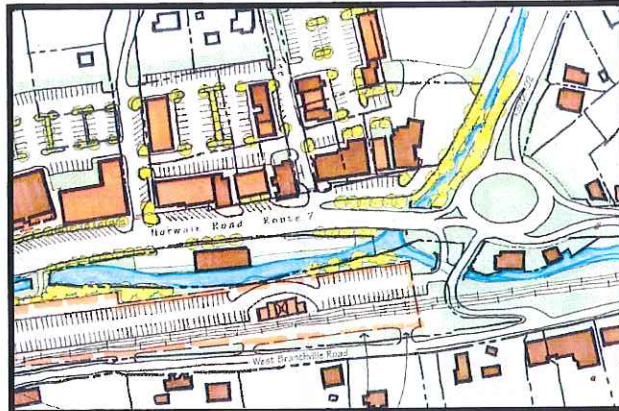
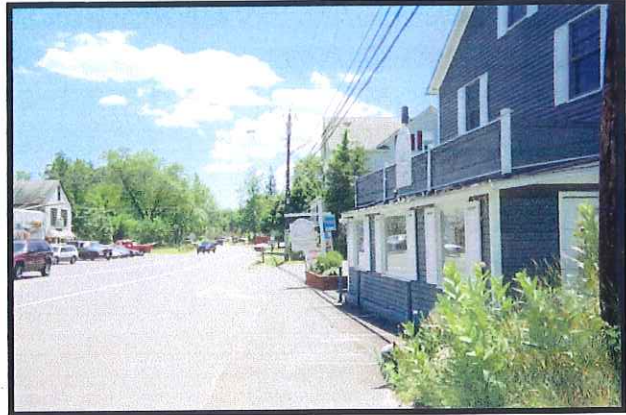


# Branchville

## Village Plan



**Ridgefield  
Planning & Zoning  
Commission**

**September 2002**



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Unless otherwise credited, photographs in this report were taken by, and drawings in this report were prepared by, Planimetrics.

# COVER LETTER



September, 2002

To Ridgefield Residents,

Following two years of community input and plan preparation, the Planning and Zoning Commission adopted this Village Plan for the Branchville area to:

- Recommend desirable land use strategies,
- Address possible transportation improvements, and
- Suggest alternative strategies.

The Commission and Branchville residents were united in their vision for the future of the Branchville area. People spoke passionately about rejuvenating the area, preserving and enhancing the character and scale of the village, and strengthening the role of the Branchville area within Ridgefield. This Plan is intended to promote ways to accomplish this vision.

Residents, property owners, and business owners were in favor of the land use strategies discussed in this Plan since they believe that this will promote attaining the overall vision for Branchville. The Commission intends to use this Plan as a guide to desirable land use strategies for the Branchville area.

In addition, residents, property owners, business owners, and the Planning and Zoning Commission were unanimous in concluding that the introduction of a five-lane roadway along Route 7 (as is being considered by the Connecticut Department of Transportation) would significantly harm the Branchville area and should be avoided.

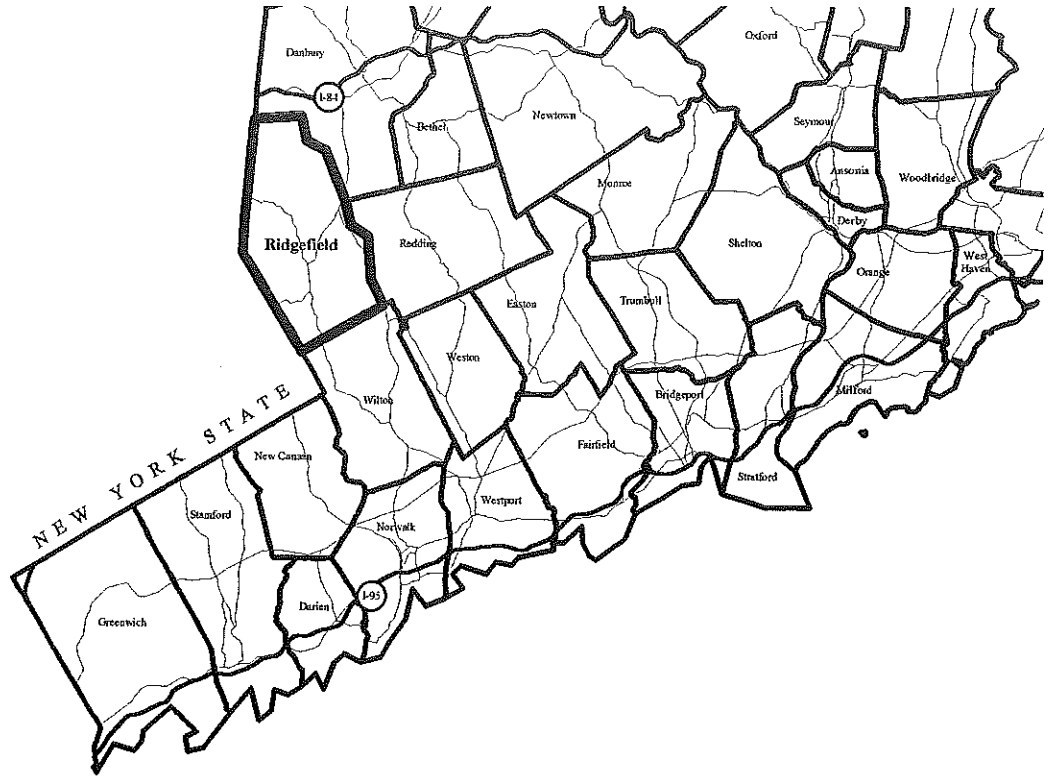
While there was significant agreement on exploring transportation improvements more sensitive to the context of the Branchville area, there was no conclusion reached on the preferred way to do this. As a result, the "roundabout" concept in this Plan should be considered more of an exploration of alternatives rather than a prescription for a solution.

The Commission looks forward to working with Branchville residents, property owners, and business to accomplish the overall vision for the Branchville area.

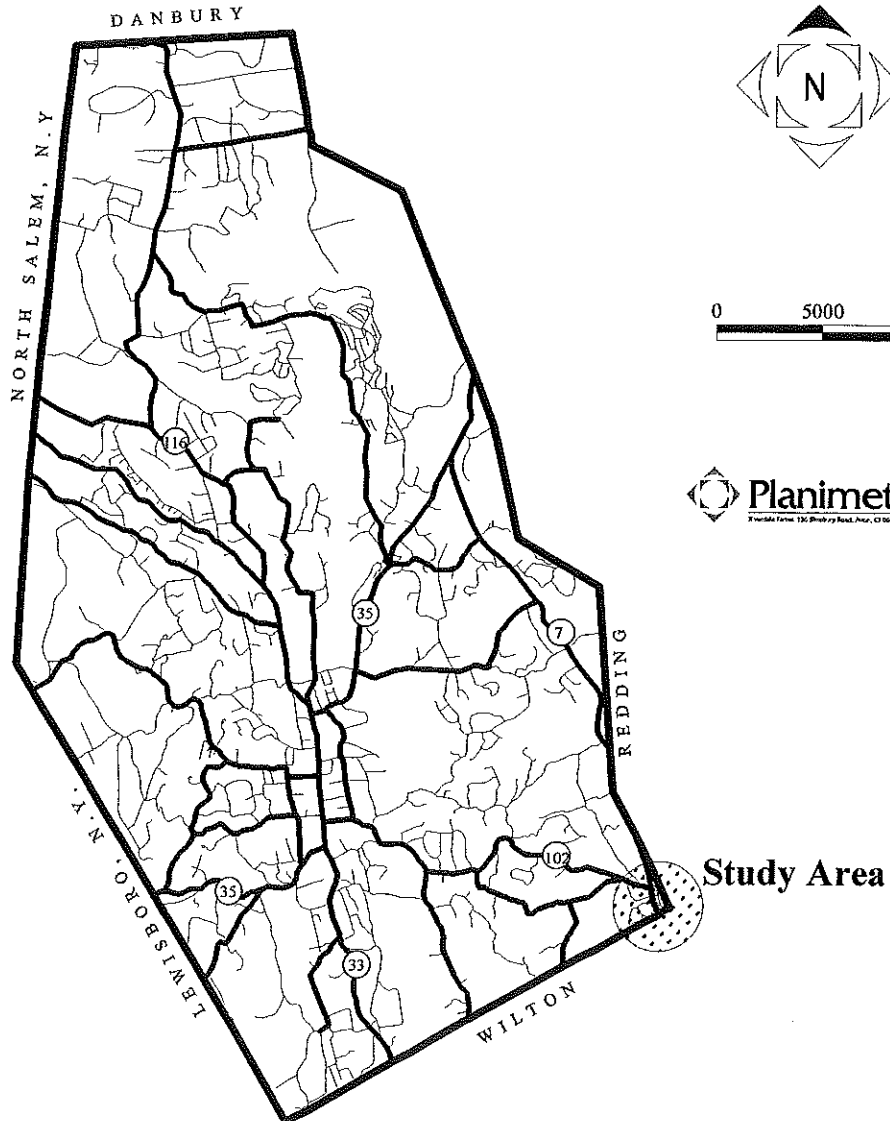
Sincerely,

Ridgefield Planning and Zoning Commission

# Region Map



# Town Map





# INTRODUCTION

# 1

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## Overview

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Branchville is located in the southeast corner of Ridgefield, Connecticut. Ridgefield is a community of about 22,000 people situated in Fairfield County in southwest Connecticut. Ridgefield is bounded by Danbury to the north, Redding to the east, Wilton to the south, and New York State to the west.

Branchville has the only Ridgefield train station on the Metro-North Danbury line – providing rail service north to Danbury and south to Norwalk, Stamford, and Grand Central Terminal in New York.

While the train station is an important landmark in Branchville, most people experience Branchville from the major highway (US Route 7) that travels through Branchville. Route 102 intersects Route 7 in Branchville and is the main connection between Branchville and Ridgefield Center.

## Study Purpose

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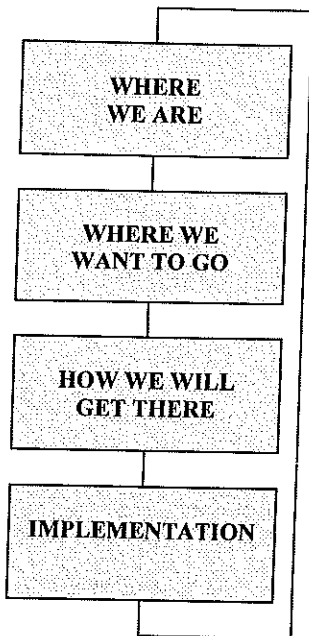
Due to the significant increase in traffic volumes on Route 7, Branchville has changed over the years from an identifiable village to more of a highway-dominated area. This trend is not what Branchville residents, nor other Ridgefield residents, want.

One of the goals of the 1999 Ridgefield Plan of Conservation and Development is “to improve and enhance community centers.” That Plan notes Branchville’s history as a village center in Ridgefield, the impact of development and traffic patterns on the village, and recommends a study to:

- encourage creation of a village center,
- avoid “strip” type development,
- encourage preservation and enhancement of the Norwalk River, and
- promote the compatible development of this area.

This study is intended to address those issues and to help Branchville residents and business owners develop and implement strategies for Branchville that:

- reinforce Branchville as a community focal point,
- promote its economic vitality, and
- preserve and enhance the character of the area.



## Study Process

The process used to prepare the study is illustrated by the adjacent flowchart. First, an inventory and assessment of Branchville was conducted to learn about the composition and characteristics of the area. Then, several meetings were held with Branchville residents and business owners to help develop and refine their vision for the village. Their input and feedback was critical to learning about Branchville and how it has been affected, or may be affected, by different factors and influences.

With this information, additional research and investigation was done to assemble a collection of strategies that will help to accomplish the goals and vision for the area. Various strategies were discussed and refined as the study was finalized. Implementation takes place after the study is adopted and the various recommendations are put into action and evaluated.

## Considerations

There are some other issues that have the potential to affect Branchville and should also be considered as part of this study.

### Route 7/102 Intersection Widening

Subsequent to adoption of the Plan of Conservation and Development, Ridgefield learned that the Connecticut Department of Transportation (CTDOT) is proceeding with preliminary plans for enlarging the intersection of Routes 7 and 102 and for widening Route 7 on the approaches to this intersection.

CTDOT believes that intersection enlargement and road widening are required at Route 102 in Branchville to address traffic volume and peak hour congestion along Route 7. Route 7 traffic volumes are approaching 22,000 vehicles per day and are increasing at about three percent per year. Travel delays and congestion occur during peak hours along Route 7 and at Route 102.

The Route 7/102 project has the potential to have a dramatic impact on Branchville. If the project proceeds in a fashion similar to the recent CTDOT widening at Routes 7 and 107 (to the south in the Georgetown section of Wilton), Branchville's character will be significantly affected.

### Train Service Enhancements

At the same time, CTDOT and Metro-North are considering improvements to service and stations along the Danbury line. With more trains, ridership is expected to increase. However, the parking area at the Branchville station is already fully utilized and increased demand will require investigation of other alternatives.

# CONDITIONS & TRENDS

# 2

## History

First settled in the 1700s, Branchville became a village in Ridgefield as a result of three main events:

- the establishment of mills in the adjacent Georgetown section of Wilton and Redding after 1790,
- the arrival of the railroad in 1856, and
- extension of a branch railroad line from Branchville (hence the name) to the center of Ridgefield in 1870.

As Ridgefield became a summer resort area, Branchville became the major transportation hub of the community. By the 1920s, Branchville was “a thriving little village with stores, mills, a hotel, a machinery factory, a noted mineral quarry, a post office, and a school.” The growing sense of community resulted in formation of the Branchville Civic Association.

After 1950, as people became more reliant on the automobile, Branchville was affected more and more by increasing traffic on Route 7. Following the 1955 flood, roadway widening and bridge reconstruction in Branchville eliminated the village “green” at the intersection of Routes 7 and 102 and changed the character of the area. Like many other areas, Branchville became more automobile-oriented.

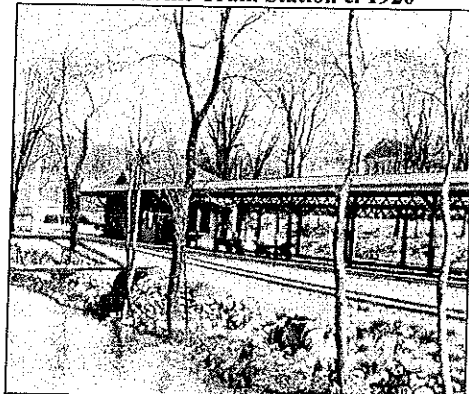
In the year 2000, Branchville still has some of the elements of the “thriving little village” that it once was but other elements have been eroded and hidden over the past 40 to 50 years by the traffic emphasis along Route 7.

Branchville General Store c. 1920



Ridgefield Archives Committee

Branchville Train Station c. 1920



Ridgefield Archives Committee

## **Influences**

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Natural resources have influenced the development of Branchville over the years.

Branchville's evolution into a village was reinforced by the Norwalk River (providing power for local mills) and steep slopes (providing a natural corridor for the Ethan Allen Highway and the rail line).

In more recent years, these natural resources have also encouraged a linear development pattern and a one-sided streetscape.

These natural resources are expected to continue to influence Branchville's future development.

## **Natural Resource Characteristics**

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Branchville contains a variety of natural resources identified in the Plan of Conservation & Development as being important to identify and conserve.

### **Watercourses and Wetlands**

The Norwalk River is the major watercourse in Branchville. Although somewhat hidden today in terms of its visibility and relevance to the village, the river has always played an important role in the community. As indicated in the Plan of Conservation & Development, preservation of watercourses, wetlands, swamps, vernal pools, and marsh areas within Ridgefield is important for economic and ecological reasons. The Watershed Action Plan recently prepared for the Norwalk River watershed specifies strategies to help preserve and protect this resource.

### **Flood Plains**

Parts of Branchville are subject to flooding during periods of intense rainfall or spring thaw. As a result, the potential impact of flooding must be a consideration in the Branchville area.

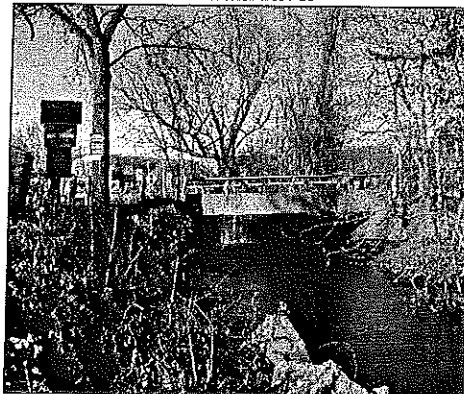
### **High Groundwater Availability (Aquifer Recharge Areas)**

The quality and quantity of groundwater is particularly important to Ridgefield because much of the Town's drinking water supply is dependent on aquifers. Since parts of Branchville are located in an aquifer recharge area, special care is needed in order to protect water quality in these areas.

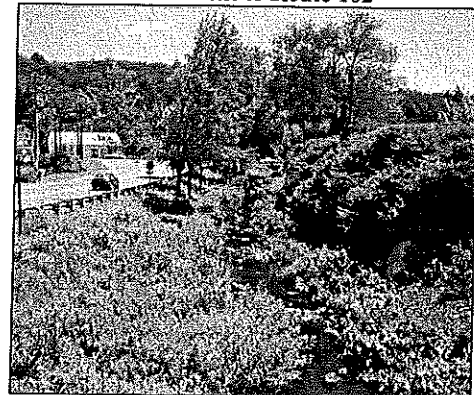
### **Steep Slopes**

Located in a river valley, Branchville has terrain that includes steeply sloping hillsides and rock outcrops. These steep slopes both define the village area and influence the form and pattern of development.

**Norwalk River**







**Brook next to Route 102**





# NATURAL RESOURCES

-  Watercourses
-  Wetlands
-  Floodplain (1.0% probability)
-  Steep Slopes



Branchville  
Village Center Study  
Town of Ridgefield, Connecticut



 Planimetrics  
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## **Land Use Characteristics**

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There are two major land use patterns in Branchville. Along Routes 7 and 102, commercial uses (retail, office, and service) predominate. Areas off the major travel routes, are primarily residential neighborhoods.

Along Route 7, the predominant commercial use is retail. Many of these uses are automobile oriented and may benefit in some way from the visibility afforded to the approximately 22,000 vehicles per day that travel this portion of Route 7. Some uses also benefit from proximity to the Branchville railroad station located just east of Route 7. Non-residential uses in Branchville include:

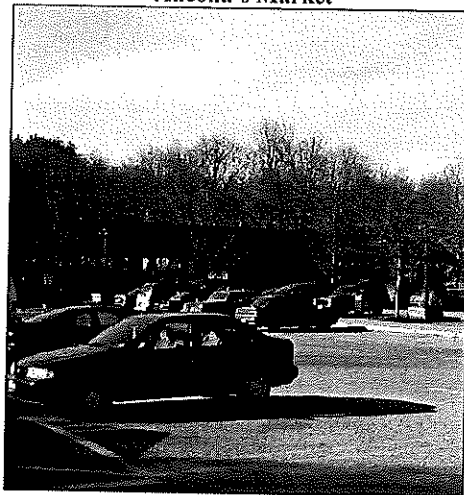
- Ancona's Market
- Ancona's Liquors
- Dunkin Donuts
- Precision Brakeworks
- Amici's Restaurant
- Keogh's Hardware Store
- Branchville Elementary School

There is a perception of a lack of parking in the commercial area of Branchville area, and residents and business owners feel this has hurt some of the businesses located here. Commercial buildings are a mix of one- and two-story structures.

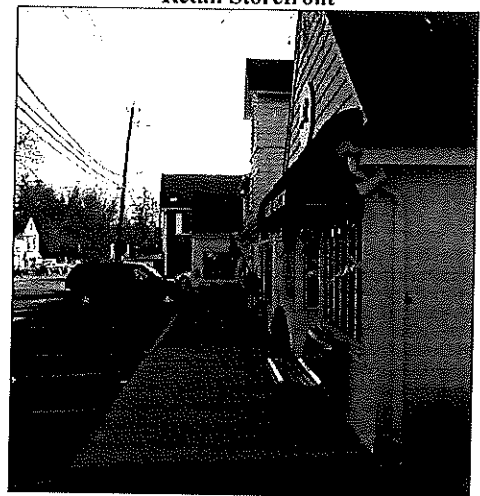
Established residential neighborhoods surround the commercial areas of Branchville. In the west side of the study area, single-family residences are located on a gently sloping hillside. To the north, houses and the Branchville Elementary School are located on Florida Road.

Residential areas to the east (on Portland Avenue and West Branchville Road) blend with houses located in the Georgetown section of Wilton and Redding. Some of the buildings here are original from the founding of the village. One building, formerly a tenement for railroad workers and then a general store, is on the National Register of Historic Places.

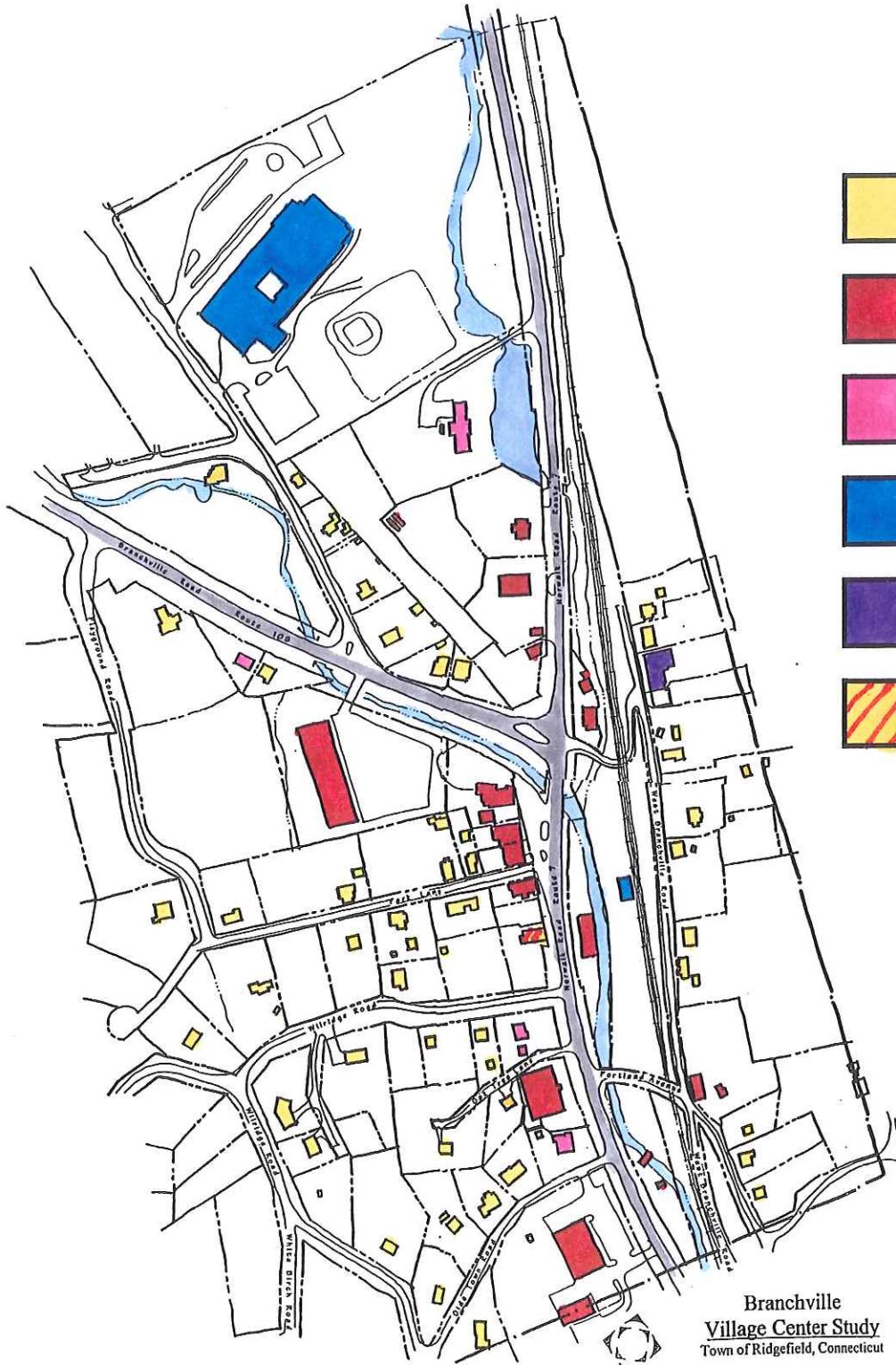
**Ancona's Market**









**Retail Storefront**

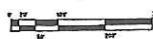



# LAND USE



-  Residential
-  Retail / Service / Restaurant
-  Office
-  Institutional
-  Storage / Assembly / Contractor
-  Mixed Use

Branchville  
**Village Center Study**  
Town of Ridgefield, Connecticut



 **Planimetrics**  
PLANNING • DESIGN • CONSTRUCTION



## Zoning Characteristics

Branchville consists of three main zoning districts – the Residence RA district (one-acre residential), the Business B-1 district, and the Light Industry B-2 district. Some of the basic requirements of these zones include:

	<b>RA</b>	<b>B-1</b>	<b>B-2</b>
<b>Permitted Uses</b>	Single-family dwelling Home occupation Farming Bed & Breakfast Accessory apartments	Same as RA Business offices Professional offices Retail stores Restaurants	Same as RA Business offices Professional offices Restaurants
<b>Conditional Uses (Special Permit)</b>	Institutional facilities Public utility facilities Municipal facilities Cemeteries	Same as RA Multiple uses Uses > 1,000 SF Shopping facilities Motor vehicle sales Motor vehicle repair Commercial recreation Motels / hotels Veterinary hospitals Funeral homes Acc. residential uses	Same as RA Multiple uses Uses > 1,000 SF Motor vehicle sales Motor vehicle repair Commercial recreation Motels / hotels Veterinary hospitals Funeral homes Storage warehouse Wholesalers Distributors Commercial kennels Contractor's yards Acc. residential uses
<b>Minimum Lot Size</b>	One Acre	10,000 SF (20,000 SF)	10,000 SF (20,000 SF)
<b>Max. Building Coverage</b>	10%	65% (40%)	25%
<b>Max. Impervious Coverage</b>	N/a	N/a	75%
<b>Minimum Frontage</b>	100 feet	50 feet	50 feet
<b>Front Yard Setback</b>	25 feet	10 feet	30 feet
<b>Side Yard Setback</b>	25 feet	0 feet (25 feet)	25 feet
<b>Rear Yard Setback</b>	25 feet	25 feet	25 feet
<b>Maximum Height</b>	3 stories	40 feet	40 feet
<b>Minimum Floor Area</b>	N/a	800 SF	800 SF




