of an adult supervisor EMT, the ambulance, and, when necessary, Stamford EMS paramedics based at 701 Boston Post Road.

Stamford EMS has been providing paramedic

8. COMMUNITY FACILITIES & SERVICES

2023 Emergency Services Analysis

In 2023, Darien hired a firm to analyze the Town's emergency services, which includes the three volunteer fire departments, the Fire Marshal's Office, Emergency Management, and 911 dispatch services. The report found that they provide outstanding services. It included several recommendations. Among them are:

- Create a Town Fire Commission made up of Town residents to provide fiscal and other administrative oversight of the volunteer fire departments.
- Create a full-time Emergency Manager position.
- Consider appointing a Fire Services Administrator (either full-time or part-time) to oversee certain administrative functions for all three volunteer fire departments.

intercept services for Darien residents since 1995. The paramedics who cover Darien are selected based on their medical excellence and their ability to work with the adults and young adults of Post 53.

Library

Darien Library is supported by a public-private partnership between the Town and the Friends of Darien Library. An annual grant from the Board of Selectmen funds the majority of staff salaries, benefits, and essential building operations such as utilities and maintenance. The current building was constructed in 2009 and is 56,000 square feet. This replaced the previous building at 35 Leroy Avenue, which was about half the size.



▲ Darien EMS - Post 53 undertaking training for a vehicle extraction (photo by Darien EMS - Post 53)

Since 2018, the Darien Library has focused on evolving into a multi-generational community hub, specifically prioritizing digital accessibility, inclusive social spaces, and expanded lifelong learning. The Library's *2023-2028 Strategic Plan* focuses on three pillars:

- **Cultivating Readers.** New community-wide reading challenges and early literacy support for children under five.
- **Fostering Creativity.** A shift toward critical thinking workshops and high-level tech classes.
- **Combating Loneliness.** New programs specifically designed for empty-nesters and newcomers to help build social ties.

The Darien Library experiences parking issues, particularly during popular events when the main lot fills up. If the main lot is full in the evening hours, parking is available at Thorndal Circle, which is connected to the library by a walking path. Library patrons are prohibited from parking in the nearby Nielsen's Florist & Garden Shop or Michael Joseph's lots, and violators may be towed. Parking is not allowed on Hecker Avenue or on Boston Post Road, and the Police Headquarters parking lots also are not available for library use. Scheduling of library programs continues to be carefully managed to ensure that staff and patrons are able to park on-site.

2018-2026 Projects

- **The Library Café by Abilis.** This is a major addition to the library's social atmosphere. The café is a partnership with Abilis, an organization that provides services for people with disabilities. It serves as both a community gathering space and a vocational training site for adults with developmental disabilities.
- **The TEA Room.** The Technology, Engineering, and Arts Maker Space has been modernized as a hub for STEAM education. It now features tools for digital creation, memory preservation (i.e., digitizing old photos and tapes), and hands-on workshops.
- **Sustainable Building.** The LEED Gold Certified library has continuously upgraded to LED lighting

and multi-level controls to reduce its carbon footprint and operational costs.

- **Automated Book Sorter.** To handle the high volume of returns, the library utilizes an automated system that returns materials to the shelves much faster than manual sorting.
- **Mental Health and Wellness Wall.** A dedicated area on the second level provides curated health pamphlets, local help resources, and programming for the mental health of young people.

Public Schools

The Board of Education governs Darien Public Schools (DPS). Among its responsibilities is to adopt an annual budget that includes, but is not limited to, curriculum, facilities, furnishings, staff, materials and equipment needed to carry out educational programs. Education is the largest single expenditure in the Town; the 2026-2027 Board of Education/Public Schools budget is approximately \$130 million.

Total enrollment from K through 12 in the 2025-2026 school year is 4,477. Enrollment growth increased in the 1990s and early 2000s until it crested in 2014-2015 at 4,850, steadily decreasing since then. Enrollment has been decreasing despite the many new multifamily developments in town. The report estimates that pending development will generate 49 new students.

DPS' *2025 Enrollment Trends & Projections* notes a significant increase in births over the last seven years, up to 266 in 2022. Over the last three years, births have averaged 245 annually. Furthermore, housing turnover has slowed significantly. In 2023 and 2024, sales reached low levels of 184 in 2024. However, in 2025-26, the school district had a net out-migration of -1.34%, which is the highest rate of out-migration since 2009-10. Based on this and other data, the report projects the following:

- Over the next five years, elementary school enrollment will increase by almost 8% and middle and high school enrollment will decrease by 5.5%
- Beyond five years, the total enrollment is projected to grow by almost 3.5% over the second half of the projections.

8. COMMUNITY FACILITIES & SERVICES

- Elementary enrollment is projected to stabilize at about 2,275 students.
- Middle school enrollment is projected to increase modestly, averaging about 1,100 students.
- High school enrollment is projected to rebound and average about 1,285 students as larger cohorts begin matriculating up.

2018-2026 Projects

The *Strategic Plan 2021-2026* includes Goal #6: Improving School Facilities for Student Safety & Access to Learning to ensure that the configuration and condition of the District's physical facilities provide secure and supportive environments for teaching and learning student activities.

- **High School Athletic Improvements.** Installed permanent stadium lights and resurfaced athletic tracks and tennis courts.
- **Ox Ridge Elementary School Reconstruction.** A \$63 million project that replaced the old school with a new 110,000 square-foot facility.
- **Hindley, Holmes, and Royle (HHR) Renovation Project.** A simultaneous renovation and additions at three elementary schools at a cost of more than \$100 million.
- **Middlesex Middle School Facilities Study.** To evaluate the entire facility for upcoming major renovations, potentially including a new auditorium and science labs.



▲ *The Café at Darien Library (photo by Darien Library)*

8. COMMUNITY FACILITIES & SERVICES

- **Special Education Transportation.** Establishing a district-run transportation department, which included the purchase of nine dedicated vehicles in 2024.

Planned Projects

- **Middlesex Middle School Renovation.** A major decision facing the Board of Education is whether to renovate the existing auditorium or build a new one. Option 1, would renovate the current 400-seat auditorium with updated sound, lighting, and seating. Option 2 entails building a new, larger auditorium, potentially doubling capacity to 800 seats to accommodate the student body. The existing space would be converted into an art and makerspace venue.
- **Bus Depot.** DPS continues to explore long-term solutions for a dedicated bus depot. In 2024, the P&Z Commission granted a special permit to park up to five Type II school buses and two wheelchair vans at 16 Thorndal Circle. The yellow, full-size school buses provided by First Student typically park in Stamford.

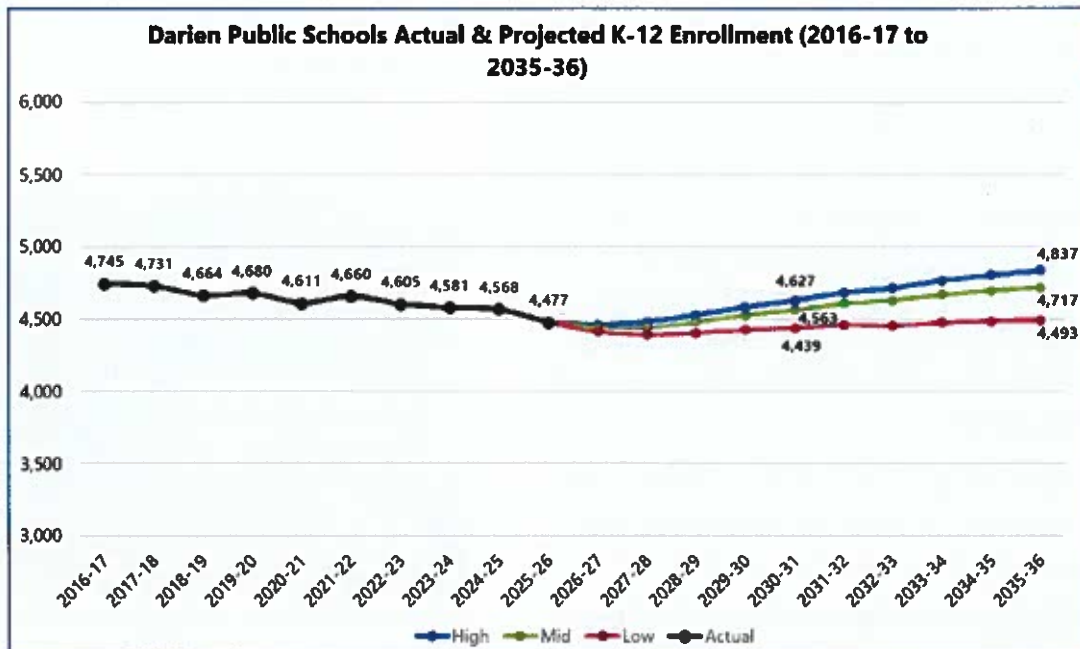


▲ Hindley Elementary School, located near the intersection of Boston Post Road and Nearwater Lane



▲ Middlesex Middle School, located along Hollow Tree Road north of the Noroton Heights train station

Figure 8-1. Enrollment projections from the 2025 Enrollment Trends & Projects report



Recommendations

OVERALL RECOMMENDATIONS

1. Consider an Environmentally Sustainable Municipal Fleet Policy.

- Prepare policies that encourage departments to replace gasoline-fueled vehicles with hybrid or electric vehicles where financially and logistically feasible.
- Research current federal and state incentives for municipalities to procure electric vehicles and investigate lifecycle costs.

2. Evaluate the Installation of Green Stormwater Infrastructure Demonstration Projects on Public Property.

Educate residents on the benefits of green infrastructure on public and private properties. [This is recommendation is also included in Chapter 6.]

3. Prepare a Municipal Green Buildings Policy.

Incorporate environmentally sustainable features into new buildings and additions, where financially and logistically feasible. Use green building standards as a guide or pursue certification.

4. Acquire Adjacent Available Property for Potential Expansion Needs.

Monitor properties adjacent to Town facilities for acquisition potential should they come up for sale.

5. Continue to Monitor Staffing, Operational and Capital Needs.

Gauge potential changes or investments needed to ensure public safety and adequate services given the significant addition of housing and commercial space in Darien.

PARKS & RECREATION

1. Prepare a Parks & Recreation Master Plan.

A new master plan will address aging facilities; safety and accessibility improvements; meet evolving community needs; and include planning for green infrastructure, climate adaptation, and sustainability.

2. Improve the Water Quality of Ponds.

- Continue to undertake maintenance dredging of ponds at Tilley Pond Park and Cherry Lawn Park *as necessary.*
- ~~Consider sand replenishment at Pear Tree Point Beach.~~ *has nothing to do with H₂O quality of ponds.*

Also see Recommendation #3 under Public Schools.

PUBLIC WORKS

1. Implement Drainage Study Findings.

Formally incorporate the results of the Town-wide drainage studies into long-term capital planning

2. Harden Infrastructure Against Flooding.

Prioritize physical upgrades to critical public facilities to ensure they remain operational during extreme weather events.

TOWN HALL

1. Continue to Monitor Space Needs and Existing Leases.

Consider relocating the New Canaan-Darien Probate Court to free up space on the second floor for another Town office and/or meeting space.

SENIOR SERVICES

1. Continue to Support The Mather Center and At Home in Darien.

The social, educational and other programs and services provided are important for ensuring that Darien seniors have a good quality of life.

2. Ensure that Emergency Planning Incorporates Needs of Seniors.

This includes planning for medical equipment, extra medication, transportation for evacuation, backup power, etc.

