Glenville and Pemberwick Neighborhood Plan

Town of Greenwich, CT

Adopted January 24, 2017
GLENVILLE AND PEMBERWICK NEIGHBORHOOD PLAN

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Section 1.0: Introduction

1.1. Regional Context and Neighborhood Boundary

The Glenville and Pemberwick neighborhoods together encompass approximately 3.3 square miles of land in the southwest portion of the Town of Greenwich (see Figure 1). The study area is defined as the Town’s boundary with Rye Brook and Port Chester to the west; Sherwood Avenue to the north; West Putnam Avenue (Route 1) to the south; and Glenville Road, Riverside Road and Valley Drive to the east. While the border between the two neighborhoods is not delineated, Glenville is generally considered to be the portion of the study area north of Comly Avenue, while Pemberwick contains those areas to the south. Figure 2 illustrates the various neighborhoods in Greenwich. The Glenville and Pemberwick neighborhoods make up approximately 5% of Greenwich’s land area.

Glenville is one of the four larger “village” areas of the Town (the others being Byram, Cos Cob and Old Greenwich), which provide a community level of commercial services and a distinct sense of place. Glenville’s “center” commercial area is generally along Glenville Road where the five other major thoroughfares in the neighborhood convene (Glen Ridge Road, Glenville Street, Riversville Road, Pemberwick Road and Weaver Street). The Glenville center area, which is in the Glenville Historic District, features a variety of commercial; office; residential; and civic uses including the Western Greenwich Civic Center, the Glenville Fire Department and Glenville Green.

Pemberwick does not have a clear “center,” as in Glenville, but the neighborhood has a strong sense of identity with several local services and businesses that are primarily located along Pemberwick Road. Many residents consider the center of the neighborhood to be around Pemberwick Park at Pemberwick Road and Moshier Street. The park features an active recreation area with ballfields and a playground, and a conservation area for passive recreation.

As outlined in Chapter 4, Glenville and Pemberwick have excellent road transportation access, to Route 1 and I-95 to the south and the Merritt Parkway (Route 15) to the north. The neighborhoods do not have direct access to the New Haven Line of the Metro-North Railroad. The closest stations, Greenwich and Port Chester, are each approximately 3 miles away to the east and west, respectively.
Figure 1: Glenville/Pemberwick Study Area

Legend

Study Area

Source: Town of Greenwich, OpenStreetMap
Figure 2: Greenwich Neighborhoods
Section 1: Introduction

1.2. Plan Purpose and Background

The 2009 Greenwich Plan of Conservation and Development (POCD) noted that the Town is characterized by several “village” communities that developed early in Greenwich’s history and remain centers, in many cases with their own business district, post office, school, houses of worship, train station, firehouse, library and community center or park.

For Glenville, one of the “larger villages” identified by the POCD, a set of action items was recommended to be pursued:

- Create a village plan.
- Develop stronger pedestrian connections (i.e. sidewalks) and traffic controls at the Pemberwick Road/Glenville Road intersection for access to local businesses, Glenville School and Bendheim Western Greenwich Civic Center.
- Explore using the Village District tool to promote the preservation of historic structures through the management of land-use and building design.

For the “small villages,” including Pemberwick, the POCD recommended:

- Enhance gateways to help define the small villages and strengthen their sense of place.
- Consider creating Village Districts or local historic districts.
- Develop design guidelines that encourage the village’s unique attributes.
- Encourage small, neighborhood-oriented businesses.
- Evaluate whether sidewalks, bike paths and/or traffic controls are needed and make the appropriate improvements.
- Reinforce the neighborhood village concepts by:
  - Keeping and encouraging neighborhood cultural and historic structures and properties,
  - Retaining neighborhood schools, libraries, playgrounds, fields, waterfront parks,
  - Retaining local neighborhood retail and office establishments,
  - Retaining fire stations, civic centers and religious institutions – all of which provide a sense of history and cultural place.

To address these recommendations, as well as those contained in various other applicable studies, the Town allocated funds to develop a Neighborhood Plan for Glenville and Pemberwick, comparable to the adopted plans for Byram (2011), Cos Cob (2014) and Eastern Greenwich (2015). Consistent with the other neighborhood plans, the purpose of this plan is to seek input and develop recommendations for neighborhood-specific issues such traffic and parking, parks and open space, commercial development, housing and historic and environmental resources.
1.3. Planning Process

In the fall of 2015, the Town selected a consultant to prepare the Glenville and Pemberwick neighborhood plan after issuing a Request for Proposals (RFP). Throughout the planning process, the Town worked closely with residents, business owners, community organizations and other stakeholders to discuss neighborhood assets and challenges and craft a vision for the future. During the approximately nine-month project, four workshops were held and an electronic survey was published. This process, described below, was key to building neighborhood capacity and support for initiatives, policies and other projects recommended in the Plan. Detailed summaries of each of the public meetings and the online survey are included in the Appendix.

Opening Public Meeting

The Glenville and Pemberwick Neighborhood Plan was launched with a kick-off meeting on January 14, 2016, at the Glenville Fire Department. The purpose of the meeting was to introduce the project to the public and to begin gathering community input in the process. At the kickoff meeting, residents discussed their vision for the future of the neighborhood and began to identify strengths and challenges. In addition to the questions stated during the “Town Hall” portion of the meeting, participants were invited to leave comments on a short survey that was handed out at the start of the meeting, to help the consultants and Town staff understand which neighborhood assets and issues were most important to address in the Plan.

Within the wide array of issues discussed, several key areas emerged as areas of focus for the Neighborhood Plan, such as needed improvements at Glenville Green, Pemberwick Park and specific areas of concern with regard to traffic safety and pedestrian circulation.

Neighborhood-Focused Workshops

The Town also sponsored neighborhood-focused workshops at the Bendheim Western Greenwich Civic Center for the two neighborhoods. Both workshops were successful in attracting engaged groups of residents and stakeholders who were eager to discuss a range of issues. Some of the major themes at these workshops included (but were not limited to):
Glenville Workshop (held on March 3, 2016)

- Traffic circulation and safety in the Glenville Village area, specifically along Glenville Road.
- Improvements to the Glenville Green and Byram Pond area and connectivity to surrounding uses.
- Expansion of the sidewalk and bicycle lane network to connect the village with Pemberwick, the Town center, King Street and Riversville Road.
- The mix of uses in the village area and the potential for a Village District designation.
- Environmental issues, particularly information about ongoing efforts with regard to flooding and drainage.

Pemberwick Workshop (held on April 14, 2016)

- Improving conditions at Pemberwick Park, the civic center and access to the park was seen as a priority.
- Sidewalk alternatives were discussed to link Pemberwick Park with Comly Avenue.
- Flooding issues in the Byram River which will be addressed in the U.S. Army Corps of Engineers’ Byram River Flood Risk Management Feasibility Study.
- Priority areas for improved pedestrian connectivity such as along Caroline Place and along Route 1.
- Desired mix of land uses along Pemberwick Road.
- Gateway signage to emphasize the area’s history and connection with the Byram River.

Public Workshop: Draft Recommendations

Following these two workshops, the Town and its consultants began to organize the initial observations into specific recommendations which were presented to the public at the final public workshop on June 14, 2016, at the Western Civic Center. The presentation included recommendations on how to improve the commercial areas, open space resources, community facilities, transportation and infrastructure assets.

Online Survey

The final piece of the outreach effort was an online public survey designed to identify issues of concern for residents and stakeholders. The survey, which ran from April 26 to May 31, 2016, elicited 177 complete responses. It had 50 questions, ranging from basic demographic identifiers to open-ended questions on areas of concern. Because it was conducted online, the survey was self-selecting, and therefore not scientific (i.e. not based on a random sample). However, it
provided an additional qualitative layer of data to inform this Neighborhood Plan, as well as a further opportunity for public input.

Several overarching themes emerged through the use of the survey tool. Respondents were focused overall on maintaining the community feeling and character of Glenville and Pemberwick, and increasing the connectivity between these two neighborhoods. Recommendations identified that further these two key goals include enhancements and maintenance improvements at Glenville Green and Pemberwick Park; addressing traffic problems through better enforcement of speeding regulations; and potential installation of traffic calming measures, sidewalks and streetscaping improvements.

The following key issues were identified through the use of the survey tool:

- **Traffic.** Transportation-related issues appeared to be of greatest significance to the survey respondents, and none more so than traffic. Speeding is a strong concern expressed by respondents, with Weaver Street, Pemberwick Road and Riversville Road around Bailiwick Road most often cited. The Glenville Road/Pemberwick Road intersection was noted as an issue, particularly with the heavy usage of the Civic Center and Glenville Pizza. This intersection is among those the Town plans to improve using a recently awarded grant.

- **Parks.** Glenville and Pemberwick residents view their parks as major assets, and they use them often. However, survey respondents identified several areas in need of improvement, including overall maintenance and upkeep, the community center building at Pemberwick Park, better stroller/handicapped access, amenities such as lighting and benches, and a potential walking track or trail at the Civic Center Park.

- **Connectivity.** While there was not consensus on how closely Glenville and Pemberwick should be connected for pedestrians, the survey respondents expressed broad agreement about better connectivity to the parks, school and business areas. With many respondents reporting that they walk regularly, sidewalks were supported in several locations, including Weaver Street and around Pemberwick Park.

- **Byram River.** The connection to the river is seen as an underutilized asset, and respondents expressed a desire to improve the link, through creation of more public access and fishing areas. However, flooding remains a concern.

- **Neighborhood Business.** Although Glenville and Pemberwick residents have ample shopping and dining opportunities elsewhere in Greenwich and the region, many shop locally in their neighborhood. Respondents supported more small-scale mom-and-pop businesses – especially restaurants and cafes and particularly in Glenville – but also
were concerned about potential impacts on traffic and parking. Many respondents noted that the Stop and Shop shopping center needs improvement, both in the quality of the stores and in the parking lot.

1.4. Previous Studies

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

- Greenwich Draft Open Space Plan (2015)
- Greenwich Safety Study (2012)
- Bicycle Master Plan (2001)
- Byram River Flood Risk Management Feasibility Study (2012-present)
- Byram River Watershed Management Plan (2011)
- Route 1 Operational Improvements Study (2011)
- Neighborhood Traffic Calming Study (2007)
Section 2.0: Demographics, Housing and Business Trends

2.1. General Population

Glenville-Pemberwick is a relatively low-density area with a population of 7,636 persons distributed across 2,111 acres of land area in 2010. With 3.62 persons per acre, the area’s population density is more densely populated than the 2.01 persons per acre of Greenwich as a whole, as well as Westport and Darien, which are at 2.07 and 2.56 persons per acre, respectively.

Over the last 10 years, the population of Glenville-Pemberwick has increased modestly, from 7,558 residents in 2000 to 7,636 residents in 2010, a gain of 78 residents, or 1%. The neighborhood’s population expanded faster than the Town of Greenwich overall, which experienced minimal growth of 0.1% over the past decade. However, Darien, Stamford and Westport all experienced a higher rate of population growth, 5.7%, 4.7% and 2.5%, respectively.

