APPLICATION SUMMARY:
The Department of Public Works, is requesting site plan approval to make a major redesign of the Glenville Road/Street Corridor through the a Federal Congestion Mitigation and Air Quality (CMAQ) grant, to reduce congestion and improve air quality by reducing emissions to help meet the requirements of the Clean Air Act, providing wider lanes, improved traffic signaling, new sidewalks and curbing, realignment of crosswalks at critical intersections, on-street parking, and related road improved on Glenville Street/Road from Glen Ridge Road to Weaver Street.

COMMENTS AND RECOMMENDATIONS:
1. ZONING – Per Sec. 6-13(a)(8) the applicant has filed a site plan application in conjunction with an application for Municipal Improvement (Application PLPZ 2020 00336). Staff notes that provided plans does not note proposed grading in the road way and right-of-way.  
2. TREE WARDEN – the Town’s Tree Warden held a Public Hearing on 10/8/2020 regarding the removal of six (6) trees in the Town’s Right-of-Way. The Tree Warden granted approval for removal, subject to a replanting of trees at a 1 to 1.5 ration. This would equal a total of nine (9) trees of a size no less than a 2-inch caliper with the species to be determined at the discretion the Tree Warden.

DEPARTMENT COMMENTS
ENGINEERING - Drainage Exemption
TREE WARDEN - see tree removal approval attached.

PROPOSAL:
Based on the parameters of the grant, the analysis by the design team, and receipt of public comment; a preferred corridor concept was created and accepted by the CT DOT. The following is a description of the improvements as described in the plans starting from the western edge of the proposed corridor improvements moving to the east:

At Glenville Street and Shopping Center Driveway:
• Upgrades to the traffic and pedestrian signals. Signals would be synced across the whole corridor to improve traffic flow.
• New redesigned crosswalks and ramps for ADA compliance.
• Glenville Street would be widened from the shopping center driveway to Angelus Drive to provide a longer westbound right-turn lane into the shopping plaza while maintaining parking along the northern side of Glenville Street.
• New sidewalks along the southern side of Glenville Street.

<table>
<thead>
<tr>
<th>FINAL SITE PLAN PLPZ 2020 00335</th>
<th>Department of Public Works</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOCATION: Glenville Road/Street</td>
<td>Major redesign of the Glenville Road/Street Corridor</td>
</tr>
</tbody>
</table>
• New granite curbing and drainage structures throughout the whole area.
• Existing on street parking would be relocated from the area in front of Brighton Cleaners, further south on Glenville Street and away from the intersection.

At Glenville Street/Road and Riversville Road:
• New traffic signal equipment would be installed and be able to synced through the corridor.
• The current Greenwich Bank drive-through curb-cut would be maintain but signalize instead of stop sign controlled.
• The eastbound left-turn lane would be extended for Riversville Road to allow for left-turn into Angelus Drive and a longer queue length.
• The raised island on Riversville Road would be extend north to control left turns out of the Sunoco gas station on the west side of Riversville Road.
• The radius of the northeast corner would be “tightened” to help slow down vehicles negotiating the right turn from Glenville Road and onto Riversville Road, heading north.
• Existing parking spaces along both sides of the east leg of Glenville Road would be reconstructed and better defined over the current conditions.
• New granite curbing and drainage structures throughout the whole area.

At Glenville Road and Pemberwick Road:
• New traffic signal equipment would be installed and be able to synced through the corridor.
• New sidewalks and crosswalks would be installed at the intersection.
• Pemberwick Road would be realigned to provide dedicated left-and right-turn lanes.
• Glenville Road in this area would be realigned to improve sight distances, and provide a Turning lane onto Pemberwick Road. This realignment would result in the relocation of the parking area in front of Glenville Pizza to across the street (south side of Glenville Road, and west of Pemberwick Road.
• New granite curbing and drainage structures throughout the whole area.

At Glenville Road and Weaver Street:
• New sidewalks and crosswalks would be installed at the intersection.
• Realignment of Glenville Road, west of the Weaver St. intersection, to improve sight distances.
• Weaver Street would be widened to provide dedicated left and right-turn only lanes.
• Existing traffic signal equipment would be reused.
• New granite curbing and drainage structures throughout the whole area.