8. COMMUNITY FACILITIES & SERVICES

POLICE

1. Address Ongoing Police Department Building Issues.

Ensure that the building continues to safely accommodate 24/7 operations and meets requirements.

FIRE

1. Implement Recommendations of the 2025 Architectural & Safety Needs Assessment for Noroton Heights Fire Station.

- a. Support the creation of live-in facilities or nearby residential options for volunteers at all three stations. The Noroton Fire Department, for example, purchased 1921 Boston Post Road to house three volunteers.

EMS

1. Consider Building Upgrades and/or Relocation of Current Building.

The building at 701 Boston Post Road, constructed circa 1840, serves as the paramedic's station. It is located within the Boston Post Road Historic District. The paramedic's vehicle typically requires a permanent facility where it can be properly garaged and connected to power when not in use.

LIBRARY

1. Explore Methods for Creating Additional On-Site or Adjacent Parking.

Besides existing arrangements for sharing parking with adjacent property owners, consider creating parallel parking on Hecker Avenue.

PUBLIC SCHOOLS

1. Continue to Collaborate on Safe, Multimodal Access to and from Schools.

See [Chapter 7. Transportation & Mobility](#).

2. Continue to Look for a Location for a Bus Depot.

DPS currently contracts with First Student for student transportation, which has a bus yard at 124 Selleck Street in Stamford. The Town will need to weigh the cost savings and convenience of the Town providing the bus fleet with a depot versus outsourcing that function to the bus service operator.

3. Consider Illuminating Additional Fields.

There continues to be high demand for field and other outdoor recreational space in town. The only lighted fields are at Darien High School, with temporary seasonal lighting approved at Holahan Field behind Town Hall for the Darien Junior Football League. Given these constraints, it is important to make the most efficient use of the limited recreation space available. The need for additional lighted fields and/or courts, which should be examined in coordination with the Parks & Recreation Department, must be carefully balanced against potential disturbances to adjacent residential neighborhoods.

Chapter 8 Endnotes

- 1 Kaufman, Richard, "Noroton Heights Fire Department Seeks to Fix its Retaining Wall," Patch, February 28, 2025.

9. THE BUILT ENVIRONMENT

Darien's built environment was shaped by many factors, among them economics; industry; the railroad; roadways such as I-95; architecture; and local zoning, subdivision, and wetlands regulations. Among the most influential forces shaping Darien's built environment today are State legislation and policy and local zoning regulations.

More recent State legislation has focused on encouraging municipalities to facilitate the creation of more housing including, but not limited to, affordable housing. The State also has been encouraging and providing incentives for municipalities with transit service to focus higher intensity residential development around rail and bus stations.

Darien's zoning map and zoning regulations have been and continue to be blueprints for its built environment. After the 2016 POCD was adopted, Darien made a number of changes to its zoning regulations to allow for more diverse housing types and to facilitate transit-oriented development.

This chapter starts by presenting an updated land use map and reviewing the zoning districts on the zoning map. It then focuses on changes in two aspects of Darien's built environment—residential development and the ongoing commercial and mixed-use redevelopment in Downtown and Noroton Heights.

Land Uses & Building Forms

The land use map shows all the types of land uses present in Darien and how they are distributed throughout town (see Figure 9-1 on page 87). The following are descriptions of the land uses and the typical types of building and site arrangements.

Single Family Residential

Most of Darien's land area is comprised of detached single-family houses on lots ranging from 0.2 to 2+ acres.

2-4 Family Residential

These are typically one- or two-story buildings located within residential neighborhoods. Many of these pre-date current zoning.

2018-2026 HIGHLIGHTS

State Legislation

- 2025. PA No. 25-1 (see page 95)
- 2021. PA No. 21-29 (see Chapter 4)

Plans & Studies

State

- 2025 Connecticut Fair Share Housing Study, Connecticut Office of Policy & Management
- 2023 Housing Needs Assessment, Connecticut Housing Finance Agency
- 2023 Public Act 21-29 Initial Findings, Desegregate CT
- 2022 Affordable Housing Near Transit in CT, Partnership for Strong Communities

Region

- 2025 Homes on Track: Analysis of Existing Conditions for Transit-Oriented Communities in Connecticut, Regional Plan Association
- 2022 Western CT Regional Affordable Housing Toolbox, WestCOG
- 2021 Fairfield County Housing Assessment, Regional Plan Association
- 2021 Be My Neighbor in Fairfield County (ADUs), Regional Plan Association

Town of Darien

- 2024 Darien, CT Neuroinclusive Housing Assessment (non-Town product)
- 2022 Town of Darien Affordable Housing Plan, adopted by the Darien Planning & Zoning Commission.
- 2020 Town of Darien Multi-Family & Affordable Housing Inventory

Multi-Family Residential

The redevelopment activity over the past 25 years has increased the number of multi-family residential land uses, which include apartment buildings ranging from 2-3 stories. Apartments located on the upper floors of

9. THE BUILT ENVIRONMENT

Housing Data Snapshots

7,234
NO. OF HOUSEHOLDS

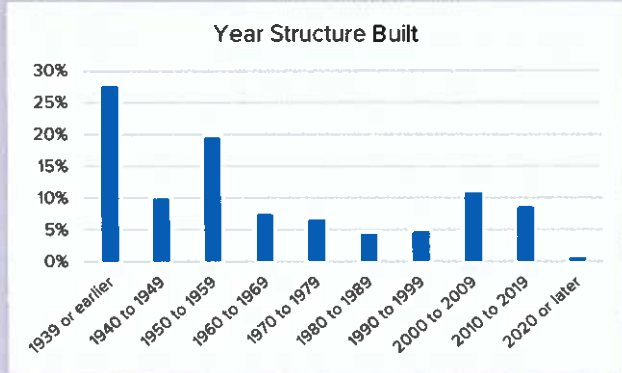
7,675
NO. OF HOUSING UNITS

82%
OF HOUSING UNITS ARE OWNER-OCCUPIED

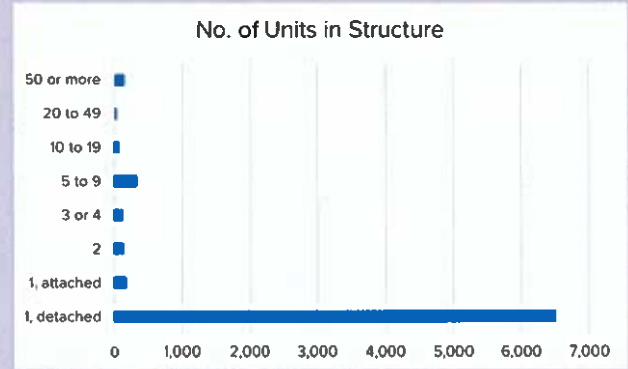
4%
OF HOUSING UNITS ARE DESIGNATED AFFORDABLE

\$1,822,400
MEDIAN VALUE OF OWNER-OCCUPIED HOUSING UNITS

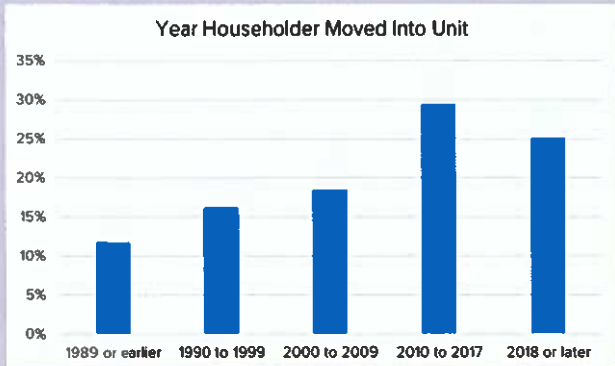
Data points above from the 2024 American Community Survey (ACS). Data from the charts below from the 2023 ACS.



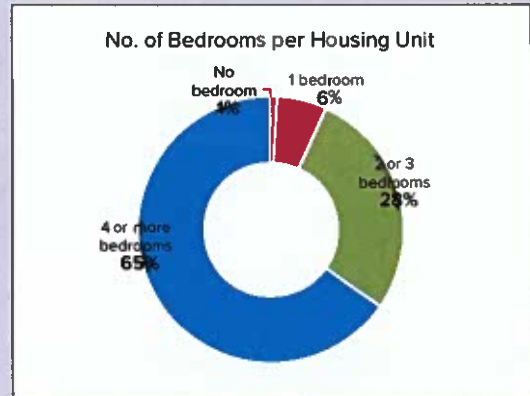
▲ *More than 25% of Darien's housing stock was constructed in 1939 or earlier.*



▲ *Most of Darien's housing stock consists of single-family houses.*



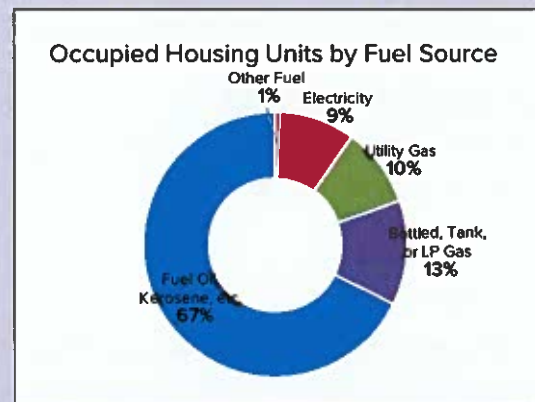
▲ *Most householders moved in after 2010, which suggests turnover as empty-nesters downsize or move out and new families move in.*



▲ *The majority of housing units in Darien are large, consisting of 4 or more bedrooms*