Additional provisions include:

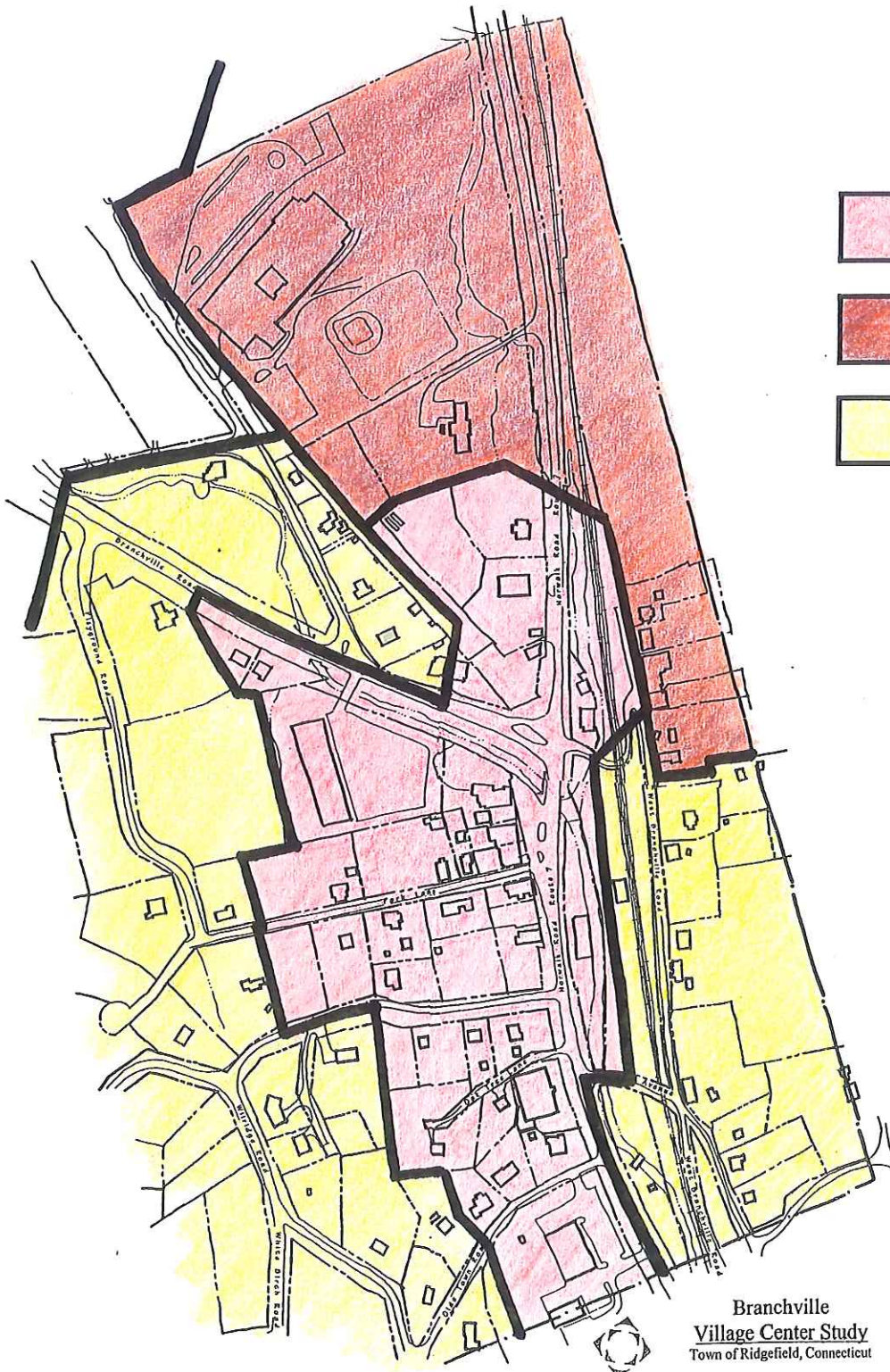
- In business zones, three or more uses on one lot require a special permit.
- In business zones, uses above 1,000 square feet may require a special permit
- Larger lot sizes may be required for conditional uses.
- Accessory apartments require public water and sewer which are not available in the Branchville area.
- Adequate off-street parking spaces must be provided for each use unless there is non-coincidental use or payment of a fee in lieu of parking spaces.

Since these zoning regulations effectively dictate the development patterns that can occur in Branchville, they are an important consideration in this study.

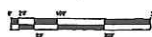


# ZONING

-  Business B-1
-  Business B-2
-  Residence RA



Branchville  
Village Center Study  
Town of Ridgefield, Connecticut



 Planimetrics  
PLANNING AND DESIGN SERVICES

## Context-Sensitive Design

In the past, CTDOT has applied national roadway design standards to all roadway improvement projects, regardless of the existing character of those areas.

Recently, CTDOT has begun to:

- pay more attention to local character as part of roadway design
- consider the unique circumstances that exist in each area
- incorporate local opinion into road designs.

Where CTDOT formerly focused almost exclusively on the roadway, this change in philosophy has been referred to by others as "thinking outside the pavement."

This new thinking has also been supported by the Federal Highway Authority (see *Flexibility in Highway design*, FHA, 1997).

However, such efforts are in their infancy at CTDOT and their have been examples where local context and resident opinions have still been ignored in final roadway designs. For that reason, vigilance and persistence are still important strategies.

## Transportation Characteristics

### Roadway Network

Branchville is a roadway "hub" due to the intersection of:

- U.S. Route 7, (a major north-south roadway extending from Norwalk, Connecticut to Burlington, Vermont), and
- Connecticut Route 102, a major local traffic route, connecting Route 7 and Branchville to other parts of Ridgefield.

The Connecticut Department of Transportation (CTDOT) considers Route 7 a major regional arterial. Transportation engineering for arterial roadways has typically focused on removing road hazards and moving cars as efficiently as possible. This has resulted in roads that are wide, flat, and straight - the very characteristics that encourage speeding and detract from community character. This adversely affects community character in Branchville.

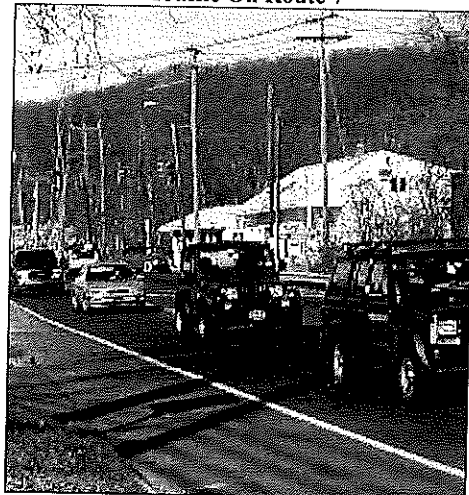
In Branchville, Route 7 carries about 22,000 vehicles per day on the two-lane roadway (one lane in each direction). Route 102 averages about 6,000 vehicles per day. Morning traffic is heavier southbound on Route 7 and eastbound on Route 102 and afternoon traffic is heavier in the opposite direction.

The main traffic issues in Branchville are that:

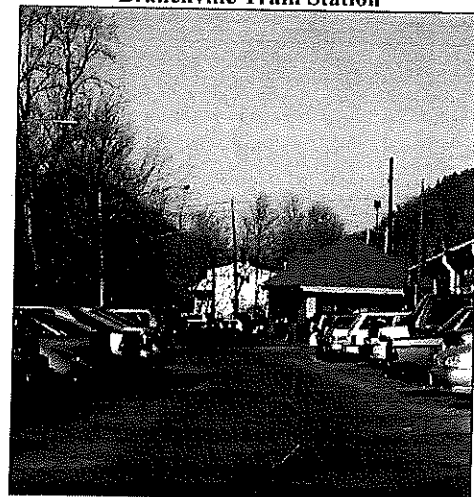
- The Route 7/102 traffic signal interrupts traffic flow on Route 7, reducing intersection capacity and causing peak hour congestion,
- The lack of a northbound left turn lane from Route 7 to Route 102 can cause turning vehicles to block northbound traffic,
- The lack of left turn lanes to local streets or driveways along Route 7 can cause traffic to back up further reducing capacity.

The Connecticut Department of Transportation (CTDOT) is considering rebuilding the intersection of Route 7 and Route 102 to increase capacity, facilitate turning movements, and alleviate congestion. The contemplated construction involves pavement widening to provide additional travel and turning lanes.

Traffic On Route 7







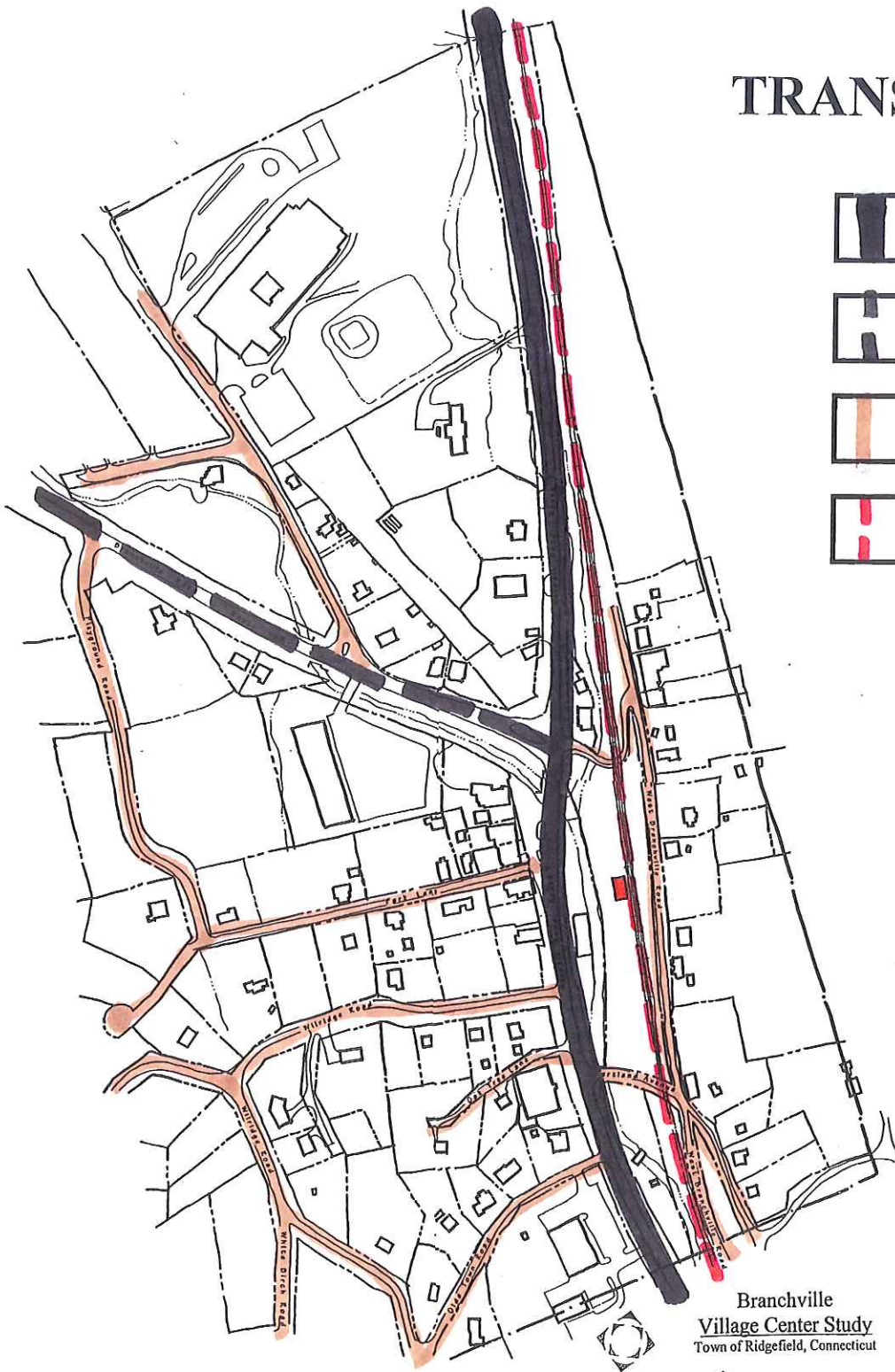
Branchville Train Station



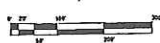


# TRANSPORTATION

-  Regional Arterial Highway
-  Regional Collector Highway
-  Local Road
-  Metro-North Danbury Rail Line



Branchville  
Village Center Study  
Town of Ridgefield, Connecticut



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### **Rail Service**

Branchville has the only Ridgefield train station on the Metro-North Danbury line.

A recently study of rail service on the Danbury Line recommends service improvements (more trains), service extensions (from Danbury to New Milford), and station improvements in the corridor.

There are presently more than 200 daily riders to and from Ridgefield and the rail study estimated that ridership could increase to more than 500 daily riders by the year 2015 with service improvements on the Danbury line. The approximately 170 parking spaces at the Branchville station are fully utilized on most days. If ridership demand does increase, it is clear that parking supply will be an issue at the station. Since surface parking is already fully developed, the only options at the present time include acquisition of additional land or construction of structural parking (a parking garage of some type).

Station improvements recommended for Branchville include providing additional parking, investigating a shuttle bus to Ridgefield Center (to take commuters to the train and to take reverse commuters to jobs), and encouraging transit-oriented services at and near the station (ATMs, food service, newsstands, dry cleaning, and similar services). If such enhancements cannot be accommodated at Branchville, the study raises the concept of establishing a new or another train station in this area.

### **Transit Service**

There is presently no organized transit service to or from Branchville.

However, the rail service study of the Danbury line suggested that a Norwalk to Danbury bus service be established to help connect land uses and employers in the corridor to the various train stations along the Danbury Line. The study suggested that buses would travel on a 60-minute headway (the time between buses) and that employer or municipal shuttles could supplement the service.

### **Multi-Modal Service**

With the improvements to the Danbury rail line, the introduction of bus service along Route 7, and the possibility of employer or municipal shuttles, Branchville has the potential to be a major multi-modal transportation node within Ridgefield and the entire region.

### **Pedestrian/Bicycle Facilities**

Branchville has very little in the way of coordinated pedestrian or bicycle facilities. There are few sidewalks in the Branchville area and what exists is not interconnected into a system. While a pedestrian path does extend from Quail Ridge Road (near Ridgefield Center) to Florida Road, it does not presently continue into Branchville.



# ISSUES & CHOICES FOR BRANCHVILLE

# 3

## Overview

---

As part of this study, several meetings were held with Branchville residents and business owners. These meetings identified opportunities and constraints in the Branchville area and helped clarify issues important to the residents and the choices that face Branchville.

Over the past 40 to 50 years, Branchville has become an area dominated by automobiles. This trend is not what Branchville residents, or other Ridgefield residents, want.

Residents were unified and clear in expressing their desire to enhance the character of Branchville. As a result, the theme of this report became how to keep the 'ville' in Branchville.

## Issues Affecting Branchville

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### Potential Road Construction

The most significant perceived threat to Branchville is the proposed widening of the Route 7 and Route 102 intersection that is being contemplated by the Connecticut Department of Transportation. Given the nature of recent construction to the south at Routes 7 and 107 in the Georgetown section of Wilton, there are serious concerns among residents that the scope of possible construction would alter the character of the Branchville area.

During public meetings conducted as part of this study, residents were adamant that any transportation construction in Branchville must consider and respect the essential character of the area. Residents did not want to have traffic changes made at the expense of the village. In essence, residents want a better balance between community character and through traffic in Branchville. Residents want "context sensitive" design of any road construction in Branchville.

Fortunately, there appear to be changes in the philosophy of the United States Department of Transportation and other transportation agencies where greater emphasis is being placed on the livability of communities in conjunction with transportation projects. It is in that vein that Branchville residents wish to guide any proposed changes to Route 7 in Branchville.

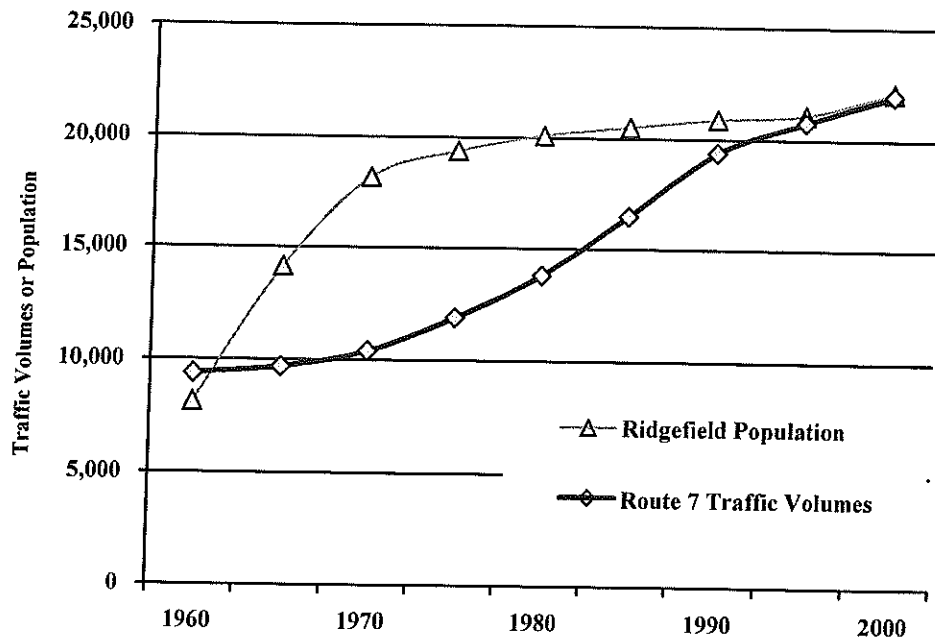
*The three main issues affecting Branchville are:*

- *potential road widening and intersection construction by DOT,*
- *increasing traffic volumes, and*
- *automobile-oriented development patterns that erode the character of the village.*

### Increasing Traffic Volumes

While road construction on Route 7 would certainly result in a marked change in a short period of time, significant changes are also occurring over a longer time period. Traffic volumes, which were about 9,000 vehicles per day in 1960, have increased to about 22,000 vehicles per day in the year 2000.

Traffic volumes have been increasing faster than population growth in Ridgefield since at least 1970. This increase in traffic volumes can be attributed to through (or commuter) traffic and the increase in the number of jobs and vehicles per household.



These traffic volumes detract from the character of Branchville. While some uses may benefit from this traffic, other uses are hindered by traffic patterns and driver behavior. Since much of the traffic is through traffic, some motorists exceed the posted speed limit. When there is congestion and delay, motorists can become frustrated and may follow too closely, fail to grant right-of-way, make poor decisions, and cause accidents.

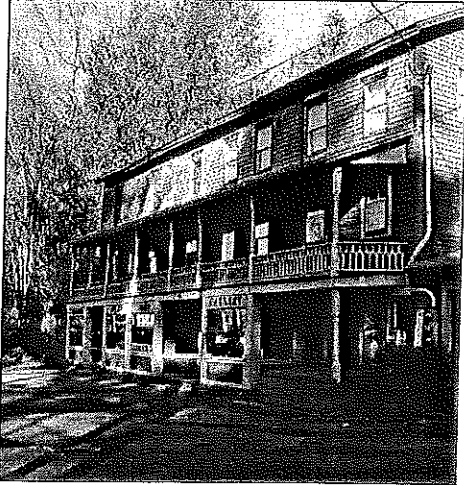
As traffic volumes continue to increase over time, additional congestion may result. Eventually, this traffic has the potential to hinder village-style development in Branchville and detract from the character of the area.

## Changing Development Patterns

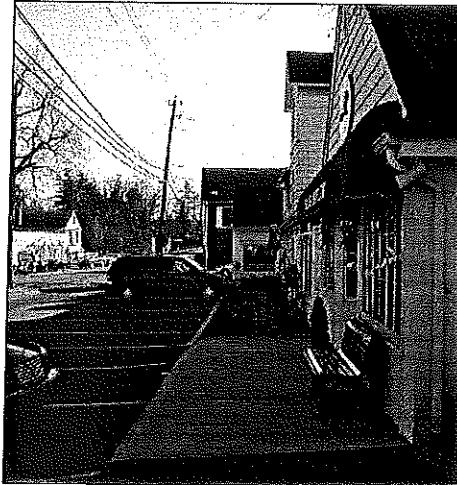
Recent non-residential (office, retail, storage) development in Branchville is also changing the character of the area.

The following pictures give a sense of the scale and pattern of some of the historic development patterns found in the village.

**Former General Store**



**Pedestrian Scale**



## Architectural Character

The preservation and adaptive reuse of older buildings can enhance village character and make Branchville unique. A fine example is the renovation of the former hotel and general store into an art gallery.

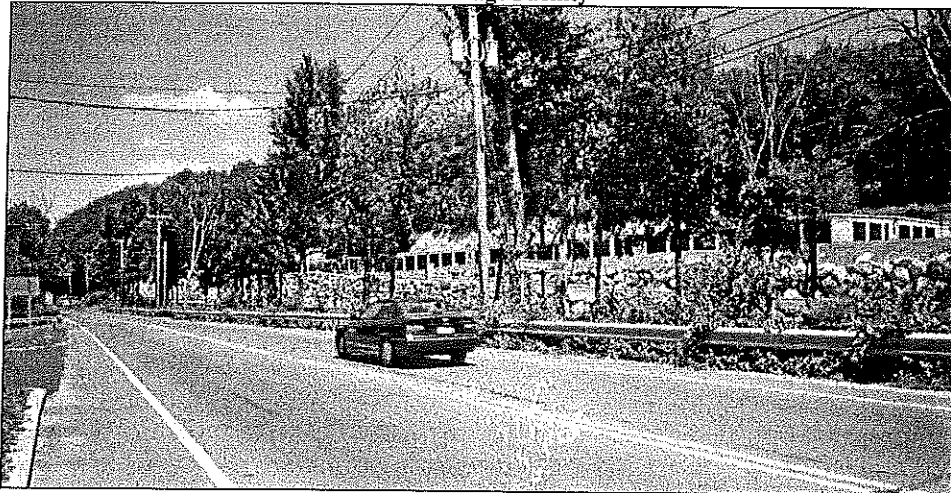
In addition, new buildings can be built in ways that integrate them into the fabric of the area by respecting historic building shapes, proportions, and details.

The design of buildings and other improvements in this area must complement the overall theme of an historic village.

The most recent developments in the Branchville area, however, have been of an entirely different character more indicative of “strip development” patterns.

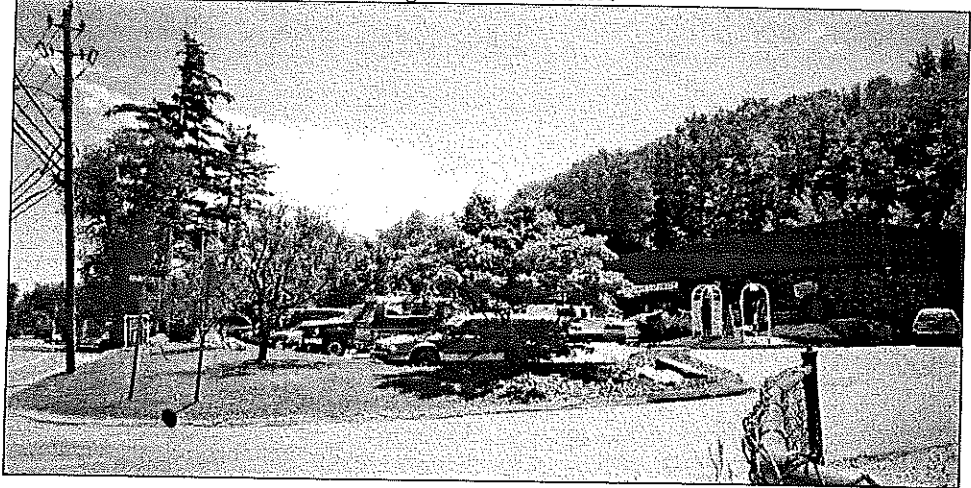
North of Route 102, the main development is a self-storage facility that also contributes little to the overall character of the village or the pedestrian environment.

**Self Storage Facility**

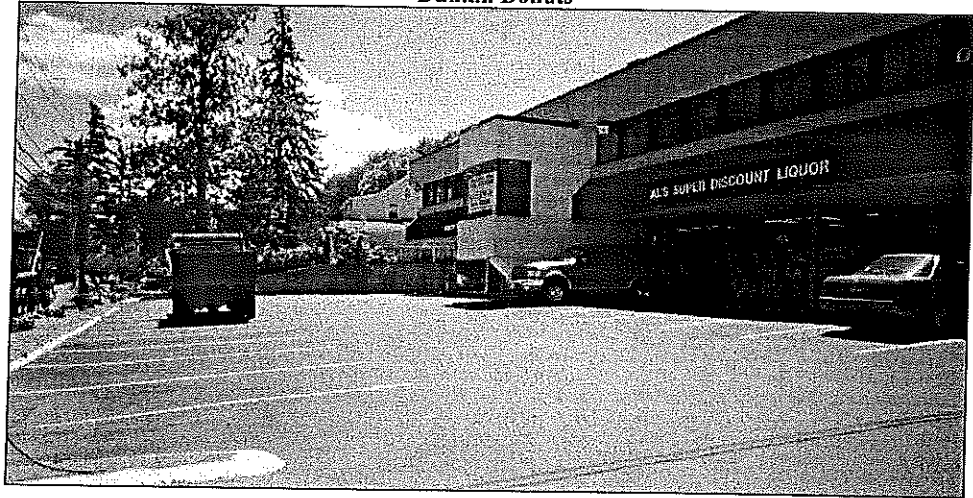


South of Route 102, recent development has also been strip-type commercial with buildings oriented to parking areas located between the building and the street. Building architecture has not contributed to the historical character or flavor of the area.