TRAFFIC:
DPW has provided traffic data used in analyzing and designing the corridor improvements. Based on their data, and modeling, the current conditions with not improvements made, the Level-of-Service (“LOS”) in the corridor and each intersection
would be a Level of F in the AM peaks, and at best a Level E and most intersections in the PM peak except for the Riversville Road and Weaver Street intersections, which could operate as high as a LOS B and C, respectively, at the PM peak.

Modeling post improvements predicts a leveling out of the LOS at all intersections to no worse than and Level C in the AM and PM peaks. In some instances, the LOS at the Riversville Road and Weaver St. could be as high as a Level B, post construction.

It should be noted that improvements to a Level C or better is required for consideration for funding under the grant’s parameters.

**TREE REMOVAL AND GRADING:**
DPW has indicated six (6) street trees that would need to be removed to accomplish the improvements in the right-of-way. The Tree Warden held a public hearing on 10/8/2020, and approved for these trees to be removed subject to the following: 1) That upon completion the of the road, sidewalk and parking area improvements there will be a replanting of trees at a 1 to 1.5 ratio. This would equal a total of nine (9) trees of a size no less than a 2-inch caliper with the species to be determined at the discretion the tree warden; and 2) the tree warden would request an overall comprehensive landscape improvement plan that enhances the areas after construction.

Grading of the road and throughout the right-of-way is proposed to be kept as or at a minimum per the DPW. Most if not all of the work occur within the existing confines of the road, as much of the work would involve realignment. The surface grade of the street is not expected to be changed in an appreciable way. With that said, the provided plans show no proposed or final grading, so it is difficult to identify the scope and potential impacts without this information being provided. The Commission should determine if this information is critical at this time or if final grades can be provided at a later point in the process.

**APPLICABLE REGULATIONS:**
Sections 6-13 and 6-15 of the Town of Greenwich Building Zone Regulations.
NOTICE OF FINAL DECISION OF THE TREE WARDEN REGARDING SIX (6) TREES POSTED FOR REMOVAL AT

449 GLENVILLE ROAD AND 266 GLENVILLE ROAD

A Virtual Public Hearing was held on Thursday, October 8th, 2020 at 12:00pm for the following trees posted for removal: 449 Glenville Road and 266 Glenville Road. As required by Chapter 451, Section 23-59 of the Connecticut General Statutes, a public hearing was called because of appeals objecting to the removal of these trees were received within ten (10) days of their posting.

After careful consideration and having listened objectively to the facts and opinions presented by all parties, I have ruled in the following manner on the posted trees listed above and referenced again below:

It is my decision and have concluded that the four (4) London Plane trees (Plantanus x acerifolia) consisting of a Diameter at Breast Height (DBH) of twenty-eight (28) inches, twenty-two (22) inches, twenty-five (25) inches, and thirteen (13) inches and two (2) black locust (Robinia pseudoacacia) consisting of twenty-six (26) inches be approved for removal.

However, removal will only be granted to the Department of Public Works with the agreement that upon completion of the road, sidewalk and parking area improvements there will be a replanting of trees at a 1 to 1.5 ratio. This would equal a total of nine (9) trees of a size no less than a 2-inch caliper with the species to be determined at the discretion of the tree warden. Additionally, the tree warden would request an overall comprehensive landscape improvement plan that enhances the areas after construction.

This is the final decision of the Tree Warden of the Town of Greenwich. Let it be known that Chapter 451, Section 23-59 of the Connecticut General Statutes states “the Tree Warden shall render his/her decision granting or denying the application, and the party aggrieved by such decision may, within ten days, appeal therefrom to the superior court or the judicial district within which such town or borough is located.”

This decision will be posted in the lobby of the offices of the Parks and Recreation Department located on the 2nd floor of the Town Hall, the lobby of Town Hall, the Town Clerk’s office, and the Town of Greenwich website https://www.greenwichct.gov/AgendaCenter/ViewFile - Public Tree Hearing. It will also be sent to persons present at the Public Hearing and to those who appealed the posting of these trees for removal.

As your Tree Warden, by Connecticut statute, I am charged with the “care and control” of all town-owned trees. The Tree Division doesn’t take this responsibility lightly. Each and every tree slated for removal is inspected and decided on a case-by-case basis.