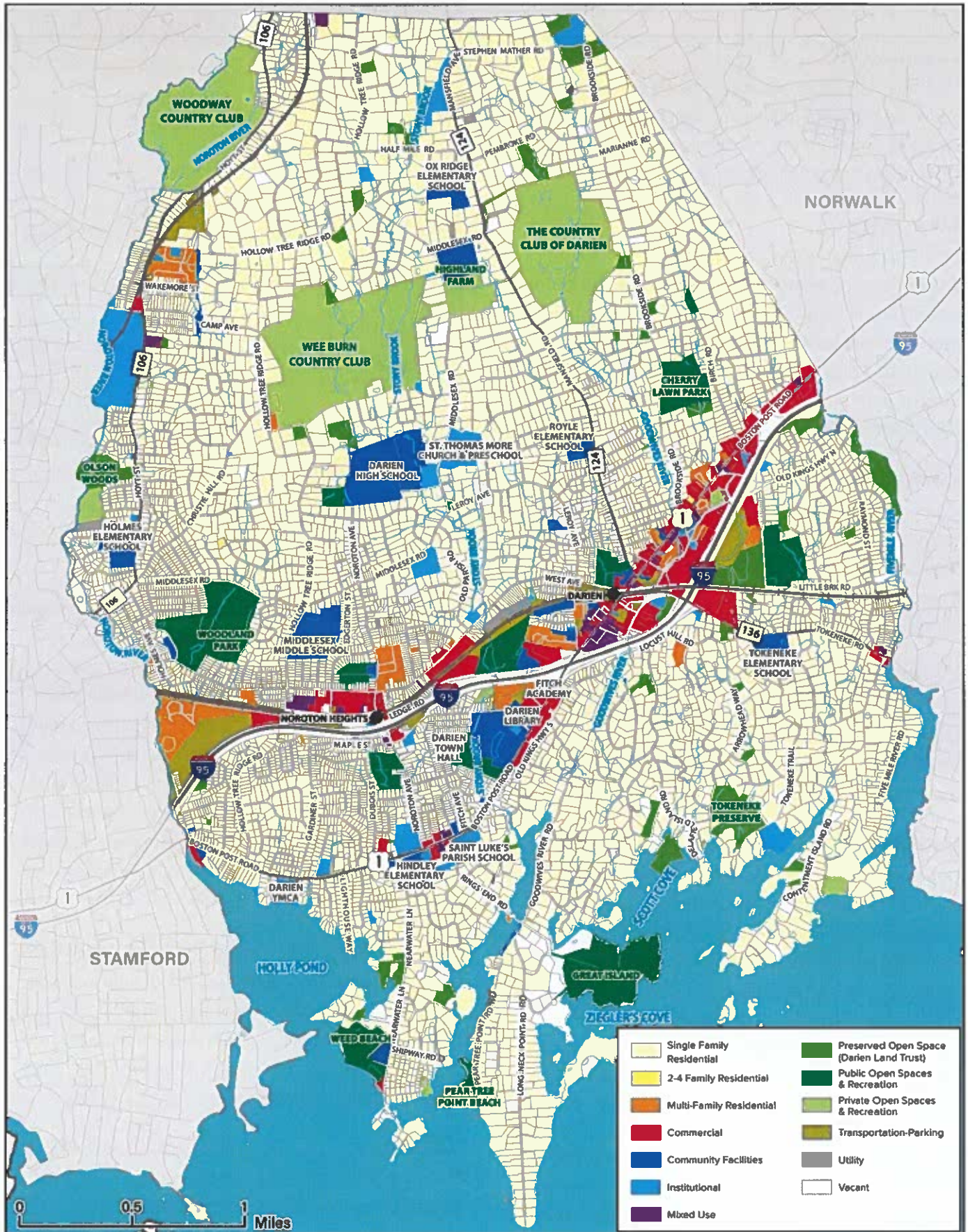


▲ *Many houses in Darien are valued at more than \$2 million.*



▲ *The majority of housing units in Darien still burn fuel oil for energy*

Figure 9-1. Land Use Map



9. THE BUILT ENVIRONMENT

buildings with ground floor commercial/office space are assigned the Mixed-Use land use designation.

Commercial

Commercial properties are primarily concentrated in Downtown and Noroton Heights. These are typically detached one- or two-story buildings. Within Downtown, the buildings are generally attached.

Mixed-Use

Mixed-uses are located along Boston Post Road in Downtown and along Heights Road near the Noroton Heights train station. Buildings are typically three stories in most of Downtown and Noroton Heights, and up to 4 and 5 stories in the Corbin District and consist of ground floor commercial/office uses and apartments or condominiums on upper floors.

Community Facilities

Community facilities, which include Darien's eight schools, are distributed throughout town. Community facilities also include a variety of non-profit and membership-based organizations, such as local clubs and civic associations, but not country clubs.

Institutional

Institutional uses consist primarily of religious and faith-based establishments, including churches and other houses of worship. These uses are distributed throughout the town.

Dedicated Open Space

Dedicated open space consists of lands that are permanently preserved for conservation, passive recreation, and environmental protection purposes. It includes publicly accessible parks and conservation areas that are protected from residential or commercial development. These lands are owned and maintained either by the Town or by private nonprofit conservation organizations such as the Darien Land Trust.

Managed Open Space

Managed open space consists primarily of large, privately owned properties that are maintained as recreational environments rather than developed for residential or commercial building purposes. The majority

Figure 9-2. Land Use Composition

| Land Use | Percentage of Land in Darien |
|----------------------------|------------------------------|
| Single Family Residential | 72% |
| Private Open Space | 7% |
| Public Open Space | 4% |
| Vacant | 3% |
| Community Facilities | 3% |
| Preserved Open Space (DLT) | 2% |
| Commercial | 2% |
| Institutional | 2% |
| Transportation & Parking | 2% |
| Multifamily | 2% |
| Mixed-Use | 1% |
| 2-4 Unit Residential | 0.2% |
| Utility | 0.2% |

of these areas are private country clubs that include facilities such as golf courses, tennis courts, and related recreational amenities.

Transportation/Parking

This includes the infrastructure that supports the movement of people and goods throughout the Town. It includes major regional corridors such as Interstate 95, which serves as the primary limited-access highway traversing town, along with all other public and private roadways, including arterial roads, collector streets, and local residential streets. This category also includes public parking facilities such as municipal lots, commuter parking areas associated with rail stations, and other designated off-street parking areas intended to serve commercial districts.

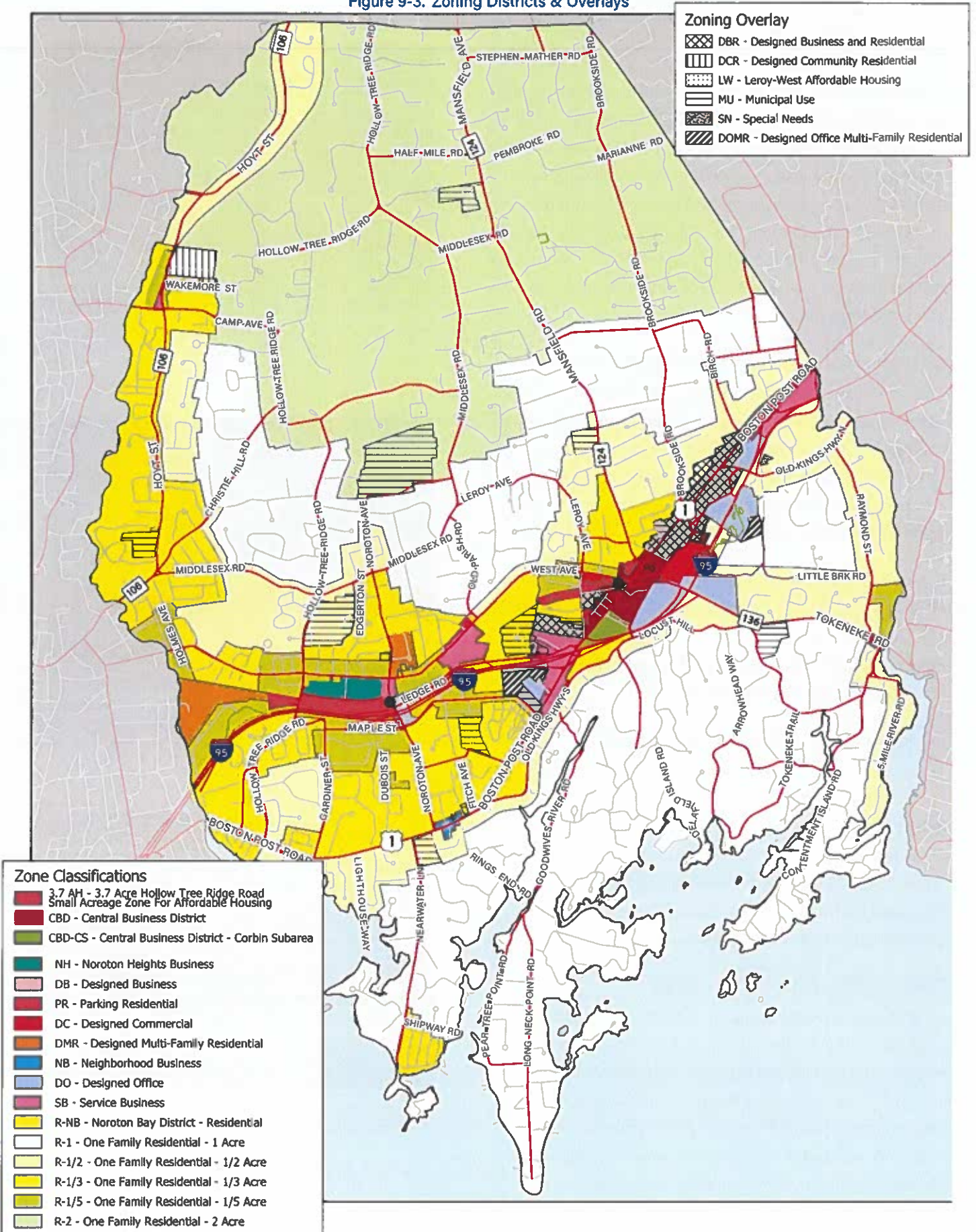
Utility

These land uses are primarily concentrated along the Metro-North Railroad corridor and include facilities and equipment necessary for the provision and maintenance of essential public services such as electric power distribution, natural gas, telecommunications, water supply, and sewer.

Vacant

Darien is nearly fully developed, but there are a few vacant parcels scattered throughout town.

Figure 9-3. Zoning Districts & Overlays



9. THE BUILT ENVIRONMENT

Zoning Districts & Development

Figure 9-3 on page 89 maps out all of the zoning districts and overlays in Darien. Zoning regulations dictate the types of land uses permitted along with site and building dimensional standards. Zoning overlays are supplementary regulations applied to a specific geographic area atop an existing zoning district. An overlay typically adds permitted uses and requirements without changing the underlying zoning. The following are brief descriptions of each of the major zoning districts and examples of buildings that are located within them:

Central Business District Zone (CBD)

This zone is located along Boston Post Road between Leroy Avenue and Sedgwick Avenue, which is Darien's traditional Downtown. The CBD currently allows a maximum of three stories. This zone is designed for commercial and mixed-use development, with strict limits on first floor uses.

Central Business District - Corbin Subarea (CBD-CS)

This zone is located between Corbin Avenue, Boston Post Road and I-95. The Corbin District will contain the tallest building in town at five stories.

Noroton Heights Business Zone (NH)

This zone includes the blocks north of the Noroton Heights train station along Heights Road. Its intent is to encourage the development of a variety of business uses and upper floor dwelling units, including affordable units, in a pedestrian friendly and transit-oriented area. The Heights Crossing and Darien Commons projects are located in this zone.

Designed Business Zone (DB)

Most of this zone is applied to Boston Post Road between Sedgwick Avenue and Birch Road. It consists of detached commercial structures. Much of this zone is within the Boston Post Road Historic District. This zone is a transition between the CBD, the SB to the east, and residential districts to the north. It allows residential dwellings; multi-family housing is permitted. Sedgwick Village is located in this zone.



▲ Buildings in the Central Business District (CBD) zone along Boston Post Road



▲ A medical office building in the Designed Business (DB) zone along Boston Post Road



▲ The new Heights Crossing development is located in the Noroton Heights Business (NH) zone along Heights Road

Parking Residential Zone (PR)

This zone is intended for motor vehicle parking and public transportation facilities in certain, appropriate locations adjacent to residential and business zones. The parking lots around the two Metro-North train stations are located within this district.

Designed Commercial Zone (DC)

This zone is located near Sedgwick Avenue and Old King's Highway North and includes Old King's Market. The district is intended to provide for community-serving retail uses. Within this zone, there is less emphasis on walkability than in the Central Business District.

Designed Multi-Family Residential Zone (DMR)

This zone is located in two locations. The first is to the northeast of the NH zone, where The Heights at Darien is located. The second is off of Hollow Tree Road where the Everly Darien townhouses are located. Both of those projects provide multi-family housing.

Neighborhood Business Zone (NB)

This zone is intended to provide local neighborhoods with conveniently-located commercial sales and services. It is located in three areas: Noroton Avenue near the I-95 exit ramp, Boston Post Road in Noroton, and on Tokeneke Road near the Norwalk Town Line.

Designed Office Zone (DO)

This zone is intended to create a variety of office uses and, in certain locations, senior living facilities and other lower intensity and transitional uses.