**Keogh's Hardware Store**



**Dunkin Donuts**



In the future, encouraging or requiring development patterns that enhance the village will be an important strategy to pursue.



## A “Hobson’s Choice” for Branchville?

Branchville residents and business owners are faced with what is known as a “Hobson’s choice.”

Implementation of roadway changes by CTDOT similar to what recently occurred at Routes 7 and 107 in Georgetown will significantly change the character of Branchville. From public meetings conducted during this study, this is not a choice residents prefer.

On the other hand though, increasing traffic volumes, with no road construction, will result in significant congestion over time and this will detract from the Branchville area as a place to live or conduct a business.

The outcome is essentially the same – loss of village character -it is only a question of how long it will take to occur.

In either scenario, continuation of recent development patterns will change the characteristics of Branchville from a village to more of a “commercial strip” if strategies are not implemented.

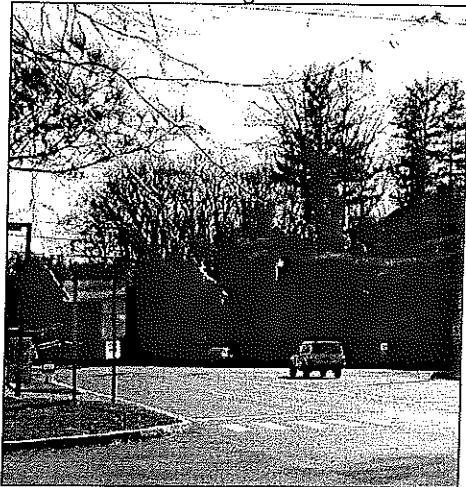
### Hobson’s Choice

The basic concept of a “Hobson’s choice” is that no matter what choice is made, the same end result occurs.

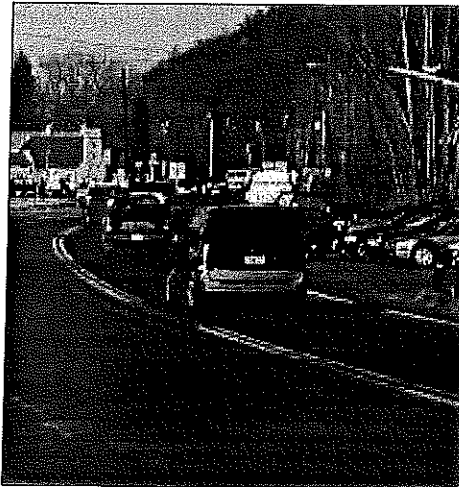
In the case of Branchville, the “Hobson’s choice” is that the character of Branchville will be adversely affected whether:

- Route 7 is widened (short term) or
- no changes are made to Route 7 and traffic continues to increase (long term).

**Route 7/107 Improvements  
in Georgetown**



**Increasing Traffic on  
Route 7 in Branchville**



*In essence, the future of Branchville as a village is at risk from action by others or inaction by ourselves.*

*Rather than allow this to occur, residents and Town officials have concluded that positive steps must be taken.*

## **Proposed Strategy**

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The realization of the “Hobson’s choice” facing Branchville is an important first step towards addressing the issues that face the village.

Branchville residents and Town officials have concluded that something must be done. In essence, the future of Branchville as a village is at risk from action by others or inaction by ourselves.

The preferred option is to develop strategies that will:

- improve the traffic situation in Branchville, and
- encourage appropriate development that will retain and enhance the character of the village.

Rather than a specific plan, this study is intended to provide a menu of important strategies for consideration. The strategies can be used to guide actions by local residents, business and property owners, the Town of Ridgefield, the Connecticut Department of Transportation, and other agencies.

As strategies are evaluated and implemented, the experience gained may lead in new directions. As a result, this study is meant to guide, rather than prescribe, strategies for the Branchville area.

# IMPORTANT PRINCIPLES OF VILLAGES

# 4

## Overview

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The main theme of this study is to promote and enhance the village character and flavor of Branchville. But what does it take to establish, promote and enhance a village?

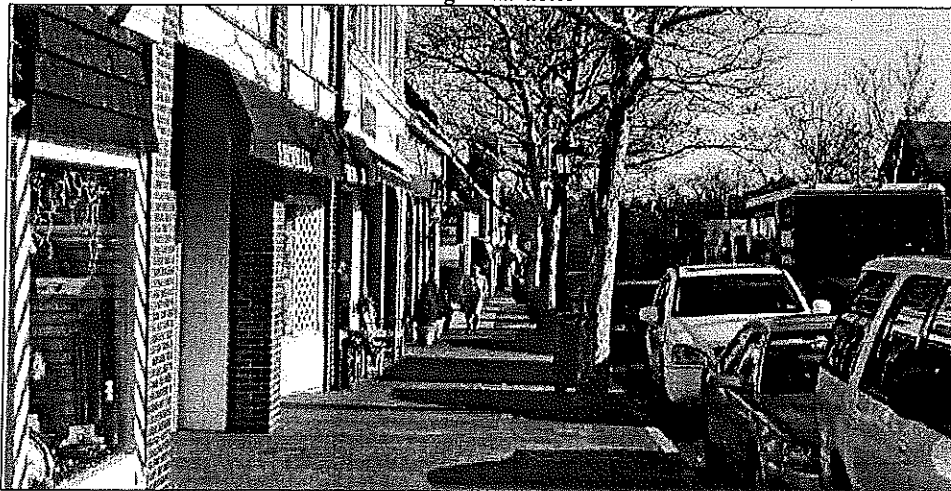
This section of the report looks at design elements that are important to the creation, promotion, and enhancement of a village in a setting like Branchville. Judiciously applied, these strategies have the potential to:

- reinforce and enhance the village character, and
- build on some of the elements that already exist in Branchville.

One of the unifying elements of villages is the existence of human scale – areas designed in relation to people rather than vehicles. This basic principle has been observed for centuries. For comparison, the trend toward automobile-oriented design has occurred only in the past 50 years or so.

The key factor will be to ensure that design elements in the village complement and encourage appropriate activities that reinforce (rather than weaken) the basic village characteristics.

Village Character



Two of the major proponents of village and neighborhood scale design, Andres Duany and Elizabeth Plater-Zyberk, have concluded that an authentic neighborhood contains most or all of the following elements:

- 1) The neighborhood has a discernible center. This is often a square or a green, and sometimes a busy or memorable street corner. A transit stop would be located at this center.
- 2) Most of the dwellings are within a five-minute walk of the center, an average of roughly 2,000 feet.
- 3) There is a variety of dwelling types, usually houses, rowhouses and apartments - so that younger and older people, singles and families, the poor and the wealthy may find places to live.
- 4) There are shops and offices at the edge of the neighborhood, of sufficiently varied types to supply the weekly needs of a household.
- 5) A small ancillary building is permitted within the backyard of each house. It may be used as a rental unit or place to work (e.g. office or craft workshop).
- 6) An elementary school is close enough so that most children can walk from their home.
- 7) There are small playgrounds near every dwelling - not more than a tenth of a mile away.
- 8) The streets within the neighborhood are a connected network, providing a variety of pedestrian and vehicular routes to any destination, which disperses traffic.
- 9) The streets are relatively narrow and shaded by rows of trees. This slows traffic, creating an environment suitable for pedestrians and bicycles.
- 10) Buildings in the neighborhood center are placed close to the street, creating a strong sense of place.
- 11) Parking lots and garage doors rarely front the street. Parking is relegated to the rear of buildings, usually accessed by alleys.
- 12) Certain prominent sites at the termination of street vistas or in the neighborhood center are reserved for civic buildings. These provide sites for community meetings, education, religion or cultural activities.
- 13) The neighborhood is organized to be self-governing. A formal association debates and decides matters of maintenance, security and physical change. Taxation is the responsibility of the larger community.

On the other hand, Duany and Plater-Zyberk have identified the following characteristics of conventional suburban development:

- 1) Conventional suburban development consists of housing subdivisions, shopping centers, business parks, stand alone commercial stores, open space, and civic uses such as schools, libraries, and municipal buildings.
- 2) All uses are kept separate, in distinct pods. Even housing types, such as townhomes, duplexes, apartment buildings, and single homes, are usually built in separate pods. Transportation between separate pods is generally by automobile.
- 3) The street pattern is dendritic, rather than interconnected. Housing pods, shopping centers, and business parks feed into arterial roads that carry most of the traffic. To move between pods, one generally has to travel by automobile on an arterial road. Use of cul-de-sacs in residential areas is common.
- 4) There is no distinct center.
- 5) It is less compact than historic or neo-traditional neighborhoods. Because uses are kept separate and there is no distinct center, conventional suburban development tends to spread out, hence the term "sprawl." The main selling point is privacy and security, so lots tend to be bigger.
- 6) Streets are designed on an automobile scale. Pavement is wide, and setbacks of buildings from the street are large. Infrastructure intended for the automobile is given the most prominent placement - e.g. garages, driveways, and parking lots are closest to the street. Arterial roads, which connect separate uses, are designed for rapidly moving traffic. These characteristics create a pedestrian environment that is both boring and threatening for those who venture beyond the cul-de-sac. The large distances between uses and housing types poses an additional barrier to pedestrian traffic.
- 7) The low density and spread out nature of conventional suburbia discourages the use of public transit.

As can be seen, Branchville has more of the characteristics of a village and a neighborhood than of conventional suburban development. However, if current development patterns continue, Branchville will begin to take on more of the appearance of a conventional suburban strip.

*A village should typically be centrally located at or near the intersection of major roads.*

*A village should be organized around a comfortable walking distance for most people (about ½ mile).*

*A village should typically contain a compact core area with higher intensity and mixed uses (a focal point).*

## **An Appropriate Basic Structure**

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### **Appropriate Location**

Villages have historically been located at or near the intersection of major roads in order to be accessible to as many people as possible. This locational determinant is still valid today.

While Branchville is not centrally located within the Ridgefield municipal boundaries, it is located at a major crossroads that:

- is centrally located relative to population in the Georgetown area of Wilton, Ridgefield, and Redding and
- is traveled by thousands of people on a daily basis.

### **Reasonable Size**

Villages work best when they are organized for people and are “pedestrian-friendly”. People are prepared and willing to walk (rather than drive) when destinations are nearby.

The basic “rule of thumb” appears to be that destinations must be within a reasonable distance and reachable within a reasonable time. Studies have found that a comfortable walking distance for most people is about one-half mile.

Branchville meets the criterion for reasonable size because most uses are located within one-half mile of other uses within the village. While topography would make some pedestrian travel to and from the surrounding residential areas more invigorating, the commercial areas are all located on fairly level grade.

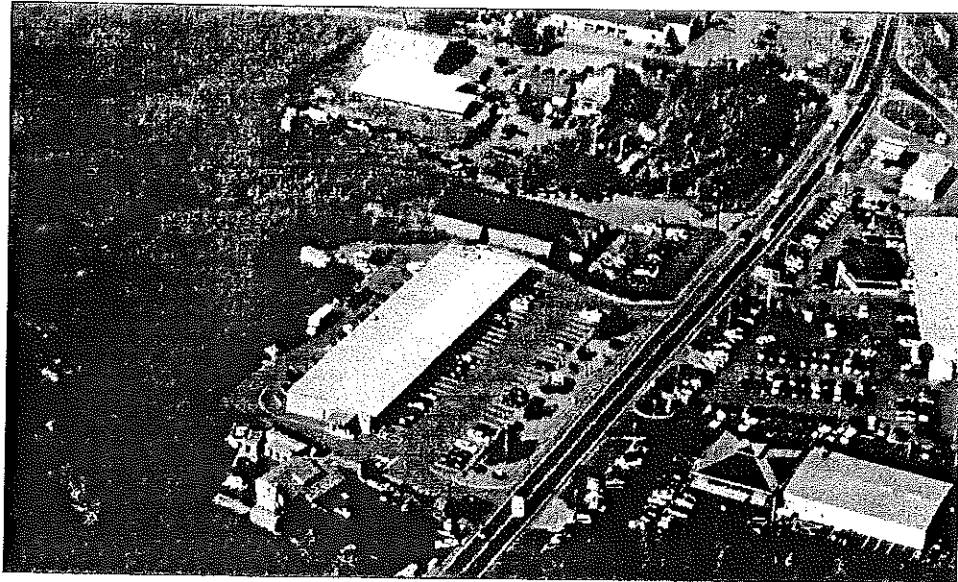
### **Compact Core**

While there are many types and sizes of villages, they often share a common attribute - a central core of higher intensity and mixed uses surrounded by lower intensity uses (such as residential uses) and/or open space. There is an obvious focal point of activity.

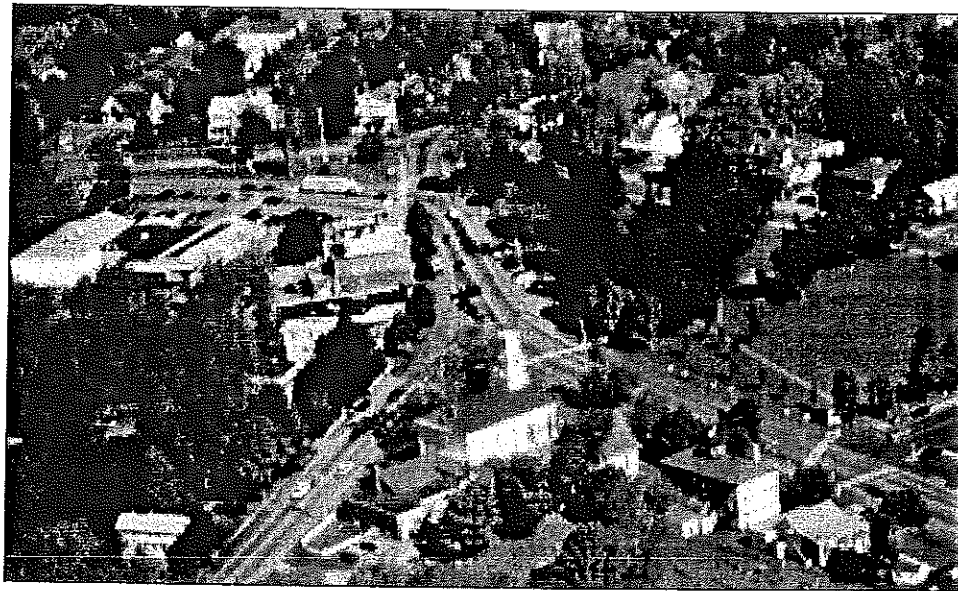
Such areas are also perceived by people to have more community character than areas that do not have a focal point or are spread out over a large area.

Branchville has a compact core that is focused in the area from Route 102 south. This area also has the potential to accommodate additional development to maintain the intensity and increase the mixture of uses in this area.





*Inappropriate  
Structure for a  
Village*



*Appropriate  
Village Structure*

Important Elements of Villages  
**Village Structure Sketchbook**  
*(flip page open)*

*Villages must be designed for people (not automobiles) with streets, buildings, and spaces proportional to the human users.*

*The village must have a sidewalk network that encourages pedestrian movement and opportunities for people to interact.*

*Use and enjoyment of the street as a place to congregate can be promoted by encouraging streetscape amenities (such as planters, benches, lighting, overhangs, display windows).*

## A Pedestrian-Oriented Streetscape

### **Comprehensive Pedestrian Network**

An active and pedestrian-friendly streetscape is one of the most engaging features of a village. This basic principle of villages - areas designed in relation to people rather than vehicles - has been forgotten in the past 50 years or so with the emergence of automobile-oriented design.

A comprehensive pedestrian network (sidewalks and paths) is important to encouraging pedestrian activity. While such walkways can be narrower in residential neighborhoods (about 4 feet wide), generous sidewalk widths should be provided in commercial areas. Such walkways can also connect to natural resources (such as the Norwalk River).

### **Appropriate Scale**

In village core areas, a general "rule of thumb" is that the ratio of street width to building height must be less than 5:1 or the area will lack a sense of place. This ratio defines and encloses the space experienced by pedestrians. Studies have found that a ratio of 2:1 or 3:1 is preferable and rated most highly by pedestrians. A corollary effect of such a ratio is that it also calms traffic flow (motorists are less likely to speed or drive erratically).

Currently Branchville lacks the proportion of a traditional village form, particularly where Route 7 has been re-aligned or widened or where new development has produced a low, wide suburban look. Any future widening of Route 7 has the potential to further diminish the village feel.

### **Appropriate Buffer to Street**

To encourage pedestrian activity, the streetscape needs to feel safe and inviting. Sidewalks adjacent to the curb can be very unsettling if cars are travelling at moderate or high speeds. At the present time, Branchville presents a daunting image to anyone who might want to walk within the village due to the traffic volumes and speeds on Route 7 and the lack of pedestrian amenities.

On-street parking is one way to provide a buffer between the pedestrian environment and the vehicular environment.

### **Streetscape Amenities**

Streetscape amenities (such as planters, benches, lighting, overhangs, display windows, outdoor dining) are the equivalent of furnishing a bare room. Providing amenities for pedestrians will help encourage use and enjoyment of the street by people.

Branchville has few pedestrian amenities at the present time and this inhibits any perception of Branchville as a pedestrian-friendly environment.

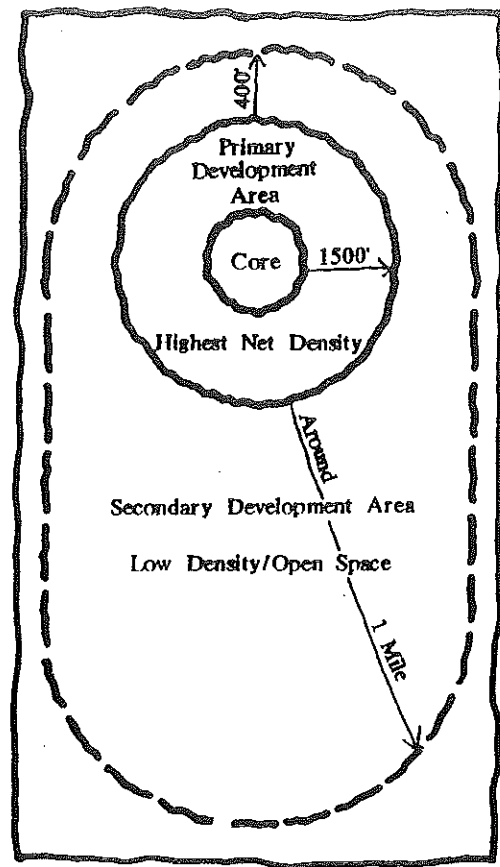
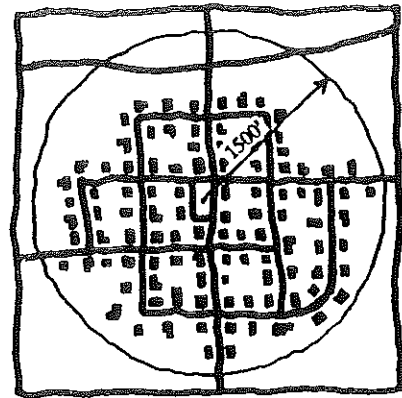
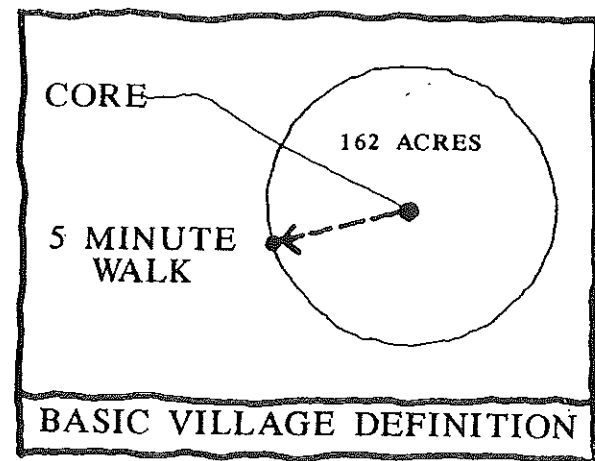


Diagram of core. The primary and secondary development area.

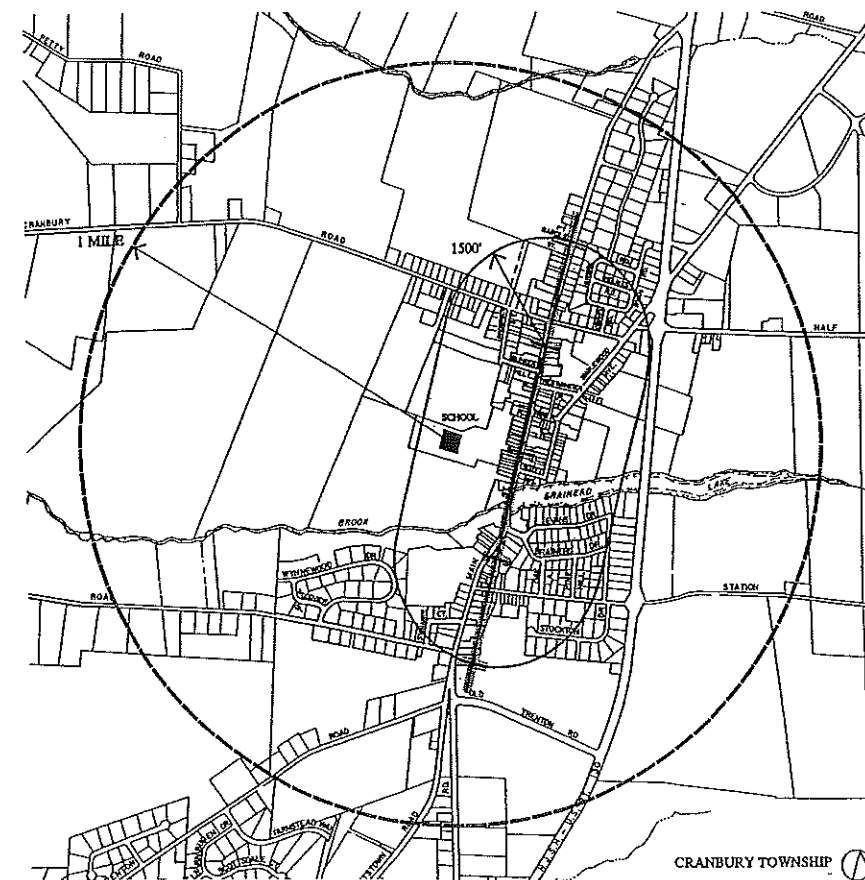
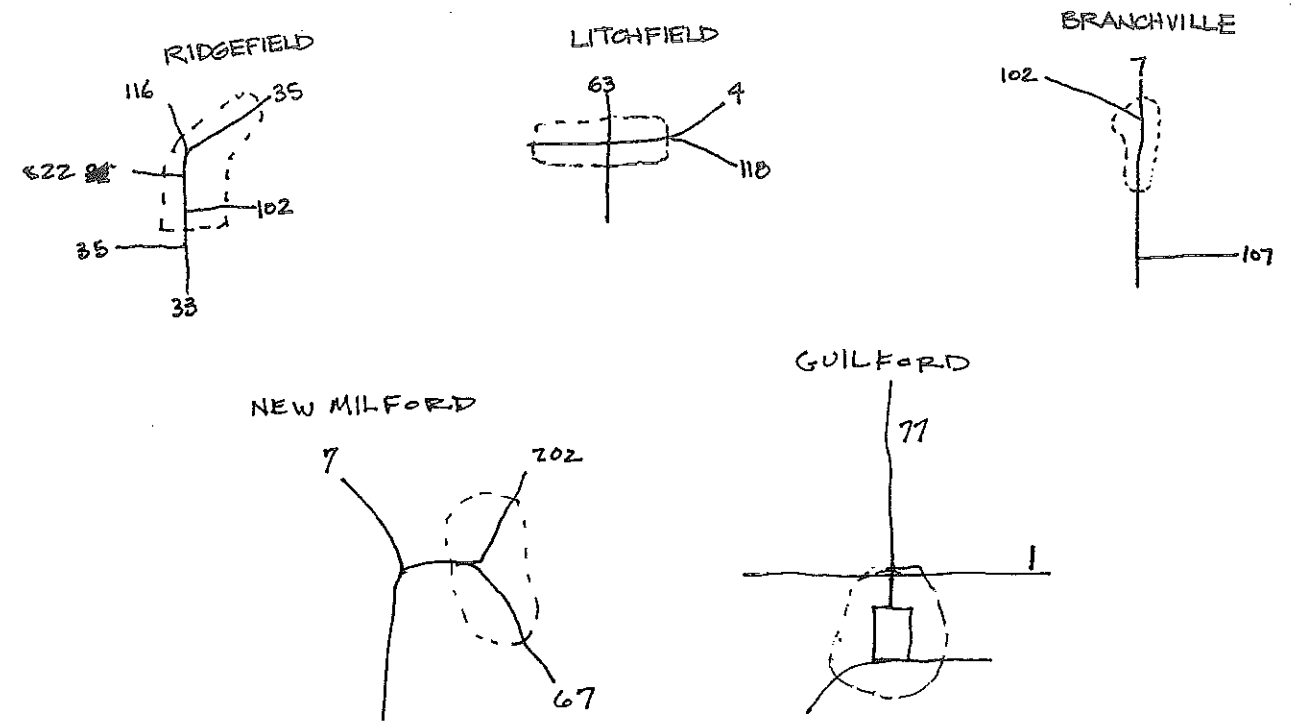
*Visions for a New American Dream, p. 157*



*Visions for a New American Dream, p. 16*

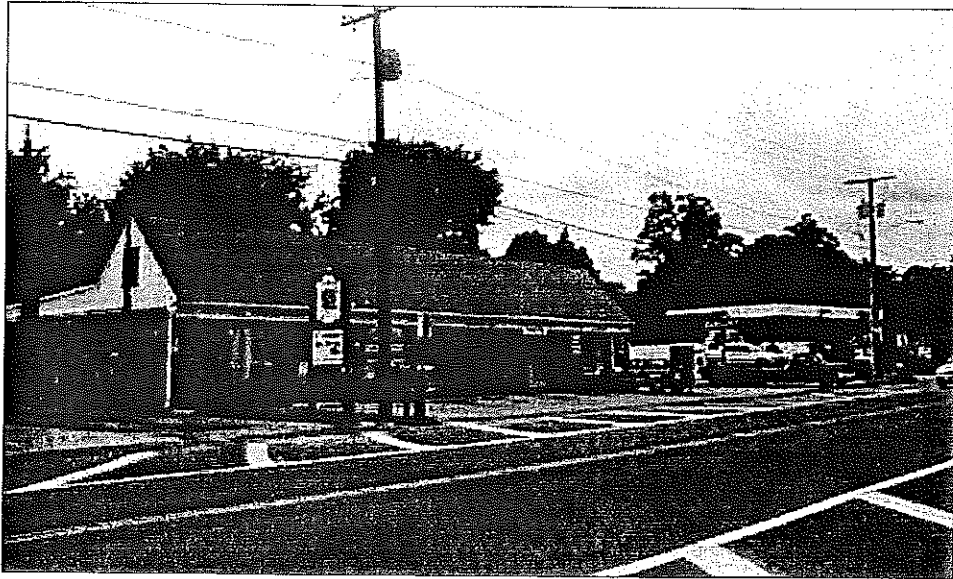


*Visions for a New American Dream, p. 156*

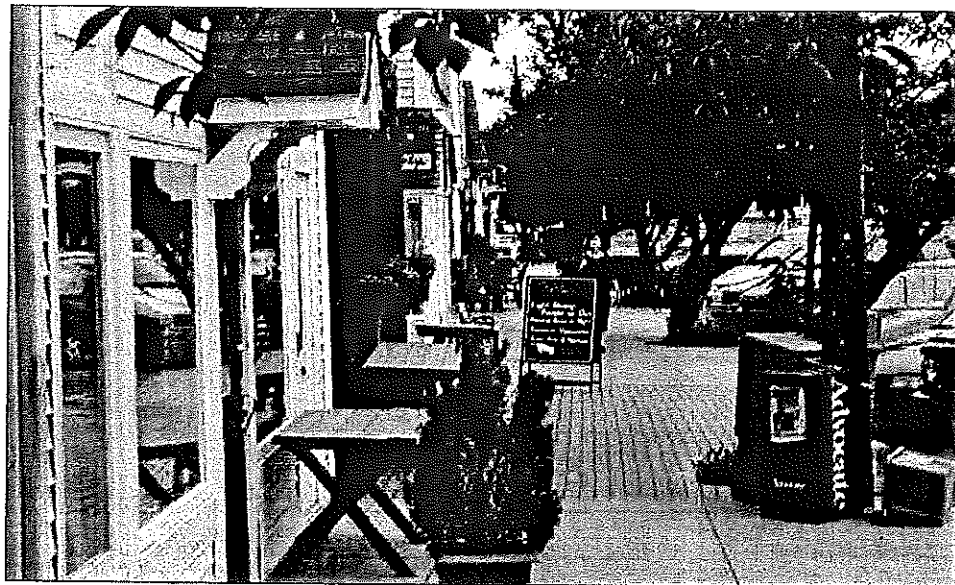


Geddes Brecher Qualis Cunningham Architects

Keeping the "pedestrian radius" in mind is a simple, but effective, principle for village planning.