Dr. Gregory Kramer
Superintendent of Parks and Trees/Tree Warden
Town of Greenwich - Department of Parks and Recreation
Planning and Zoning Application for Municipal Improvement & Final Site Plan Approval

CMAQ Glenville Corridor Improvements
Town of Greenwich, Connecticut

Prepared by:
Town of Greenwich Department of Public Works
Town Project No. 15-18

November 2020
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Site Plan Zoning Statistics  
Site Plan Checklist  
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Project Location Map  
GIS Property Map  
Abutters information and Notification  
Preferred Concept Plan
MUNICIPAL IMPROVEMENT APPLICATION

Project Name: CMAQ Glenville Corridor Improvements

Applicant: (Department or Agency) Department of Public Works - Engineering Division

Address: Glenville Street/Road from Glen Ridge Road to Weaver Street

Contact Person: [Name]

Telephone: [Number] Facsimile: [Number]

Authorized Agent / Department Head Signature: [Signature] Date: November 13, 2020

If project involves real property, identify by

Location: Glenville Street/Road from Glen Ridge Road to Weaver Street

Tax Account Number(s): N/A (ROW) Zone(s): LBR-2/RC-7/R-7

Property Owner / Responsible Department: Department of Public Works

Previous related MI Numbers: N/A

PROJECT DESCRIPTION:

Major Redesign - Traffic Improvements and Signals

Street Widening and new Traffic Signal

Please refer to the attached.

Attach additional sheets, if necessary

Staff-assigned MI Number

Form PZ MI App

Staff-assigned SP Number
SITE PLAN APPLICATION

☐ PRELIMINARY   ☐ FINAL

Project Name: CMAQ Glenville Corridor Improvements
Project Address: Glenville Street/Road from Glen Ridge Road to Weaver Street
Property Owner(s): Town of Greenwich Department of Public Works
Tax Account Number(s): N/A (ROW Only) Zone(s): LBR-2/RC-7/R-7 Lot Area: N/A
Project will affect abutting properties at

Please select all relevant items below:
☐ Special Permit – Complete special permit application form
☐ Coastal Overlay Zone
☐ Property is within 500 feet of a Municipal Boundary of __________________ (for notification)
☐ Amendment to Building Zone Regulations – Section(s) ________________
☐ Amendment to Building Zone Map – Zone(s) affected _______________________
☐ Health Department review needed
☐ Sewer Department review needed
☐ Architectural Review Committee Application attached or Review needed
☐ Planning & Zoning Board of Appeals review needed
☐ Inland Wetlands and Watercourses Agency Review / Approval Required

AUTHORIZED AGENT

Name: James Michel, P.E., Deputy Commissioner
Firm name: Town of Greenwich DPW
Street Address: 101 Field Point Road
City: Greenwich St: CT Zip: 06830
Phone: 203-622-7767
Email: jmichel@greenwichct.org
Signature: ______________________________ Date: November 13, 2020

PROPERTY OWNER(S) AUTHORIZATION

Name: James Michel, P.E., Deputy Commissioner
Street Address: 101 Field Point Road
City: Greenwich ST: CT Zip: 06830
Phone: 203-622-7767
Email: jmichel@greenwichct.org
Signature: ______________________________ Date: November 13, 2020

To be completed by P&Z staff only:
Check # ___________________   Check Amount: $ __________
Application # ___________________ PZ Site Plan App 2018
### SITE PLAN ZONING STATISTICS

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This Site Plan Involves:

- ADDITIONS
- ALTERATIONS
- DEMOLITION
- RE-CONSTRUCTION
SITE PLAN CHECKLIST

APPLICATION NAME: CMAQ Glenville Corridor Improvements

All applications for preliminary and final site plan approval shall be made on the appropriate forms as provided by the Planning Staff. The following items must also be provided with the application. If any of the following items are not filed at the time of application, the application may be returned to the applicant in order that it may be filed in the entirety at an appropriate future date. Required Items: (Sec. 6-14)