According to the Connecticut State Data Center’s most recent population projections, Greenwich is projected to lose residents over the next decade, shedding 4.7% of its population even as Fairfield County is predicted to grow by 4.1% between 2010 and 2025. Statewide, population in Connecticut is anticipated to be low in the near-term, particularly given lingering effects of the 2008-2009 recession, which contributed to significantly lower birth rates and minimal job growth. Although the State Data Center does not offer neighborhood-level population projections, given Glenville-Pemberwick’s comparable population distribution by age relative to Greenwich, it is expected that it will see a similar population decline as expected in the Town as a whole.

1 This demographic analysis is based on area bounded by 9 Census Block Groups, the smallest geographical unit for which the Census Bureau publishes sample data. This area features largely the same boundaries as the study area for this Plan. However due to the Census Bureau’s unique grouping of residential blocks, a portion of Block Group 5 also includes a small number of housing units located beyond the study area just south-east of Pemberwick. Additionally the area bounded by Glenville Elementary School and Glenville and Riversville Roads is not included in the study area block groups. These factors do not significantly alter the demographic analysis because the study area block groups over-count the study area population by just over 1%, according to the 2010 Decennial Census.

A. Age

As Table 1 and Chart 1 show, from 2000 to 2010, the demographic trends of Glenville-Pemberwick have differed from those of the surrounding areas in that the population of prime labor force-age workers aged 45-54 increased in number at a greater pace than Greenwich, Stamford and Westport. Younger labor force workers aged 35-44 declined in number faster than Greenwich, Stamford and Darien. Like both Greenwich and Stamford, the youth population in the neighborhood under age 18 expanded modestly by 2.8%. The number of young adults aged 18-34 fell by 13.7% in Glenville-Pemberwick, with similar losses in that age group in Greenwich, Westport and Darien. Only Stamford, which has Fairfield County’s largest concentration of employment opportunities, increased its number of young adults. Like Greenwich as a whole and Westport, Glenville-Pemberwick increased its share of older labor force workers aged 55-64 by roughly a fifth, somewhat less than in Stamford. Among seniors aged 65 and older, the neighborhood increased its population share by just 1.6%, less than half the rate of Greenwich but more than Stamford, which has a generally younger, more urban population.

In 2010, youth under the age of 20 totaled nearly one-quarter of Glenville-Pemberwick’s population, increasing by +4.3% since 2000, while in Greenwich as a whole, this age group increased by +6.3%. Among young adults aged 20-29 and 30-39, Glenville-Pemberwick experienced a relatively equal loss in population as the Town of Greenwich overall (-4.5%).
Among residents 50 and older, the population in Glenville-Pemberwick increased by 13.1%, comparable to Greenwich, Stamford and Darien but less than Westport. The senior population (65+) grew by just 23 residents (+1.6%) in Glenville-Pemberwick, versus growth of 3.6% in Greenwich and a loss of 0.5% in Stamford.
**Section 2: Demographics, Housing and Business Trends**

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

![Population Growth Chart](chart)

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

**B. Race and Ethnicity**

Between 2000 and 2010, Glenville-Pemberwick experienced a loss of 523 residents (-7.7%) who identified their race ethnicity as White, Non-Hispanic. During that time, the neighborhood added 601 individuals who identified with other Non-White race and ethnic identities. Following a similar experience as Greenwich as a whole, all of Glenville-Pemberwick’s population growth has been fueled by a growing minority population, with Hispanics/Latinos responsible for 68.9% of the population growth among minority groups. Additionally, one out of four new minority residents is Asian/Other Non-Hispanic, while one out of 21 new minority residents identifies as Black Non-Hispanic. Glenville-Pemberwick’s growing racial and ethnic diversity is not unique. Both Greenwich and Stamford experienced increasing racial and ethnic diversity over the last 10 years, with a majority of that growth attributed to a fast growing Hispanic/Latino population.

While no data exist for migration trends for Greenwich, according to the Census Bureau’s American Community Survey 2006-2010 5-Year Estimate, (the latest available migration estimate by race-ethnicity), the growing Hispanic population in Fairfield County reflects in-bound migration primarily from New Haven, Hartford and Westchester Counties, as well the Bronx and Brooklyn. In almost reverse migration, White Non-Hispanics are migrating out of Fairfield in favor of Manhattan and New Haven, Hartford and Westchester Counties.
2.2. Household Trends

A. Household Structure

The household structure of Glenville-Pemberwick residents is comparable to that of Greenwich overall, with family households predominant. In both areas, nearly one out of three households are non-family, lacking legal or blood-related family members. Non-family households in Glenville-Pemberwick increased in number by 42 households (+4.7%) while married-couple households dropped by 67 households (-3.8%) from 2000 to 2010. Households with children under age 18 increased by 34 households (+4.1%) with single-parent households with children contributing to 100% of the gain. Looking at these factors in combination with the age group patterns discussed above suggests that Glenville-Pemberwick is increasingly becoming a community of family households with older children.

B. Household Income Trends

Since 1999, the number of households in Glenville-Pemberwick earning less than $150,000 fell by 466 households (-21.1%), while households earning more than $150,000 expanded by 350 households (+43.1%).\(^3\) From 2000 to 2010, as measured in nominal dollars, the share of households with incomes of $100,000 and over jumped from 43.3% to 56.2% of the total. However, adjusted for inflation, between 1999 and 2014, the neighborhood’s median household income fell by 6%, from $134,373 to $126,364.\(^4\) Similarly, adjusted median income in Greenwich and Stamford decreased by 3.9% and 10.3%, respectively.

C. Housing Trends

From 2000 to 2010, Glenville-Pemberwick added 219 housing units and 78 persons, resulting in a drop in the ratio of persons per housing unit from 2.37 in 2000 to 2.24 in 2010. Although population growth was limited, the loss of large numbers of young labor force age residents

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\(^3\) The Census Bureau measurement of income does not reflect income-producing investments such as stocks, bonds or income from rental property, which could substantially elevate the upper-income bracket affluence.

\(^4\) Median Household Income for Glenville-Pemberwick based on the adjusted average median income of households in the nine census block groups that encompass the study area.
contributed to substantial housing turnover, with older labor force aged Baby Boomers largely replacing young adult and early labor force aged Generation X residents (see Table 2).

Table 2: Housing Supply

<table>
<thead>
<tr>
<th></th>
<th>2000</th>
<th>2010</th>
<th>Absolute Change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Greenwich</td>
<td>Glenville-Pemberwick</td>
<td>Greenwich</td>
</tr>
<tr>
<td>Housing Units</td>
<td>24,511</td>
<td>3,184</td>
<td>25,631</td>
</tr>
<tr>
<td>Population</td>
<td>61,101</td>
<td>7,558</td>
<td>61,171</td>
</tr>
<tr>
<td>Persons per Unit</td>
<td>2.49</td>
<td>2.37</td>
<td>2.39</td>
</tr>
</tbody>
</table>

Source: US Census, 2000 and 2010 Decennial Census

As inflation-adjusted wealth among Glenville-Pemberwick residents has decreased somewhat, housing affordability remains a concern, as it does throughout the region. According to the Census Bureau’s 2009-2013 American Community Survey,\(^5\) 1,159 (38.7%) of the neighborhood’s households spent more than 30% of their income on housing costs such as mortgage or rent payments and utility bills, a standard indicator of housing-cost burden.

\(^5\) The Census Bureau has not yet released its 2014 dataset for Household Income by Housing Costs as a Percentage of Annual Household Income, which is used to assess area housing affordability. The 2013 dataset is the latest available.
In the past decade, the share of housing-cost burdened low- and high-income households did not change considerably, while the share of middle-income housing-cost burdened households more than doubled from 7.1% to 16.3%. As that income group declined in number by 18.2% from 2000 to 2010, the sharp rise in housing unaffordability may be leading to displacement, likely affecting younger households the hardest.

2.3. Economic Trends

A. Employment Trends
According to the U.S. Bureau of Labor Statistics Quarterly Census of Employment and Wages (QCEW), just one out of 12 jobs in Greenwich is located in Glenville-Pemberwick. Jobs in the neighborhood fell from 2,837 to 2,744 (-3.3%) over the years from 2002 to 2013. At the same time, jobs in Greenwich overall expanded inversely by 3.4%, thus reducing Glenville-Pemberwick’s share of the Town’s total employment, from 8.6% in 2002 to 8% in 2013.6

Major industry sectors of growth for Glenville-Pemberwick over the 11-year period include Finance and Insurance (+160 workers), Wholesale Trade (+138 workers), Health Care and Social Assistance (+137 workers), Real Estate Services (+117 workers), Accommodations and Food Services (+115 workers), Other Services (+69 workers) and Educational Services (+23 workers).

6 Employment statistics in Glenville-Pemberwick are based on local business employment in the zip code boundaries that encompass the area (06870 and 06878). All employment data are derived from the QCEW and represent 99.7% of all wage and salary civilian employment. Excluded workers from the QCEW are most self-employed and agricultural workers, all members of the Armed Forces, elected officials in most states, most employees of railroads, some domestic workers, most student workers at schools and employees of certain small nonprofit organizations.
Major job losses occurred in Professional, Scientific and Technical Services (-543 workers), Retail Trade (-231 workers), Construction (-36 workers), and Corporate Management (-30 workers).

While one of three employed Glenville-Pemberwick residents works in Greenwich, most residents commute elsewhere for their jobs. While one of three employed Glenville-Pemberwick residents works in Greenwich, most residents commute elsewhere for their jobs. Top commuter locations include Manhattan and Stamford, where one of five and one of eight workers, respectively, travel for work. Just over one out of two commuters work in Fairfield County, while 14% work in Westchester County and 4.2% commute to New Haven County.

B. Retail and Service Business Trends

According to InfoGroup, a provider of U.S. business data, Glenville-Pemberwick is home to 358 business establishments. Nearly one in five of these are in the construction industry (66 firms); more than one in six are Professional, Scientific and Technical service businesses (45 firms); and one in eight (43 firms) are retailers including nine Motor Vehicle and Parts Dealers and seven Gas Stations. Largely concentrated at the Greenwich Office Park, the neighborhood has 55 Finance, Insurance and Real Estate (FIRE) firms. Securities, Commodity Contracts & Other Financial Investment service businesses are the most numerous in that industry group (27 firms), followed by Real Estate businesses (18 firms). Other key business industries include Administrative & Support & Waste Management & Remediation Services (28 firms), Health Care & Social Assistance (24 firms), Food Services & Drinking Places (15 firms), Other Services (23 firms) and Wholesale Trade (10 firms).

At the 380,000-square-foot Greenwich Office Park just north of Route 1, there has been a shift in demand for office space in recent years. CBRE Senior President David Block noted in 2015 that in the past 15 years, large corporations have relocated from Greenwich to Stamford, where office space is generally more affordable. Meanwhile, smaller boutique financial service firms have been relocating to Greenwich, where the pricing is more appealing and small spaces are plentiful. According to Westfair Communications, 2015 saw increased leasing activity at the office park, with over 107,000 square feet in leasing activity including both new leases and renewals in the form of 17 separate transactions in 2015. Increased demand is attributed to $13

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7 Commuting statistics based on data from the Longitudinal Employer-Household Dynamics program, a program of the U.S. Bureau of the Census and the Bureau of Labor Statistics.

million in recent capital improvements including façade restorations and interior renovations aimed at improving amenities and energy efficiency.³

Aside from the financial services industry at Greenwich Office Park, employers are scattered throughout both Glenville and Pemberwick, with Professional, Scientific and Technical Services firms found in residential areas in the form of home businesses. Also, while some construction firms are along Route 1, others have home-based offices in residential areas.