*Inappropriate  
Streetscape  
for a Village*



*Appropriate  
Village  
Streetscape*

Important Elements of Villages  
**Village Streetscape Sketchbook**  
*(flip page open)*

*The core area must have buildings that:*

- *are close to and orient to the street*
- *present a continuous facade for pedestrians and motorists.*

*Building materials and designs must:*

- *be harmonious*
- *complement the streetscape*
- *have inviting entrances, windows, and sidewalk activities (such as dining areas or sidewalk displays).*

*Narrow lots and minimum setbacks produce variety on the streetscape and help create a pedestrian friendly street with rear areas used for parking and service.*

## **Appropriate Building Design**

### **Building Location**

Buildings that are close to the street are important since they help define the streetscape. A village should have as continuous a façade as possible along the street to maintain the rhythm of the streetscape. The pedestrian environment is adversely affected by buildings set too far back from the street, buildings set too far apart, and parking areas between buildings and the sidewalk.

### **Building Orientation**

Buildings that orient to the street promote human scale, create an inviting pedestrian environment, and are a distinguishing feature of villages. The goal is to encourage people to walk, interact, visit, browse, and explore the village. To create an active street environment, buildings must orient to the street with picture windows, display cases, and sidewalk activities that attract people and increase interest.

### **Building Scale and Design**

Building scale in a village is a key consideration. Two- to three-story buildings help define the streetscape and contribute to mixed uses in the village area. One-story buildings do not complement a pedestrian streetscape and taller buildings can overwhelm the streetscape in a village like Branchville.

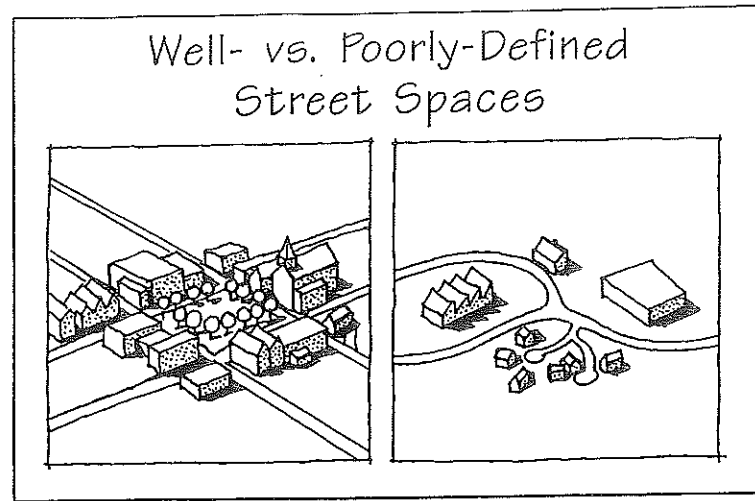
Historic buildings and other landmarks can be important elements to preserve in a village since they were typically designed in an era when pedestrians were most important and modes of transportation were slower.

### **Variations on Basic Forms**

Villages with a basic architectural theme tend to have the most highly regarded sense of place. Buildings that diverge too far from existing building forms or appropriate design principles will detract from the village character. Building materials should be appropriate for the village setting and in Branchville this would be expected to be brick and clapboard siding. Masonry block, stucco, metal panel, and similar materials would appear out of place in Branchville.

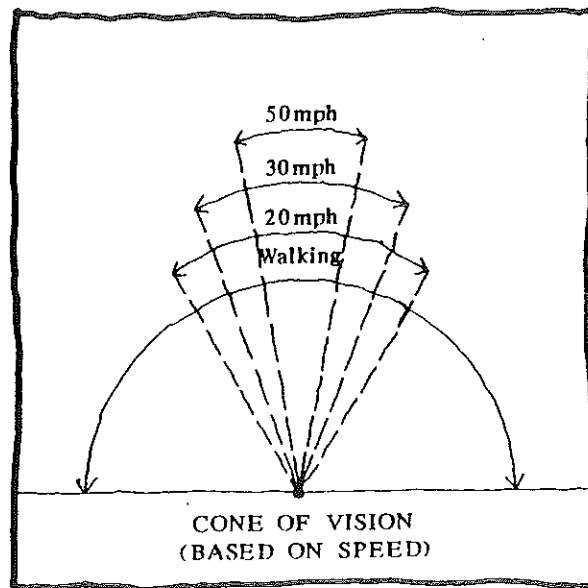
At the present time, newer development in Branchville exhibits too much variation in design from a village pattern and there is little continuity of architectural style or materials.

This principle should not be interpreted to dictate architectural uniformity. A variety of basic patterns must be encouraged to prevent sameness in the village and promote visual interest. However, when designs become so out of character with the prevailing development pattern in the area, it detracts from the overall character of the village.

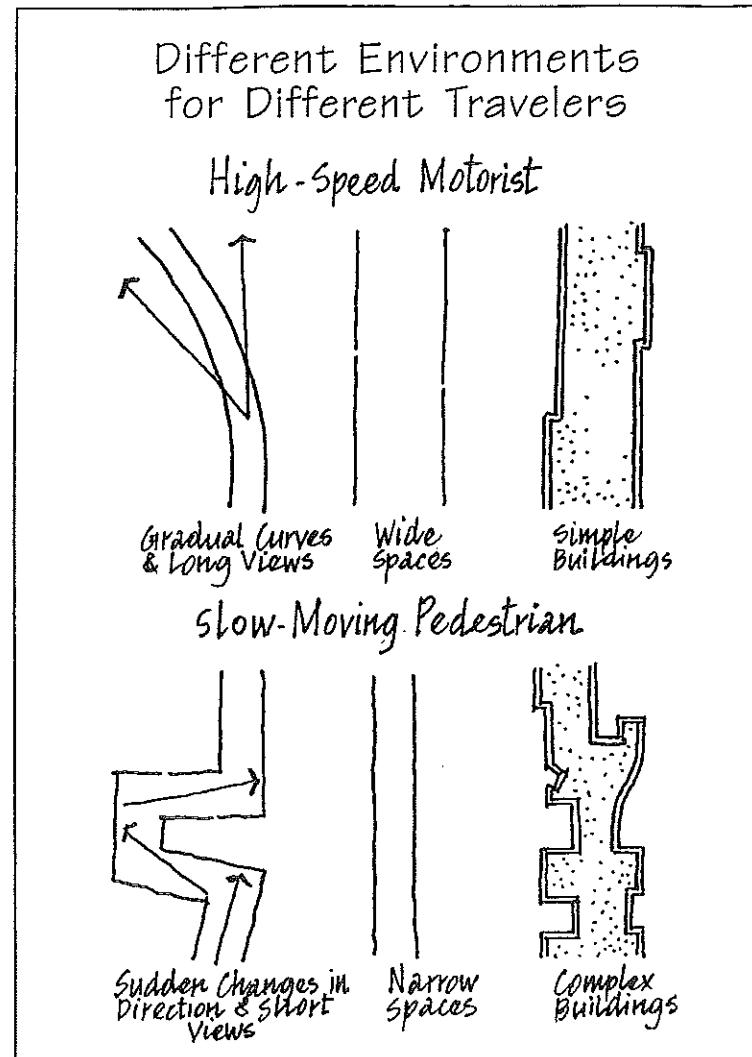


Source: M. Southworth and P.M. Owens, "The Evolving Metropolis: Studies of Community, Neighborhood, and Street Form at the Urban Edge," *Journal of the American Planning Association*, Vol. 59, 1993, pp. 271-287.

*Transportation and Land Use Innovations*, p. 66



*Visions for a New American Dream*, p. 186

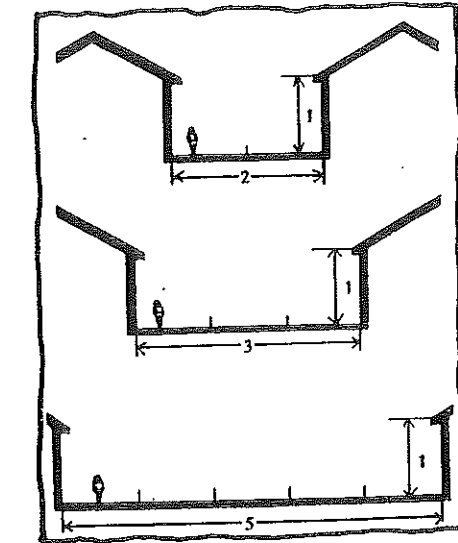
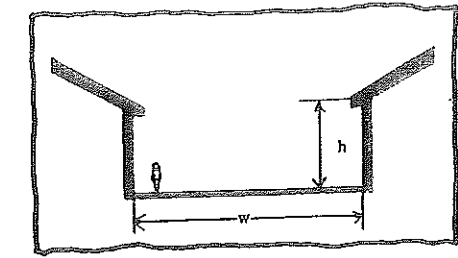


Source: Adapted from A. Rapoport, "Pedestrian Street Use: Culture and Perception," in A.V. Moudon (ed.), *Public Streets for Public Use*, Columbia University Press, New York, 1991, pp. 80-91. Copyright © 1991 by Columbia University Press. Reprinted with permission of the publisher.

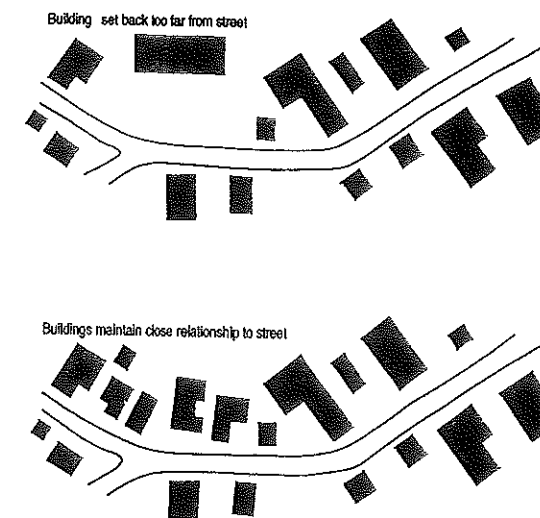
*Transportation and Land Use Innovations*, p. 65

The relationship of street width to building height is critical to the image of a streetscape. The spatial enclosure of a street is a major determinant of whether a person feels comfortable in that space and whether it can be defined as a positive place. This relationship is expressed in terms of a ratio.

A ratio from 1:1 to 2:1 (street width: building wall height) is considered ideal and is most often used. Those streets falling between 1:1 and 4:1 are acceptable for a village. Beyond 5:1 the space will not be well defined and there is little sense of enclosure.



*Visions for a New American Dream*, p. 199



*Rural by Design*, p. 119



*Inappropriate  
Building Forms*



*Appropriate  
Building Forms*

*There must be an intensity of use (a critical mass) in the village that creates a focal point.*

*There must be a variety and mix of uses that creates an active environment.*

*Community focal points such as libraries, schools, recreation areas, fire houses, and places of worship should be a part of any village.*

## **Intensity & Mix of Use**

### **A Critical Mass of Intensive Uses**

A village must have an intensive number and variety of uses - a critical mass - to create activity and establish the village as a dynamic area. Intensity to a village is like fertilizer to a garden, it produces a more active environment that benefits everyone.

### **A Variety of Mixes and Uses**

A varied mix of uses is necessary to create an active environment where uses complement each other. However, rather than just individual uses on separate lots, this variety and intensity is best embodied by multiple uses on each site and in each building. Branchville has the opportunity to increase the intensity and mix of uses in order to help enhance and support the village character.

### **Appropriate Uses**

Branchville should offer a unique experience including shopping, services, restaurants, cultural amenities, civic activities, transportation access, and a connection to the river. The common factor among these uses is that they complement each other, generate pedestrian activity, and create an active streetscape.

An appropriate mix and intensity of uses will provide services convenient to nearby residents, housing opportunities, and draw commuters and visitors to Branchville. Overall, it is this vibrancy and interdependency of activities that will help to make Branchville unique and thriving.

Apartments on upper levels of commercial buildings and houses or multi-family developments around the perimeter of the commercial area will also help support village businesses and the village atmosphere.

Uses such as self-storage and large parking lots do not complement the village since they are not pedestrian-oriented, and do not generate the activity and vibrancy desirable for the village atmosphere.

### **Complementary Institutional Uses**

Villages are strengthened when they are more than a business area. In fact, the existence of social, cultural, civic, and governmental facilities expand the role of the village and help diversify its overall function.

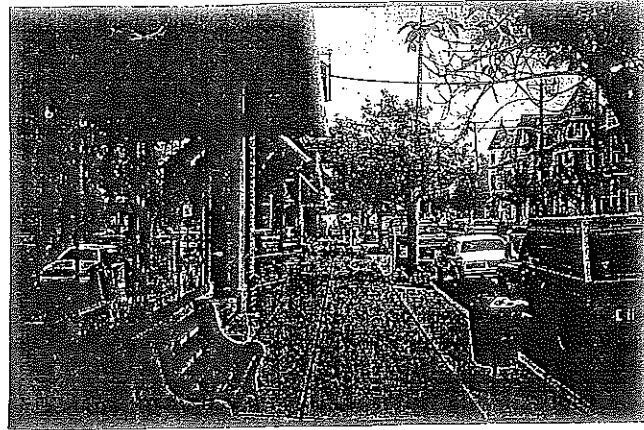
Emphasizing existing community facilities in Branchville such as the train station, elementary school, and ballfield will significantly enhance a mixed-use village.

Important Elements of Villages

# **Village Building Design Sketchbook**

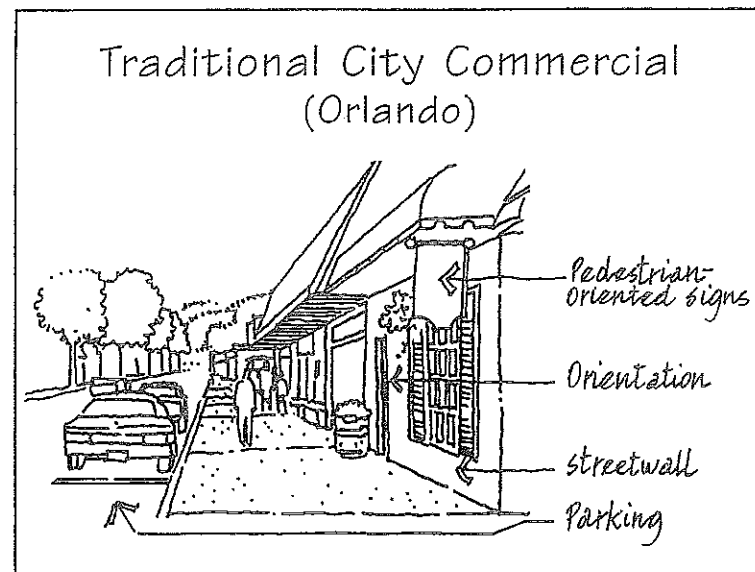
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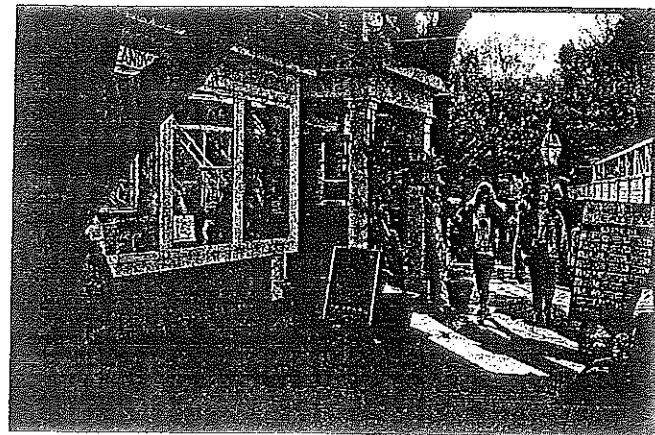


Commercial Main Street in Clinton, NJ.

*Visions for a New American Dream, p. 201*

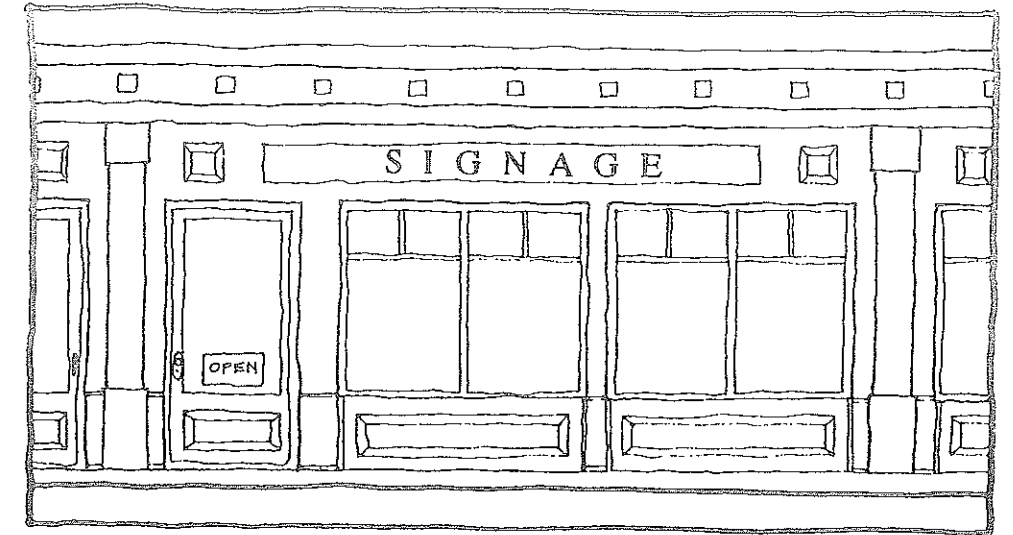


Source: City of Orlando, *Land Development Code—Preservation and Architectural Design-Implementation Illustrations*, Chapter 62.  
*Transportation and Land Use Innovations, p. 15*



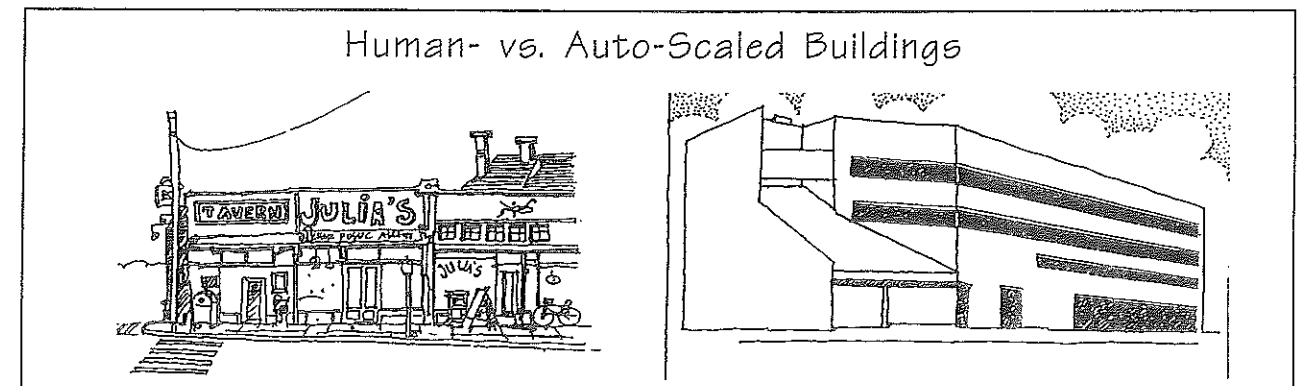
Village scale commercial.

*Visions for a New American Dream, p. 16*



*Signs should be architecturally compatible with a building's facade.*

*Visions for a New American Dream, p. 324*

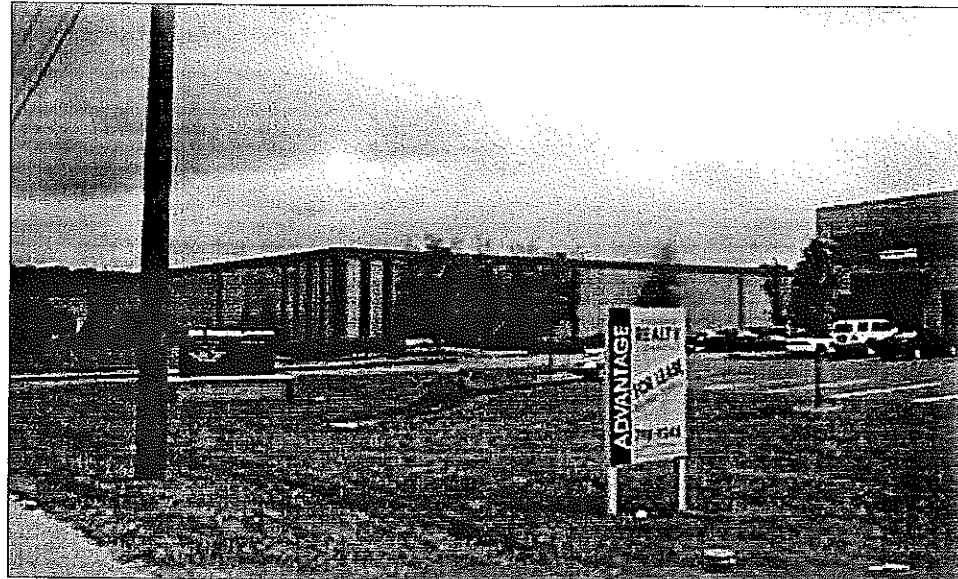


Source: R.K. Untermann, *Accommodating the Pedestrian—Adapting Towns and Neighborhoods for Walking and Bicycling*, Van Nostrand Reinhold Co., New York, 1984, p. 27.

