

Trumbull: Beautifully Connected

2014 Plan of Conservation and Development

Trumbull Planning and Zoning Commission



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Effective Date: April 12, 2014



Welcome!

March 2014

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This document is the 2014 Plan of Conservation and Development for Trumbull.

A Plan of Conservation and Development is a guide to the physical development of a community. It identifies activities and outcomes that are thought to be in the long- term best interests of the community.

The Planning and Zoning Commission refers to the Plan of Conservation and Development when it reviews land use applications and regulation changes. Other Town boards and agencies use the Plan to guide local programs and spending. Residents and property owners use this document to understand the future direction of the community. A Plan that reflects the consensus of the community is the best Plan of all.

We look forward to working with you and other Trumbull residents in implementing the Plan. Thank you!

Anthony Chory, Chair
Planning and Zoning Commission

Executive Summary

Overall Vision

During the course of preparing this Plan of Conservation and Development, Trumbull residents spoke passionately about preserving the character of Trumbull and the quality of life in the community. As a result, the overall vision for this plan is to maintain our course and to extend our tradition of ensuring that these attributes are protected and preserved.

This does not mean that Trumbull will not change. In fact, the Plan recommends some changes considered to be in Trumbull's long term best interests. However, expressing this overall vision does mean that we will approach the future with confidence in knowing what kinds of changes will make Trumbull a better place and what kinds of changes should be avoided or discouraged in order to protect and preserve the things which are most important to our community. This Plan aims to continue our focus on protecting the public health, safety, and general welfare of the community.

Protecting Resources



Town Character
Natural Resources
Open Space and Parks

Guiding Development



Development Patterns
Business Development
Residential Development

Meeting Needs



Community Facilities / Utilities
Transportation

Key Recommendations

Chapter	Highlights
4. Town Character	Retain Trumbull’s residential nature, tree-lined landscapes and historic assets. Provide greater design guidance and a design review process. Encourage owners of historic structures to preserve and restore them.
5. Development Patterns	Encourage village style, walkable development patterns at the Town Hall area, Town Center and Long Hill Green. Continue to avoid strip development patterns.
6. Business Development	Update commercial zones to distinguish between regional destinations (e.g., mall) and neighborhood and community commercial areas. Create new zones to guide future growth where desirable. Promote campus-style development in the office parks. Consider allowing taller buildings in appropriate areas.
7. Residential Development	Continue to protect Trumbull’s residential character. Continue to provide housing opportunities and address changing housing needs.

(continued on next page)

Key Recommendations (continued)

Chapter	Highlights
8. Natural Resources	Protect natural resources when development occurs. Implement “green infrastructure” approaches (such as “low impact development” and other drainage practices) and promote “green” building practices.
9. Open Space and Parks	Promote greenway trails (such as the Pequonnock River Trail) to interconnect parks and open spaces. Develop criteria for identifying key parcels of land to preserve as open space. Manage existing open space.
10. Community Facilities and Utilities	Create a community facilities plan to address changing needs and demographics. Ensure there is adequate waste water capacity to meet future development needs. Ensure a more reliable and resilient electrical system.
11. Transportation	Make it easier to bike and walk in Trumbull. Adopt a “complete streets” approach so that roads also accommodate pedestrians, bicycles, and transit. Address access management. Improve transit.



1. Introduction

Overview

With adoption of this document, Trumbull has created a roadmap that will help guide us through the next ten years and further into the future —our Plan of Conservation and Development. This plan is essential. It sets priorities. It identifies opportunities. It establishes the things we want to do and importantly, those we will not do. It looks forward, even while acknowledging that the future can only be great if we remain connected to our proud heritage.

The time is right to capitalize on new opportunities and address challenging issues. The Pequonnock River Trail, which is almost complete, provides enormous travel, recreational and economic potential. Development continues in office parks. Residents are eager for Trumbull to have a true Town Center and to find ways to incorporate elements of historic villages into our development patterns. Residents want more sidewalks. Yet population growth has slowed and demographic shifts are expected as Trumbull sees fewer children and more older residents. As a nearly built-out town, each new development happens in or adjacent to well-established neighborhoods. This Plan takes a proactive approach to capture these opportunities and overcome challenges so that Trumbull remains a desirable community in which to live and work. This Plan aims to continue our focus on protecting the public health, safety, and general welfare of the community.

The Planning and Zoning Commission is pleased to present the 2014 Trumbull Plan of Conservation and Development as a road map for our future.

What is a Plan of Conservation and Development (POCD)?

A Plan of Conservation and Development (POCD) guides a community's future, with a focus on the next ten years. The goals and recommendations are intended to reflect what Trumbull residents feel is desirable for the future. It is advisory.

A POCD becomes an official document after a public hearing and adoption by the Planning and Zoning Commission. Once adopted, the Plan is used to:

- guide land use decisions and regulations,
- convey the Town's policy towards actions taken by other (e.g., by developers and State agencies), and
- be used to set work plans and priorities for boards, commissions and departments.