### 2.4. Summary

The population of Glenville-Pemberwick’s over the last decade has increased at a slightly greater rate than Greenwich overall. The neighborhood has shared in the experience of many suburban areas throughout the region of growing ethnic and racial diversity, combined with an expanded older labor force population (55-64 years old). Despite the recent economic downturn, its housing market has bounced back to a healthy level of activity. Given the relative affordability of its housing stock, Glenville-Pemberwick remains a highly desirable community, with increased demand from older labor force age workers and family households with teenage children, while younger labor force aged households and those with young children have decreased in number. Additionally, employment in the neighborhood has dropped modestly in the last few years.

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3.1. Land Use

As shown in Table 1 and Figures 3, 4 and 5, land uses in Glenville and Pemberwick are predominantly single-family residential (69%). Townhomes and 2-4 family homes together comprise approximately 14% of the land area. Open space and recreation land uses such as Pemberwick Park and the Western Greenwich Civic Center Park are the fourth largest use. Together, these four low-intensity uses make up about 88% of the neighborhood’s area.

In Glenville, commercial, mixed-use and office uses are mainly found in the village center area along Glenville Road and Pemberwick Road (see Figure 3). There is also a pocket of office and commercial uses on Comly Avenue adjacent to the Byram River and Pemberwick Road. Route 1 (West Putnam Avenue) also has a mix of commercial and office uses including the Greenwich Office Park.

A. Residential

The average parcel size for a single-family home in Glenville and Pemberwick is less than an acre (~0.7 acres); however, the neighborhood’s housing exists on a variety of scales. The northern portion of Glenville (north of Glenville Road and Glen Ridge Road) is almost entirely comprised of low-density single-family homes on lots greater than one acre. This area includes the King-Merritt Community, an area that was primarily developed with single-family homes in the 1950s and 1960s on a 183-acre portion of an estate originally owned by John McEntee Bowman. The community is named for its two boundaries, King Street to the west; and the Merritt Parkway to the south and east.
Figure 3: Land Use Map

Source: Town of Greenwich, BFJ Planning
Figure 4: Glenville Land Uses

Legend
- Study Area
- Single Family
- 2-4 Family
- Townhomes
- Multi-family Apts
- Mixed Use
- General Commercial
- Office
- Industrial
- Institutional
- Open Space/Recreation
- Utilities
- Vacant

Source: Town of Greenwich, BFJ Planning
Figure 5: Pemberwick Land Uses

Source: Town of Greenwich, BFJ Planning
Homes on lots greater than one acre are also found east of Weaver Street. South of Glenville Road, lot sizes tend to be smaller and housing types become more varied, with a greater mix of single-family and medium-density dwellings (2-3 family), the closer they are to the Byram River and Route 1. There are several townhouse condominium complexes along the Byram River south of central Glenville (i.e. River Run, Ettl Park and Hawthorne).

In Pemberwick, the residential areas west of the Byram River are mostly single-family, while the areas east of the river have a higher concentration of 2-3 family homes. The West Lyon Farm condominium complex in Pemberwick has 155 homes situated on 60+ acres of land. The homes range in size from 1,700 to 4,300 square feet. Other townhome style residential development can be found at Greenwich Oaks on Weaver Street in Glenville, which has 135 units situated a 29-acre property.

B. Commercial

As discussed above, Glenville’s village area is generally the areas along Glenville Road and Pemberwick Road between Weaver Street and Glenville Street. Small commercial uses including restaurants, retail and services are found on the north side of Glenville Road. The Glen Ridge Shopping Plaza contains a Stop and Shop grocery (~20,000 SF), a U.S. Post Office and several small-scale retail stores. The owner of the plaza plans to reconfigure the existing post office building into four separate retail spaces with new storefronts.

The New Mill and Depot Building, on Pemberwick Road, a.k.a. “The Mill”, has a variety of shops and restaurants. The commercial complex is located in the former Hawthorne Mill and Depot Building, a textile mill which was built in the 1870s and is on the National Register of Historic Places. Decommissioned in 1970, today the classic brick Mill building houses restaurants, office space and housing. The complex is among several properties zoned as a historic overlay district.

In Pemberwick, there are fewer retail opportunities. There is a cluster of small stores along Pemberwick Road, south of Monica Road. Some of these buildings have apartments over ground-floor retail. There is also some limited commercial along Route 1 including a cleaners, deli and an auto dealership.
The Town of Greenwich is home to a significant population that work in the finance, insurance, and real estate sectors. Office space in the Town has traditionally been attractive to companies in those sectors that wish to have a Greenwich address. Glenville and Pemberwick both offer a number of high-quality office spaces set within distinct bucolic environments.

In the village area of Glenville, there are offices located at the restored Mill and Depot Buildings, which are situated along and oriented toward the Byram River. The large Queen Anne style mansion in the center of the village was also converted to office use.

In Pemberwick, there is another restored mill building along the Byram River at Pemberwick Road and Comly Avenue. The site includes a 55,000-square-foot office building with a footbridge over the Byram River. Route 1 also has a number of office uses, the largest of which is the Greenwich Office Park, a nine-building, 425,000-square-foot complex on 23 acres. As discussed above, this facility has recently undergone an extensive capital program to upgrade the park’s infrastructure, common areas and amenities.

Glennville and Pemberwick are well served by neighborhood oriented parks and open spaces as shown in Figure 6 and described below. These spaces have varying degrees of protection and public access, based on deed restrictions, but contribute greatly to the area’s overall character.
Figure 6: Parks, Open Space and Institutional Uses

Source: Town of Greenwich
Section 3: Land Use and Zoning

Glenville Green and Western Greenwich Civic Center

There are a variety of open spaces in Glenville which serve residents, shoppers and visitors. Of particular importance are Glenville Green on the east side of the river and the Bendheim Western Greenwich Civic Center Park to the south on Pemberwick Road. Both of these properties serve as a setting for the district’s civic buildings: the Glenville Fire Department, American Legion, and the Bendheim Western Greenwich Civic Center.

While the Glenville Green helps to provide a picturesque setting for the village area, it is relatively underutilized and appears to serve primarily for parking and as a pass-through to the civic center and shopping/dining opportunities in Glenville. Opportunities to improve this civic space are discussed in Section 5. Other landscaped and open areas along the Byram River and on adjacent private properties such as the former mill property and superintendent’s house help to connect these civic areas with a continuous green ribbon.

The Bendheim Western Greenwich Civic Center occupies 10 acres of parkland, two ball fields and a playground, as well as the large former Glenville School building. Parking is available in lots both north and south of the building. To the rear of the building there is a steep cleared slope with a stairway along the edge. The hill is popular spot for sledding in the winter months.
Tollgate Pond (East Branch Converse Pond Brook)

Tollgate Pond (East Branch Converse Pond Brook) is a small open space on Riversville Road just south of the Merritt Parkway. The Park, with its access to Tollgate Pond and the East Branch stream has been identified as a good spot for fishing. Because the premises were poorly maintained by visitors, vehicular access to the site has been restricted. The park is owned by Connecticut’s Department of Energy and Environmental Protection.

Pemberwick Park

Pemberwick Park has been described by many residents as the “heart” of the Pemberwick neighborhood. The Park is naturally divided by its topography into three distinct management areas; an active recreation area, a managed conservation area, and a natural conservation area. The active recreation area comprises about 15 acres and features a large playing field with a baseball diamond, tennis courts, a playground, and the Yantorno Community Center. The Center has a large room for community use and events and office space for Greenwich Green and Clean. The passive recreational area is bordered by steep rock outcrops and woods with trails, which lead to the areas for managed and natural conservation. There is a garage in this area which will be demolished by the Town for additional parking.

Residents in the public workshop expressed the need to improve the recreation area, including the community center and make it more accessible to all users. Opportunities to improve the park are discussed in Section 5.2.

The managed conservation area of Pemberwick Park is located in the southern portion of the park and comprises nearly 15 acres. The entrance to the Park on Weaver Street has a small clearing with older apple trees. Trails through the wooded and hilly area lead to a small intermittent brook crossing a wetland with a red maple swamp and a small pond. On the east
side of Weaver Street across from Pemberwick Park, there are also 13.5 acres of forest, owned by the Greenwich Land Trust.

The 15-acre natural conservation area along Pemberwick Road has numerous rocky knolls and cliffs and a trail system that traverses the area. This portion of the park is heavily wooded, with rough trails and occasional clearings. Other features include a deep gorge blasted from the bedrock in the mid-1800s for a railroad which never materialized.

**Caroline Place Pond**

Caroline Place Pond, part of the Byram River, is on land acquired by the Town in 1970. The pond was created through the excavation of gravel for construction of the Merritt Parkway in the 1930s and 1940s. To alleviate flooding issues along the river, the U.S. Army Corps of Engineers (USACE) began an extended flood prevention project which included walls, levees and riprap slopes to stabilize the river and pond. Continued flooding issues will be addressed by the Byram River Flood Risk Management Feasibility Study that is currently underway by USACE.

The area has been largely preserved in a natural state and is a productive habitat for many different species of small mammals, fish and birds. Access to the pond and river along Caroline Place is difficult because of steep slopes, but to the east bank, especially along Dale Drive and Halock Drive, it can be readily accessed. Neighborhood residents use the pond in the summer months for small boats and windsurfing, and some people use it for ice-skating in the wintertime.
E. Municipal and Nonprofit Uses

Several civic uses are centrally located around Glenville Green, including the Glenville Fire Department, a building in the Glenville Green leased by the Town to the American Legion and the Western Greenwich Civic Center. The Civic Center building is used for a variety of programs, such as scout groups, classes, a café, thrift shop, indoor sports, and playgroups. The Georgian brick building first opened in 1920 as the Glenville grammar school. In 1975, after the Glenville School opened on Riversville Road, the old school was transferred to the Parks & Recreation Department and re-opened as the Western Greenwich Civic Center.

In 2004 a Municipal Improvement and Site Plan were approved for the children’s playground and exterior and interior renovations to Western Greenwich Civic Center, including a new handicapped entry with elevator and parking spaces, new curbs and widened driveway on Pemberwick Road and new striped parking spaces in the westerly parking lot for the Day Care Center parents parking, and a new footbridge from the building to the exterior playground with its new retaining walls to enclose the play area.

The Glenville Volunteer Fire Company, operating out of the Fire Department, has been in service since 1903. The American Legion Post 29 utilizes the building in the Glenville Green approximately once or twice a month for meetings as part of a long-term lease with the Town, and other community organizations are also known to use this small building.