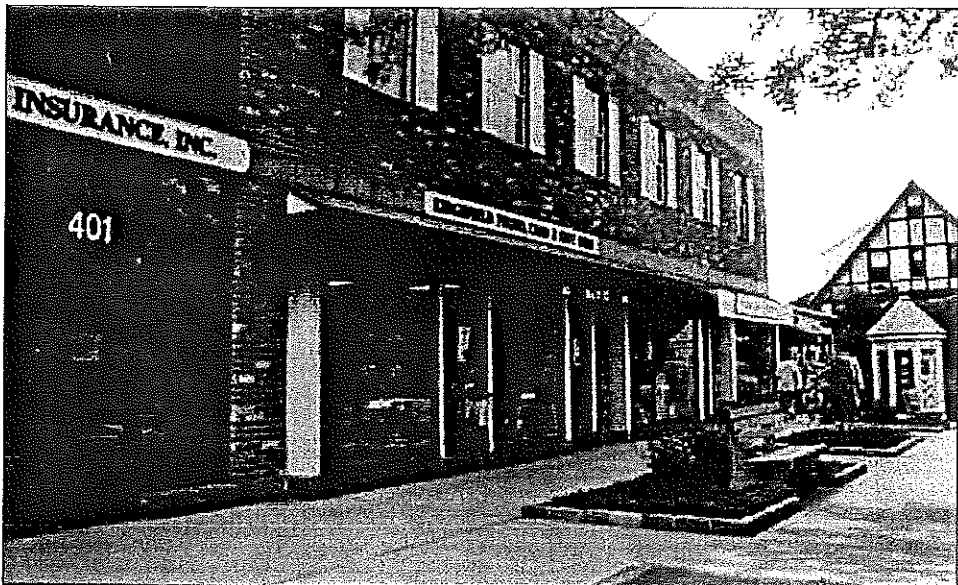
*Transportation and Land Use Innovations, p. 66*



*Visions for a New American Dream, p. 327*



*Inappropriate Intensity or Use*



*Appropriate Intensity & Use*

*Ample parking, both visible on the street and coordinated to the rear of buildings, invites people, encourages retail activity, and buffers pedestrian areas from through traffic.*

## Coordinated Parking

### Importance of Visible Parking

Parking is an important requirement in modern times and this is no less true in a village environment. The key component is the location and design of parking.

The reason that "strip-type development" places parking in front of the building is to create the perception of ample convenient parking for customers. In this development pattern, it does not matter that a customer may have to walk several hundred feet through a sterile parking lot with cars maneuvering around, the customer 'feels' that they have parked close to their destination.

A similar design philosophy must be implemented in a village setting but with a few significant modifications.

### Provide On-Street Parking

On-street parking provides the potential for getting a parking space close to the customer's destination. It also serves to buffer the pedestrian sidewalks from traffic on the street. Such parking must be designed to minimize conflicts between parking movements and the main travel flow. A corollary benefit of on-street parking is to slow traffic so that it is more appropriate for a village setting.

Even if a customer cannot park immediately adjacent to their destination, the walk to their destination will occur along an active and attractive streetfront rather than in a sterile parking lot. This parking arrangement promotes "window shopping" and pedestrian interaction which is a powerful benefit to a village.

Branchville has some storefront parking areas that are close enough to the street to be considered "on-street" parking. However, the village setting would benefit from additional on-street parking to enhance the village setting and slow traffic along Route 7.

### Provide Additional Integrated Parking Areas to the Rear of Buildings

Since it is not possible to provide adequate parking on the streetfront for all uses in a village, additional parking areas are also provided to the rear of the buildings. These parking areas may be located on multiple properties, but they are all integrated into one consolidated parking lot for efficiency and convenience. Deliveries should occur at the rear of buildings. Driveways to the rear parking areas must be conveniently located without overly disrupting the streetscape or creating the potential for "shortcuts" around intersections.

While some uses in Branchville have parking located to the side or rear of buildings, these areas are not coordinated or consolidated in a meaningful way. If they were consolidated, there would be significant efficiency gains to all users within each block, and this would promote economic development in the village.

### Parking Standards

Parking standards are a key consideration. Studies of mixed use areas with a number of uses in close proximity have found that the number of parking spaces required is less than would be needed for those uses on individual sites because:

- The peak parking needs of different uses occur at different times of the day and days of the week
- Visitors typically stop in multiple places so there is no need to provide a parking place at each use for that visitor if they park once and walk to different uses

For example, in the Mystic section of Groton, the Zoning Regulations establish the "5/8ths rule" where only 5 parking spaces need to be installed for every eight spaces required by the regulations due to the multi-purpose trips and different parking peaks.

Important Elements of Villages

## Village Intensity & Use Sketchbook

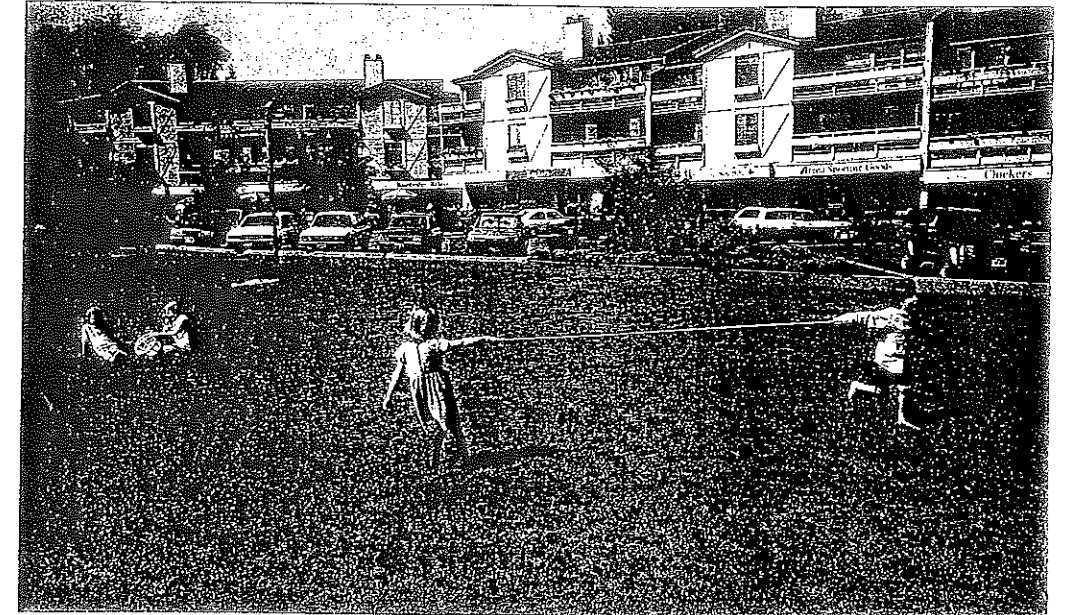
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5. Commercial uses shall be contained in multi-story, mixed-use structures with commercial/retail uses on the ground level and apartment dwellings or offices on the upper levels. Such buildings shall vary in terms of footprint and architectural elevations. The maximum ground level footprint of a commercial building shall be 5,000 square feet. In a three story building, the second floor may contain either apartment dwellings or commercial uses.



Multi-story mixed-use structures may contain retail uses on the ground floor, offices uses on the second floor, and apartments on the second or third floor.

*Visions for a New American Dream, p. 303*

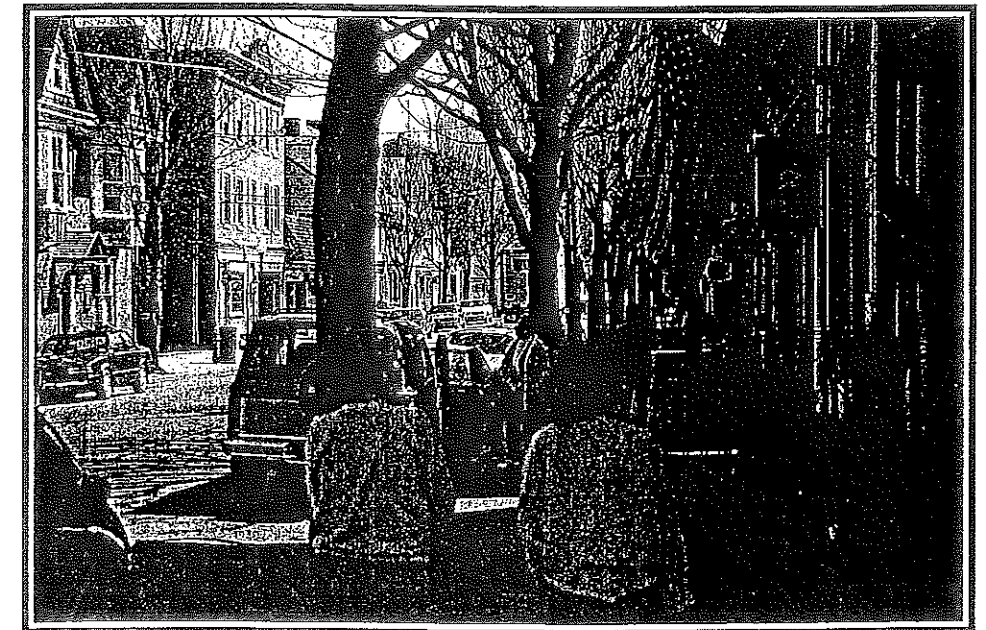


*Crossroads, Hamlet, Village, Town, p. 91*



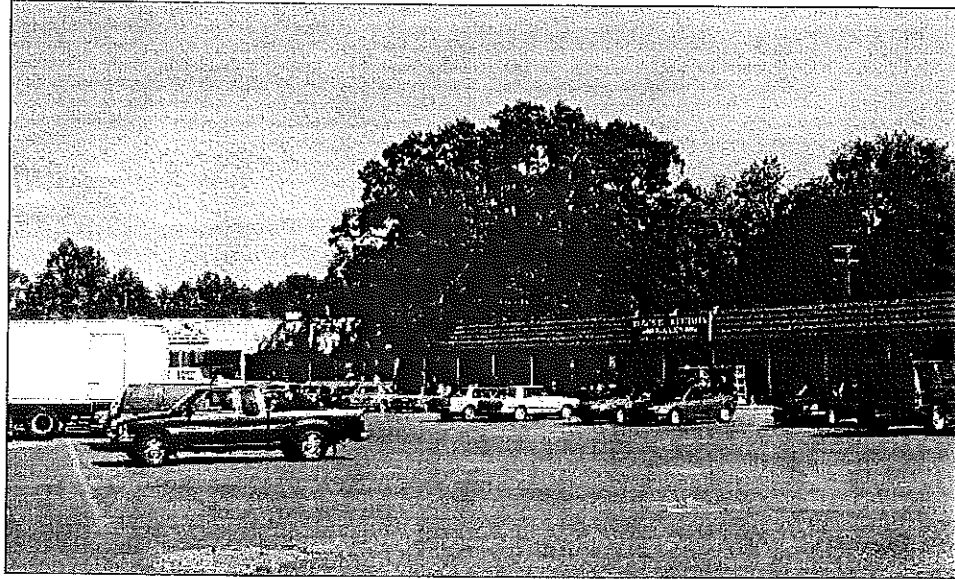
Montgomery County Planning Commission

*Reinventing the Village, p. 3*

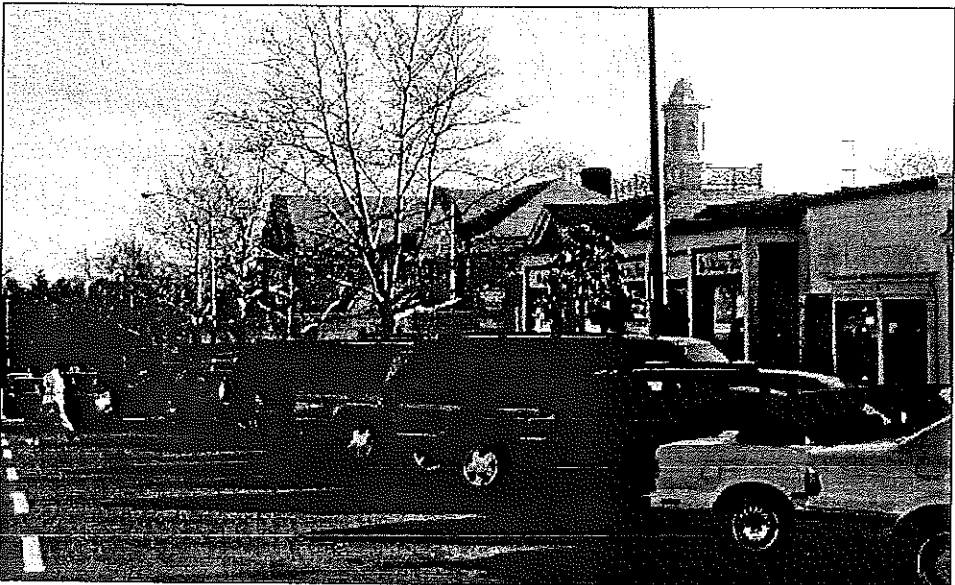


High concentration of commercial/mixed use

*Visions for a New American Dream, p. 135*



*Inappropriate  
Parking  
Configuration  
For A Village*



*Appropriate  
Village Parking  
Configuration*

Important Elements of Villages

# Village Parking Design Sketchbook

*(flip page open)*

*A village should have moderate traffic volumes with vehicles travelling at appropriate speeds.*

*Bus, rail, and other forms of transit must, where feasible, be integrated into the village core with bicycle racks, covered waiting areas, places to purchase coffee and newspapers, and other amenities.*

## Transportation

### Traffic Volumes

Traffic is one of the delicate balancing acts in maintaining a village. A village must have enough traffic flow to support the mixture and intensity of uses located there. On the other hand, excessive traffic volumes or excessive rates of speed can detract from a village.

Branchville currently experiences significant traffic volumes on Route 7 (22,000 vehicles per day) and can have traffic travelling at excessive speeds. While it can be difficult to reduce traffic volumes, traffic speed can be reduced by a variety of traffic tools collectively referred to as “traffic calming.”

Even high traffic volumes do not have to preclude the establishment of a village. For example, consider that traffic volume on Route 35 in Ridgefield Center averages approximately 17,000 vehicles per day in the core downtown area.

How this issue is handled in Branchville will be key to establishing and enhancing the village. If Route 7 is widened to enhance traffic flow and capacity with little consideration for the impact on Branchville, the village character will suffer. A reasonable balance must be found in Branchville between traffic flow and village characteristics.

Since traffic signals stop traffic flow, they reduce roadway capacity and can result in congestion. As a result, the typical solution is to increase the number of travel lanes at intersections to allow more cars through at each cycle of the light.

In Branchville, a more appropriate solution might be to investigate the potential for a traffic circle that will allow traffic to keep moving at all times and allow turning movements that do not require that traffic from other directions be stopped.

The Town should work with CTDOT to investigate such creative solutions to the traffic situation in Branchville that will be more sensitive to the village environment.

### Curb Cuts

Ridgefield has adopted an access management plan for Route 7 (codified as Section 332.0 of the Zoning Regulations). Access management principles (reducing curb cuts, sharing access and parking, spacing of intersections) are important in a village setting like Branchville since driveway and street intersections interrupt the rhythm of the pedestrian streetscape.

While access management concepts still need to be applied in Branchville, the recommendations of the access management plan may need to be modified in Branchville in order to help implement the strategies recommended in this Plan.



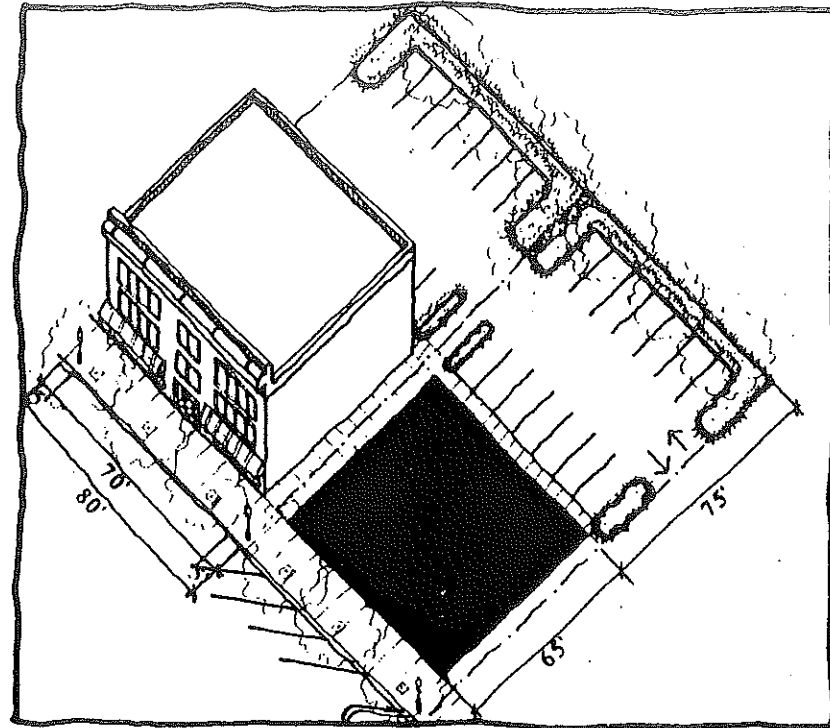
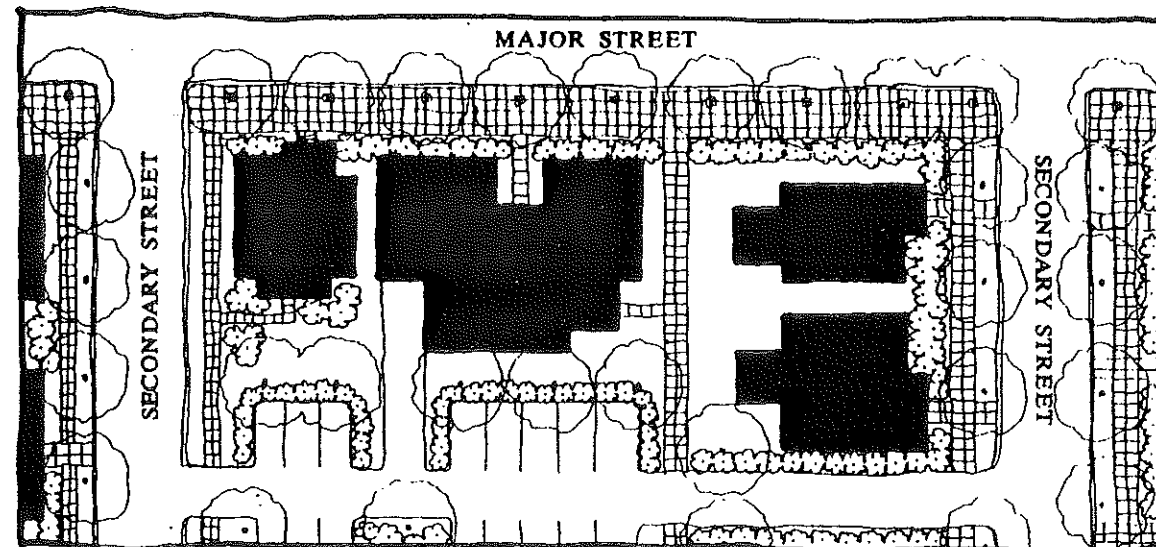
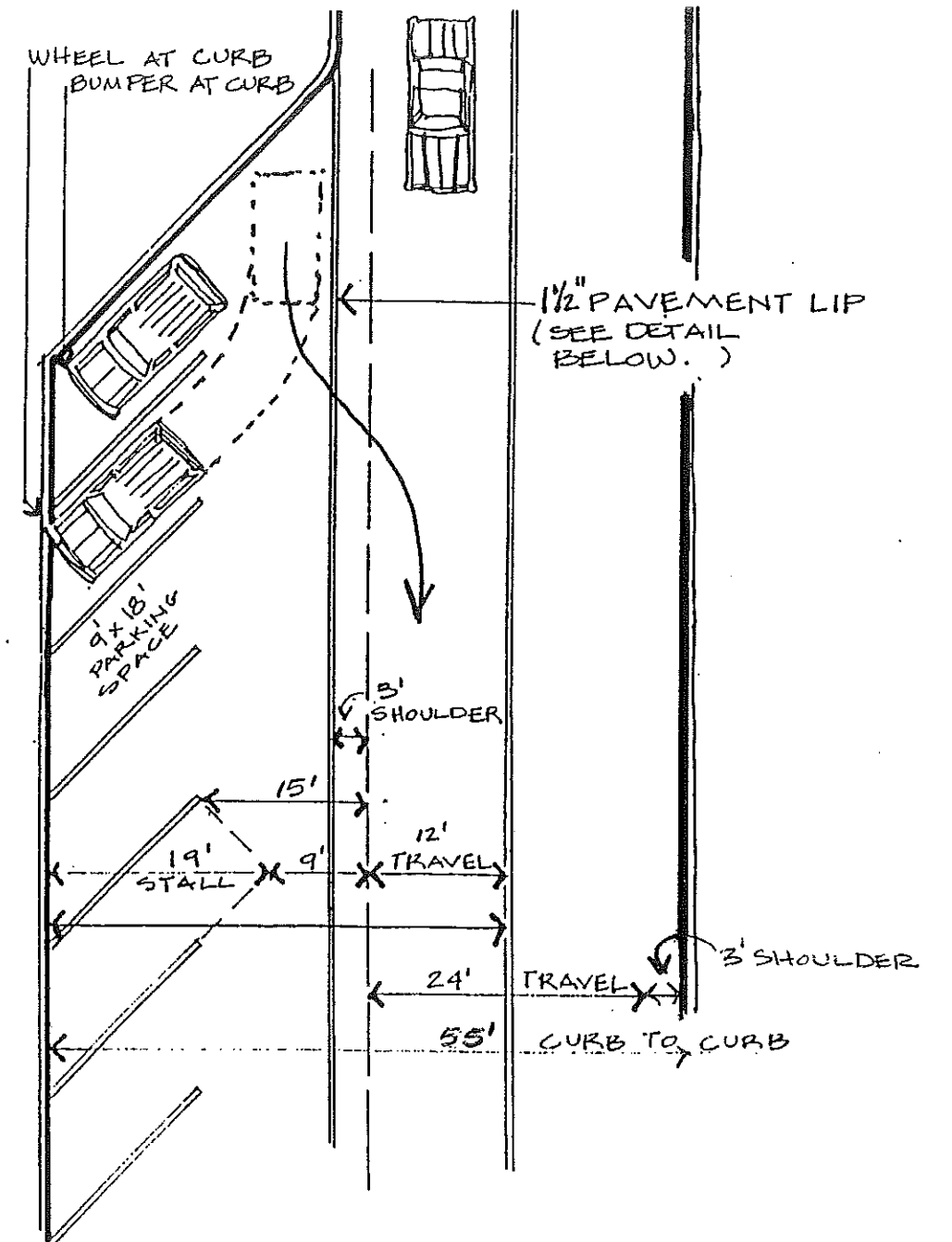


Figure ground and axonometric of commercial mixed use buildings.

*Visions for a New American Dream, p. 314*



Buildings must be located to front upon the street.

*Visions for a New American Dream, p. 327*



## **Transit Linkages**

Transit linkages are an important part of a village since they serve existing residents and bring potential customers and pedestrians to the area. Branchville is unique within Ridgefield (and most areas of Connecticut) because of the train station. The train station was one of the major reasons for the historical development of Branchville and presents a significant opportunity within the village.

Yet, this train station is not well integrated well into the surrounding village and is not well configured for meeting the needs of users. For example, there is currently inadequate parking to meet the needs of regular users of the train station. Trees hide the railroad station and its entrances are narrow and uninviting. Although it may be undesirable to view the parking lot from the street, the cars themselves can be screened while allowing the building to be visually prominent and the entrances to be clear.

In addition, the train station represents a significant opportunity to integrate multiple forms of transit at one place (such as a shuttle bus taking commuters to the train station and from the station to Ridgefield Center and to major employers in the area). This transit function reinforces Branchville's role as a focal point within Ridgefield and surrounding communities.

## Appropriate Infrastructure

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Adequate infrastructure is important to supporting a village development pattern. This includes utilizing public water and public sewer when they are available. When such services are not available, it may reduce the development intensity that can occur in a village setting like Branchville.

Other piped utilities (such as storm drainage and natural gas) can also be beneficial to a village setting.

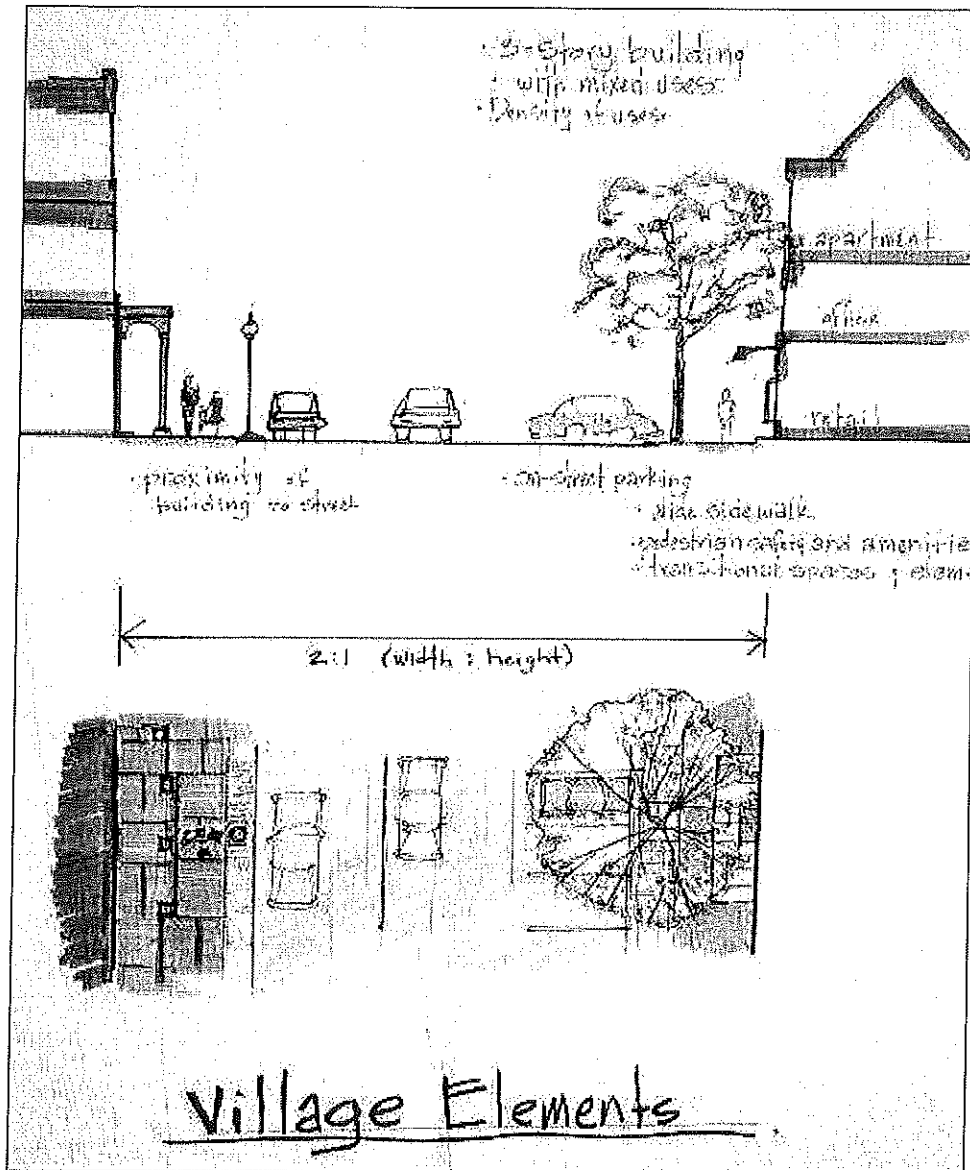
Wired utilities (such as electric and telephone) are important to a village. If such utilities can be placed underground (rather than overhead wires on poles), they help reinforce the overall village character.