CHECK ITEMS SUBMITTED

✓ 1. Fifteen copies of a survey, folded to 9” x 12”, showing existing conditions, including:
   ✓ a. Locations and dimensions of all existing buildings, structures, fences, retaining walls, utility facilities, trees of six (6) inches or more in diameter at breast height, and other similar features.
   ✓ b. Existing contours at no more than a two-foot vertical interval, unless waived by the commission Staff in circumstances where such contours may not be necessarily pertinent. The survey shall indicate topographic conditions of property immediately adjoining the subject parcel.
   ✓ c. The location of all existing watercourses, intermittent streams wetlands as required by IWWA, Flood Hazard Lines as determined by FEMA, springs and rock outcrops or a note indicating that none exist, with the sources of information listed.
   ✓ d. The zone in which the land to be developed falls and the location of any town and zone boundary lines within or adjoining the tract, and yard dimensions to existing buildings. Lot area, by zone, shall be indicated.
   ✓ e. The title of the development, date, revision date if any and nature of revision, north arrow, scale, and the name and address of owner and names of owners of adjacent land.
   ✓ f. Street and property lines, curbs, edges of pavement, sidewalks, easements, right-of-way, covenants, and deed restrictions.
   ✓ g. Traffic lights and controls, public trees, catch basins, hydrants, and power and telephone lines in adjacent streets.
   ✓ h. Certification with the signature and seal or registration number of a registered land surveyor licensed in the State of Connecticut that the drawing is substantially correct to A-2 Standards, and that the property is in a designated zone under the zoning regulations.

✓ 2. Fifteen sets of a detailed Site development plan, at a readable scale, folded to 9” x 12”, prepared in accordance with all applicable Town standards including the Roadway Design and Drainage Design Manuals, and signed by a professional architect, land surveyor, or engineer licensed in the State of Connecticut, showing:
   ✓ a. Location, dimension, and elevation of all proposed buildings, structures, walls, fences.
   ✓ b. Location dimensions and surface treatment of all existing and proposed parking and loading spaces, traffic access and circulation drives, and pedestrian walks. Sidewalks are to be provided as required by the Building Zone Regulations.
   ✓ c. Approximate location of proposed utility lines, including water, gas, electricity, sewer and the location of any transformers.
   ✓ d. Note specifying source of water supply and method of sewage disposal.
   ✓ e. Existing and proposed contours at units of no more than a two foot interval unless waived by the Commission’s staff. Cuts and fills and estimates of blasting to be submitted at time of final site plan.
   ✓ f. Location, size and type of proposed landscaping and buffer planting and the designation of those areas of natural vegetation not to be disturbed.
   ✓ g. Any other similar information determined by the Commission staff in order to provide for the proper enforcement of the Building Zone Regulations.
   ✓ h. Zoning statistics including: Gross Floor Area, Floor Area Ratio, Usable Floor Area, Required Parking, Actual Parking Provided, Building Height, Building Footprint, and Area Devoted to Surface parking, Building and Drives.
   ✓ i. Provisions for compliance with Americans with Disabilities Act (Handicap Access) and State Building Code.
   ✓ j. Coastal Area Management Application for projects within the Coastal Overlay Zone.

N/A 3. Eight sets of architectural plans, signed and sealed by an architect registered in the State of Connecticut, of all floors, all exterior elevations showing existing and proposed grade conditions. Elevations are to detail architectural elements by labeling materials, color and dimensions. Each architectural elevation shall show the absolute building height as well as building height for zoning purposes. All HVAC facilities are to be shown on architectural elevations.
4. Three copies of Floor Plan Work Sheets with the dimensions and calculated floor areas for each floor prepared in accordance with Sec. 6-5(22). Consult Commission Staff for required format.

5. Three copies of “building coverage” computation sheets.

6. Three copies of “area devoted to surface parking, building, and drives” worksheets.

7. Five copies of sight distance certification reports when required by a preliminary site plan review or when advised by the commission staff pursuant to item 2(g) of this checklist.

8. Three copies of Volume calculations per 6-101.

9. Completed Traffic Impact Evaluation Form if applicable. Submission requirements are defined on the form, available at the Commission office. A traffic report may be required.

10. Ten copies of completed application form signed by applicant or authorized agent, owners and contract purchasers, as applicable.

11. Ten copies of detailed Special Permit form, if required by Building Zone Regulations.

12. Fifteen copies of detailed, inclusive narrative description of the proposed project. For those projects involving amendments to the Building Zone Regulations and/or amendments to the Building Zone Regulation Map, the narrative description must provide the section number and text for the proposed amendments(s) to the BZR and an explanation providing justification for the proposal. For map changes, a scaled drawing at 1” to 400’ needs to be provided for affected areas.

13. Eight copies of reductions in, 11 x 17 size, or other appropriate size, providing a readable, clear plan of proposed site development and architectural plans.

14. A showing that an adequate source of potable water is available to satisfy the needs of the proposed development as per Sec. 6-15(a) (5), signed by C.A.W.C.