Service Business Zone (SB)

This zone is intended to provide for auto-related businesses (e.g., car dealership, car wash, gas station), or commercial sales and service uses that generally require external storage or activity (e.g. lumberyard, florist, garden center). It is applied in four areas, with the largest of those being along Boston Post Road from Birch Road to the eastern border of town.

Municipal Use Overlay Zone (MU)

This zone is intended for municipal uses or uses that are generally provided by the Town to serve a public

note: Old King's Market is confusing as I believe it is now referred to as Goodwives Shopping Center

9. THE BUILT ENVIRONMENT



▲ Old King's Market is located in the Designed Commercial (DC) zone



▲ The Heights at Darien is located in the Designed Multi-Family Residential (DMR) zone



▲ A medical office building in the Designed Office (DO) zone on Old King's Highway North

9. THE BUILT ENVIRONMENT

purpose and provide additional flexibility in setbacks and building heights for these unique uses. Town Hall, the Public Works Garage, the Police Department and the Fire Stations are in the MU overlay zone.

Designed Business & Residential Overlay Zone (DBR)

This zone is located along Boston Post Road just east of the Central Business District and extends up to Birch Road. This zone permits multi-family housing and, specifically, senior and moderate-income housing. The Royle at Darien is located in this zone.

Designed Community Residential Overlay Zone (DCR)

This zone, located north of Wakemore Street, permits multi-family uses subject to special provisions that expand options for housing by bridging the gap between large single-family residences and small in-town condominiums. The Kensett Lane townhouses in the northwest part of town are located in this zone.

Designed Office Multi-Family Residential Overlay Zone (DOMR)

This zone is intended to allow for the conversion or redevelopment of suburban office campuses, or portions thereof, in the Designed Office (DO) Zone into multi-family units for rental or sale. This zone includes the Thorndal Circle development and the 3 Parklands Drive project, which are currently being redeveloped from office buildings to multi-family housing.

Special Needs Housing Overlay (SN)

This zone allows for housing for people with special needs. It applies to a 0.91-acre property at 26 East Lane, where special needs housing has been constructed.

Single-Family Residential Zones (R-2, R-1, R-1/2, R-1/3, R-1/5, R-NBD)

These are a series of single-family residential zones categorized by lot size. The two-acre zone (R-2) is located in the northern part of town. Generally, the denser residential zones are closer to Downtown, Noroton Heights, and the train stations.



▲ The Noroton Heights Fire Department is located in a Municipal Use Overlay (MU) zone



▲ Townhouses along Kensett Lane within the Designed Commercial Residential (DCR) zone.



▲ The Royle at Darien, a 55+ affordable housing development, is located in the Designed Business & Residential (DBR) Overlay zone (photo by Crosskey Architects)

The State of Housing

National estimates of the housing shortage range from 1.5 million to 7.3 million housing units,¹ which the U.S. Chamber of Commerce attributes to underbuilding after the 2007-2009 recession and surging demand from millennials, which has contributed toward higher prices and reduced affordability.²

The Connecticut Housing Finance Agency (CHFA) reports that between 1990 and 2005, Connecticut municipalities issued an annual average of 9,500 permits for new, privately-owned housing. After 2005, the average decreased by more than half to 5,400. While homebuilding decreased, housing demand started to increase. In 2021, during the COVID-19 pandemic, more than 61,000 single-family homes (1 to 4 units) were sold in Connecticut, the most since the recession started in 2007. In the early days of the pandemic, in March 2020, approximately 20% of home listings sold above their original asking price on average across all counties. CHFA reports that during the pandemic, that figure increased to 50% on average, with some markets reaching higher than 70%, depending on the month. Between 2019 and 2022, the median sale price increased by 32%, from \$234,500 to \$310,000.

In 2024, the State's Office of Policy & Management (OPM) commissioned a study that calculated a shortage of between 120,000 and 380,000 housing units.³ The study also calculated the number of housing units each municipality needs to construct based on the "fair share" concept borrowed from the State of New Jersey's affordable housing framework. The high numbers shocked many municipalities. According to the study, Darien would need to add between 1,200 to 2,000 housing units. For reference, there are approximately 7,100 housing units currently in town. These estimates or the requirement to plan for and build these units have not been incorporated into any new legislation.

The State of Connecticut estimates a shortage of between 120,000 and 380,000 housing units.

Connecticut Housing Legislation

Connecticut already has laws on the books promoting the establishment of deed-restricted affordable housing. In 1990, the State passed Section 8-30g, the Affordable Housing Land Use Appeals Act, which set a 10% target for affordable housing in every municipality. Darien is currently at 4%. One of the challenges with achieving 10% or more of housing units to be designated affordable is that even when affordable units are created through inclusionary zoning in new mixed use or multifamily developments, the total number of housing units (i.e. the denominator) increases and the percentage of affordable housing decreases.

Developers can bypass local zoning regulations if a town has lower than the 10% threshold of affordable housing and construct a project with at least 30% of units dedicated as affordable housing for 40 years. If an 8-30g application is denied, the burden of proof shifts to the municipality to demonstrate that the

denial was necessary to protect substantial public interests such as public health and safety, which must outweigh the need for affordable housing. Section 8-30g was later amended to allow communities to apply for 8-30g moratoria from the State Department of Housing. Darien is one of the few communities in the State to achieve two moratoria—one in 2010 and one in 2016. A third moratorium could be in place within the 2026-2036 timeframe envisioned by this POCD, although it is not considered a priority of the P&Z Commission.

In November 2025, the State Legislature adopted Public Act No. 25-1, a significant set of housing rules that municipalities are continuing to interpret and respond to. It will likely be followed by additional housing legislation. As of the writing of this POCD in 2026, several additional housing bills have advanced beyond initial discussion in the General Assembly's Housing Committee, including the holding of public hearings with a number of measures being voted out

9. THE BUILT ENVIRONMENT

of committee. These bills are now under consideration by the full General Assembly, including both the House and Senate. The following are key provisions of PA No. 25-1:

- **Fair Rent Commissions.** Municipalities with a population of 15,000 or more must establish or join a Municipal Fair Rent Commission or a Joint Fair Rent Commission (2+ contiguous municipalities), or a Regional Fair Rent Commission established by a Council of Government (in Darien's case, that would be WestCOG).
- **Summary Review for Middle Housing.** Zoning regulations must allow for residential buildings with two to nine units on any lot zoned for commercial or mixed-use development by "summary review" (i.e., non-discretionary review).
- **New Parking Requirements for Residential Developments.** Municipalities cannot require parking minimums for new residential developments of 16 or fewer units, unless within a traffic mitigation zone. For new residential projects with more than 16 units, municipalities must allow applicants to submit a parking needs assessment. Municipalities can also designate up to two conservation and traffic mitigation districts covering up to 8% of the town's land area where parking minimums can be set for smaller residential developments, subject to the same caps and assessments required for larger residential projects.
- **Promoting Transit Oriented Development.** Allows municipalities to establish priority housing development zones and transit-oriented districts/communities. These zones must allow as-of-right multi-family or "middle-density" housing at reasonable densities while tailoring standards such as height, parking, and lot coverage.
- **Regional Housing.** With the assistance of the COGs, municipalities must prepare a Housing Growth Plan every five years that aligns with local plans of conservation and development and regional and statewide goals. Municipalities can prepare a plan on their own, apart from their COG. Housing Growth Plans must be completed either individually or with the COG by 2029.

Housing & Residential Development

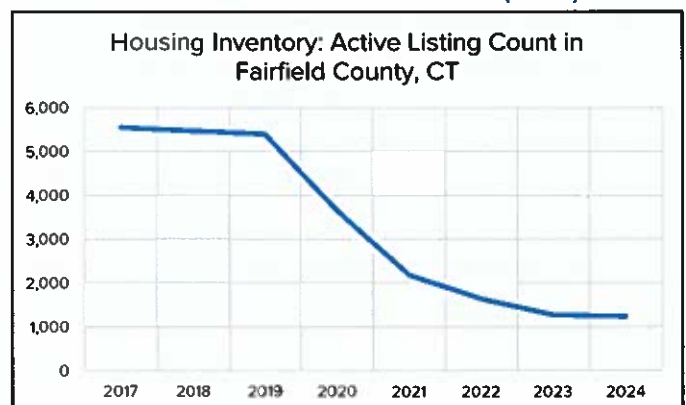
The Housing Data Snapshots on at the beginning of this chapter presents data from the American Community Survey an overall picture of Darien's housing stock. Darien has 7,111 households, of which 83% are homeowner households and 17% renter households. Single-family houses predominate; of Darien's 7,567 housing units 89 percent are single-family houses, and 11 percent are multifamily buildings.⁴ Over the past 20 years, the percentage of multi-family units has increased and is expected to increase over the next ten years.

One of the common characteristics of Darien's homes is their size and age. More than 65% of housing units have four or more bedrooms and 28% have two or three bedrooms.⁵ Forty percent of houses were built before 1950, making them at least 75 years old.

Regional & Local Housing Market Trends

During the pandemic, rising sale prices and rents were the trend in towns and cities of all sizes and in all states, although the housing market has cooled down in some areas due to higher interest rates. However, the housing market has remained strong in many areas of the country such as Fairfield County, which means low inventory, high demand, multiple offers on listings, and sales prices often exceeding list prices. Figure 9-4 from the Federal Reserve Economic Data (FRED) shows the change in housing inventory in Fairfield County from 2018 to 2024.

Figure 9-4. Fairfield County housing inventory data from the Federal Reserve Economic Data (FRED)



TOC

According to the 2021 American Community Survey, 30% of housing units in Darien have a value of \$2 million or more. Current data from Zillow indicates a typical home value of more than \$2.2 million as of the end of February 2026, an increase of more than 12% over 2025. The average rent in Darien as of February 2026 was \$4,814 per month.

The following are additional trends in Darien's housing market.

- **Smaller Housing Types for an Aging Population.** Darien's houses are generally large, so there are not many options for older residents to downsize within town, unless they rent an apartment. Through the Town-Wide Survey and Town Planning Workshop, residents expressed the desire for more compact housing types such as condominiums and townhouses for purchase.
- **Teardowns Reducing Darien's Stock of "Starter" Homes.** Darien's smaller, relatively less expensive houses, which could be considered starter homes for young couples or families, are gradually being converted into larger, more expensive houses.
- **Accessory Dwelling Units (ADUs) Offering New Options.** Another change in Darien's residential neighborhoods is the approval and construction of accessory dwelling units. The Town modified its zoning regulations in 2024 to allow ADUs.
- **Apartment Development.** The mixed use and multi-family developments in Downtown and Noroton Heights have created hundreds of new rental apartments, including a portion designated affordable through inclusionary zoning.
- **Development of Age-Restricted & Senior Housing.** Age-restricted and senior housing, in addition to assisted living facilities, have been constructed in Darien. Among them are The Royle at Darien, Knobel Hill/Settlers Trail, and Atria Darien.

New Housing Development & Demolitions

Between 2017 and 2024, Darien granted 421 housing permits. Among neighboring communities, only New Canaan granted fewer permits at 238 (see Figure 9-5). Stamford granted the most followed by Norwalk, Fairfield, and Westport. In terms of demolitions, Westport led at 404. Darien and New Canaan had the lowest number of demolitions at 165 and 108, respectively (see Figure 9-6).

Darien's inventory of smaller, "starter" houses is gradually diminishing. According to the 2021 ACS, 25% of Darien's houses are valued between \$500,000 and \$1 million, with few housing units available for less than \$500,000. Between 2022 and 2025, 40 houses were demolished to make room for what is typically a larger house. Most redevelopment in Darien comes via demolition and rebuilding on the same lot rather than construction of single-family residences on vacant lots.