There is one public school that serves both neighborhoods, the Glenville School on Riversville Road, which has about 450 students in kindergarten through fifth grade. The Glenville School district is much broader than the geographic community of Glenville. It includes the communities of Glenville, King-Merritt, Pemberwick, Rock Ridge, the Rivesville area east of the Merritt to Round Hill, Bailiwick and the newer communities developed on the Rockefeller property.

Glenville’s post office is in the Glen Ridge Shopping Plaza. Renovations to the building are planned to reduce the post office’s size and allow for four retail storefronts. Other non-profit and institutional uses include Abilis on Glenville Street, which provides support to children and adults.
with developmental disabilities; St. Paul’s Church on King Street at Sherwood Avenue; the Gateway Preschool on Chapel Street; and the Glenville Polish Club on Greenway Avenue.

### 3.2. Zoning

#### A. Existing Zoning

Tables 1 and 2, below, summarize the allowed bulk and height dimensions of the primary zoning districts in Glenville and Pemberwick, which are shown in Figure 7. The neighborhood’s zoning allows a wide range of residential uses, from single-family homes on 2-acre minimum lots (RA-2) to three-story multifamily dwellings (R-6). In general, the residential zoning districts are consistent with land uses which tend to be lower-density in the north and east and increase as they approach Route 1 and the Byram River to the south.

The northern areas of Glenville are primarily zoned for low-density single-family homes (RA-2, RA-1 and RA-C1, R-20 and R-12). R-7 districts, which allow for detached single-family residences with a minimum lot size of 7,500 square feet, are found south of the Glenville village area along both sides of the Byram River. The only residential district in the area that allows attached dwellings is R-6, which is located in Pemberwick south of Moshier Street. The R-6 zone also allows multifamily dwellings by special permit from the Planning and Zoning Commission. The Town is currently reviewing potential zoning changes to the R-6 zone town-wide that would foster neighborhood character and ensure appropriate growth. Other residential districts include Residential-Planned Housing Design-Small Unit Zone R-PHD-SU on Route 1, which provides for residents seeking small units at a reasonable cost.

Most commercial areas in both neighborhoods are zoned either for neighborhood/small-scale retail uses, with the exception being General Business district at the southern end of Caroline Place. There are also General Business Office (GBO) districts mapped along Route 1 and at Comly Ave and Pemberwick Road.
Figure 7: Zoning Districts

Source: Town of Greenwich

GLENVILLE AND PEMBERWICK NEIGHBORHOOD PLAN

BFJ Planning
In Glenville, retail uses are primarily located on the north side of Glenville Road, which is zoned LBR-2. The Local Business Retail District (LBR) encourages ground-floor retail, as well as housing, as appropriate to meet the needs of the neighborhood’s residents and to provide a market that supports and strengthens the business community. LBR is intended primarily to serve and attract clientele for retail stores from the surrounding neighborhood. Thus, its scale, with a maximum building height of 2.5 stories and 35 feet, is meant to be compatible with the character and density of the surrounding residential areas. In Pemberwick, LBR-2 is mapped for a small area between Monica Road and Den Lane.

As shown in Figure 7, areas in Glenville south of Glenville Road are zoned Local Business (LB), which is intended to provide for a greater variety of retail, service, community and business needs and serve a larger geographic area. LB supplies merchandise and services but is less dependent on pedestrian traffic and storefront exposure. While the zone serves the surrounding neighborhoods and the community at large, for the most part it is not intended to attract clientele from beyond the town. The building scale (2.5 stories, 35 feet) and the uses are intended to be compatible with the character and density of surrounding areas. The LB and LBR districts allow restaurants by special permit from the Planning and Zoning Commission.

In addition to the above zones, two overlay districts are designed to identify and conserve key features in Greenwich. The conservation zone is designated with a “C” and is meant to provide alternatives to the regulations in the underlying district to ensure that development will maintain the appearance, character and natural beauty of an area. The Historic Overlay Zone, designated with “HO,” promotes protection and enhancement of valuable buildings, structures and views. As seen in the insert map on Figure 7, a number of properties in Glenville Village area are in Historic Overlay Zones.

**Table 5: Area and Bulk Residential Zoning Regulations (For Districts in Study Area)**

<table>
<thead>
<tr>
<th>ZONE</th>
<th>MAXIMUM HEIGHT</th>
<th>MINIMUM LOT SIZE</th>
<th>FLOOR AREA RATIO (FAR)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Stories Feet Area Frontage</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RA-2</td>
<td>3-1/2 47.5 2 acres 125 ft. Lot width 200 ft. to be measured at house location</td>
<td>.09</td>
<td></td>
</tr>
<tr>
<td>RA-1</td>
<td>2-1/2 40 1 acre 125 ft.</td>
<td>.135</td>
<td></td>
</tr>
<tr>
<td>R-20</td>
<td>2-1/2 37.5 20,000 sf 100 ft.</td>
<td>.225</td>
<td></td>
</tr>
<tr>
<td>R-12</td>
<td>2-1/2 35 12,000 sf 80 ft.</td>
<td>.315</td>
<td></td>
</tr>
<tr>
<td>R-7</td>
<td>2-1/2 35 7,500 sf 65 ft.</td>
<td>.36</td>
<td></td>
</tr>
<tr>
<td>R-6</td>
<td>2-1/2 35 7,500 sf 60 ft.</td>
<td>.55</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3 35 4,200 sf/ unit 60 ft.</td>
<td>.55</td>
<td></td>
</tr>
</tbody>
</table>
3.3. Recommendations

In general, zoning in Glenville and Pemberwick appears to be functioning reasonably well. However, feedback at the public workshop indicated a perception that too many retail and business uses require special permits or are otherwise restricted in the neighborhood. The Town has updated its regulations regularly and has enacted some zoning best practices including overlay zones and density bonuses for moderate-income housing, and new recommended zoning changes are in process for moderate-income housing. Single-family residential neighborhoods are stable and attractive, and are not a focus of this Plan, but there are several other areas where targeted changes could have substantial benefits for the neighborhood.

1. **Village District**: A Village District is a tool adopted by the Connecticut General Assembly in 1998 to assist municipalities in preserving and enhancing their community character and historic development patterns. The law allows towns to designate Village Districts to protect areas with distinctive character, landscape and historic structures, through the use of regulations on the design and placement of buildings and maintenance of public views. While a Village District is similar to a historic district in that they both can act to preserve historic resources, the process for designating historic districts is much more complex, and actions affecting properties within historic districts are subject to regulation by a historic preservation commission rather than a zoning commission. A municipality’s Planning and Zoning
Commission can establish a Village District by amending its zoning regulations, whereas establishment of a local historic district requires the passage of an ordinance following a study of the proposed district and the vote of property owners in the affected area, in which at least two-thirds vote in favor of creating the district.

Village District regulations require that all development within the district be designed to be compatible with other uses in the immediate neighborhood, and specifies that all applications for new construction and substantial reconstruction in the district that are visible from the street be subject to review by an architect selected by the Planning and Zoning Commission. Traditional zoning does not typically incorporate these reviews.

Village Districts can be created as overlays or stand-alone zoning, and can replace zoning regulations that are not compatible with existing conditions. Correction of unviable zoning can result in a decrease in the number of variances requested from the Zoning Board of Appeals, and can thus streamline the approvals process for developers.

Enactment of a Village District in the Glenville area was a concept specifically recommended for review by Greenwich’s 2009 Plan of Conservation and Development, and the idea also received general support in the online survey and the public workshop for this Plan. A key benefit of such a district is the ability to allow a wide range of uses appropriate to a Village Center (a request made at the public workshop), but with the capability to control the design of buildings, structures and landscaping. In essence, a Village District is a type of form-based zoning that regulates design but allows a wide variety of land uses. As discussed in Chapter 6, some of these controls can also be achieved using design guidelines. However, unlike design guidelines, Village District regulations have the force of zoning, and can also control other elements such as setbacks and parking. An issue with Village Districts is that they can be difficult to implement, due to the rigorous process and the need to gain approval from affected property owners. Therefore, while this Plan recommends the Village District in combination with design guidelines as the most comprehensive and effective toolbox, it is recognized that the creation of design guidelines may be an appropriate shorter-term approach while a Village District is being pursued.

2. Neighborhood-oriented businesses: Participants in the public workshops for this Plan indicated a desire for additional small-scale stores, bars and restaurants. However, there was no consensus on where such additional uses would go, particularly given the need to provide sufficient parking. There are several businesses in Pemberwick that are within the R-6 or R-7 zones: the Castle View Deli at the corner of Comly and Morgan Avenues, a vacant business at Comly Avenue and Pemberwick Road, and the Partridge & Rockwell
appliances store and Pemberwick X-Change Deli on Pemberwick Road opposite Monica Road. It does not appear that these uses are permitted in the R-6 or R-7 zones. In addition, there are several other properties in Pemberwick that are former commercial uses which have either transitioned to residential use or are currently vacant. The Planning and Zoning Commission should explore ways to support these current businesses, including potential revitalization and expansion as appropriate, recognizing that at this time there is not support for changing the zoning of these properties. This issue requires further study.

3. **Non-Conforming Uses and Zoning Enforcement**: Participants in the workshops indicated concerns about non-residential uses in the R-6 zone in Pemberwick. It is not known if these complaints stem from illegal uses or from existing non-conforming uses that have the potential for negative impacts on the surrounding residential neighborhood. At the same time, members of the community identified problems of illegal apartments and building maintenance, especially in Pemberwick. While existing non-conforming uses are permitted by the Building Regulations to remain, they cannot be altered or expanded in a way that increases the degree of non-conformity. In particular, an alteration or expansion that either 1) causes the floor area ratio or building coverage permitted in the zone to be exceeded, or 2) results in a use that does not provide sufficient parking, is deemed an increase in the degree of non-conformity and is not permitted. The Town should undertake a concerted enforcement effort aimed at identifying both illegal apartments and non-conforming uses that may have changed over time contrary to zoning regulations.
Section 4.0: Transportation and Infrastructure

Introduction

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

- Studies/plans by the Town of Greenwich
  - Greenwich Safety Study (FHI, 2012)
  - POCD Transportation Committee Final Report (2011)
  - Sidewalk Priority Map (2010)
  - Bicycle Master Plan (Wilbur Smith Associates, 2001)
  - Neighborhood Traffic Calming Program (Town of Greenwich, 2007)

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

4.1. Existing Traffic Conditions

A. Roadway Classification

Roads are classified by two basic functions: through movement and access to adjacent land. Some roads are intended to carry high volumes of through traffic, while others are for local traffic and providing access to properties. Ideally, as through traffic increases, the degree of land access decreases. Glenville and Pemberwick’s functional roadway classification is shown in Figure 8 and described below.

Limited Access Highways (Freeway/Expressway) provide regional access and primarily carry high-speed and long-distance traffic. Access and egress occurs via grade-separated interchanges, and access to individual properties along the right-of-way is prohibited. The Merritt Parkway is the only limited access highway, and the interchange is located at the border with Rye Brook at Glen Ridge Road and King Street.