15. An affidavit certifying that all abutting property owners have been notified, as evidenced by the submission of a certificate of mailing or certified or registered mail receipts about said application. A schedule of names, addresses, shown on a GIS map with lot lines indicating the location of the notified property owners. Owners of lots, or portions of lots, which are across a public or private street shall be deemed to be abutting property owners. For projects which require the preliminary review by the Conservation Commission, the notice shall be sent by the applicant to abutting owners two weeks prior to any scheduled hearing date of the Conservation Commission.

16. Authorization for the agent and contract purchasers to act on behalf of the certified property owner(s).

17. A separate schematic plan at a scale no larger than 1”-100” indicating buildings, parking and drives on the site and all adjoining properties, including those across the street, and the nearest cross street.

18. Five copies of a Drainage Summary Report as per Department of Public Works and the Town Drainage Design Manual. The summary report must be prepared in accordance with the following formats: PRELIMINARY: Existing and proposed storm water distribution, existing and proposed runoff rates, capability of off-site drainage facilities to accommodate proposed runoff, capability of off-site soils to accommodate percolation or detention if proposed, and identification of proposed drainage structures. FINAL: Final structure design details, prior approval from IWWA, Engineering Division and Conservation Commission as appropriate, and all information required by the preliminary report or two copies of drainage exemption forms.

19. In accordance with Sec. 6-183.1 to 6-183.10 of the Building Zone regulations, tree protection and sedimentation and erosion control plans shall be submitted with all site plan applications.

20. All applications for final site plans shall be in the form of a survey prepared by a registered Connecticut land surveyor having metes and bounds, dimensions of all buildings, parking and drives, setbacks of all structures from property lines, setbacks between buildings, and certification that building dimensions shown thereon are the same as the approved architectural plans. Architectural and drainage plans are to be references by title, date(s) and sheet numbers.

21. Required fee submitted at time of application (see fee schedule).

22. “It is the belief of the PZC staff that this application is incomplete because of the failure of the applicant to provide the materials referred to above. This application will be reviewed by the PZC and a decision made as to whether it is complete or incomplete at its public meeting to be held in the PZC office.”

All applicants must make an appointment to submit this application with the Applications Coordinator, Peter Mangs, who can be reached by (email) Peter.Mangs@greenwichct.org or (phone) 203-622-7894.

NOTE: Any new documentation presented at Planning and Zoning Meetings shall be submitted to staff so that they can be made part of the record. Please ensure all documents can easily be removed from presentation boards.

* A drainage summary report is not required because all work falls within the Town Right-of-Way.
Narrative

Project Description

Funding for this project is provided under the CMAQ grant program, which stands for the Congestion Mitigation and Air Quality Program. This program provides 100% federal funds to the Town reimbursable up to $2 million. These funds are administered by the Connecticut Department of Transportation. The goal of the CMAQ program is to reduce congestion and improve air quality by reducing emissions to help meet the requirements of the Clean Air Act through transportation projects and programs at the local government level.

The engineering division submitted a grant application through WestCOG in March of 2015 requesting the $2 million grant for this project. Included in this application was a resolution of intent by the first selectman to provide a local match to complete the project. In February 2016, the grant was awarded to the Town of Greenwich in the amount of $2 million. In the Spring of 2017, the design consultant RFQ interview and selection process was finalized with the design consultants being Malone and MacBroom. In January of 2019, an authorization letter was issued by the state of Connecticut to proceed with a preliminary design and then in January of 2020 a letter was received to proceed with the final design. This project was presented to the BOS in April of 2020 with the decision being postponed and presented again in November of 2020. Approval was granted by the Board of Selectmen on November 12, 2020.

Existing Conditions

The Glenville Road Corridor, as accepted by the Connecticut DOT, is the roadway on Glenville Street and Glenville Road from the intersection of Glen Ridge Road through the intersection of Weaver Street, including all intersections within the corridor roadways leading into it with a setback of approximately 100 feet. Glenville Road/Glenville Street is an urban minor arterial roadway. It has an Average Daily Traffic Rate (ADT) of approximately 18,000 vehicles per day. It is 1,500 linear feet long and has a posted speed limit of 25 miles per hour.