Figure 9-5. A comparison of house permits among towns (data from CT DCED)

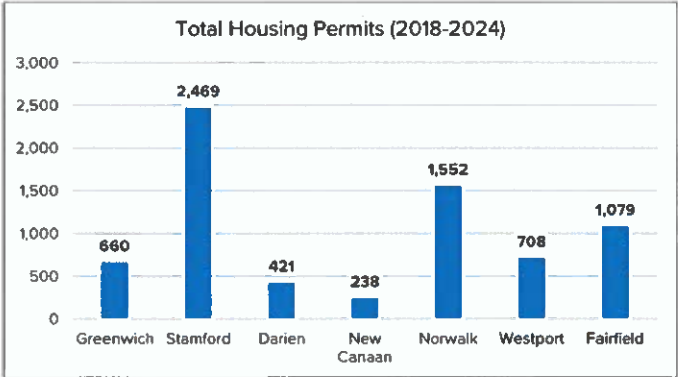
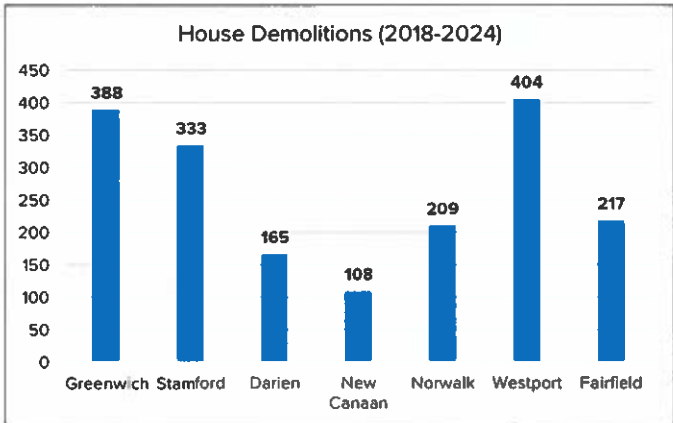


Figure 9-6. A comparison of house demolitions among towns (data from CT DCED)



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Affordability & Affordable Housing

Partnership for Strong Communities' 2026 *The State of Housing in Connecticut* notes that approximately 11% of homes built through federal programs like the Low-Income Housing Tax Credit (LIHTC) are at risk of losing their affordability restrictions. None of Darien's federally-assisted housing units are at risk in the next five years. However, 8-30g developments include deed-restrictions that last 30 or 40 years, and the deed restrictions of some of these affordable units constructed in Darien since 2000 will expire over the next ten years and revert to market-rate housing.

In 2009, the Town adopted inclusionary zoning ordinance in place that required 12% of units in new developments with four or more residential units to be designated deed-restricted affordable housing. In 2021, the requirement was increased to 14%.

The Darien Housing Authority operates two large affordable housing developments. The Heights at Darien is a federally-assisted affordable apartment community that was built in 2014. Located on more than 10 acres, The Heights has 106 rental apartments and townhouses—a mix of income-restricted one, two, and three-bedroom units—along with a small community building that includes a business center, on-site management offices, and a gathering/entertainment area.

The Royle at Darien is an affordable housing complex consisting of 55 units for seniors age 55 and older located at 719 Boston Post Road. Of the 55 units, 27 are limited to residents with incomes at or below 60% of the area median income (AMI), 17 are at 50% of AMI, and 9 are at 30% of AMI, and 2 are at 25% of AMI. The AMI for Darien is \$104,230 for a single person.

Darien has an Affordable Housing Trust Fund to create, preserve, and rehabilitate affordable housing units in town. It can act as gap financing to make projects that contain a significant amount of affordable housing economically viable. It provides flexible financing for the Town to support housing projects that meet state affordability standards. It is funded primarily by

inclusionary zoning fees. Developers may be required to either include affordable units in their projects or make a fee-in-lieu payment to the Affordable Housing Trust Fund. The details and functions of the Affordable Housing Trust Fund Commission is outlined within the Town's Code of Ordinances.

Cost Burden

Federal housing policies typically call housing "affordable" if it costs no more than 30% of family income. The term "cost burden" is used to refer to households that pay more than 30% of their income on housing costs, while "severely cost burdened" refers to those that spend more than 50% of their income on housing costs. Data Haven reports that 29% of households in Darien are cost-burdened. Among renter households in Darien, 55% are cost-burdened, compared to 21% of owner households. Fifteen percent of all households are severely cost-burdened.

The Centers for Housing Opportunity has calculated that to afford a 2-bedroom apartment in Darien requires an annual income of least \$105,000. Based on the organization's figures, to purchase a "starter" house in Darien, which costs at least \$1.2 million, a family needs to earn at least \$365,000 a year.

Employer-Assisted Housing

In employer-assisted housing, employers help employees with homeownership or rental costs or provide housing as a benefit to improve employee retention. Such initiatives are typically created for moderate-income workers in high-cost communities as a means to reduce commuting distances and make employment more attractive to candidates. Some examples in Darien include the following:

- The Noroton Fire Department created housing for volunteer firefighters by converting an existing building at 1921 Boston Post Road into a three-bedroom house to be rented to three individuals who are fire volunteers. This initiative supports the department's volunteer force.
- The Country Club of Darien built a staff house near the paddle courts that replaced an older building that was there when the property was a farm.

Section 405e of Darien's Zoning Regulations allows, as an accessory use, requiring a special permit, "living accommodations and/dwelling units in conjunction with a special permit use where the applicant clearly demonstrates a reasonable safety, security, or similar need to have an employee or specified number of employees reside on the premises." This provision, which has been on the books since 1957, has been used to construct housing for workers at the three local country clubs, the Noroton Yacht Club, several local churches, and for other special permit uses such as the Darien Community Association. The housing consists of apartments over existing buildings, dormitory style housing with a shared kitchen, and single-family residences. They are all considered "affordable" units because the organizations do not charge rent, but they are not affordable housing under Section 8-30g of the Connecticut General Statutes. Over the next ten years, the various clubs in town will continue to need employee housing on or near their properties.

Eighteen ADUs have been approved since the zoning regulations were amended in 2024 to allow them.

Senior Housing/Independent & Assisted Living

Darien has several other senior housing options. The Residence at Selleck's Woods, Atria Darien, and Maplewood at Darien each provide various levels of care such as independent living, assisted living, and memory care. The organization At Home in Darien assists residents age 60 and above stay in their houses by providing transportation services and volunteer services, including raking leaves and shoveling snow.

Housing for Special Needs: Intellectually & Developmentally Disabled and Neurodiverse Individuals

People with intellectual and/or developmental disabilities who do not or cannot live with their parents need housing and special services. There are 18 housing units in Darien designated for adults with developmental disabilities located at 24 and 26 East Lane and at The Cottage at Edgerton Street. Also, the Cottage in

Darien on Edgerton Street is a 6-unit residential facility designed for mentally disabled young adults, providing a safe, supported, and secure community environment. Baywater Properties, the developer of The Corbin District, used an inclusionary zoning requirement to create a home on East Lane for developmentally disabled adults. The 12-unit, two building project was approved in 2018.

While intellectual disability is a type of neurodivergence, many neurodiverse people do not have an intellectual disability. The brains of people who are neurodivergent function, learn, and process information in ways that are not considered typical. Examples include autism spectrum disorders and dyslexia. Housing needs for the neurodiverse include sensory-friendly design, support services, and community connection to prevent isolation and facilitate independent living.

Accessory dwelling units could present opportunities for neurodiverse adults to live separately but very close to their parents or, at a minimum, in the community.

Accessory Dwelling Units (ADUs)

An ADU is a separate living space with cooking facilities, either attached or detached from the principal dwelling, located on the same property as a larger single-family home. ADUs are often referred to as "granny flats" or "in-law suites" because they traditionally housed an elderly parent or in-law of the homeowner. Today, these units are also being rented out to existing or new residents and to adult children.

The State of Connecticut recently adopted new laws for ADUs to increase the supply of smaller, more affordable housing units. ADUs can be detached, attached to the main house, or integrated into the house. Private homeowners pay for their development costs, which can be recouped over time by renting them out. Development costs for an ADU in Connecticut range from \$225 to \$600 per square foot, depending on ADU type, size, layout, and finishing.⁶ According to these figures, a 700 square foot detached ADU could cost at least \$250,000 to build. An ADU can take approximately 6 to 9 months to build. Although

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not all banks in CT offer ADU-specific loans, financing is available through home equity lines of credit and other sources.

Eighteen ADUs have been approved in Darien since the zoning regulations were amended in June 2024 to allow them. Sixteen of them are one-bedroom units and two are studios, within a mix of detached and attached units. Each single-family residential zone in Darien has at least one approved ADU, with the exception of the R-NBD Zone, where ADUs are not currently permitted. ADUs on properties one acre or larger are handled administratively at the staff level, while those on less than one acre require site plan review by the Planning & Zoning Commission. Zoning and building permits are required for all ADUs. Further reviews and approvals may be required if the ADU is in a flood zone or coastal area; if there is excavation/filling/regrading involved; or if it is within an Environmental Protection Commission (EPC) regulated area. In Darien, accessory dwelling units (ADUs) are subject to different maximum size limits depending on whether they are attached or detached. Attached ADUs are permitted up to a maximum of 700 square feet, while detached ADUs may be permitted up to a maximum of 1,000 square feet.

Commercial & Mixed-Use Development

The Darien of the future has been emerging build-ing-by-building in Noroton Heights and in the Downtown. Since the 2016 POCD, 20 redevelopment projects have been constructed, are under construction, or are approved and ready to be constructed. When completed, the projects will add approximately 700 multi-family housing units, including more than 70 affordable units, and 500,000 square feet of commercial space, including Class A office space. There will be more than 80 new restaurants, retailers, and service businesses in town after all of the approved projects are completed.

The largest projects include the Corbin District, which is being developed in two phases, Heights Crossing, and Darien Commons. They represent very different architecture, building forms, and experiences than the developments that had preceded them. These new projects are designed with attention to Coastal Connecticut architectural details, high-quality landscape finishings, accommodations for pedestrians, public spaces, and structured parking.

These three projects are transit-oriented developments located adjacent to, or within walking distance of, transit stations. The State of Connecticut has encouraged municipalities served by bus and rail transit to support and facilitate this type of development. The State defines transit-oriented development



▲ The old "Fairbanks Block," or the south side of Boston Post Road between Exit 11 and Corbin Drive (photo courtesy of the Planning & Zoning Department)

(TOD) as the development of residential, commercial, mixed-use, and employment centers within 0.5 miles or within walking distance of public transportation facilities, including rail and bus rapid transit. The benefits of TOD include increasing access to public transit and jobs in the region, enhancing transit ridership, and reducing the need for driving. TOD is the opposite of sprawling, car-dependent development.

Responses to the Redevelopment

The Town-Wide Survey and Town Planning Workshop revealed mixed opinions about the new projects, with some residents expressing concern about the fast pace of development and their potentially negative impacts on the town's character, traffic, and the school district, while the majority appreciate the new housing and retail offerings.