# PUTTING IT ALL TOGETHER IN BRANCHVILLE

# 5

The following sketch is a cross-section through an idealized village that illustrates some of the key village elements.

Village Elements Sketch



Planimetrics

## Overview

In Branchville, sidewalks should be wide and generous. In addition, the quality of the sidewalk surface is very important.

Using decorative pavement instead of, or in combination with, concrete can enrich a space and call attention to important features.

### **DO:**

- Use decorative pavement to add detail, richness, texture and color to the Branchville streetscape.
- Choose a traditional color and style of pavement that is appropriate to the historic context of Branchville.
- Create a pattern that adds structure and rhythm to the streetscape and helps organize dissimilar building styles and shapes.
- Use changes in pavement pattern to accentuate important features such as crosswalks and doorways to businesses.

### **DON'T:**

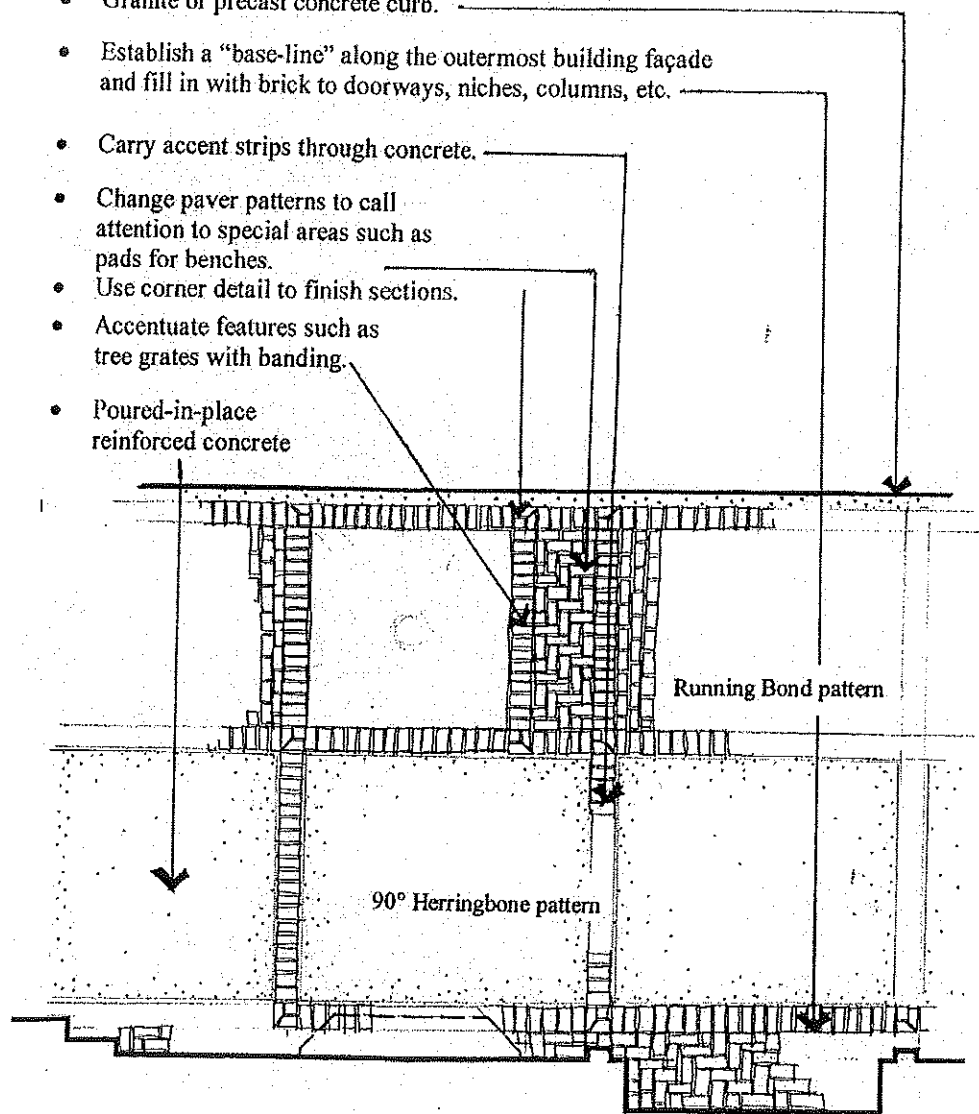
- Use stamped concrete that may be slippery or too "bumpy."
- Use bituminous pavers or pavement with a "suburban" look.

## Sidewalk Paving Details

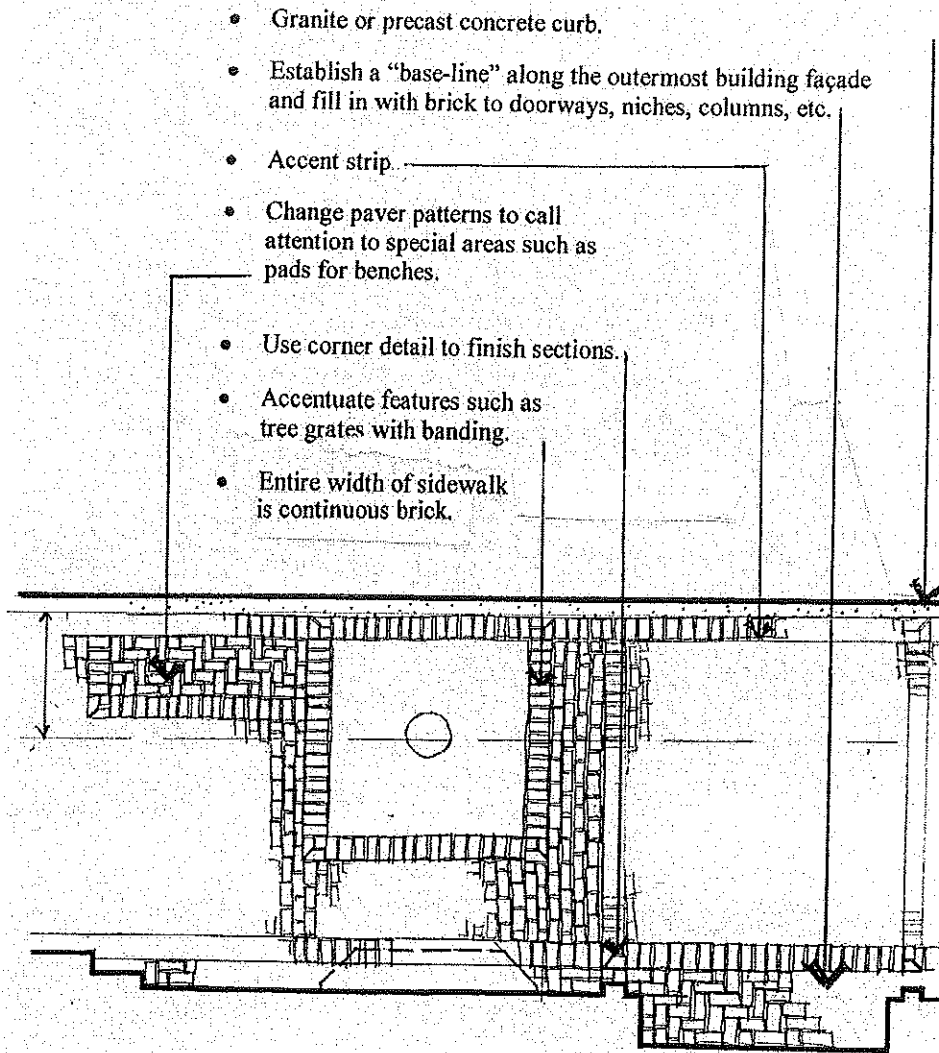
Poured-in-place reinforced concrete with "brick" accent strips is recommended for use in Branchville. The suggested accent strip is Hollandstone™ 4" x 8" pavers (color = salmon) by UNILOCK®, Inc.

### Sidewalk Organization (Sidewalks at least 14 feet wide)

- Granite or precast concrete curb.
- Establish a "base-line" along the outermost building façade and fill in with brick to doorways, niches, columns, etc.
- Carry accent strips through concrete.
- Change paver patterns to call attention to special areas such as pads for benches.
- Use corner detail to finish sections.
- Accentuate features such as tree grates with banding.
- Poured-in-place reinforced concrete



## Sidewalk Organization (Sidewalks narrower than 14 feet wide)



## Guidelines

For sidewalks at least 14' wide establish:

- a "brick" band 6'-4" wide (including accent strips) out by the curb that will contain light poles, tree grates, benches, trash receptacles, bike racks, parking signs, etc.,
- a brick baseline and infill along the buildings, and
- a continuous brick (or concrete) walk wider than 6'-4" so that pedestrians are not cramped into the furnishings area.

For sidewalks narrower than 14' use:

- a brick accent strip along the curb,
- a brick baseline and infill along the buildings, and
- a continuous brick (or concrete) walk as wide as possible.

Street furnishings should be placed in an orderly fashion along the outer edge of the sidewalk.

Planters may be located in the brick band or against buildings.



## Overview

Awnings, overhangs, and canopies are examples of architectural elements that can be used to enliven the streetscape in Branchville.

Awnings, building overhangs, and canopies provide relief from rain and sun, and create transitional spaces between the pedestrian way and the buildings.

### DO:

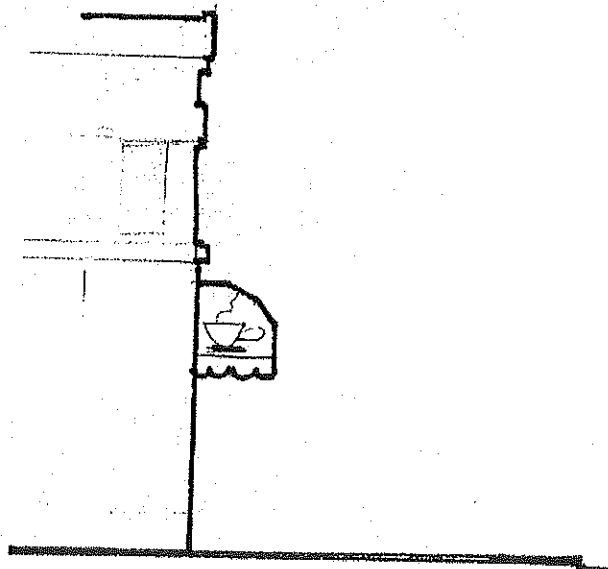
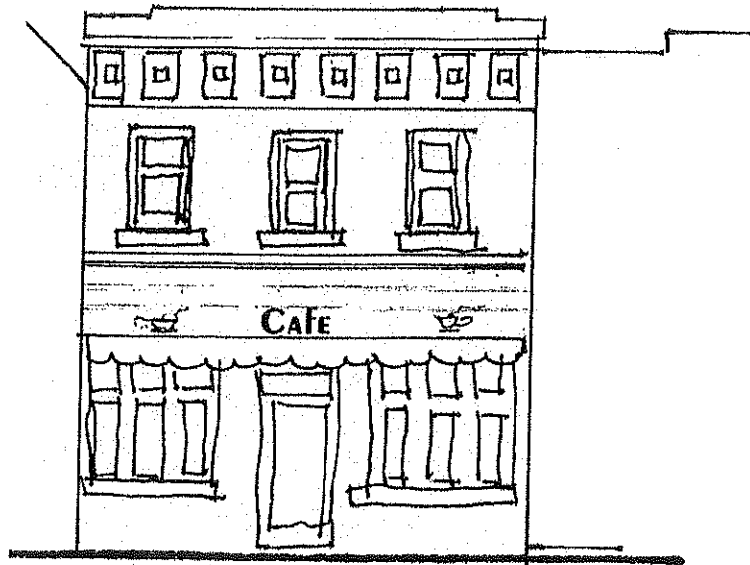
- Use awnings and overhangs to welcome pedestrians.
- Use the spaces under awnings or overhangs for additional activities such as sidewalk sales, outdoor dining, etc.
- Use awnings with pleasing colors.
- Use awnings that are properly proportioned to the building and the area.
- Use awnings as sign/logo space for businesses.

### DON'T:

- Use awnings made of plastic or metal.
- Block streetscape lighting (creating dark spaces underneath) without properly supplementing the lighting under the canopy.

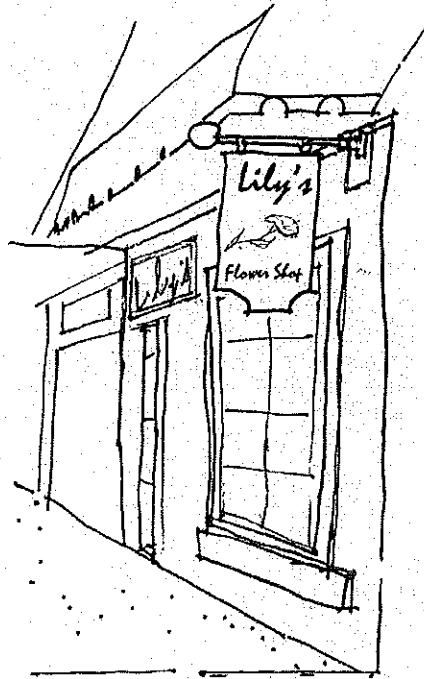
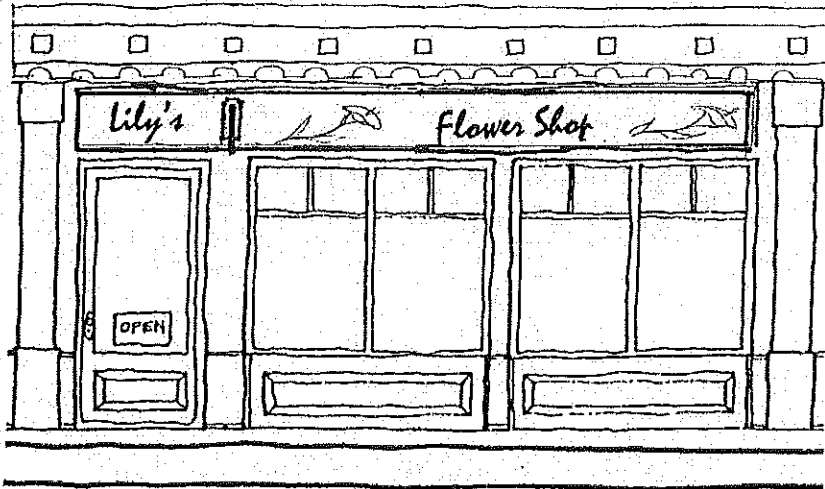
## Awnings & Canopies

Using awnings, canopies, or overhangs in Branchville will help buildings with flat or bland façades “reach out” to the streetscape. Fabric awnings are an easy way to add charm to a building and make pedestrians feel welcome. Awnings should be balanced with overhangs and canopies and should not be overused.



# Signs

Consistent placement, size, and orientation of signs should be required in Branchville. Consider allowing businesses to use a distinctive design for recognition as long as they reinforce the pattern and rhythm of sign placement, size, and orientation. Signs should be made of painted wood, metal, or other high-quality materials. Plastic signs or components should be avoided.



## Overview

Well-organized and consistent signage can add to the ambience of Branchville.

Disorganized and random signs contribute to confusion, clutter, and distraction of motorists and business patrons.

### DO:

- Orient signs to the pedestrian.
- Use materials that are compatible with buildings.
- Design a sign as an integral part of the building façade.
- Attach signs to the building over the first story.
- Light signs in a manner to prevent glare to motorists and pedestrians.

### DON'T:

- Light signs internally
- Use freestanding signs or put signs in the pedestrian way.
- Mount signs too high to be convenient for pedestrians.

## Overview

Street furnishings will add texture to the Branchville streetscape and demonstrate an attention to detail which will be appreciated by residents and visitors. Street furnishings can include benches, trash receptacles, planters, tree grates, bike racks, etc.

The overall character and sense of place can be enhanced by the use of well-coordinated and well-placed street furnishings.

### DO:

- Use street furnishings that add to the comfort of residents and visitors.
- Create a sense of activity where pedestrians feel welcome and cared-for.
- Use street furnishings that are compatible in design, enhancing the character of Branchville.

### DON'T:

- Use street furnishings that are "trendy" in style and may look outdated after a few years.
- Use street furnishings to fill up space without attention to location and usefulness.

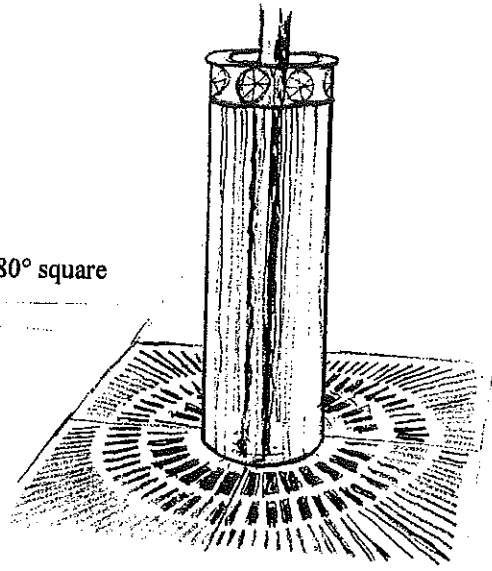
## Street Furnishings

Street furnishings should be promoted in Branchville. Such features should be placed in locations convenient for the user according to their relationship to the street and to buildings. Street furnishings can and should be clustered since many of their functions and uses are compatible. Elements such as planters should be accessible for watering and maintenance. Furnishings should be selected with pedestrian convenience, longevity, and freedom of maintenance in mind.

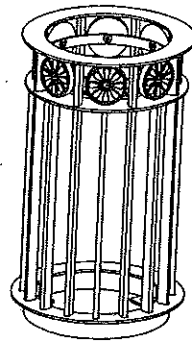
Black (a neutral, classic color) will complement accessories such as flags, banners, holiday decorations and flowers.

Tree guard #109

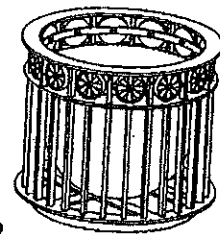
Tree grate R-8734 180° square



Trash receptacle #102



Planter #122



Tree grate by Neenah Foundry Company, Neenah, WI. color: black  
Tree guard, trash receptacle, and planter by DuMor, Inc., Mifflintown, PA.

## Guidelines

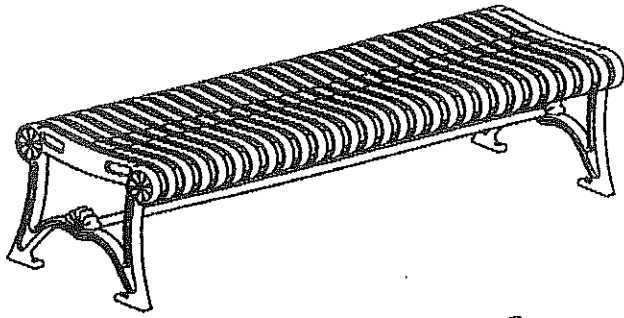
Street furnishings should be consistent in style color and finish.

The recommended tree guard, trash receptacle, planter, and benches are all manufactured by one company. Although the tree grate and bicycle racks are manufactured by different makers, they are consistent in style, color, and finish.

Especially recognizable by children, the "Highwheeler" bike rack adds a whimsical touch to enliven the streetscape.

Two styles of benches are recommended: one with back and arms, the other without. The bench with a back and arms is particularly appreciated by the elderly for comfort and ease of use. However, the bench without back and arms allows more flexibility in the orientation of the user. Either bench may be appropriate depending on the situation.

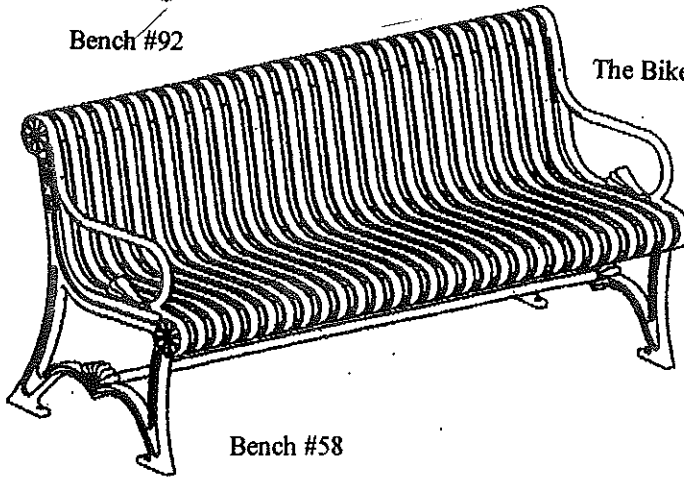
One very important feature of a tree grate is that it be expandable to allow for tree growth.



Bench #92

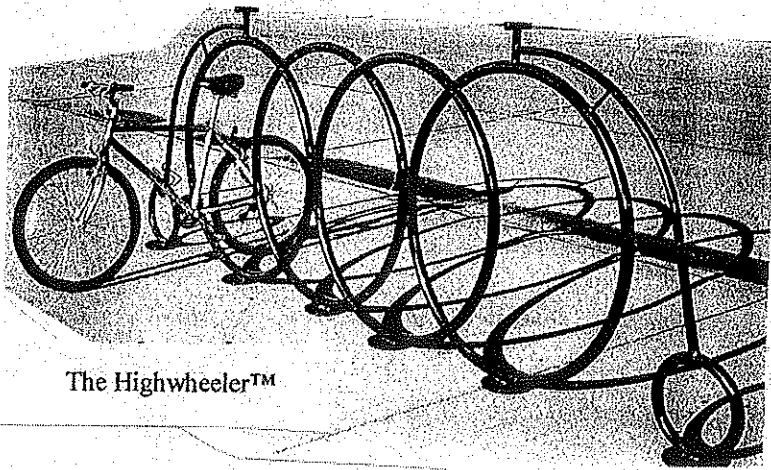


The Bike Bollard™



Bench #58

Benches by DuMor, Inc., Mifflintown, PA. color: black



The Highwheeler™

## Overview

Proper site lighting can enhance the aesthetics and reinforce the feeling of safety in Branchville.

A distinctive lighting style will also establish an identity for Branchville and help to visually unify the area.

Lighting fixtures should be chosen with care especially in mixed commercial and residential areas to minimize glare into residences and into drivers' eyes.

### DO:

- Use a consistent style of posts and lights for:
  - Traffic lights
  - Roadway lights
  - Sidewalk lights
  - Attachments for street signs or banners.
- Keep lights at appropriate heights for use, e.g. sidewalk lights at 8'-12' in height.
- Provide adequate lighting for pedestrian and vehicular safety on central roads and parking areas.
- Use lights as part of the streetscape to define the location of Branchville and provide a sense of place.

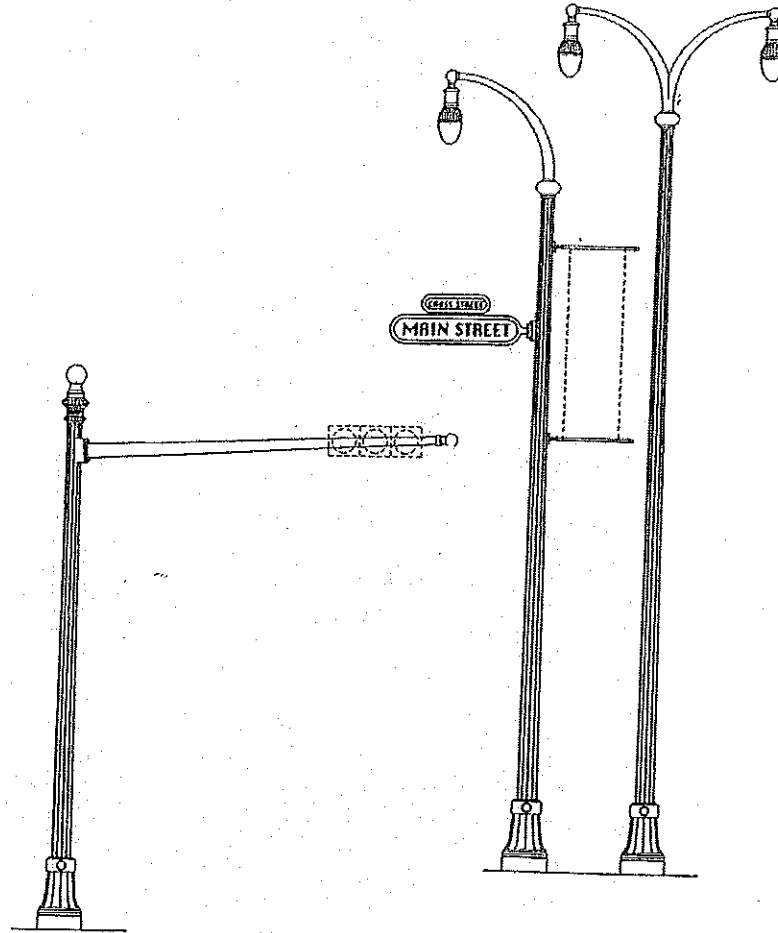
### DON'T:

- Place sidewalk lights at highway heights.
- Use CTDOT 'cobra-head' light, they produce too much glare and lack the distinctive style important for Branchville.