Arterial Roads are generally high-capacity urban roads with the primary function to deliver traffic from collector roads to freeways or expressways, and between urban centers. As such, many arteries are limited-access roads, or feature restrictions on private access. Principal arterials in the study area include U.S. Route 1 (West Putnam Ave) and King Street.
Traffic Volumes (2014)

Average Daily Traffic

*2011 Count (not counted in 2014)

Roadway Classification

- Freeway/Expressway
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Road
- Study Area

Figure 8: Roadway Network

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

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

### B. Traffic Circulation and Safety

Traffic circulation in Glenville and Pemberwick is generally adequate, but there are a number of areas of concern expressed by residents having to do with speeding on local and connecting residential streets; cut-through traffic; vehicle congestion at peak hours of the day; and limited pedestrian and bicycle facilities. Residents commented that traffic has steadily increased in the past decades with the rise of development in the surrounding area, especially along the King Street corridor. Emergency traffic to Greenwich Hospital and cut-through traffic from the Merritt Parkway were both identified as contributors to the north-south traffic in the neighborhoods. Speeding was also a significant concern for many residents. Specified areas include Pemberwick Road, Caroline Place/Fletcher Avenue, Glenville Road, Riversville Road, Glen Ridge Road and Weaver Street. Reducing speeding and improving safety for motorists and pedestrians on these roads was a priority identified by many residents.

Traffic volumes in Figure 8 are Annual Average Daily Traffic (AADT)\(^{10}\) data available for Glenville and Pemberwick. The data show that the highest volumes are on principal arterial roads, followed by the minor arterial streets. The highest volume in the study area is along Route 1 at the border with Port Chester. This intersection, called Byram Circle, is discussed later in the chapter.

In 2012, Greenwich’s Engineering Division completed the *Town of Greenwich Safety Study* to identify safety-deficient locations in the roadway network and mitigation measures at prioritized locations. The study used crash data from 2007 to 2009 to determine generally the highest concentrations of accidents (see Figure 9).\(^{11}\) Priority locations were identified by considering the total three-year crash count, estimated rate of crashes, history of complaints, harmful events and vulnerable populations. Based on these criteria, none of the intersections in the study area were

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10 AADT is an estimate of the total volume of traffic on a road segment for one year, divided by the number of days in the year. The number shown is the total two-way traffic volume.

11 Intersections along Route 1 were excluded from the study due to the high number of accidents and the fact that the corridor was being studied by SWRPA.
found to be high-priority areas for improvement compared to intersections elsewhere in the Town that had higher crash rates. However, more recent crash data as well as comments from the public show that within the neighborhood, there are problematic areas in need of attention, including the Glenville Village area along Glenville Road, Route 1 and at the intersection of King Street with the Merritt Parkway. These problematic areas are discussed below.

**Glenville Village Area**

The Glenville Village area was cited as problematic for vehicles and pedestrians. Peak congestion is mostly on weekday mornings and is most severe at the intersection at Glenville Road and Pemberwick Road and at Glen Ridge Road at Glenville Street. Potential traffic operational improvements will be addressed as part of a recently awarded $2 million grant from the state. The grant was awarded under the Federal Highway Administration’s Congestion Mitigation and Air Quality Improvement (CMAQ) Program, which funds projects that improve air quality and reduce traffic congestion. The study will look at improvements to lane configurations, signage, striping, signalization enhancements and pedestrian accessibility. This project is anticipated to start design in 2017, with construction to be completed in 2019-2020.
Motor Vehicle Crashes
2012-2014

<table>
<thead>
<tr>
<th>Total Crashes</th>
<th>Injury Crashes</th>
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<tr>
<td>2 - 5</td>
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<td>4 - 5</td>
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<tr>
<td>11 - 20</td>
<td>6 - 7</td>
</tr>
<tr>
<td>21 - 40</td>
<td>5</td>
</tr>
<tr>
<td>41 - 55</td>
<td>2 Injuries</td>
</tr>
</tbody>
</table>

King St & Anderson Hill Dr/Stonehedge Dr
- 11 PDO
- 2 Injuries

Glenville Rd & Riversville Rd
- 20 PDO
- 2 Injuries

U.S. 1 & Valley Dr
- 21 PDO
- 2 Injuries

U.S. 1 & Holly Hill Ln/E Weaver St
- 53 PDO
- 2 Injuries

U.S. 1 & Byram Rd
- 51 PDO
- 3 Injuries

U.S. 1 & Western Jr Hwy
- 7 PDO
- 3 Injuries

Figure 9: Crash Map
Source: Town of Greenwich
**Byram Circle**

Byram Circle, the large traffic circle on Route 1 at the entrance to the Town from Port Chester, has a complicated geometry, which is problematic for drivers. Circulation issues are made worse by the businesses located within the circle, which cause queueing in the intersection during peak congestion periods. The Byram Circle was studied in detail as part of the U.S. Route 1 Greenwich/Stamford Operational Improvements Study by the South Western Regional Planning Agency (SWRPA, now the Western Connecticut Council of Governments or WestCOG).

The concept which came out of a series of public workshops and includes the following features:

- Route 1 traffic would cross the river using the existing southbound bridge;
- Two roundabouts to help address existing safety and operational issues by eliminating high speed conflict points and making speeds through the area more consistent;
- Consolidation and re-organization of intersections and driveways reducing the number of conflicts;
- A limited-access local, multimodal friendly street on the east side of the circle to promote a walkable village feel;
• A modified access point for the “Nestle” site (777 West Putnam Avenue) to help encourage redevelopment;

• The Thomas Lyon House would be given a more prominent location at the gateway to Greenwich and New England; and

• Safer pedestrian crossings and connections to trails and sporting facilities.

Potential solutions are limited by complicating factors such as municipal and state boundaries, environmental concerns including the Byram River, numerous access points, and residential and commercial properties including businesses located within the center of the circle. There is also the historic Thomas Lyon House, reported to be the oldest house in Greenwich (c. 1695), located adjacent to the circle.

This Neighborhood Plan supports the SWRPA concept for the Byram Circle, with one key change: the center turn lane shown on Route 1 could be eliminated on the bridge and bridge approaches, as it is not needed given the lack of turning movements. Pursuing implementation of this project will require coordination with the Village of Port Chester and both the Connecticut and New York Departments of Transportation, as well as an identified funding source.

**Merritt Parkway Interchange at King Street/Glen Ridge Road**

In 2005, the Town recognized an area of particular concern at the King Street intersection with the Hutchinson River and Merritt Parkways. This area was the subject of a joint study between the Town and the Village of Rye Brook. The study recommended that the New York State Department of Transportation (NYSDOT) look at measures to improve traffic flow, such as reconfiguring the intersection into a dual roundabout interchange and/or developing a roadway striping plan.

To date, NYSDOT has not taken significant action on improvements at this intersection. Representatives from Greenwich and Rye Brook meet periodically as part of a Westchester-
Greenwich task force, to discuss issues along the King Street corridor, and Rye Brook’s recent (2014) Comprehensive Plan expressed support for a dual roundabout. It is recommended that the Town of Greenwich continue to emphasize the importance of addressing traffic concerns at this location, an effort that will require coordination with the Village of Rye Brook and the NYSDOT.

C. Public Transportation

There are two bus routes that run along Route 1. The CT Transit Route 11 bus runs east-west along Route 1 from Port Chester to Stamford. There is also a commuter shuttle route operated by Norwalk Transit District which provides service between the Greenwich train station and Byram Circle.

4.2. Pedestrian and Bicycle Circulation

Glenville and Pemberwick’s residential character and natural beauty make walking and biking attractive options for travel and recreation within the neighborhood. In the electronic survey, the vast majority (87%) of respondents reported that they walk in their neighborhood, and almost all of respondents who walk (95%) do so for exercise or recreation, while another 28% may also walk to shopping or dining. Dog walking is also quite common in Glenville and Pemberwick and was mentioned by several respondents.

Although walking and bicycling are popular activities, residents expressed concern about areas within the neighborhood where safety and accessibility are significant concerns. Residents stated that many sidewalks were in disrepair and there are gaps in the sidewalk network which provides links to schools, parks and commercial centers such as Glenville center and downtown Greenwich. Frequently cited areas for sidewalk improvements include:

- Pemberwick Road between Pemberwick Park and Comly Avenue,
- Glenville Road at Pemberwick Road (and Glenville Pizza)
- Weaver Street,
- Riversville Road south of Bailiwick
- Route 1,
- Caroline Place,
- Fletcher Avenue,
- King Street, and
- Roads adjacent to public parks (i.e. Moshier Street)
A. Pedestrian Circulation

Sidewalk Initiatives

The Town is exploring a number of initiatives to improve the conditions for walking and biking in Glenville and Pemberwick. Figure 10 shows identified priority sidewalk improvements, reflecting recommendations made by the First Selectman’s Pedestrian Safety Plan. The criteria for choosing these links reflect their proximity to pedestrian generators (e.g. school, train station or park) as well as other factors such as traffic volume and street width. Some of the previously identified roads include Caroline Place, Riversville Road and Glenville Road (see below). Figure 10 also shows potential locations for new sidewalks as identified in the public outreach process. These sidewalk initiatives are described further below.

![Caroline Place](image1)

![Glenville Road](image2)

![Riversville Road](image3)

![Weaver Street](image4)
Figure 10: Sidewalk Priorities Map

Source: Town of Greenwich, BFJ Planning
**Pemberwick Road and Pemberwick Park**

Improving pedestrian access to Pemberwick Park was seen as a priority in the outreach process. This has also been an expressed goal by the Pemberwick Glenville Association. Residents discussed the need to “knit the two communities together and provide access to Pemberwick Park and west of the river.” The Town has identified this as a three-phased project to connect Pemberwick Park with Comly Avenue and make the park itself accessible by wheelchair or by stroller. Phase I of the project includes the addition of 100 feet of sidewalk along Pemberwick Road with a connection to the playground. This phase also includes minor improvements to the parking area near the playground.

Phase II will continue the new sidewalk northerly either along Pemberwick Road or within the Pemberwick Park for another +/- 1,300 feet. Phase III will continue this new sidewalk along Pemberwick Road to Comly Avenue (and connect to an existing sidewalk) for +/- 670 feet. Development of Phase III has significant physical obstacles, as this segment of road is constrained between a steep slope leading to the Byram River on the west side and a rocky outcrop and overhead utility poles along the east side. There is no shoulder on either side, making the road extremely unfriendly to walkers and casual bikers. In order to create the path, a significant amount of rock would have to be chipped away from the east side. A preliminary estimate completed by the
Town’s DPW found that the approximately $1.5 Million would be needed for the excavation and creation of the sidewalk.

While it was agreed that the Pemberwick Road option was the best from a circulation, access and safety standpoint, other options were considered due to the cost of Phase III of the project. One option was to build a pedestrian bridge across the Byram River from Halock Drive to Upland Street East. This option did not receive a consensus of support during the public outreach process. This option also faces physical and permitting obstacles because the bridge would have to be built on fill soil that is regulated by the U.S. Army Corps of Engineers (USACE). It is unclear whether USACE would allow this bridge to be built due the fact that the fill may be unstable and the area is in a floodplain.