Impact on Character

In the Town-Wide Survey, a frequently repeated comment was that Darien is losing its small-town character. The new buildings are generally taller and wider than the buildings that they replaced and their overall scale is larger than Darien's older building stock. The Town's *Commercial Design Guidelines*, which the Architectural Review Board (ARB) utilizes in their review of applications, were tailored for Darien's traditional building stock in Downtown. They do not offer substantive guidance on new construction and the types and designs of redevelopment that are common in the region today. The ARB recommends updating the *Commercial Design Guidelines* with more guidance to be able to shape contemporary redevelopment. Some of this guidance also could be incorporated into the regulations within certain zones.

Impact on Darien Public Schools

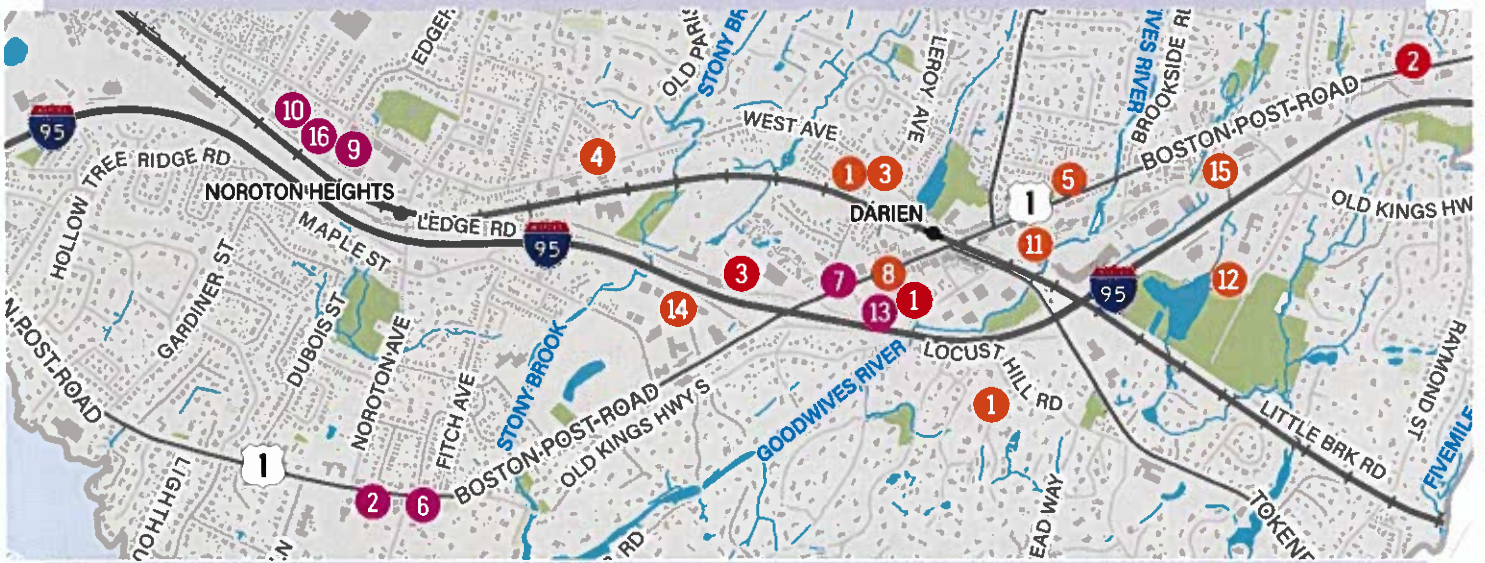
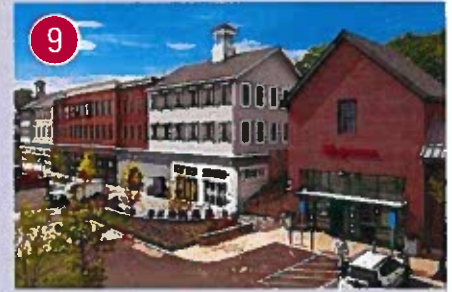
Through the Town-Wide Survey many residents expressed concern that the new development would burden the school system with a lot of students. The latest school enrollment study reports that this is not the case. The *2025 Enrollment Projections Update* for Darien Public Schools calculated that the redevelopment projects completed so far have added approximately 50 students, with an approximately even split among the elementary schools, middle school, and

high school. While the students living in the new developments contribute to the district's total enrollment, the report indicates that housing turnover and birth rates are the main drivers of enrollment in Darien. Birth rates have been relatively high, which is a primary reason the enrollment projection model's "medium" scenario shows 8% growth in elementary enrollment over the next five years. The migration of new families into existing homes still contributes more students than the new developments. The report concludes that K-12 enrollment will likely remain relatively stable, with the modest gains in elementary schools being offset by a projected 6% decline at the high school level as larger graduating classes are replaced by slightly smaller incoming cohorts. **Chapter 8. Community Facilities & Services** contains more details on enrollment projections.

Impact on Traffic

As mentioned in Chapter 7, traffic volumes along Boston Post Road have generally been decreasing gradually over the past two decades. However, the latest CT DOT traffic data is from 2023, so it doesn't capture the changes that have taken place in Darien over the past three years. Furthermore, average annual daily traffic (AADT) volumes do not convey the level of traffic congestion during peak hours that residents are experiencing or increases due to regional traffic going through Darien. Cut-through traffic contributes to higher volumes, when navigation apps reroute regional commuters onto Darien's streets. Furthermore, shoppers traveling to large retailers in Stamford and Norwalk (e.g. Costco, Wegman's, Target, Home Depot) near the Darien border along Boston Post Road impact traffic in Darien. Conversely, Trader Joe's along Boston Post Road in Darien attracts shoppers living both within and outside Darien.

Redevelopment in Darien (2017-2027)



| No. | Project Name | Year Completed | Type | Uses | No. of Residential Units | No. of Affordable Units | Commercial Square Footage |
|---------------------------------|----------------------------|----------------|-------------|----------------------------|--------------------------|-------------------------|---------------------------|
| 1 | Knobel Hill | 2017 | Multifamily | Townhouses | 8 | 2 | |
| 2 | Village on Post | 2018 | Mixed-Use | Apartments, Retail | 8 | 0 | 14,000 |
| 3 | Pemberton 16 | 2018 | Multifamily | Condominiums | 16 | 5 | |
| 4 | 168 West Avenue Apartments | 2019 | Multifamily | Apartments | 2 | 0 | |
| 5 | The Royle at Darien | 2020 | Multifamily | Apartments | 55 | 55 | |
| 6 | Landing on Post | 2022 | Mixed-Use | Apartments, Retail | 5 | 1 | 11,000 |
| 7 | Darien Place | 2022 | Mixed-Use | Apartments, Retail | 4 | 0 | 21,000 |
| 8 | Corbin District Phase 1 | 2023 | Multifamily | Apartments | 12 | 12 | |
| 9 | Darien Commons | 2023 | Mixed-Use | Apartments, Retail | 122 | 16 | 351,000 |
| 10 | Heights Crossing | 2025 | Mixed-Use | Apartments, Retail | 65 | 10 | 108,000 |
| 11 | Sedgwick Lofts | 2026 | Multifamily | Apartments | 18 | 0 | |
| 12 | 3 Parklands Drive | 2026 | Multifamily | Apartments | 57 | 6 | |
| 13 | The Corbin Phase 2 | 2026 | Mixed-Use | Apartments, Office, Retail | 78 | 2 | 250,000 |
| 14 | Thorndal Circle | 2027 | Multifamily | Apartments | 175 | 25 | |
| 15 | Shay | 2027 | Multifamily | Apartments | 8 | 0 | |
| 16 | Heights Corner | 2027 | Mixed-Use | Apartments, Retail | 20 | 0 | 51,000 |
| COMMERCIAL REDEVELOPMENT | | | | | | | |
| 1 | 34 Old Kings Highway South | 2023 | Commercial | Office | N/A | N/A | 5,625 |
| 2 | Birdcode Restaurant | 2024 | Commercial | Restaurant | N/A | N/A | 3,500 |
| 3 | BMW of Darien | 2025 | Commercial | Automotive | N/A | N/A | 34,470 |
| 4 | Cloud 10 Carwash | 2026 | Commercial | Automotive | N/A | N/A | 5,150 |

9. THE BUILT ENVIRONMENT

Historic Preservation

Darien has several legal and community-based tools to protect its historic resources:

Demolition Delay Ordinance

This ordinance provides for up to a 90-day waiting period for the demolition of older structures. This delay allows the Town Historian and the Museum of Darien time to document the building or explore alternatives like relocation.

Protected Town Landmarks

The P&Z Commission can designate specific structures as Protected Town Landmarks, enabling it to waive certain standards to preserve the site and its surrounding values.

Protected Heritage Trees

In 1979, the town designated six specific "Heritage Trees" as Protected Town Landmarks, including the notable beech tree on Allen-O'Neill Drive.

National Designations

The following sites are listed on the National Register of Historic Places which provides recognition and some protection from federal or state-funded projects, as well as eligibility for certain preservation grant.

- **Boston Post Road Historic District.** Encompasses 58 contributing buildings near the Noroton River bridge.
- **Stephen Tyng Mather House (Mather Homestead).** Home of the first director of the National Park Service.
- **Pond-Weed House.** Built circa 1694, it is considered the oldest house in town.
- **DCA Meadowlands.** The headquarters of the Darien Community Association.

Within the Town there are several cemeteries and ancient burial grounds. Some of these are privately owned and several are Town-owned. Others are small, scattered, and on private property. Some of these are not be visible from a street and might be out of general sight, so it is important to clarify who is responsible for their maintenance.

Scenic Road Designations

Section 7-149a of the Connecticut General Statutes specifically authorizes communities to designate scenic roads. This designation can regulate future changes such as widening, removal of stone walls, and tree cutting. Examples of roads that might be appropriate for scenic roads designation include Hollow Tree Ridge Road, Old King's Highway South, Stephen Mather Road, Brookside Road, and Ring's End Road.



▲ The Pond-Weed House, located at the corner of Boston Post Road and Hollow Tree Ridge Road, was built circa 1700 and is listed on the National Register of Historic Places



▲ A historic marker describing Darien's history is located outside of Town Hall

Recommendations

SINGLE-FAMILY RESIDENTIAL

1. Review and Update the ADU Provisions in the Zoning Regulations.

Consider methods to facilitate the creation of ADUs, such as preapproving plans for ADUs and/or preparing a toolkit similar to the *New Haven ADU Toolkit*.

2. Consider Reducing Maximum Building Coverage in Certain Residential Districts.

Reduce maximum building coverage limits in the R-1 and R-2 zoning districts. The current limit is 20% in all single-family residential zoning districts. [This recommendation is also included in Chapter 6.]

3. Explore Instituting Developed Site Area Limits in Certain Residential Districts.

Developed site area limits currently exist in certain commercial zones, but not in single-family residential zones. Establish a maximum developed site area in residential zones, which would include building coverage in addition to the area covered by driveways, parking areas, terraces and patios. This recommendation is also included in [Chapter 6, Environment, Climate & Sustainability](#).

MARKET RATE HOUSING

1. Encourage the Development of More For-Sale Condominiums Versus Rental Apartments.

Work with developers to encourage the creation of more for-sale units aimed at people age 55 or above and empty nesters.

AFFORDABLE HOUSING

1. Encourage and Support the Development of Affordable Housing in Appropriate Locations.

- a. Encourage the development of workforce housing, which is 60% to 80% of the Area Median Income (AMI), with AMI being \$148,900 in Fairfield County. Also encourage the development of housing for special needs, including for the intellectually and/or developmentally disabled and for the neurodiverse.
- b. Consider creating a new overlay or floating affordable housing zone, which could be modeled after the Special Needs Housing Overlay Zone and 3.7 Acre Hollow Tree Affordable Housing Zone. It would include criteria and incentives for affordable housing developments (e.g., proximate to rail and/or bus transit, served by public water and sewer, etc.)
- c. Examine models for creating affordable housing units on a large residential lot.