## Lighting

### Roadway and Traffic Signal Posts

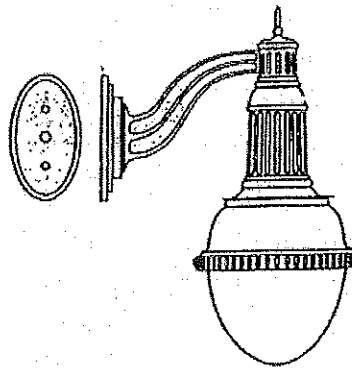
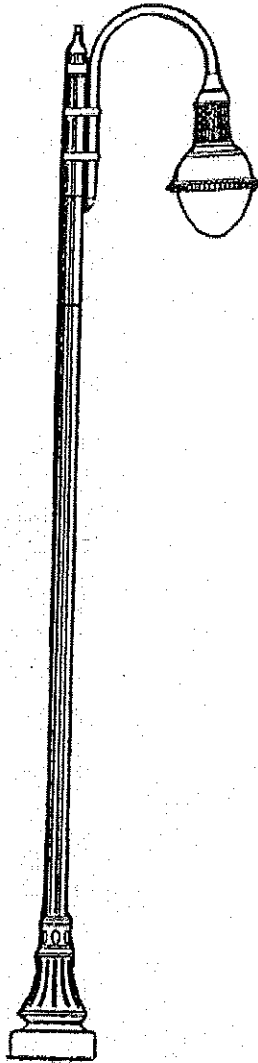
A family of attractive styles of posts, lighting fixtures, and accessories that create a consistent pattern, recognizable to Branchville, should be selected for signal posts and lighting. Traffic signal posts can be combined with street signs, banner arms, etc., for an uncluttered street corner.



ATLANTA® Series by Antique Street Lamps Inc., Austin, TX

## Sidewalk Area Lighting

Low, pedestrian-scaled lighting should be provided in Branchville by free-standing or wall-mounted fixtures, or a combination of the two. Fixtures that provide maximum "cut-off" of light with state-of-the-art optics should be selected. Light sources must be shielded from direct view, and light must be distributed evenly.



PROMENADE® Series, Style PMRD, by Architectural Area Lighting, La Mirada, CA

## Lighting Levels

The Illuminating Engineers Society (IES) has made recommendations for lighting levels for parking areas for certain activities.

Under IES criteria, Branchville would be considered a medium-activity center, with retail, cultural, civic, recreational, and residential uses.

In such areas, the IES recommends maintaining:

- a minimum lighting level of 0.33 foot-candles,
- a maximum lighting level of 4.0 foot-candles, and
- an average of 1.0 foot-candles in parking lots.

## Uniformity Ratios

The IES also recommends maintaining a 3:1 average:minimum illumination ratio. While accepted field practice allows for a 12:1 maximum/minimum illumination ratio, such ratios can indicate the presence of bright and dark patches. These unevenly lit places may appear or feel unsafe.

## Special Areas

The IES also recommends that exits, entrances and pedestrian areas receive special consideration. Higher lighting levels are necessary in these areas. As a general rule, the average illumination of these special areas should not be less than twice the illumination level of the adjacent parking area or adjoining street, whichever is greater.



## Overview

Street trees will contribute a number of positive elements to Branchville.

### DO:

- Use trees that are hardy for the climate and tolerant of urban conditions.
- Use only one or two species of trees to be consistent.
- Choose trees that provide seasonal interest:
  - spring flowers,
  - autumn foliage color,
  - interesting branching-habit and bark texture.
- Use trees as a design opportunity:
- Space trees uniformly to set up a rhythm and interesting visual pattern.

### DON'T:

- Use trees that constantly drop twigs or seeds that stain or smell.
- Leave large, open expanses of pavement that make pedestrians feel uncomfortable.
- Use low-branching trees or dense evergreens that block the view of businesses, or that create dark unsafe areas for pedestrians.

## Street Trees

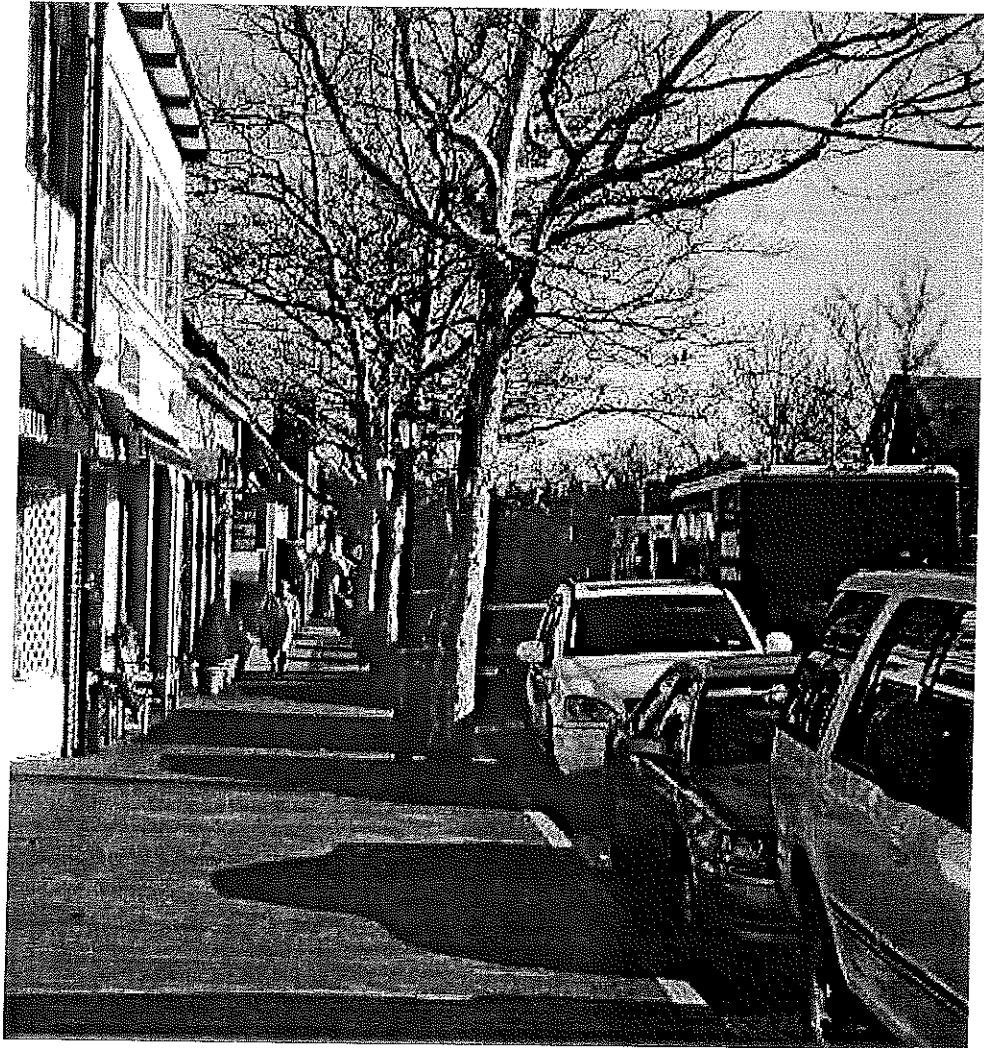
The planting and maintenance of street trees should be promoted in Branchville. Street trees will add scale to buildings and roadways. This is especially important in situations where buildings or roadways are out of proportion with the pedestrian. Street trees also provide shade for pedestrians, windows, and parked cars in summer without blocking sun in winter.

### Street Tree Species Recommended For Branchville

**Botanical Name** Platanus x acerifolia 'Bloodgood'

**Common Name** 'Bloodgood' London Planetree

**Spacing** 40 feet on center



London Planetree

### Parking Area Tree Species Recommended For Branchville

**Botanical Name**

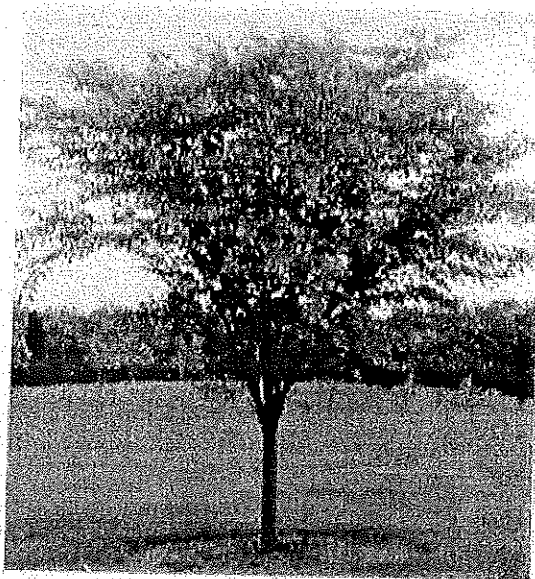
*Zelkova serrata* 'Village Green'

**Common Name**

'Village Green' Zelkova

**Spacing**

40 feet on center



*Zelkova serrata*

### Flowering Tree Species Recommended For Branchville

**Botanical Name**

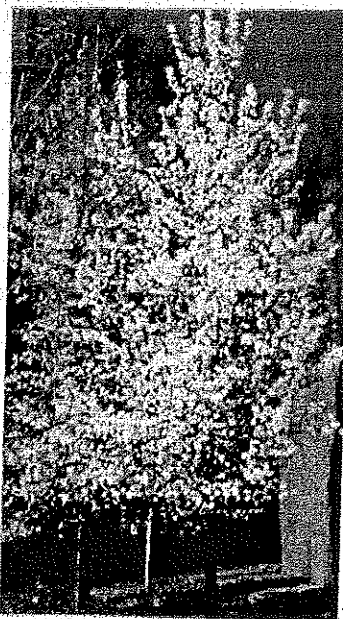
*Pyrus calleryana* 'Aristocrat'

**Common Name**

'Aristocrat' Flowering Pear

**Spacing**

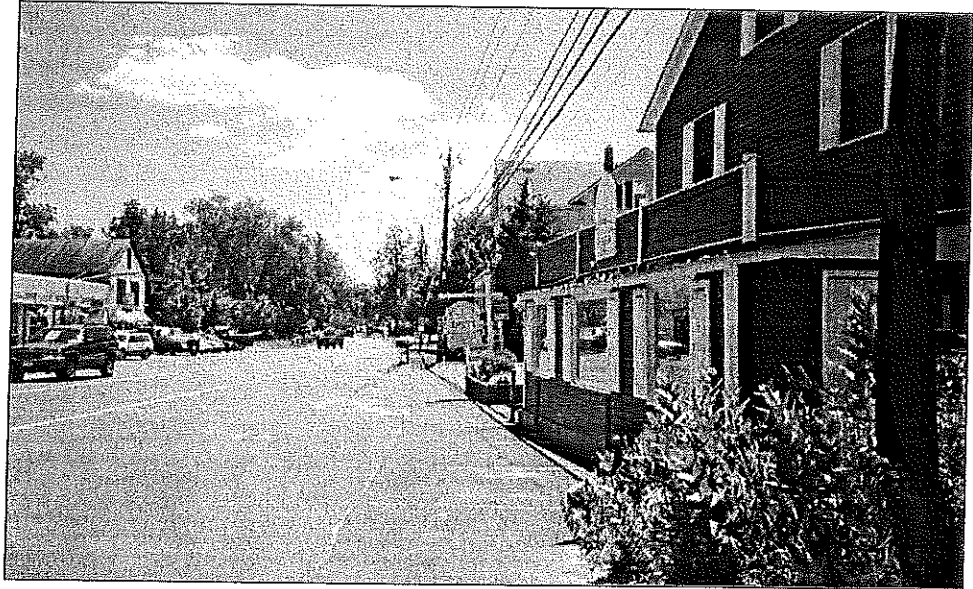
25 feet on center



'Aristocrat' Pear in flower

The following photograph shows a stretch of Route 7 in Branchville where the building is in good proximity to the street, there is some on-street parking and good visibility of both the parking and building from the roadway. However, the parking area is poorly defined, and pedestrian movement feels unsafe in this area.

*Existing  
Conditions*

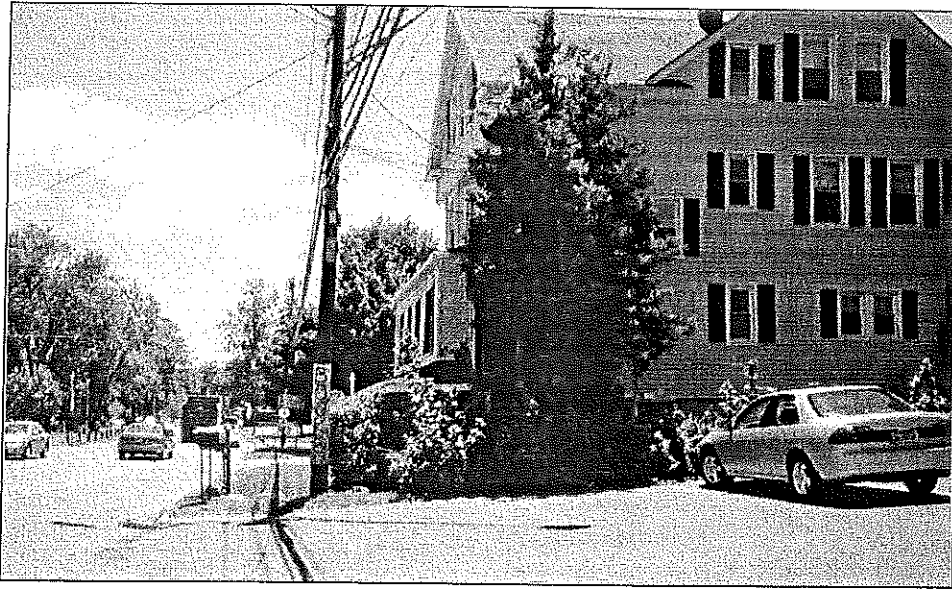


The following sketch shows how the street line could be defined with a new edge and curbing. The sidewalk could be widened and enhanced with decorative pavement, street trees and other pedestrian amenities.

*Possible  
Future  
Conditions*

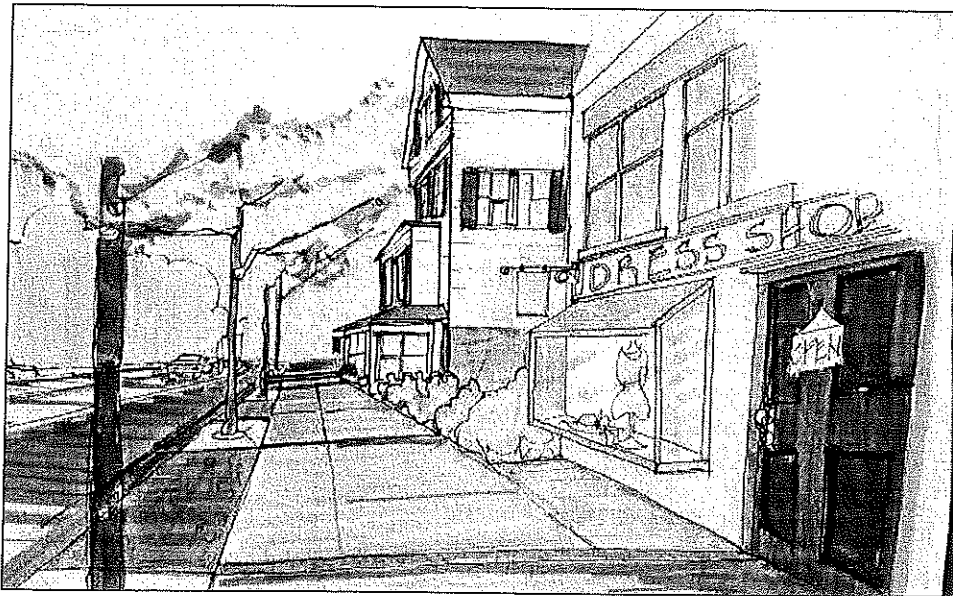


The following photograph and sketch show another section of Route 7. The main issues here are the gap between buildings in the streetscape and the lack of pedestrian opportunities. Both issues can be addressed in a compatible way through encouraging new development.



*Existing  
Conditions*

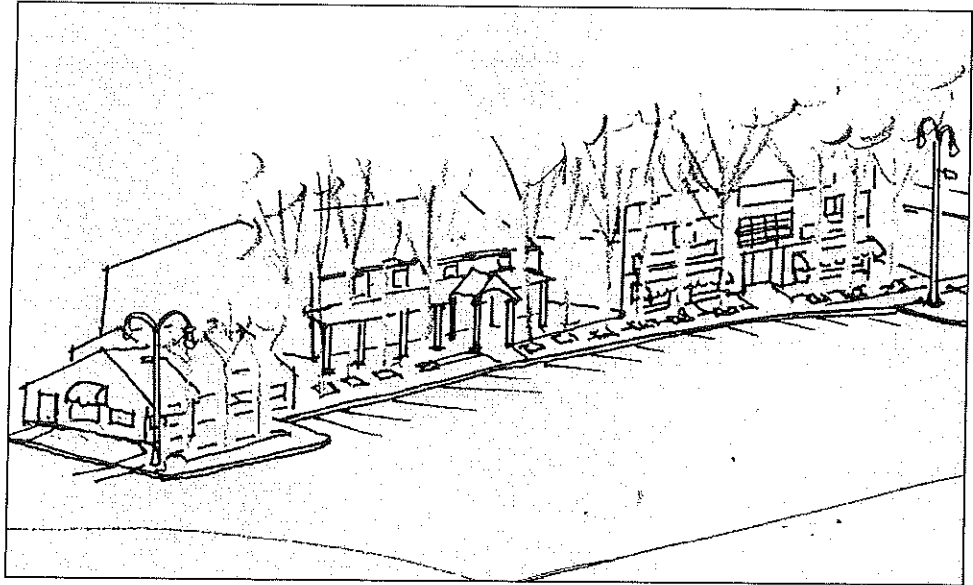
Locating a new building in the open area, orienting it to the street, and providing a generous sidewalk can enhance the streetscape. Parking can be located along the street with additional parking to the rear of these buildings.



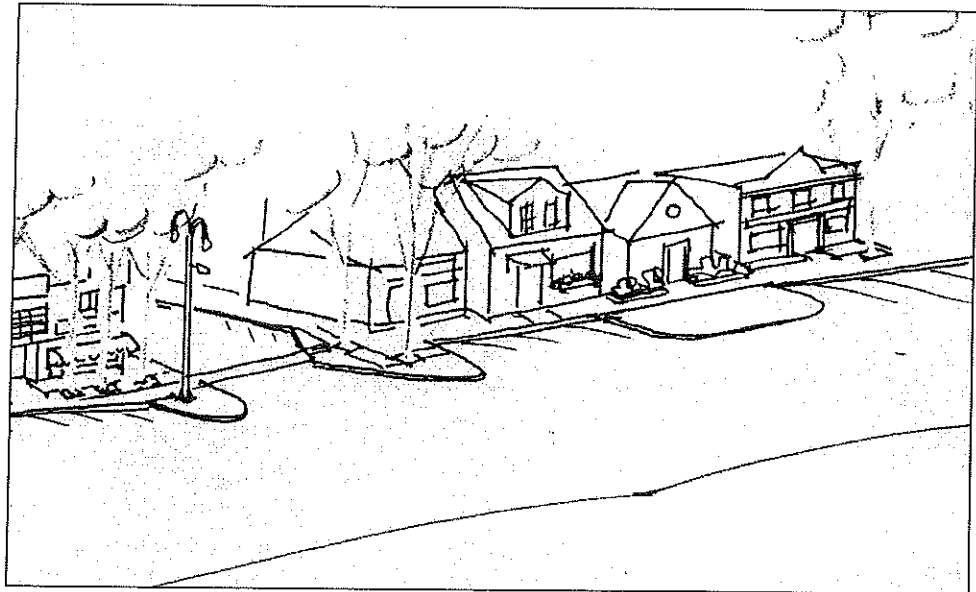
*Possible  
Future  
Conditions*

The following sketches show the relationships between buildings, the sidewalk, and the street on the west side of Route 7. Pedestrian-oriented buildings and a rich streetscape are intended to provide an enticing environment for pedestrians in the Branchville area.

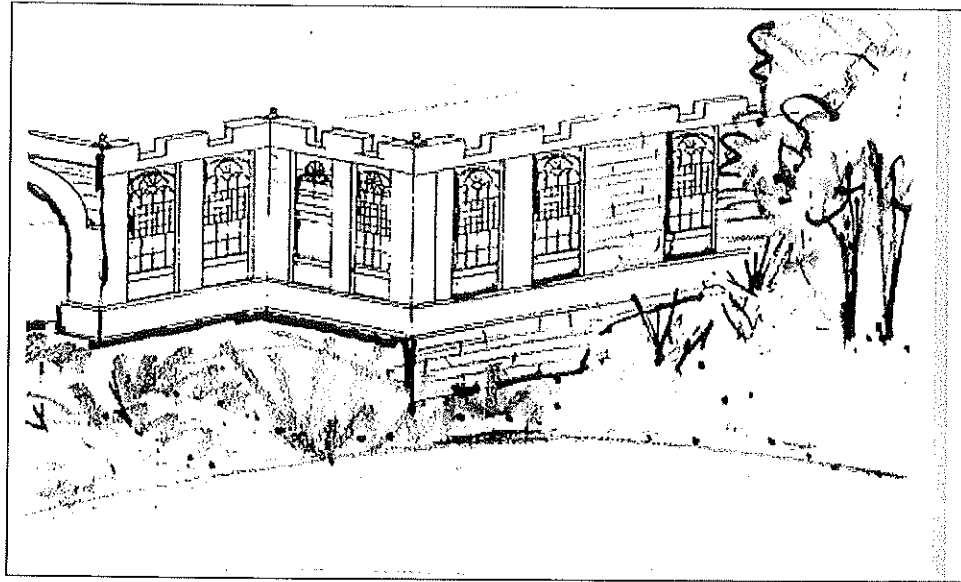
*West Side of  
Route 7*



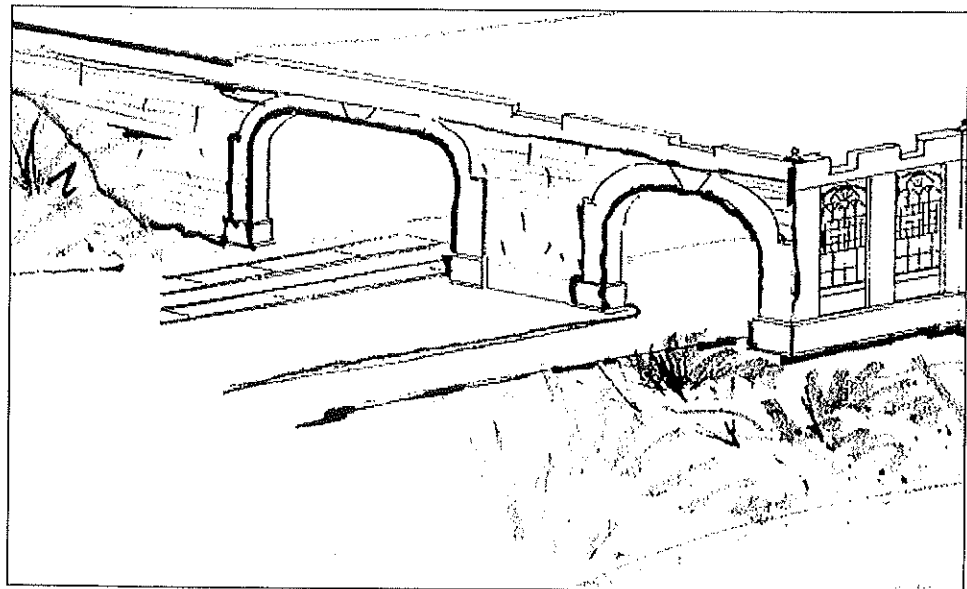
*West Side of  
Route 7*



The following sketches show the schematic design of a parking structure at the Branchville train station – designed to expand the number of spaces at this important Branchville facility and complement the village by being designed to look like a historic mill building.



*East Side of  
Route 7*



*East Side of  
Route 7*

Putting It All Together  
**Branchville Concept Sketch**  
*(flip page open)*

**Roundabouts**

Since a traffic signal stops traffic in one direction to let another direction maneuver, it can significantly reduce traffic capacity on a roadway like Route 7.

On the other hand, a roundabout can keep traffic moving at all times in all directions. Even at modest speeds and vehicle separations, a roundabout can operate better than a signalized intersection during many operating conditions.

As shown in the chart, a roundabout could be an acceptable traffic option in a location like Branchville with:

- a major road volume (Route 7) of about 22,000 vehicles per day,
- a minor road volume (Route 102) of about 6,000 vehicles per day.

**Roundabout Feasibility**

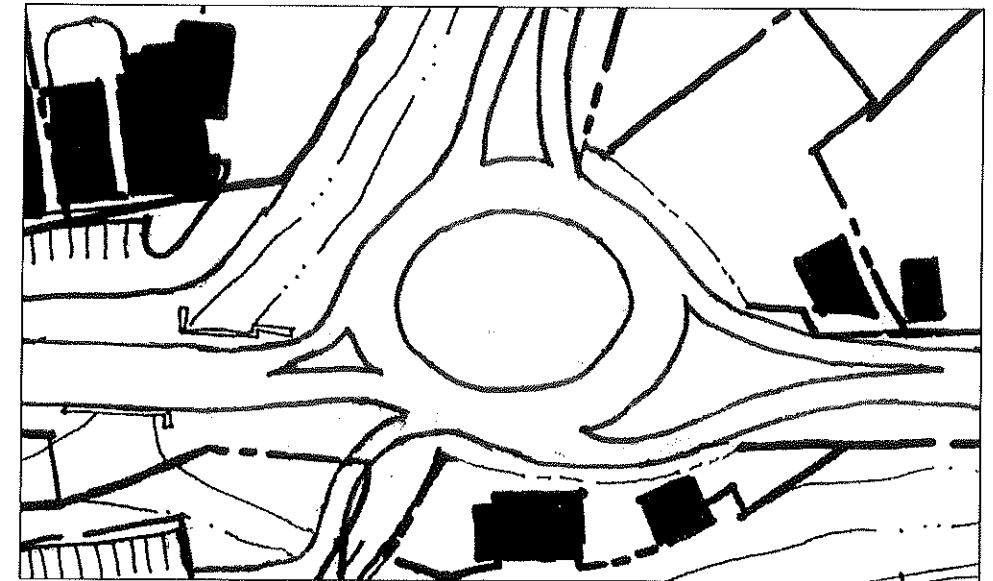
In July 2002, the Housatonic Valley Council of Elected Officials (HVCEO) invited Georges Jacquemart, a traffic engineer and national expert on roundabouts, to evaluate the general feasibility of a roundabout at this location.