A third option for Phase III would involve the creation of a path over the rocky outcrop, through Pemberwick Park. This option would require a switchback path up and down the steep terrain to allow for wheelchair and stroller accessibility. It was agreed that it would be safer and better for accessibility to have a sidewalk along the road that is always usable rather than one only open during park visitation hours.

Funding for phase I improvements was included in the Town’s 2016/2017 Capital Budget. Due to the extensive cost per linear foot of the Phase II and Phase III sidewalks, it us unclear whether funding will be provided in the near-term to complete the project.

Residents also expressed concern about pedestrian safety in the immediate vicinity of Pemberwick Park, due to speeding traffic, and requested that the Town investigate the potential to add one or more stop signs along Pemberwick Road in this area. The Town has previously looked into whether stop stigns are needed here and part reviews have not indicated that they would be warranted. However, once the new park driveway and additional parking is created at Pemberwick Park (see detailed discussion in the next chapter), the DPW will review the new entrance for sight lines and traffic volumes to determine if a stop sign is needed.
**King Street**

Crossing King Street at Glen Ridge Road is reportedly problematic because of the high vehicular speeds, notably from cars entering and exiting the Merritt Parkway. A new sidewalk on the east side of King Street, south of Glen Ridge Road, could be created to the traffic light at the Rye Brook Firehouse, with a new crosswalk at that location, connecting to the continuous sidewalk on the west side of King Street in Rye Brook. A new sidewalk and crosswalk would require coordination with the New York State Department of Transportation and the Village of Rye Brook.

**Route 1 at Old Post Road**

Residents have expressed the need for continuous sidewalks on Route 1. One gap where sidewalks are missing is the Town-owned narrow property between Route 1 Old Post Road (shown below). Additionally, there are a number of areas where sidewalks are not clearly delineated. Sidewalks should be required by the Town whenever properties along Route 1 are redeveloped. Sidewalks on the north side should be consistent with the design on the southern side with 5 foot wide sidewalks and a green buffer.
**Off-Street Pedestrian Pathways**

*Stairs at Moshier Street*

The stairs from Moshier Street to Pemberwick Park are currently closed, reportedly for safety reasons because there is no railing. The Town should consider necessary improvements to open this pathway, as it was cited by residents as an important connection to the Park. There is also no sidewalk on Moshier Street, so opening the stairway will allow pedestrians to walk through the park rather than along the narrow road where there is no sidewalk. Access improvements at Pemberwick Park are also discussed in Section 5.2.

*Stairs at Glenville School*

There is an existing pathway through the trees between the Glenville School and Glenville Road. This is an important connection for students walking to and from the Civic Center and Glenville Center. The pathway is in disrepair and is poorly marked and lit. Improving maintenance, signage and lighting can help to make the path a more utilized segment of the pedestrian network for students and the community overall.
Pemberwick Road/Green Lane/Byram Terrace Drive Connection

Pedestrian and vehicular access to Pemberwick Road from the east is limited on the half-mile stretch between Almira Drive and Route 1. There is an opportunity to create a pedestrian connection from the neighborhoods to the east at Byram Terrace Drive (behind the Pemberwick X-Change Deli). At this location, there appear to be the remnants of an old path down the hill from Byram Terrace Drive to Pemberwick Road. The property connecting Green Lane and Byram Terrace to Pemberwick Road is owned by the Town. Restoring this pathway would provide a more direct path for residents south of Reynolds Place walking to Pemberwick Road, Pemberwick Park and Caroline Place Pond.

B. Bicycle Circulation

Glenville and Pemberwick’s residential character and natural beauty make walking and biking attractive options for travel and recreation within the neighborhood. Approximately 36% of survey respondents reported that they bike in the neighborhood. Almost all of the respondents that bike do so for exercise or recreation. Residents stated that there were a number of roads that don’t feel comfortable for bicyclists including Weaver Street, Pemberwick Road, Glenville Road, Fletcher Avenue and Riversville Road. Bike lanes were identified by more than two-thirds of respondents as desired actions, with another 49% interested in share-the-road signage. Nearly one-third of respondents would like to see more bike racks in key locations around the neighborhoods, while almost a quarter of respondents supported biking education. Several respondents also mentioned enforcement of speeding regulations as important.

Bicycle Infrastructure

In 2001, the Town released a Bicycle Master Plan, with the goal of making Greenwich a bicycle- and pedestrian-friendly community where bicycling and walking are accepted as convenient and comfortable alternatives to other modes of transportation and recreation. The Plan identifies
potential bicycle routes and education strategies, and includes a phased improvement program to upgrade unsafe routes and provide bicycle friendly amenities.¹²

Figure 11 shows the network of routes identified in the Bicycle Master Plan that would be suitable for bicycling if certain improvements are made. The Plan considered factors such as lane width, traffic volume and observed traffic speed to determine how well a roadway accommodates cyclists. The links in green (i.e. Caroline Place) are those roadways that currently meet recommended guidelines for bike lanes and could be striped and/or signed as bicycle routes. Orange links (i.e. Weaver Street and Glenville Road) are those that could meet the recommended guidelines with a street widening or may be suitable for a sharrow, which is a pavement marking used to remind motorists that bicyclists are permitted to share the lane. The blue links are undesignated bicycle lanes which means that they are roads that do not meet the requirements for a bike lane; however they are direct routes to destinations throughout town and are likely to be traveled by bikers.

Weaver Street has been cited by residents as a priority area for pedestrian and bicycle improvements, because it connects Glenville and Pemberwick to Route 1 and downtown Greenwich. The Town’s Bicycle Master Plan recommends a widening to improve conditions for bicyclists. The Town should consider implementing this recommendation with striping as appropriate to improve safety for bicyclists and pedestrians that choose to walk in the shoulder. If feasible, sidewalks should also be considered for Weaver Street during the widening process.

### 4.3. Transportation Recommendations

**Traffic Calming and Traffic Congestion:**

Traffic and pedestrian safety emerged as a significant transportation issue in Glenville and Pemberwick. Transportation-related issues appeared to be of greatest significance to the survey respondents, and none more so than traffic. Glenville and Pemberwick experience a great deal of high-speed traffic resulting from drivers cutting through this part of town. Speeding is a strong concern expressed by respondents, with Weaver Street, Pemberwick Road and Riversville Road around Bailiwick Road most often cited. The Glenville Road/Pemberwick Road intersection was noted as an issue, particularly with the heavy usage of the Bendheim Western Greenwich Civic Center (Civic Center) and Glenville Pizza. This intersection is among those the Town plans to improve using a recently awarded grant. Traffic congestion was also cited as a major concern at

¹² Town of Greenwich Bicycle Master Plan.
Byram Circle (along Route 1) and the King Street/Merritt Parkway interchange. These issues were discussed previously in Section 4.1.

**Pedestrian and Bicycle Infrastructure**

Walking and biking are very popular recreational activities in the neighborhood. Residents commented in the workshops and in the online survey that continued efforts are needed to improve bicycle and pedestrian connectivity and safety in Glenville and Pemberwick, particularly in the areas around the schools, parks, Glenville Center, and the north-south roads connecting to Route 1. The execution of bike sharing lanes or designated lanes should be undertaken with safety in mind.

**Sidewalks**

Existing sidewalks that connect activity centers in the study area should be improved and expanded to the greatest extent practicable. This includes providing continuous sidewalks on arterials and collectors and within a half-mile radius of schools, village areas and parks. Priority areas for sidewalk improvements, as identified by the Town and through the public outreach process, are identified in Figure 10.

**Off-street paths**

The plan recommends four locations where there are commonly used off-street paths that can be enhanced or formalized to improve pedestrian circulation options. This includes maintaining and providing access to the stairs at Moshier Street/Pemberwick Park and the stairs behind the Western Greenwich Civic Center, enhancing the path between the Glenville School and Glenville Road, and creating a new pathway at Pemberwick Road, Green Lane and Byram Terrace. These improvements are shown in Figure 10.

**Bicycle Lanes**

The Town should continue to make improvements to the bicycle network by adding designated bicycle lanes and shared bicycle/automobile lanes on the roadways it maintains as identified in the Bicycle Master Plan. Creating shared bike lanes (sharrows), rather than designated lanes, does not necessarily require major capital improvements such as road widening, but can be accomplished with more inexpensive measures like road striping and signage.

**Bicycle Parking**

The Town’s Bicycle Master Plan recognized the need to provide additional bicycle parking at key destinations such as schools, shopping areas, train stations, municipal buildings and parks. Potential locations for bicycle parking include Glenville Green and Pemberwick Park.
Figure 11: Bicycle Route Prioritization Map (Town of Greenwich)
4.4. Utilities (Flooding and Stormwater Management)

Town-maintained infrastructure and facilities support Glenville and Pemberwick’s residential and commercial uses and play a significant role in its character and quality of life. Intradepartmental coordination and regular maintenance are critical to ensure that these assets continue to function properly and remain sources of community pride.

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

A. Flooding and Stormwater

A critical issue for Glenville, Pemberwick and Greenwich as a whole – one that was covered extensively in the Town’s POCD and also raised by participants in the public outreach for this Neighborhood Plan – is flooding. Glenville and Pemberwick face drainage and stormwater issues, stemming from their location adjacent to the Byram River. As shown in Figure 12, significant portions of Pemberwick are within a 100-year floodplain established by the Federal Emergency Management Agency (FEMA). The presence of developed areas within floodplains has important planning implications because of risks to personal safety, potential damage to personal property and infrastructure and the costs of recovery and redevelopment after major flooding events. As Figure 12 illustrates, the flooding issue is particularly problematic in Pemberwick in the areas east and south of Caroline Place Pond.
Figure 12: Floodplain Map (FEMA, 2010)
Riverine stormwater-related flooding has been a longtime issue for the Byram River and nearby areas, most recently during the flooding events of an April 2007 storm, Hurricane Irene in August 2011, and Hurricane Sandy in October 2012. In 2012, the Town of Greenwich and the U.S. Army Corps of Engineers (USACE) initiated a cost-shared feasibility-level study to determine if flood risk management opportunities are advisable for the Byram River Basin. The purpose of the ongoing study is to identify flood problems along the river and develop effective, economical and environmentally acceptable plans for reducing or preventing flooding. In January 2013, the USACE held the first public information meeting to present the alternatives that are being considered as part of the study. In February 2014, a second public meeting was held to present the results of the questionnaire, work completed to date, and the specific alternatives considered in the study. A third workshop was held in May 2015. A copy of all presentation materials can be found on the Town’s website. A draft report is anticipated to be released by USACE in 2017, and an approved feasibility report will be completed by the end of 2018.