The Glenville corridor experiences heavy congestion, especially during the morning peak due to commuter traffic using it as a connection from the Merritt Parkway/Hutch Parkway via King Street to Central Greenwich (under normal, non-pandemic conditions of course) and also the I-684 via Riversville Road. Additionally, school traffic generates morning peak hour traffic due to two private schools being in the vicinity and one public elementary school located on Riversville Road. The location of a major un-signalized intersection at Pemberwick Road, which is located between 2 signalized intersections, creates further congestion. Specifically, in the morning peak as any vehicle attempting to turn left from Pemberwick Road onto Glenville Road or onto Pemberwick Road from Glenville road causes a backup. Other issues include roadway geometry and sightline issues. There is a lack of pedestrian accommodation, sidewalk gaps exist as well as parking issues and comfortable access to local businesses.

Public Outreach

In March of 2019, a walk audit was completed with major stakeholders, which included property owners and business owners along the corridor. Following that audit, a project information meeting was held. During that time input from the public was collected to find out where they felt the problem areas were located. This way, we knew where to focus improvements and create priority list. There was a great turnout for this meeting and we collected a lot of useful information and recommendations. This allowed us to proceed with an analysis. During this time, accident history and traffic counts were collected. We took into
consideration proposed development in the vicinity. Traffic models were generated based on the collected information and the models were calibrated so that a future projection of the traffic could be created to model existing conditions and any future improvements proposed.

In May of 2019, a second public information meeting was held. At this time, three concepts were presented. During this meeting, we collected feedback from the public to be sure that we address the problem areas and get a feel for what concept was preferred by the majority. In September of 2019, a preferred corridor concept was proposed and presented, followed by a two-week comment period. This preferred concept included the least right away impacts with models showing that it will significantly improve the traffic operations and safety along the entire corridor.

As you can see the preferred corridor concept is a direct result of public input received at all the above meetings with the preferred corridor concept being largely favorable.

Traffic Analysis

Traffic data was collected and models were calibrated for existing and future conditions for 2029, without any improvement and with improvement based on the preferred corridor concept. The Level of Service (LOS) was determined at each intersection for existing and future conditions with and without improvements. The following table shows a summary of what the LOS is projected to be along the corridor with and without improvements.

<table>
<thead>
<tr>
<th>Future Conditions (2029)</th>
<th>@ Glen Ridge Rd.</th>
<th>@ Riversville Rd.</th>
<th>@ Pemberwick Rd.</th>
<th>@ Weaver St.</th>
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<tr>
<td></td>
<td>AM</td>
<td>PM</td>
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<tr>
<td>Improvements</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>B</td>
</tr>
</tbody>
</table>

Based on the traffic models with the preferred corridor concept, the AM Peak LOS improves to a level of C at Glen Ridge Road, Riversville Road, Pemberwick Road and a LOS of B at Weaver Street. Therefore, the LOS improves by three grades at each of these intersections. In order to receive the grant funding, the LOS must be improved to at least a C or better.

Proposed Conditions

The preferred corridor concept as described above was accepted by the Connecticut DOT. The following is a description of the improvements by intersection along the corridor:

*Improvements Proposed at Glenville Street and Shopping Center Driveway:*

* Widen the Glenville Street segment from the shopping center driveway to Angelus Drive to provide a longer westbound right-turn lane into the shopping plaza while maintaining parking along the northern edge of Glenville Street.
* Provide new sidewalks along the southern edge of Glenville Street.
* Realign crosswalks and reconfigure ramps for ADA compliance.
* Install new traffic signal equipment to be able to sync the corridor.
* Relocate the parking in front of Brighton Cleaners further south on Glenville Street away from the
intersection.
• New granite curbing and drainage structures.

**Improvements Proposed at Glenville Street/Road and Riversville Road:**

• Extending eastbound left-turn lane for Riversville Road to allow for left-turn into Angelus Drive and longer queue length.
• Extend the raised island on Riversville Road to better control access in and out of the Sunoco gas station.
• Tighten the northeast corner radius to slow down vehicles negotiating the right turn from Glenville Road to Riversville Road.
• Install new traffic signal equipment to be able to sync the corridor.
• Maintain the existing Webster Bank entrance-only driveway at Riversville Road.
• Maintain but signalize the existing stop sign controlled Greenwich Bank drive-through.
• Reconstruct and better define the existing parking spaces along both sides of the east leg of Glenville Road.
• New granite curbing and drainage structures.