Mr. Jacquemart provided an overview of roundabouts and simulation of traffic operations of a two-lane roundabout at this location.

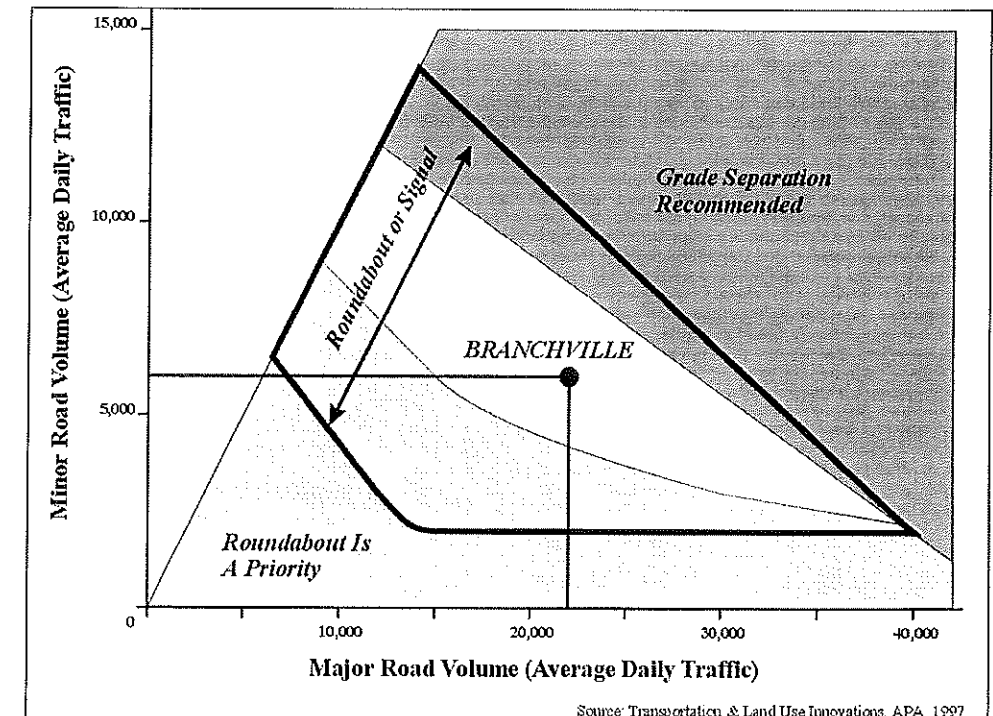
Mr. Jacquemart concluded that a roundabout was a viable alternative for this intersection.

The following graphic shows how a “roundabout” might be located at the intersection of Routes 7 and 102 in Branchville.

**Roundabout Alternative (Schematic Depiction Only)**



**Guidelines For Roundabout Use**







Branchville  
Village Center Study  
Town of Ridgefield, Connecticut



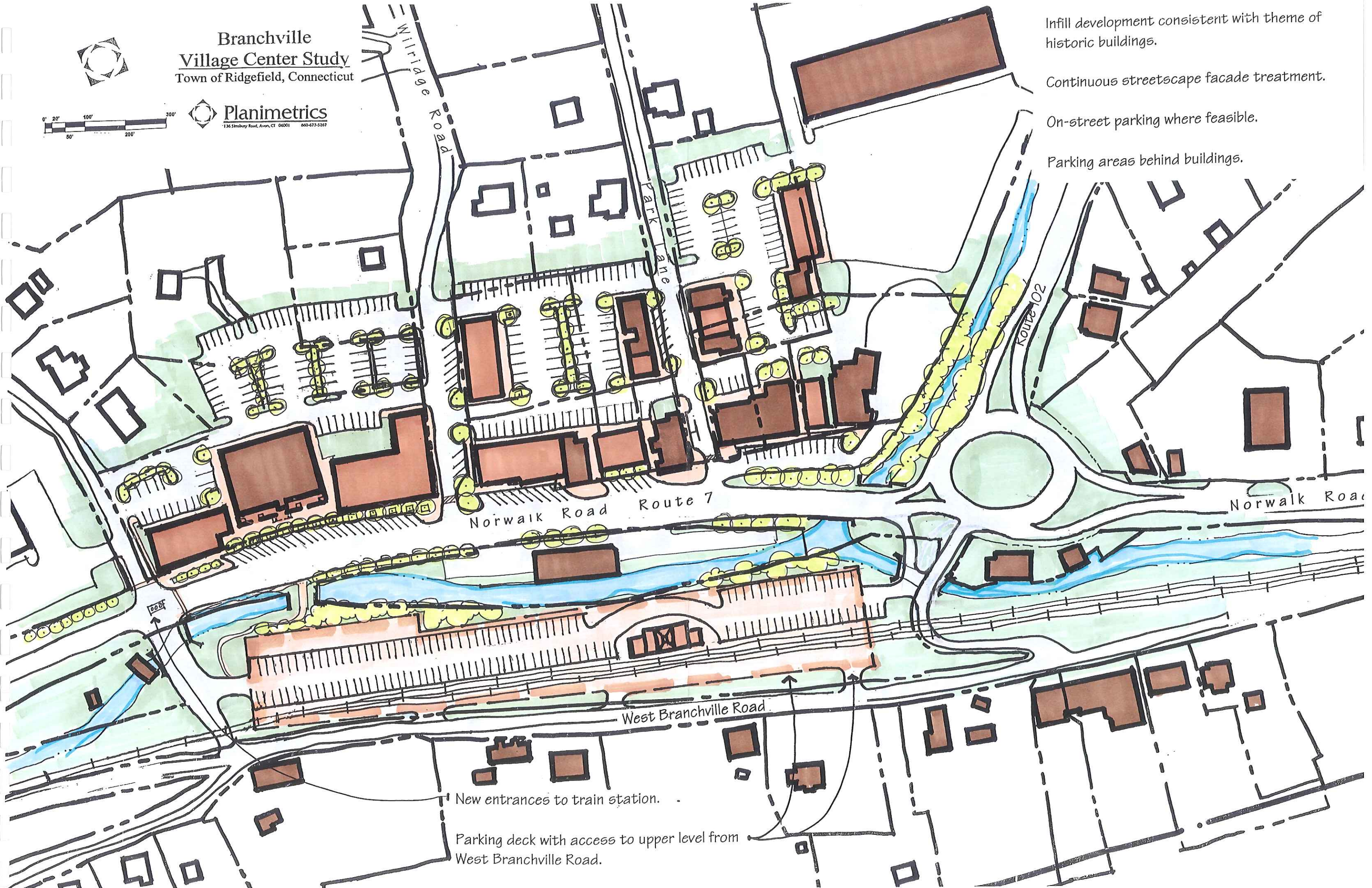
Planimetrics  
136 Simsbury Road, Avon, CT 06001 860-677-5167

Infill development consistent with theme of historic buildings.

Continuous streetscape facade treatment.

On-street parking where feasible.

Parking areas behind buildings.



New entrances to train station.

Parking deck with access to upper level from  
West Branchville Road.



# STRATEGIES & IMPLEMENTATION

# 6

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## Overview

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This section suggests important strategies to guide land use, development, and transportation activities in the Branchville area in order to promote and enhance the village character that already exists.

As previously indicated, these strategies are more of a menu of elements to be considered rather than a specific plan. As strategies are evaluated and implemented, the experience gained may lead in new directions. As a result, this study is meant to guide, rather than prescribe, strategies for the Branchville area.

## Implementation

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The Planning & Zoning Commission has the primary responsibility of implementing the study recommendations. The main implementation tools available to the Commission include:

- the Plan of Conservation and Development,
- Zoning Regulations,
- Subdivision Regulations,
- Application reviews.

Rather than adopt all of this Plan's suggestions at one time, the Commission may wish to consider some of the identified strategies individually or in small packages in order to assess their effectiveness and desirability before proceeding with more dramatic changes. In addition, it may make some sense to determine the intentions of CTDOT before implementing some or all of the possible strategies outlined in this study.

Overall, if the study is to be successfully realized, it must serve as a guide to all residents, applicants, agencies, and individuals interested in the orderly growth of Branchville.

The charts on the following pages assign primary responsibilities to the study recommendations. In many instances, the responsibilities are shared by a number of entities.

**Legend**

ID	Reference
PZC	Planning & Zoning Commission
Town	Town Departments, Officials and Staff
Other	Other Agencies or Persons
BOS	Board of Selectmen
DOT	Connecticut Department of Transportation
Res.	Residents, Business Owners, and Property Owners in Branchville

## Adopt a Basic Strategy

		PZC	Town	Other
1.	Adopt this study as a component of the Ridgefield Plan of Conservation & Development.	<input type="checkbox"/>		
2.	Promote activities that are designed at a human scale (in relation to people rather than vehicles) and promote development of an active and pedestrian-friendly streetscape.	<input type="checkbox"/>	<input type="checkbox"/>	Res. BOS
3.	Encourage appropriate development that will retain and enhance the character and flavor of Branchville.	<input type="checkbox"/>	<input type="checkbox"/>	Res.
4.	Encourage Branchville residents and businesses to re-establish the Branchville Civic Association to organize activities and provide an official voice for the neighborhood.	<input type="checkbox"/>	<input type="checkbox"/>	Res.

## Encourage An Appropriate Village Environment

Roadway		PZC	Town	Other
5.	Discourage widening of Route 7 that will enhance traffic flow and capacity but have little consideration for the impact on Branchville.	<input type="checkbox"/>	<input type="checkbox"/>	Res. BOS
6.	Work with CTDOT to improve the traffic situation in Branchville using "context-sensitive" design that will strike a reasonable balance between traffic flow and village characteristics.	<input type="checkbox"/>	<input type="checkbox"/>	Res. BOS DOT
7.	Encourage CTDOT to investigate solutions to Route 7 traffic issues that are more likely to be compatible with the village character of Branchville:	<input type="checkbox"/>	<input type="checkbox"/>	Res. BOS DOT
	<ul style="list-style-type: none"> <li>• traffic calming (speed),</li> <li>• a traffic rotary at Route 102 rather than a traffic signal (to keep traffic moving at all times at a reasonable speed),</li> <li>• pedestrian enhancements (crosswalks and other amenities),</li> <li>• reducing the number of intersections, curb cuts, and/or conflict points on Route 7 while providing more paved width for access to on-street parking.</li> </ul>			

## Encourage An Appropriate Village Environment (cont.)

### On-Street Parking

PZC    Town    Other

- |  |                          |                          |             |
|--|--------------------------|--------------------------|-------------|
| <p>8. Consider encouraging or requiring the provision of on-street parking in Branchville, wherever feasible, to:</p> <ul style="list-style-type: none"> <li>• provide convenient visible parking</li> <li>• buffer the pedestrian sidewalks from the activity on the street</li> <li>• slow traffic to a level more appropriate for a village setting.</li> </ul> | <input type="checkbox"/> | <input type="checkbox"/> | <b>Res.</b> |
| <p>9. Design on-street parking to minimize conflicts between parking movements and the main travel flow.</p>   | <input type="checkbox"/> | <input type="checkbox"/> | <b>DOT</b>  |

### Sidewalk

- |   |                          |                          |  |
|---|--------------------------|--------------------------|--|
| <p>10. Promote generous sidewalk widths (about 10-12 feet wide) in commercial areas of Branchville to invite pedestrian activity.</p>   | <input type="checkbox"/> | <input type="checkbox"/> |  |
| <p>11. Encourage or require streetscape amenities (such as planters, benches, lighting, overhangs, display windows, outdoor dining) to encourage use and enjoyment of the street by people.</p> | <input type="checkbox"/> | <input type="checkbox"/> |  |

### Buildings

- |  |                          |                          |  |
|--|--------------------------|--------------------------|--|
| <p>12. Consider promoting an appropriate ratio of building separation across the roadway to building height by:</p> <ul style="list-style-type: none"> <li>• encouraging or requiring two-story buildings, and</li> <li>• discouraging one-story and three-story buildings that do not complement a pedestrian streetscape in Branchville.</li> </ul>  | <input type="checkbox"/> | <input type="checkbox"/> |  |
| <p>13. Consider modifying zoning regulations to encourage or require buildings in the commercial area to:</p> <ul style="list-style-type: none"> <li>• be built close to the street to help define the streetscape (by a "build-to" or maximum setback line),</li> <li>• have as continuous a façade as possible along the street (a minimum percentage of lot width is occupied by building),</li> <li>• orient to the street and promote an inviting pedestrian environment by picture windows, display cases, and sidewalk activities (such as a minimum percentage of building façade),</li> <li>• be developed with an integrated plan of buildings, parking, circulation, loading, open space, and landscaping.</li> </ul> | <input type="checkbox"/> | <input type="checkbox"/> |  |

*(continued on next page)*

**Legend**

ID	Reference
PZC	Planning & Zoning Commission
Town	Town Departments, Officials and Staff
Other	Other Agencies or Persons
BOS	Board of Selectmen
DOT	Connecticut Department of Transportation
Res.	Residents, Business Owners, and Property Owners in Branchville

## Encourage An Appropriate Village Environment (cont.)

**Buildings (cont.)**

PZC    Town    Other

14. Consider modifying zoning regulations to encourage or require buildings in the commercial area to:
- follow a basic architectural theme appropriate for Branchville,
  - use materials that are appropriate for the village, and
  - provide architectural variety to promote visual interest.
  - respect and reflect building function or use
  - be compatible with the area's character and adjacent structures
  - articulate larger building masses and rooflines into smaller forms
  - avoid flat facades, blank walls, or long unbroken expanses of exterior walls or roofs.
15. Consider encouraging or requiring an intensity and variety of uses in Branchville that offer a unique experience including:
- multiple uses on each site and in each building (such as retail – office, retail – residential, office – residential, or retail - personal service),
  - social, cultural, civic, and governmental facilities that add additional activity to the village and help diversify its overall role.
  - apartments on upper levels of commercial buildings,
  - houses or multi-family developments around the perimeter of the commercial area, and
  - discouraging uses that do not promote pedestrian activity (such as self-storage and large parking lots) or do not complement the village.
16. Consider requiring review of all buildings in the Village Business zone by the Architectural Review Advisory Committee as referenced in Section 312.02.A.(10).

## Encourage An Appropriate Village Environment (cont.)

### Rear Parking and Service

PZC Town Other

17. Consider encouraging or requiring the provision and consolidation of additional parking and service areas to the rear of the buildings by providing:   **Res.**
- an overall parking/circulation plan for each block,
  - a reduction in the required parking ratio for parcels that consolidate parking,
  - cross easements filed on the Land Records for rights of entrance, exit, passage, parking, and loading to other users on the same block.
18. Require that service areas be provided in the rear and be screened or concealed (trash, storage, service/loading areas, HVAC equipment, utility services)   **Res.**
19. Conveniently locate driveways to the rear parking areas without overly disrupting the streetscape or creating the potential for "short-cuts" around other intersections.   **Res.  
DOT**



**Village District Act**

To guide development in more of a village pattern, changes may be necessary to the current zoning regulations.

Village district zoning is a new tool authorized by Public Act 00-145. The Act allows a Zoning Commission to regulate character, historic features, land uses, rehabilitation of properties and roadways.

Zoning Commissions are granted broad discretion in regulating a variety of aesthetic concerns such as:

- building orientation
- layout
- open space
- landscaping
- signs
- building scale
- proportion
- massing
- color
- vistas

Architectural review, if any, in a Village District must be guided by an:

- architect,
- landscape architect, or
- AICP planner.

Since distinctive characteristics of the village area must be identified in the Plan of Conservation and Development, this study should be adopted as part of the Ridgefield Plan of Conservation & Development.

**Consider Zoning Modifications**

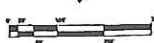
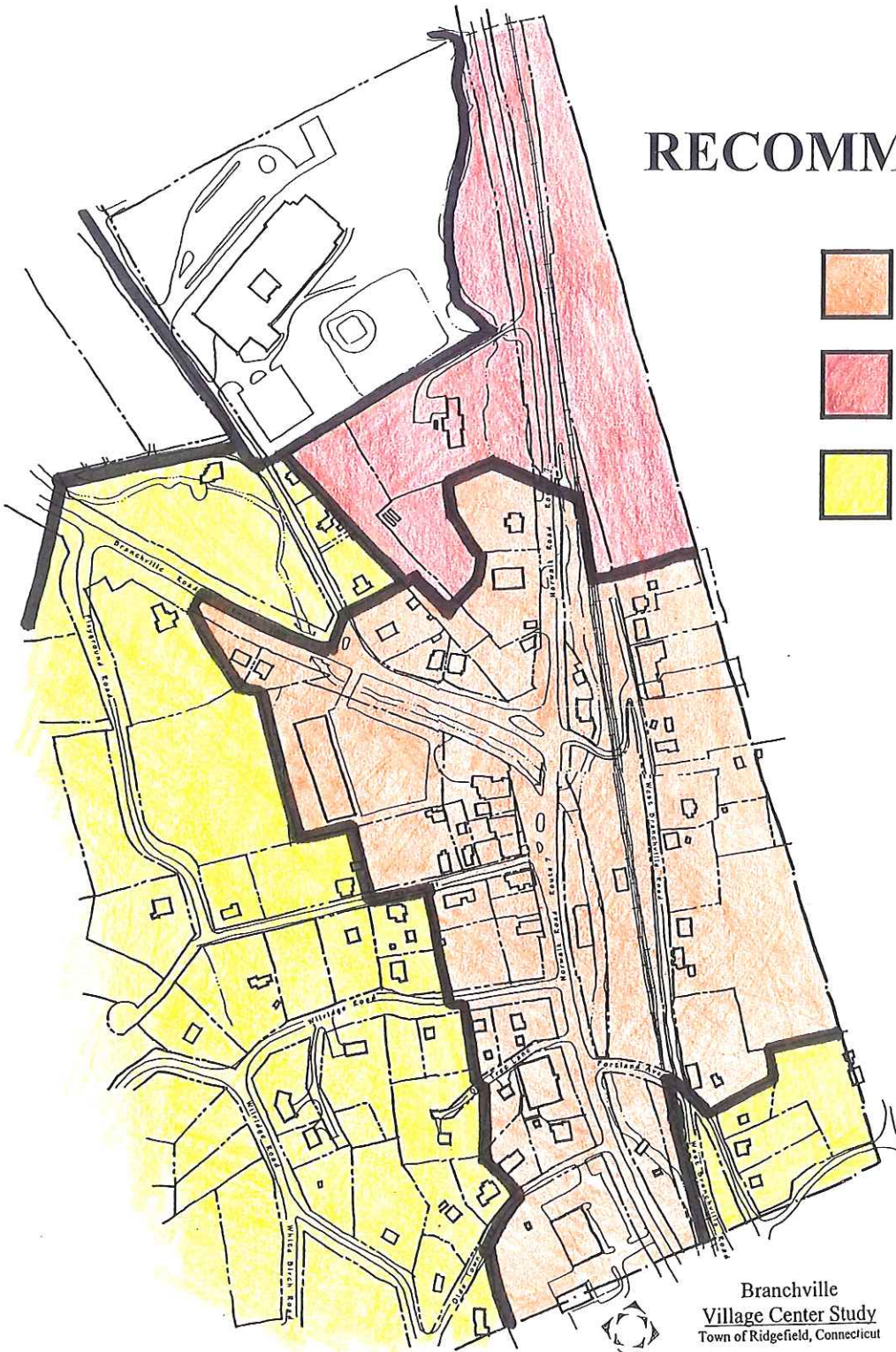
- |  | <u>PZC</u>               | <u>Town</u> | <u>Other</u> |
|--|--------------------------|-------------|--------------|
| 20. To guide activities in Branchville, consider adopting a Village Business Zone in accordance with the Village District Act (PA00-145).  | <input type="checkbox"/> |             |              |
| 21. Consider modifying the boundaries of zones in Branchville as shown on the facing page.   | <input type="checkbox"/> |             |              |
| 22. Consider revising zoning regulations to allow narrower lots in the Branchville Village zone.   | <input type="checkbox"/> |             |              |
| 23. Consider exempting the Branchville Village Business zone from Section 305.02.E that requires that mixed uses provide adequate parking for each of the uses individually.   | <input type="checkbox"/> |             |              |
| 24. Consider modifying the fee-in-lieu of parking space regulation to include the proposed Branchville Village Business zone and placing any fees received into a separate account to assist in the construction and consolidation of parking areas in the Branchville area in the future. | <input type="checkbox"/> |             |              |
| 25. Review and amend Section 332.0 of the Zoning Regulations ("Route 7 Curb Cut and Access Management Plan"), as necessary, to promote the recommendations of this Plan.   | <input type="checkbox"/> |             |              |

**Enhance Transit Linkages**

- |   | <u>PZC</u>               | <u>Town</u> | <u>Other</u> |
|---|--------------------------|-------------|--------------|
| 26. Preserve the train station as part of Branchville.  | <input type="checkbox"/> |             | BOS<br>DOT   |
| 27. Work with CTDOT and Metro-North to find appropriate ways to expand the parking at the Branchville train station, including redesign of access to and egress from the station. | <input type="checkbox"/> |             | BOS<br>DOT   |
| 28. Encourage the State to coordinate with Metro-North Railroad to improve service on and electrify the Danbury-Norwalk line.   | <input type="checkbox"/> |             | BOS<br>DOT   |
| 29. Support enhancement of the Branchville train station as a multi-modal transportation center with transit-oriented services at or near the train station.                      | <input type="checkbox"/> |             | BOS<br>DOT   |
| 30. Investigate providing a shuttle bus taking commuters from the Branchville train station to Ridgefield Center and major employers in the area.                                 | <input type="checkbox"/> |             | BOS          |

# ZONING RECOMMENDATIONS

-  Branchville Village
-  Business B-2
-  Residence RA



**Legend**

ID	Reference
PZC	Planning & Zoning Commission
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## Encourage Appropriate Infrastructure

- |  | PZC                      | Town                     | Other |
|--|--------------------------|--------------------------|-------|
| 31. Seek to provide and maintain appropriate infrastructure to support development of the village. | <input type="checkbox"/> | <input type="checkbox"/> |       |

## Additional Considerations

- |   | PZC                      | Town                     | Other                    |
|---|--------------------------|--------------------------|--------------------------|
| 32. Consider establishing a comprehensive pedestrian network (sidewalks and paths) to encourage pedestrian activity within Branchville and to other areas of Ridgefield.  | <input type="checkbox"/> |                          | <b>BOS</b><br><b>DOT</b> |
| 33. Adopt design standards or guidelines for the Branchville area for lighting, planting, sidewalk material, width, curbing, and other improvements.  | <input type="checkbox"/> | <input type="checkbox"/> | <b>ARC</b>               |
| 34. Identify areas on the fringe of the village core where a variety of housing types can be established to support village businesses.   | <input type="checkbox"/> | <input type="checkbox"/> |                          |
| 35. Consider requiring that secondary residential units in the Village Business zone be rented at prices that will meet the criteria for affordable housing as prescribed by statute.   | <input type="checkbox"/> | <input type="checkbox"/> |                          |
| 36. Consider encouraging or requiring: <ul style="list-style-type: none"> <li>• preservation of historic buildings and other landmarks that help define the village,</li> <li>• preservation of scenic areas, views, and elements.</li> </ul> | <input type="checkbox"/> | <input type="checkbox"/> |                          |
| 37. Consider encouraging other activities that complement and reinforce (rather than weaken) the basic village character.   | <input type="checkbox"/> | <input type="checkbox"/> |                          |
| 38. Tie in the Norwalk River as a visual amenity for motorists, provide trails along the River as pedestrian linkages, and consider the potential for open space areas that can enhance the village area.                                     | <input type="checkbox"/> | <input type="checkbox"/> |                          |

# CONCLUSION

# 7

This study of Branchville has been prepared to meet the challenges that will confront this area of Ridgefield, both now and in the future. Branchville is experiencing outside pressure from a tremendous increase in traffic, increased commuting, and changes in local and regional land uses. As a result, the character of the area has changed from a quaint village to a highway-dominated area.

However, Branchville has the potential to regain its village character. With appropriate zoning regulations in place, future development can be molded to a pattern that is unique to Branchville, its history and its context, under the control of the Town, its residents, and its business owners.

The study has identified actions and strategies that have the potential to enhance the quality of life and the character of Branchville. It is intended to be flexible in order to allow adjustments in the manner that specific goals and objectives are achieved while maintaining stability in the long-term goals of the community.

During the process of preparing the study, meetings were held with residents and business owners in Branchville to identify and assess issues. Through this process, it became very clear that the residents and business owners in Branchville want to retain and enhance the village characteristics that differentiate Branchville from many other areas.

Given the challenges that face the Branchville area due to increasing traffic volumes on Route 7, keeping the 'ville' in Branchville will not be easy. However, this study helps to point residents, business owners, and decision-makers in the right direction in terms of actions that can be expected to have a positive influence on Branchville in the long term.

If the Plan is used to guide and evaluate actions in the Branchville area, it will have performed a valuable service to local residents, property owners, merchants, and to the community.



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# ACKNOWLEDGMENTS

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## Branchville Residents, Property Owners, and Business Owners

### Planning & Zoning Commission

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Nelson Gelfman, MD *Vice-Chairman/Secretary*  
Michael Autuori, Ph.D.  
A.J. Di Mattia, Esq.  
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