**B. Stormwater Management**

Another strategy for addressing flooding, stormwater runoff and drainage issues is implementation of green infrastructure, a type of low-impact development that is intended to maintain or restore stormwater’s natural flow pattern by allowing the water to slowly permeate into the ground and be used by plants. Natural green infrastructure measures incorporate preservation of natural areas that provide habitat and flood protection and can mitigate air and water pollution. Engineered green infrastructure practices can include rain gardens, vegetated swales, green roofs and porous pavements. In addition to managing stormwater at a typically lower cost than hard infrastructure, green infrastructure can recharge groundwater, provide wildlife habitat, enhance community aesthetics, cool urbanized areas, improve air quality and reduce stress on combined sewer systems. The Town should continue to encourage the use of these measures in development and redevelopment, as consistent with its Stormwater Drainage Policies.
Manual. For example, the 2009 POCD includes a recommendation that the Town require that all new municipal construction projects use techniques to reduce long-term energy requirements with the use of green energy materials and Leadership in Energy and Environmental Design (LEED®) program designs and materials. The Town has recently completed a pilot program of pervious sidewalks at Bruce Park; similar measures may be explored elsewhere as appropriate.
Section 5.0: Design and Community Character

In general, Glenville and Pemberwick’s built environment appears to be functioning well. Residents are largely satisfied with the way their neighborhoods look and feel, and want to preserve the existing character that defines this extremely attractive area of Greenwich. This section provides guidelines that build upon the existing character in each neighborhood to make them more attractive, pedestrian friendly communities with well-maintained homes, businesses and streetscapes.

Residents in both neighborhoods saw their parks as major assets in the community. However, many respondents expressed concern about the condition of the park facilities and how they could be improved upon. While some comments from the public called for new park amenities such as new playgrounds or a running track – additions which can certainly be explored based on established recreational needs and available funding – most supported the more basic concept of maintaining the existing facilities and ensuring their functional and aesthetic value. Glenville Green and Pemberwick Park, in particular, were often mentioned as needing improvements. Clearly, Parks and Recreation will need to be actively involved in planning for future park improvements, and funding may not be readily available. However, nonprofit entities such as the Boy Scouts and Audubon Society, as well as potentially private-sector groups, could be engaged for fundraising and implementation of improvements.

Residents also expressed the need to improve waterfront access along the Byram River (including Caroline Place Pond and Byram Pond). The Town should look for ways to leverage the waterfront access already in place and develop a strategy for improving and maintain publicly owned waterfront lands, to unlock their full potential for the community. A particular area of opportunity is Byram Pond, which is an important asset for Glenville and the Town as a whole. A plan should be developed to clean up the lands adjacent to the Pond behind the Glenville Fire Department. This area could potentially be connected to a larger greenbelt path that follows the Byram Pond and the River.
5.1. Glenville

A. Streetscape

Streetscape refers to the elements in or near the street right-of-way, including buildings, building setbacks, lawns, sidewalks, street furniture, street trees, signs, streetlights and public art. These elements can be designed to improve the relationship of the built environment to promote a more human scale and improve quality-of-life in the community. An articulated and attractive streetscape can also benefit local business by attracting a diversity of users.

A community design review of the Glenville revealed several important and notable existing conditions and opportunities with regard to the streetscape, some highlighted in the image below.
**Sidewalks**

Sidewalks help define community character and are essential components of pedestrian friendly streets. Recommended improvements to the pedestrian network, including improvements to both sidewalks and off-street pathways, are discussed in the Transportation Section.

There are a few locations in the study area where sidewalks need maintenance; these should be identified and improved by the Town. Sidewalks should be at least 5 feet wide. Landscaping such grass buffer areas and street trees should be incorporated where possible. All sidewalks should be ADA accessible with ramps for wheelchair and stroller access.

**Lighting**

Lighting is another community design element that could be improved in Glenville. Presently, there is intermittent cobra head lighting (arms mounted on wood utility poles) in the village area. Attractive, pedestrian-scaled lighting could be used to enhance streetscape character and improve safety conditions for cars and pedestrians alike. Pedestrian-scaled light fixtures should be considered in areas with higher pedestrian volumes, such as in Glenville Green, Pemberwick Road and along Glenville Road. Pedestrian-scaled lighting should also be used near building entryways and parking lots.

**Signage**

Signage should be used primarily to identify a business or residential complex rather than serving as advertising. Signage should be complementary and well integrated to the surrounding area while also being readable to vehicular traffic. Glenville Village already has a tradition of high quality signage in the village area, many utilizing a green and gold theme. However, there are a number of areas where signage is inconsistent or poorly maintained. A more uniform and aesthetically pleasing look to signs should be considered for the Glenville Village area. Examples of attractive signage and unattractive signage (both public and private) are shown below.
Section 5: Design and Community Character

Attractive signage examples

Unattractive signage examples
Parking Lots

Parking in the Glenville area was a stated concern by some residents. Specifically, residents commented that additional parking was needed at the Glen Ridge shopping center and at the Bendheim Western Greenwich Civic Center. Access issues were also reported at the parking area in front of Glenville Pizza.

Glen Ridge Shopping Plaza

At the Glen Ridge shopping plaza, six additional parking spaces will be added when the USPS is reconfigured to accommodate two new retail storefronts. As part of future redevelopment, signage, lighting and landscaping should be used to encourage users to use the spaces on the eastern part of the lot that are reportedly underused, even during peak hours.

Glenville Green Parking Lot

Many people walk back and forth between the Glenville Green parking lot and the Civic Center, as the lot serves both areas. The layout of the parking lot behind the Fire Department should be reconfigured with the following considerations:

- Parking needs for Glenville Fire Department
- Improved pedestrian connections to Civic Center and surrounding commercial uses
- Improved access to Byram Pond
- Improved landscaping
- Better defined curb cuts to reduce area of conflicts between pedestrians and vehicles
- Enforcement of long-term vehicles parked in lot

![Image of Glenville Green Parking Lot]

Improve parking area behind at Glenville Green
**Gateways**

More could be done to denote arrival in (and departure from) the two neighborhoods through the creation of gateways. Gateways and public/open spaces play an important role in creating a sense of place within a neighborhood. Gateways create a sense of arrival and provide residents and visitors with a first impression of a neighborhood. Public/open spaces provide important opportunities for recreation, neighborhood events and casual interactions among residents that contribute to the neighborhood quality-of-life. Streetlights, landscaping and street signs that use the same font or logo can also convey Glenville’s identity and connectivity. One potential location for gateway signage and/or landscaping is the entrance to Glenville center at Pemberwick and Glenville Roads.

**Design Guidelines**

Design guidelines may be used on their own or as a supplement to a Village District (discussed in Section 3.2) to guide architectural style, building form, site design, access and parking configurations, lighting, signage, landscaping and other design concepts that the Town would like to encourage. Such guidelines would promote development that:

- Is high-quality and visually appealing from adjacent streets and the surrounding neighborhood with an emphasis on building placement and orientation as well as site landscape;
- Has an appropriate mix of uses;
- Has open spaces, parking areas, pedestrian walks, signs, lighting, landscaping and utilities that are well related to the site and arranged to achieve a safe, efficient and contextually sensitive development;
- Shows high inter-connectivity between proposed uses and adjacent areas; and
- Incorporates infrastructure including pedestrian scale lighting, appropriate landscaping, ground floor activity that provides eyes on the street, etc.
B. Glenville Green

Participants in the public workshops and in the online survey expressed the need to improve Glenville Green to make it more utilized by the community. Respondents commented on the quality and availability of amenities such as benches, picnic tables, water fountains, dog waste bags, lighting, a bike path and overall landscaping. Residents expressed a desire for additional cafes and other restaurants around the green in Glenville, and many were open to the idea of utilizing the American Legion building within the Green as a concession space.

A conceptual plan of the Glenville Green area was developed to illustrate how the park could be redesigned to accommodate some of the suggestions from the public (see Figure 13). The Byram Pond waterfront adjacent to the Fire Department is Town-owned, but the pond itself is privately owned. Future work would require coordination with this property owner, as well as potential approval by the Town’s Inland Wetlands and Watercourses Agency and possibly CTDEEP and the USACE.
Figure 13: Glenville Green Concept (#1)
Residents were also in favor of improving access to the water, including the creation of a continuous walking path around Byram Pond. The parking lot abuts the shore of the pond, and the shore is poorly maintained with fallen trees and weeds, with little opportunity for public enjoyment of the water. Sight lines of the pond from Pemberwick and Glenville Roads are blocked by the cars in the parking lot. Cleaning and opening up the Byram Pond shoreline to the public would help to improve the visual and physical connection to the water. Landscaping and amenities at the privately owned Mill development should be seen as an example for how to facilitate visual access to the water. The Town should explore the potential to create a continuous public access trail around Byram Pond, working with private property owners as necessary. In addition, the Glenville Green parking lot could be improved through restriping, potentially reconfiguring the driveway to address pedestrian safety and parking enforcement to discourage cars from using the lot for long-term parking. These parking lot improvement and management strategies could greatly enhance the aesthetics and functionality of the parking lot, without the need to reduce the number of spaces.
C. **Bendheim Western Greenwich Civic Center and Park**

The Bendheim Western Greenwich Civic Center and Park was also cited by residents as one of the community’s most important assets. While many felt the facility was fine, some were interested in amenities such as benches, better access to trails, improvements to the playground, dog waste bags and better lighting.

More than half of respondents in the electronic survey were interested in a walking track or trail. A track on the level portion of the park is shown in Figure 14. The path could be built with porous materials such as crushed stone or pervious rubber. If placed at the bottom of the hill, the softer pervious materials (compared to asphalt) would be less of an obstacle to people sledding on the hill in the winter months.

Nearly a third of respondents thought there should be more parking at the facility. The current parking lot is situated adjacent to a steep hill, making the possibility of expanding the lot difficult. Improving pedestrian connections to the Glenville Green parking lot will help to manage demand during Civic Center events. The concept plans for Glenville Green include improved sidewalks and a pathway re-aligned toward the Civic Center. The intersection of Glenville and Pemberwick Roads was also noted by residents as a safety issue for drivers and pedestrians. This intersection is being studied by the Town using a recently awarded grant. Improving pedestrian safety is a key goal for the study.

Opportunities to improve pedestrian connections to the Civic Center are shown in Figure 14. The figure shows improvements discussed in the Transportation section, including increased maintenance and signage for the off-street paths on the hill of the Civic Center and between Glenville School and Glenville Road. Sidewalk connections are also recommended for the areas adjacent to Glenville Pizza. Sidewalks in this location could be evaluated as part of the intersection study undertaken by the Town.

The figure shows a walking/running track in the Civic Center Park, which was an amenity requested by a number of residents. A track could be built with porous materials such as crushed stone or pervious rubber. If placed at the bottom of the hill, the softer pervious materials (compared to asphalt), would be less of an intrusion to sledding on the hill in the winter months.
Figure 14: Potential Pedestrian Connections in Glenville
5.2. Pemberwick

A. Streetscape

Pemberwick does not have the same concentration of neighborhood-oriented businesses as Glenville, and those businesses that are located in Pemberwick lack a unified “look” as is found in Glenville. Pemberwick’s commercial node has a more eclectic character, but shows a strong foundation of building materials, including brick, stone and clapboard, which could be built upon with future revitalization of this area through the addition of neighborhood retail uses. Many of the streetscape recommendations for Glenville are also applicable to Pemberwick, including maintenance and creation of sidewalks and off-street paths (see the Transportation section); improved lighting and signage (particularly at Pemberwick Park) and the establishment of gateways (such as on Pemberwick Road at Comly Avenue or Halock Drive North and Pemberwick Road at Route 1).