2. Evaluate the Purchase or Long-Term Lease of Surplus Utility Land for Affordable Housing.

This includes the properties of CTDOT, Eversource/Connecticut Light & Power, Aquarion Water Company, and any other utilities.

3. Explore Additional Funding Sources for the Affordable Housing Trust Fund.

Additional sources to explore include, but are not limited to, blight liens and zoning citation fines.

4. Continue to Support the Creation of Employer-Assisted Housing.

This should be considered when renovating or expanding the three existing fire department buildings. The general form of any additions or new buildings containing housing should be consistent with that of the neighborhood in which it is located.

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STATE REQUIREMENTS

1. Revise the Zoning Regulations to Comply with State Requirements in PA No. 25-1.

- a. Revise parking regulations to meet State requirements. Municipalities cannot reject an application solely for failing to conform with any requirement of off-street parking spaces for any residential development. However, for developments with more than 16 units, a municipality can require off-street parking but must allow developer to submit a parking needs assessment proving less parking is required. For developments with less than 16 units, municipalities can only require off-street parking if in a Conservation and Traffic Mitigation District and must allow the developer to submit a Parking Needs Assessment proving less parking is required.
- b. Revise zoning to allow subject only to summary review, middle housing in commercial or mixed-use districts. Middle housing is a residential building containing 2-9 units including, but not limited to, townhouses, duplexes, triplexes, perfect sixes, and cottage clusters.

BUILDING FORM & HEIGHT

1. Evaluate the Application of Historic Preservation and Village District Zoning Tools in Downtown.

- a. To preserve and regulate the desired form(s) and architectural features of existing and new buildings, consider a Village District designation that could extend beyond Downtown to include adjacent residential areas.
- b. Promote the "protected town landmarks" designation and consider designating certain trees as landmark and adding protections.
- c. Maintain the two-story height limit in the Central Business District (CBD) and Designed Business Zone (DB) and reduce the maximum height of buildings in the Designed Office Zone (DO) from three to two stories.

- d. Remove the incentive of a third story in exchange for a public plaza in those zones where it exists and change the current proportion requirement for more open space relative to the amount of building to be constructed.
- e. The Boston Post Road between Leroy Avenue to Spring Grove Cemetery should remain commercial and buildings should continue to be limited to a maximum of two stories.

2. Review and Update the Commercial Design Guidelines.

- a. The guidelines, originally prepared by the ARB in 2009 and last updated in 2021, should be kept updated to be responsive to trends.
- b. Include design guidance for new development, especially large projects.
- c. Include acceptable and unacceptable materials.
- d. Require a sign, lighting, and landscape plan for large projects.
- e. Include photos of examples from other places that demonstrate specific design intents and attributes.
- f. Model block specifications should continue to be used in Downtown and Noroton Heights. These include details on sidewalks, benches, and lampposts, and result in a consistent look and feel.

3. Update the Lighting Regulations.

Determine an illumination standard or standards in lumens or kelvins for signs in town and incorporate Dark Sky provisions to reduce light pollution. Consult the *2024 Model Outdoor Lighting Regulations for Connecticut*.⁷

4. Evaluate New Land Uses for Potential inclusion in Commercial and/or Mixed-Use Zones.

- a. Consider including hotels, motels, and inns—with a limit of 3 stories—in the SB Zone as principal uses.
- b. Research trends and types of contemporary medical spas and clinics and evaluate their appropriateness for inclusion in certain commercial and/or mixed-use zones.

5. Simplify the Special Permit Process.

Shift minor activities to Administrative Review and replace subjective criteria with quantifiable standards.

FUTURE REDEVELOPMENT

1. Consider Rezoning Properties on the South/East Side of Old King’s Highway South from Designed Office (DO) to Central Business District (CBD).

This zoning change would add depth to Downtown from its current linear pattern along Boston Post Road. Redevelopment could lead to a more active, walkable street grid along Center Street and Old King’s Highway South that connects to Corbin Drive.

2. Consider Incorporating Sustainable/Green Building Requirements into Zoning Districts that Permit Multi-Family or Mixed-Use Development.

Require developments with buildings larger than ~~than~~ 10,000 or 20,000 square feet to meet high-performance standards, including Passive House, Green Globes, LEED, or others. Encourage all development to meet such standards, with or without certification.

Village Districts

As specifically authorized by State statutes, a municipality can create Village Districts as part of their zoning regulations. Such districts must be located in areas of distinctive character, landscape, or historic value that are specifically identified in the POCD. The regulations establishing Village Districts must protect the distinctive character, landscape and historic structures within such districts and can regulate new construction, substantial reconstruction and rehabilitation of properties within such districts and in view from public roadways, including, but not limited to the design and placement of buildings, the maintenance of public views, the design, paving materials and placement of public roadways, and other elements that the commission deems appropriate to maintain and protect the character of the Village District. New Canaan and Westport have adopted Village Districts.

All development in a Village District must be designed to achieve various compatibility objectives:

- The building and layout of buildings and included site improvements shall reinforce existing buildings and streetscape patterns and the placement of buildings and included site improvements shall assure there is no adverse impact on the district.
- Proposed streets shall be connected to the existing district road network, wherever possible.
- Open spaces within the proposed development shall reinforce open space patterns of the district, in form and siting.
- Locally significant features of the site such as distinctive buildings or sight lines of vistas from within the district, shall be integrated into the site design.
- The landscape design shall complement the district’s landscape patterns.
- The exterior signs, site lighting and accessory structures shall support a uniform architectural theme if such a theme exists and be compatible with their surroundings.
- The scale, proportions, massing and detailing of any proposed building shall be in proportion to the scale, proportion, massing and detailing in the district.

The Commercial Design Guidelines, which are advisory, have some content that is similar to Village Districts that can apply where the Village District does not cover.

9. THE BUILT ENVIRONMENT

HISTORIC PRESERVATION

1. Update the 1980 Natural and Architectural Preservation Survey (NAPS).

An updated NAPS would identify new town landmarks, enhance the protection of historic resources, and leverage modern GIS technology to document changes since the original study. An updated survey would strengthen local preservation efforts and ensure that relevant structures are protected.

2. Support Adaptive Reuse.

Create incentives and/or zoning regulations that encourage the adaptive reuse of historic structures to meet modern housing and/or commercial needs.

3. Strengthen the Demolition Delay Ordinance.

Consider extending the delay period up to 180 days for structures of a certain age (typically 50+ years) or those listed on the State/National Registers. ~~This~~

was there to be more written?



▲ The old Noroton Heights Shopping Center (photo courtesy of the Planning & Zoning Department)

Chapter 9 Endnotes

- 1 McHue, Daniel and Sophie Huang, "Estimating the National Housing Shortfall," Harvard University Joint Center for Housing Studies. Accessed at www.jchs.harvard.edu/blog/estimating-national-housing-shortfall on March 21, 2026.
- 2 Hoover, Makinzi and Isabella Lucy, "The State of Housing in America," U.S. Chamber of Commerce. Accessed at <https://www.uschamber.com/economy/the-state-of-housing-in-america> on March 21, 2026.
- 3 Connecticut Fair Share Housing Study, 2025. Connecticut Office of Policy & Management.
- 4 "Darien 2025 Equity Report," DataHaven.
- 5 2024 ACS.
- 6 Pergallo Construction
- 7 "Model Outdoor Lighting Regulations for Connecticut," Menunkatuck Audobon Society, 2024.

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First up
 let's don't look like we're
 correct

APPENDICES

A. Consistency with State & Regional Plans

This Appendix will be completed after the recommendations are finalized

B. Recommendations Implementation Matrix

This matrix will be completed after the recommendations are close to being finalized. It will provide information on each recommendations such as key and supporting implementation actors, order of magnitude costs, and phasing

ATTACHMENT 3

Charles Teschner
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Darien CT 06820
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203-202-7553

15 June 2026

RE Comments on the Darien POCD draft dated 1 June 2026—”Closing the Gap Between Conservation and Development ”

I would like to propose two amendments to the POCD draft issued on June 1st.

(I) The “Darien Today” chapter should be amended to reflect analysis of the attached tables which show that the Town of Darien has a significant gap vs peer towns in terms of town / land-trust controlled protected properties.

- Table 1 demonstrates that concerns about the imbalance between Conservation on one hand and Development on the other are real, and not merely an impression coming from a survey which covered only a small percentage of residents.
 - The total amount of protected green space in Darien of 509 acres (Parkland plus Land Trust) is significantly less than that in New Canaan, Westport or Greenwich (886, 1125, 1500 respectively). This is only partially because Darien’s land area is smaller
 - Adjusted for size of the town, **Darien still comes 3rd** when calculating green space as a percentage of town land (Darien, 6.2%, compared to Westport (8.8%, helped by Longshore), New Canaan (6.3%) and Greenwich (4.9%)
 - On a per capita basis, Darien (21.9 acres per resident), **is 4th**, behind New Canaan (42.5 acres per capita), Westport (40.2 acres p.c.), Greenwich (23.5)
- A significant caveat, however, is demonstrated by *Table 2 attached*
 - If total green space, including school fields and country clubs (which, although they may be recreational and look green from the air, do not in any sense fit the definition of conservation), Darien comes out looking very well: an additional 6.9% of Darien fits this definition, in comparison to Greenwich with 4.4% additional; New Canaan with 1.8% and Westport with 1.6%
 - Although this certainly makes the town attractive and benefits club-member residents, the POCD as a policy document by definition has to focus on the land that town government controls

(II) Proposed amendments to the Recommendations section

I recommend that two new recommendation be added to Chapter 6 and the list of recommendations at the back:

New Recommendation 1a: “The Town of Darien should collaborate with the Darien Land Trust and other bodies to create a list of specific properties which may in the future become available in order to address the quantitative gap over time; (1b) additionally the Board of Selectmen’s vision statement should include adding more conservation land to the town as an explicit goal, and the P&Z and departments should develop explicit initiatives to put this vision into practice”

New recommendation 2: “the Town should grant a conservation easement to the benefit of the Darien Land Trust to protect the environmentally most valuable areas of Great Island including all land to the north and east of the Carriage House, including the Northeast Outlook, the Bridle Trail, Beach and eastern Coastal trail area.” This will ensure that the most valuable and pristine zones of the property will be permanently protected.

Of course, I am at your disposal for questions and comments.

Charles Teschner

2 tables as attachments

Darien – Park / Land Trust /Open Space Benchmarking

| Town | Population (2024-25) | Population Density (per sq mi) | Town Land Area (sq mi) | Municipal Parkland (acres) | Land Trust / Conservation (acres) | Total Green Space (acres) | Green Space % of Town | Acres per 1,000 Residents |
|-------------------|----------------------|--------------------------------|------------------------|----------------------------|-----------------------------------|---------------------------|-----------------------|---------------------------|
| Darien | 23,204 | 1,799 | 12.9 | 219 | 230 | 509* | 6.2% | 21.9 |
| Greenwich | 63,856 | 1,336 | 47.8 | 25+ parks | 700+ | 1,500+ | 4.9% | 23.5 |
| New Canaan | 20,870 | 944 | 22.1 | 486 | 400+ | 886+ | 6.3% | 42.5 |
| Westport | 27,996 | 1,400 | 20.0 | 325+ | 800+ | 1,125+ | 8.8% | 40.2 |

Table 1 notes:

Darien: 203 acres (Parks & Rec) + 16 acres (Highland Farm, purchased 2018) = 219 municipal acres; 230 Land Trust;* 60 acres Great Island (2024) brings total to 509 acres.