**Improvements Proposed at Glenville Road and Pemberwick Road:**

• Install a traffic signal at this intersection.
• Widen Pemberwick Road to provide dedicated left-and right-turn lanes.
• Provide sidewalks and new crosswalks to improve pedestrian access at the intersection.
• The proposed geometric improvements would result in the relocation of the parking area in front of Glenville Pizza to across the street.
• New granite curbing and drainage structures.

**Improvements Proposed at Glenville Road and Weaver Street:**

• The widening of the western leg of Glenville Road to provide a dedicated right-turn lane has been eliminated.
• Widen Weaver Street to provide dedicated left- and right-turn lanes.
• Provide sidewalks and new crosswalks at the intersection.
• Reuse existing traffic signal equipment.
• New granite curbing and drainage structures.
PROJECT LOCATION MAP

CMAQ - GLENVILLE ROAD CORRIDOR TRAFFIC SIGNAL OPTIMIZATION AND INTERSECTION IMPROVEMENTS

GLENVILLE ROAD
GREENWICH, CONNECTICUT

PROJECT PHASE: PRELIMINARY DESIGN  REV: ---

DATE: JULY 2019
SCALE: 1"=500'
PROJ. NO.: 1759-98
DESIGNED: ---  DRAWN: SMG  CHECKED: ---

FIG. 1
Abutters Information and Notification
<table>
<thead>
<tr>
<th>Tax Id#</th>
<th>Property Address #</th>
<th>Property Address Street</th>
<th>Owner Name/Business Name</th>
<th>Address 1</th>
<th>Address 2</th>
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<td>1</td>
<td>09-2203/S</td>
<td>Glenville Street</td>
<td>RIVERSGLEN LLC</td>
<td>1187 Yonkers Avenue</td>
<td>Yonkers, NY 10704</td>
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<td>09-2354/S</td>
<td>Glenville Street</td>
<td>TYBURSKI KATHRYN A</td>
<td>5 Glenville Street</td>
<td>Greenwich, CT 06831</td>
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<td>3</td>
<td>09-1025/S</td>
<td>Glenville Street</td>
<td>Mill Owners Company LLC</td>
<td>10 Glenville Street</td>
<td>Greenwich, CT 06831</td>
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<tr>
<td>4</td>
<td>09-1998/S</td>
<td>Glenville Street</td>
<td>POTTSGEN SIGRUD G ET ALTRS</td>
<td>3804 Stonemeadow Drive</td>
<td>Greenwood, IN 46142</td>
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<td>5</td>
<td>09-1147/S</td>
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<td>Carlon Realty LLC</td>
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<td>7</td>
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<td>Sutton Land LLC</td>
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<td>8</td>
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<td>SCALISI REALTY LLC</td>
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<td>Greenwich, CT 06831</td>
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<tr>
<td>11</td>
<td>09-2961/S</td>
<td>Riversville Road</td>
<td>URSTADT BIDDLE PROPERTIES INC ATTN HEIDI BRAMANTE</td>
<td>321 Railroad Avenue 2nd Fl.</td>
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<tr>
<td>12</td>
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<td>BRUNSWICK SCHOOL HOLDINGS II LLC</td>
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<td>12 RIVERSVILLE MANAGEMENT LLC</td>
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<td>14</td>
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<td>NINTH DISTRICT VETERANS ASSOC</td>
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<tr>
<td>15</td>
<td>09-4519/S</td>
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<tr>
<td>16</td>
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<td>GLD GLENNVILLE LLC % JOAN S ORLOVITZ</td>
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<tr>
<td>20</td>
<td>09-3098/S</td>
<td>Glenville Road</td>
<td>Vincent J Ferraro</td>
<td>5 East Byway</td>
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<td>253 GLENNVILLE LLC</td>
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<tr>
<td>23</td>
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<td>24</td>
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<td>101 Field Point Road</td>
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<tr>
<td>25</td>
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<td>Glenville Road</td>
<td>Town of Greenwich</td>
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<tr>
<td>26</td>
<td>09-1200/S</td>
<td>Glenville Road</td>
<td>COLEMAN GLENNVILLE LLC % LESLIE FELDMAN</td>
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<td>North Kingstown, RI 02852</td>
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<tr>
<td>27</td>
<td>09-4505/S</td>
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<td>101 Field Point Road</td>
<td>Greenwich, CT 06830</td>
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<tr>
<td>28</td>
<td>09-4512/S</td>
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<td>Town of Greenwich</td>
<td>101 Field Point Road</td>
<td>Greenwich, CT 06830</td>
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<tr>
<td>29</td>
<td>09-2543/S</td>
<td>Weaver Street</td>
<td>Patrick &amp; Rebecca Fox</td>
<td>267 Weaver Street</td>
<td>Greenwich, CT 06831</td>
</tr>
</tbody>
</table>