B. Pemberwick Park

Pemberwick Park was frequently cited as being the heart of the Pemberwick Neighborhood. As discussed in Section 3.1, the L-shaped park is comprised of three separate 15-acre portions, with an active recreation area, a natural conservation area and a managed conservation area. The Yantorno Community Center in the active area has a large room for community use and events and serves as office space for Greenwich Green and Clean.

Some of the concerns with the active area of the park concern maintenance, general aesthetics and accessibility for wheelchair and strollers. Parking near the Park was a frequently cited issue. The Community Center was noted as in need of upgrades, specifically to the bathrooms and the community room. Some residents stated a desire for more children’s activities.

The Town has two projects to improve access to the Park for pedestrians and vehicles. An underutilized garage north of the Community Center will be demolished and replaced with six parking spaces. The Town has also allocated funds for the first phase of a project to design and construct a sidewalk on the east side of Pemberwick Road from Halock Drive to Comly Avenue (discussed in Section 4.3). Phase I of the project includes a short segment of sidewalk along Pemberwick Road (about 100 feet) immediately adjacent to the park along with a connection to the playground. Phase I will also provide wheelchair and stroller access to the park and playground without mounting steps. One of the goals for the sidewalk project (all three phases) is to knit the Glenville and Pemberwick together and provide access to Pemberwick Park from areas west of the Byram River. The Town has currently only allocated funds for the portion of the sidewalk near the park (Phase I).
Figure 15 illustrates a design concept for the playground area and the Community Center. The design features a new access road and parking area with 10 spaces for the Community Center. While the driveway and lot shown would require space in the existing park, new usable space would be created adjacent to the Community Center by filling in the existing driveway. A patio area connected to the building could be developed in this area, which would help to facilitate parties and community events in the park. A new ADA access ramp would be located at the entrance to the park opposite the Community Center. It should be noted that these potential improvements could require tree removal and grading and would require compliance with the Town’s drainage manual.

Some residents also requested a conceptual plan for Pemberwick Park that provides for a relocation of the community center, recognizing that a newly constructed facility could better serve the community as well as Greenwich Green & Clean, and that the building’s current location divides the playground area from the athletic fields. This is particularly a problem for parents of younger children using the playground and older children participating in field events, as there is no line of sight between the two park areas due to the community center and its driveway.

In response to this request, a second concept for Pemberwick Park was developed that relocates the community center to the north, enlarges its footprint and reorients it to open up a larger area for a playground and seating, establishing a more direct connection to the athletic fields. In this concept, 14 new parking spaces are created, in addition to the six spaces the Town is planning to develop, as discussed above. Clearly, this concept would be a more expensive undertaking than the first concept which retains the current building; however, it could also improve Pemberwick Park’s overall functionality. The more substantial park improvement project could be funded through a combination of the Town’s capital budget and privately raised funds.
Figure 15: Pemberwick Park Concept 1
Figure 16: Pemberwick Park Concept 2
With regard to parking, it is important to note that both Pemberwick Park concepts maximize the number of new parking spaces, responding to the need expressed by the community for additional parking. However, the Town could ultimately choose to provide for fewer spaces, based on further community input, if the desire for green space is more critical. Alternatively, new parking could be built in pervious pavement, to mitigate stormwater and drainage impacts. Some residents expressed a desire for the creation of more on-street parking on Pemberwick Road at the park. While there may be potential to add some on-street spaces if the existing community center driveway is filled as illustrated in the concepts above, the existing trees and sloped berm along the roadway present a challenge. The Town does not plan to add any on-street parking spaces north of its proposed new driveway/new parking area, as the roadway narrows in this location and then begins to curve, presenting potential sight line issues if on-street parking is added.

The passive areas of Pemberwick Park are relatively underutilized; some residents were not aware that there were publicly accessible trails from the Weaver Street side. It is recommended that the Town improve trail markings and signage to advertise these areas and create better linkages with the active area of the park.
Section 6.0: Action Plan

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

| Key |
|-----------------|-----------------|-----------------|
| Immediate Action: Local Laws and Regulations | Medium Term Action: Town Capital Investment Plan | Long Term Action: Further Study |

✓ = Priority Recommendation

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- Initiate the process of establishing a Village District for the Glenville business district, by including an inventory of the area’s structures, landscape and settings to identify any problems; establishing design standards unique to Glenville that should be common to the area as a whole; and assisting in drafting the required zoning regulations.
- Explore ways to recognize and support existing non-conforming commercial uses in Pemberwick.
- Undertake an enforcement effort to identify illegal apartments and existing non-conforming uses that may have changed over time contrary to zoning regulations.
## Transportation and Infrastructure

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<td><strong>Explore alternatives to improve circulation and safety for the Glenville Center intersections (improvements to be identified in study of intersection improvements).</strong></td>
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| ✔ | **Improve the layout of the Glenville Fire Department Parking lot, with consideration for the following:**  
  - Reduce size of access driveway to lot to reduce area of conflicts between pedestrians and vehicles;  
  - Improve enforcement of long-term vehicles parked in lot;  
  - Improve access to Byram Pond; and  
  - Redevelop the lot through milling, paving, restriping and improved landscaping. | DPW, Fire Department |
| ✔ | **Consider areas prioritized for sidewalks and crosswalks (Figure 10) including:**  
  - Pemberwick Road between Pemberwick Park and Comly Avenue,  
  - Glenville Road at Pemberwick Road (and at Glenville Pizza)  
  - Weaver Street,  
  - Riversville Road south of Bailiwick  
  - Route 1,  
  - Caroline Place,  
  - Fletcher Avenue,  
  - King Street, and  
  - Moshier Street (adjacent to Pemberwick Park) | DPW |
|  | **Consider improving/formalizing off-street path connections (Figure 10) to parks including:**  
  - Pemberwick Road/Green Lane/Byram Terrace Drive,  
  - Stairs at Moshier Street, and  
  - Stairs at Glenville School | DPW |
<table>
<thead>
<tr>
<th>Transportation and Infrastructure (cont.)</th>
<th>Responsible Agency</th>
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</thead>
<tbody>
<tr>
<td><strong>Focus on improving and expanding sidewalks along Pemberwick Road to enhance pedestrian linkages between Glenville and Pemberwick.</strong></td>
<td>DPW</td>
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<tr>
<td><strong>Continue to make bicycle infrastructure improvements such as the bike priority lanes identified by the Town (Figure 11).</strong></td>
<td>DPW</td>
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<tr>
<td><strong>Explore ways to expand bicycle parking in the Glenville Village area and in commercial areas.</strong></td>
<td>DPW</td>
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<tr>
<td><strong>Promote the use of green infrastructure, particularly on Town-owned property such as Glenville Green, Bendheim Western Civic Center, Glenville School and Pemberwick Park.</strong></td>
<td>DPW, Parks &amp; Recreation</td>
</tr>
<tr>
<td><strong>Continue to emphasize the importance of addressing traffic concerns at the King Street interchange of the Merritt Parkway. Explore the potential to establish a sidewalk along the eastern side of King Street south of Glen Ridge Road, to a new crosswalk at the Rye Brook Firehouse. Significant coordination will be required from the Village of Rye Brook and NYSDOT.</strong></td>
<td>DPW, NYSDOT, V. Rye Brook</td>
</tr>
<tr>
<td><strong>Advance proposal for redesign of Byram Circle along Route 1. Significant coordination will be required from the Village of Port Chester, NYSDOT and CTDOT.</strong></td>
<td>DPW, V. Port Chester, NYSDOT, CTDOT</td>
</tr>
<tr>
<td><strong>Support the USACE study on flooding along the Byram River and coordinate with the USACE on implementation of the study’s recommendations.</strong></td>
<td>DPW, USACE</td>
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### Design and Community Character

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<thead>
<tr>
<th>Design and Community Character</th>
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</thead>
<tbody>
<tr>
<td>● Implement public access to the Byram River, particularly at Byram Pond and Caroline Place Pond, as a high priority, as identified by residents.</td>
<td>Conservation Commission, Parks &amp; Recreation</td>
</tr>
<tr>
<td>● Facilitate the cleanup of invasive vegetation and dumping along the banks of Byram Pond through public-private partnerships, such as Greenwich Green and Clean and the Greenwich Land Trust.</td>
<td>Conservation Commission, Parks &amp; Recreation</td>
</tr>
<tr>
<td>● Glenville Green:</td>
<td></td>
</tr>
</tbody>
</table>
  ○ Consider redesign concept for Glenville Green (Figure 13).  
  ○ Facilitate the cleanup of invasive vegetation along the bank of the Byram Pond adjacent to the Glenville Fire Department through public-private partnerships such as Greenwich Green and Clean and the Greenwich Land Trust.  
  ○ Develop continuous greenway around Byram Park that connects to path at The Mill.  
  ○ Consider ancillary uses (i.e. concession space) for American Legion building. | DPW, Parks & Recreation, Greenwich Land Trust, American Legion, private property owners |
| ● Pemberwick Park | 
  ○ Consider redesign concept for Pemberwick Park playground and community center (Figure 15).  
  ○ Enhance open space connections at Pemberwick Park through trail maintenance and creation, including wayfinding and signage improvements. | DPW, Parks & Recreation, Greenwich Green & Clean |
| ● Bendheim Western Greenwich Civic Center and Park | 
  ○ Develop a walking/running track around the park  
  ○ Improve sidewalks and re-align pathway in conjunction to potential redesign of Glenville Green. | DPW, Parks & Recreation |
### Design and Community Character (cont.)

<table>
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<tr>
<th>Responsible Agency</th>
<th>Town</th>
<th>Inter-governmental/Private</th>
</tr>
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<tbody>
<tr>
<td>• Consider gateway improvements at Glenville Road and Riversville Road if changes are made to that intersection (as recommended by traffic study).</td>
<td>DPW</td>
<td></td>
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<tr>
<td>• Continue to explore additional opportunities for enhancements to all existing public areas Glenville and Pemberwick, including planned improvements at Pemberwick Park.</td>
<td>DPW, Parks &amp; Recreation</td>
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</table>

In addition to the above Action Plan, there are other measures that are consistent with the Glenville and Pemberwick Neighborhood Plan goals and objectives that involve completion or implementation of other existing plans or activities by Town entities. The Planning and Zoning Commission, through this Plan, supports the following actions to be undertaken primarily by the DPW; this list is not intended to preclude other actions of Town boards, commissions or departments that may further goals of this Plan:

- Consider the use of traffic calming measures along identified problem roadways, consistent with their functional classification and the Neighborhood Traffic Calming Program (NTCP);

- Look into implementing an ongoing traffic management/speed enforcement program to highlight the need for safety and “train” speeders to expect enforcement of the speed limit;

- Continue to implement sidewalk improvements in the priority areas previously identified by the Town. Where full sidewalks are not feasible or desired due to lack of right-of-way or width or removal of trees and vegetation, explore the use of a paved pathway; and

- Continue to improve the bicycle network by adding designated bike lanes and/or sharrows on roadways, as appropriate and available.