Greenwich: Municipal acreage not published as a single town figure; 700+ acres via Audubon Greenwich; 1,500+ total includes public and private recreational areas.

New Canaan: 450 acres (Waveny Park) + 36 acres (Irwin Park) = 486 municipal acres; 400+ Land Trust; 886+ total excludes smaller parks not individually sized.

Westport: 234 acres (Sherwood Island State Park) + 29 acres (Compo Beach) + other parks = 325+ municipal acres; 800+ Aspetuck Land Trust; Sherwood Island is state-managed.

Darien – Country Club and School Field Space — Benchmarking

Privately-owned and institutional open land across the four peer towns

| Town | Population (2024-25) | Town Land Area (sq mi) | School Fields (est. acres) | Private Clubs & Community Orgs (est. acres) | Total Club + School Space (acres) | % of Town |
|------------|----------------------|------------------------|----------------------------|---|-----------------------------------|---------------------|
| Darien | 23,204 | 12.9 | ~70 | ~500 | ~570 | 6.9% |
| Greenwich | 63,856 | 47.8 | ~150 | ~1,200 | ~1,350 | 4.4% |
| New Canaan | 20,870 | 22.1 | ~60 | ~200 | ~260 | 1.8% |
| Westport | 27,996 | 20.0 | ~100 | ~100 | ~200 | 1.6% ^(*) |

Table notes:

Methodology: School field estimates use confirmed site acreages (e.g., Darien HS 40 acres, Middlesex MS 27.3 acres) with a ~60% adjustment to exclude building footprints and parking. Private club estimates use confirmed acreages where published (Greenwich CC 162, Round Hill 222, Birchwood 83) and an 18-hole golf course rule-of-thumb (~150 acres) for unpublished courses. Figures rounded to avoid implying false precision.

Darien: Schools: 7 public schools, ~70 green acres after building footprint adjustment. Private clubs: Wee Burn CC, Woodway CC, Country Club of Darien (three 18-hole courses ≈ 450 acres) plus Tokeneke Club, Ox Ridge Riding & Racquet, YMCA, Darien Boat Club, Darien Ice Rink, tennis center (~50 acres).

Greenwich: Schools: 15 public schools. Private clubs: Greenwich CC (162), Round Hill (222), Stanwich, Tamarack, Burning Tree, Innis Arden, Milbrook, Fairview — eight 18-hole private courses. Greenwich also has a municipal golf course (Griffith Harris, 116 acres) which is not included here as it is publicly owned.

New Canaan: Schools: 5 public schools — smaller district than peers. Private clubs: Country Club of New Canaan (18-hole), NC Field Club, Lapham Center, YMCA. Notably fewer private clubs than Darien or Greenwich.

Westport: Schools: Staples HS (large), two middle schools, 5 elementary. Private clubs: Birchwood CC (83 acres confirmed) and small organizations.

* Westport's main golf course (Longshore, 169 acres) is municipally owned and is not included here.

Data sources: U.S. Census Bureau (2024 ACS); Connecticut Conference of Municipalities Data Hub; public-school district websites; private club websites and published acreages. Compilation date: May 2026.

ATTACHMENT 4

Planning Zoning and Housing Committee Darien Representative Town Meeting

June 18, 2026

Planning and Zoning Commission
Town of Darien

Re: 2026 Draft Plan of Conservation and Development (“POCD”)

Dear Members of the Commission:

I am writing on behalf of the Planning Zoning and Housing Committee (“PZ&H”) of the Darien Representative Town Meeting (“RTM”) to outline our comments on the draft POCD which was published on June 1, 2026. PZ&H met on May 14, 2026 and on June 11, 2026 to discuss the draft POCD. As a group we had some concerns that were more substantive in nature as well as identifying a number of typos in the document. For ease of review we have divided our commentary below chapter by chapter and within each chapter we first discuss the substantive matters and then the typos with reference to the page number.

Chapter 1 – Introduction

- No comments

Chapter 2 – Darien Today

- Substantive Comments
 - In general, we found that there was not a clear distinction between factual statement, community sentiment and the policy direction to be provided by the document
 - We are confused why there is a full demographic breakout for 2023 but not for 2013 on page 6
 - In the Government Section why is the RTM described in the introduction and then again in the section on the RTM on page 9
 - The list of non-profits is missing some important organizations, notably Person-to-Person and A Better Chance
 - Consider adding some type of “key emerging trends” summary to more cleanly bridge into the Darien of Tomorrow section
- Errors
 - Page 9 – RTM and not the BOF sets the final mill rate. The mill rate from the BOF is subject to the RTM’s discretion to approve or reduce.
 - Page 12 – The Town does not own the VFW Post (it is not “our post for them”), The building is owned by Post 6933

Chapter 3 – Darien Tomorrow

- Substantive Comments
 - In the Introduction it would be helpful to articulate why people move to Darien, ie, many new residents move out of the City to start a family
 - It would be helpful to put the figures re: demolition/new home construction in context – is 56 a lot?
 - In this chapter it would be helpful to more clearly articulate the difficulty in managing the competing priorities of development and maintaining small town character
 - There is a lot of discussion about “dissatisfaction” without identifying exactly what/why respondents are dissatisfied
 - The Town Planning Workshop did not have many participants – we feel it should be noted that this is not statistically representative
 - We feel mentioning concerns about crime on page 19 to be inappropriate in a planning document
- Errors
 - Page 8 and Page 13 repeat the same statistic about the completion of the survey
 - Page 20 Noroton is misspelled

Chapter 4 – The State POCD & Legislation

- Substantive Comments
 - It would be helpful to add a paragraph explaining WHY the local POCD has some much detail on state legislation, ie, how does that impact planning
 - On Page 25, it seems risky to interpret the State legislation which is still being fleshed out, for example, do we want to say that “summary review” is similar to “as of right” in a planning document. It would also be helpful to have some indication on how the PZC plans to address this law
 - Also on Page 25, it would be helpful to have more detail on the Town’s current affordable housing numbers in the 8-30g section along with how Darien compares to the 10% threshold
 - On Page 26 it would be helpful to identify how many ADUs were permitted and how many actually constructed
- Errors
 - Page 23 sentence structure in first sentence is wrong – should be “that Connecticut”
 - Page 23 bullet #5 – “the” missing before “greater Northeast”
 - Figure 4.1 appears to be incomplete
 - Page 24 “The Country Club of Darien” or two of Darien’s golf clubs? It is unclear what this sentence means

Chapter 5 – Darien & the Region

- Substantive Comments
 - The use of the word “several” in the WestCog plan introduction on page 29 is vague – are these all of the WestCog plans that include specific recommendations for Darien?
 - It is unclear if it is recommended that the improvements from the 2018 Noroton Heights Study that were not implemented are recommended
 - 2026 Traffic Calming Study should be available if it was expected in early 2026
 - We recommend that you add the WestCog Noise Abatement Study to the list of relevant WestCog Plans on page 29
- Errors
 - Page 29 – Which Appendix is the consistency statement?
 - Page 31 - Identify what is reflected in the y-axis on figures 5-3 and 5-4

Chapter 6 – Environment, Climate & Sustainability

- Substantive comments
 - In general this chapter seems to identify problems without assigning anyone the responsibility for addressing these problems. Meanwhile the list of Recommendations is very broad without assigning priority or clarifying if these are all recommendations or simply options to be considered.
 - Page 35 – recommend deleting the statement “most Connecticut municipalities prohibit...” – this is irrelevant as the connection of sump pumps is prohibited in Darien. Further explicit reference to the new sump pump ordinance should be made rather than vague reference to implementing an affidavit program
 - Page 37 – The paragraph on the Park and Rec programs is unclear. When was the pilot program launched? What is the process by which Darien Residents have pledged to incorporate native plants? And what are the Town’s “broader environmental sustainability goals”
 - Page 44 discusses the land protected by the DLT but not the land with open space or conservation restrictions monitored by the Town EPC. Those should be included in this section. It would also be helpful to have a map of the protected properties in the POCD.
 - Page 47 – what is the support for the statement that “Drought risk is expected to increase”
- Errors
 - Page 33 – The first sentence needs to be rewritten.
 - Page 36 – The key on Figure 6-2 is wrong
 - Page 43 – The last sentence re: leaf blowers needs to be rewritten
 - Page 44 – what organization published the 2026 Connecticut Climate Progress report?
 - Page 47 - what organization published the 2019 Physical Climate report?

- Page 52 – “propertyowners” should be two words

Chapter 7 – Transportation & Mobility

- Substantive comments
 - Should this section address the disconnect that Public Transportation ranked high on respondent concerns but only 21% of residents report taking public transportation
 - In the WestCog section add the Noise Abatement Study
 - Consider adding the fact that start time changes are being considered by the Board of Ed to the section on school transportation and traffic
 - Page 61 the discussion does not appear to include the fact that many people are dropped off and picked up at the transaction but there isn't a clear area for drop off and pick up on both sides of the tracks
 - Page 63 why is the 2015 Pedestrian Infrastructure Committee referenced if its recommendations were not implemented. Is the implication that they should be?
 - Page 67 should mention the new Sidewalk Committee in section 2
- Errors
 - Page 57: The end of Long Neck Point Road is not public as shown on figure 7-1
 - Page 58: what is the Y axis on Figures 7-2 and 7-3

Chapter 8 – Community Facilities & Services

- Substantive comments
 - We were uncomfortable with the title of this section since it seems to cover all Town Assets including undeveloped assets which we do not consider “facilities”. Highland and Great Island should not be included in the Park and Rec list since they are not maintained by the Park and Rec Department.
 - It would be helpful to better define what is “parkland” or “open space” or “other Town properties”
 - Page 73 should include that Public Works is responsible for the upkeep of Great Island
 - Page 83 Recommendations should include both a Park & Rec master Plan and an Open Space Plan
- Errors
 - Page 71: The Park & Rec list has a misspelling of Holahan. The list also includes Highland Farms and Great Island which are not under the purview of the Park and Rec Department
 - Page 72: Remove the Weed Beach project which was not approved
 - Page 73: Remove the Cherry Lawn project which was not approved
 - Page 82: add the Y axis definition to figure 8-1

Chapter 9 – The Built Environment

- Substantive comments
 - It seems that this is the section that would best cover Darien’s commercial base but it is substantially residential. This leaves out any real discussion of the types of businesses Darien wants to attract or how the Town can continue to encourage new types of businesses
 - Page 93 should reference the Special Session Public Act 25-1 which is different than Public Act 25-1
 - Page 93 we do not think that it should be stated in the POCD that a 8-30g moratorium is not a priority of the commission
- Errors
 - Page 86 the housing data snapshot figures do not match the figures elsewhere in the document
 - Page 94 rewrite first sentence under “Housing and Residential Development”
 - Page 94 add y-axis definition to figure 9-4
 - Page 95 clarify that ADU’s are allowed only within certain parameters
 - Page 95 add y-axis definition to figures 9-5 and 9-6
 - Page 102 rewrite sentence regarding visibility of cemeteries from the street
 - Page 104 recommends maintaining 2-story in CBD while 3 stories are allowed (and as high as 5 in the Corbin District)

Thank you for taking our comments into consideration.

Sincerely,



Amy S. Zabetakis, Chair
Planning Zoning and Housing Committee