Note: Notification letter not required for Town of Greenwich Parcels.
November 12, 2020

«Owner_NameBusiness_Name»
«Address_1»
«Address_2»

Re:  CMAQ Glenville Corridor Improvements Planning & Zoning Application
Town Project No. 15-18

To Whom it May Concern:

Notice is hereby given that Town of Greenwich Department of Public Works has filed a final site plan application with the Town of Greenwich, Planning and Zoning Commission for a Municipal Improvement for the CMAQ Glenville Corridor Improvements.

Further information concerning this application may be obtained by contacting the Planning and Zoning Commission at 203-622-7894.

Sincerely,

James W. Michel, P.E.
Deputy Commissioner

gcc(typ)/jwm
cc:     File 15-18 (TOG)
SEND: COMPLETE THIS SECTION

- Complete items 1, 2, and 3.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

POTTGEN SIEGRUN G ET AL TRS
3804 Stonemeadow Drive
Greenwood, IN 46142

DOMESTIC RETURN RECEIPT
PS Form 3811, July 2015 PSN 7590-00-060-9059

COMPLETE THIS SECTION ON DELIVERY

A. Signature

X

B. Received by (Printed Name)

C. Date of Delivery

D. Is delivery address different from item 1?
   Yes
   No

3. Service Type

- Adult Signature
- Certified Mail®
- Collect on Delivery
- Priority Mail Express®
- Registered Mail™
- Registered Mail Restricted Delivery

DOMESTIC RETURN RECEIPT
PS Form 3811, July 2015 PSN 7590-00-060-9059

SEND: COMPLETE THIS SECTION

- Complete items 1, 2, and 3.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Carlon Realty LLC
15 Glenville Street
Greenwich, CT 06831

COMPLETE THIS SECTION ON DELIVERY

A. Signature

X

B. Received by (Printed Name)

C. Date of Delivery

D. Is delivery address different from item 1?
   Yes
   No

3. Service Type

- Adult Signature
- Certified Mail®
- Collect on Delivery
- Priority Mail Express®
- Registered Mail™
- Registered Mail Restricted Delivery

DOMESTIC RETURN RECEIPT
PS Form 3811, July 2015 PSN 7590-00-060-9059
**PS Form 3811, July 2015 PSN 7590-02-000-9053**

**BELRAY PROPERTIES VII LLC**
881 Lake Avenue
Greenwich, CT 06831

**NINTH DISTRICT VETERANS ASSOC**
14 Riversville Road
Greenwich, CT 06831

**12 RIVERSVILLE MANAGEMENT LLC**
263 Glenville Road
Greenwich, CT 06831
243 GLENVILLE ROAD LLC
243 Glenville Road
Greenwich, CT 06831

239 GLENVILLE ROAD LLC JOAN S ORLOVITZ
239 Glenville Road
Greenwich, CT 06831

GLD GLENVILLE LLC JOAN S ORLOVITZ
239 Glenville Road
Greenwich, CT 06831
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<tr>
<td>1. Article Addressed to:</td>
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<tr>
<td>Vincent J Ferraro</td>
</tr>
<tr>
<td>5 East Byway</td>
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<tr>
<td>Greenwich, CT 06831</td>
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<table>
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<td>A. Signature</td>
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<tr>
<td>✗</td>
</tr>
<tr>
<td>Agent</td>
</tr>
<tr>
<td>Address</td>
</tr>
<tr>
<td>B. Received by (Printed Name)</td>
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<tr>
<td>C. Date of Delivery</td>
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<tr>
<td>D. Is delivery address different from item 1?</td>
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<td>91 7199 9991 7039 2306 5940</td>
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</table>
COLEMAN GLENVILLE LLC LESLIE FELDMAN
23 Harbor Court
North Kingstown, RI 02852

GLENVILLE ROCK MANAGEMENT LLC
263 Glenville Road
Greenwich, CT 06831