The Connecticut General Statutes (CGS) outline procedures for adopting a Plan and what must be included in a Plan (see box).

EXCERPTS: CGS 8-23 – PLANS OF CONSERVATION AND DEVELOPMENT

The Planning and Zoning Commission **shall** prepare, adopt and amend a plan of conservation and development and review the plan of conservation and development at least once every ten years.

The Plan **shall**:

- be a statement of policies, goals and standards for the physical and economic development of the municipality
- provide for a system of principal thoroughfares, sidewalks, multipurpose trails
- promote coordinated development of the municipality; compact, transit accessible, pedestrian-oriented mixed use development patterns and land reuse; recommend desirable use of land for residential, recreational, commercial, industrial, conservation and other purposes; include a map of proposed land uses
- recommend the most desirable density of population
- note inconsistencies with growth management principles: redevelop and revitalize commercial centers; expand housing opportunities and design choices; concentrate development around transportation nodes; conserve and restore the natural environment, cultural and historical resources and existing farmland; protect environmental assets critical to public health and safety; and integrate planning across all levels of government
- provide for housing opportunities and promote housing choice and economic diversity in housing
- consider:
 - the need for affordable housing
 - the need for protection of existing and potential drinking water supplies
 - the use of cluster development and other development
 - the state plan of conservation and development
 - the regional plan of development
 - physical, social, economic and governmental conditions and trends
 - the needs of the municipality including the objectives of energy-efficient patterns of development
 - protection and preservation of agriculture.

Past Local Plans and Regional Plans

As Trumbull rapidly grew through the 1970s, the Town recognized the need for adopting and maintaining an updated Town Plan to address challenges that might face the community. Over the years, some strategies changed based on community sentiments, new ways of approaching issues, and emerging community needs. Some strategies have been consistent throughout the years, including maintaining the residential appearance of town and avoiding strip style development, while also supporting business development.

While local plans are the most relevant to community needs, regional plans can also affect Trumbull, especially pertaining to transportation issues. Trumbull is a member of the 6-municipality Greater Bridgeport Regional Council (GBRC). Planning initiatives undertaken by the GBRC that have implications for Trumbull include:

- The 2008 Regional Plan of Conservation and Development (see Chapter 12 for a comparison of consistency of this Trumbull POCD with the regional POCD), which analyzed growth scenarios for the region.
- The 2009 Comprehensive Economic Development Strategy Plan, titled “One Coast One Future”, which provides steps for working together to build the economy of 14 communities including Trumbull.
- The Long Range Transportation Plan, Transportation Improvement Program and Unified Planning Work Program, which identify and program regional transportation priorities and studies.

The Greater Bridgeport Regional Council also takes a lead role in projects and initiatives that benefit Trumbull, such as funding for planning and constructing the Pequonnock River Trail and creating a Natural Hazard Mitigation Plan for the region.

How Was this Plan Created?

This Plan of Conservation and Development was created with the assistance of the community. The Planning and Zoning Commission began the update process with a public meeting to gather public input and learn what issues were most important to residents. The consultant sought input through a written questionnaire from individual members of local commissions and committees and department heads. The Commission then invited key Commissions most involved with land use planning to share their priorities, issues and recommendations at a joint meeting. A project website provided updates to residents and interested stakeholders. An on-line survey was conducted to get community input for design guidelines. All of the workshop meetings of the Planning and Zoning Commission were open to the public and comments were provided. The availability of the draft Plan was publicized on-line and through local media. Printed copies of the Plan were placed at the Town Library and Town Clerk's office. A public informational meeting was held on the draft Plan and community comments were considered and included where appropriate. Finally, a public hearing was held prior to final adoption of the Plan.

During this process, the Commission received a great deal of community input and considered a number of suggestions. As a result, the Plan is thought to reflect the consensus of the community and represent a communal approach to Trumbull's future.





2. Conditions and Trends

TRUMBULL SNAPSHOT

Established in: 1797

Total Acres: 15,098

2010 Population: 36,018

2010 Housing Units: 13,157

Region: Greater Bridgeport
Regional Council

County: Fairfield County

Overview

Key findings include:

- Trumbull has evolved from a collection of farms and villages into a suburban town
- Population growth is expected to slow since there is little land available for new development
- The elderly population is growing
- Trumbull has fewer young adults than other communities
- School enrollment is expected to start declining
- While most households do not have children, most people who move to town are families with children
- Most of the housing stock is single-family and owner-occupied
- Trumbull has a high ratio of jobs per working resident
- The majority of the Town budget is for education
- Trumbull is very dependent upon residential uses for property tax revenue

Development History Of Trumbull

The area we now know as Trumbull was first settled by Europeans around 1639. As population increased in Stratford, settlers moved further out to find land and establish a homestead. Early place names included Nichols (named for an early settler) and Tashua. In 1725, residents of this area were permitted to establish a religious parish called Unity. A second Parish, the Long Hill Winter Parish, was established in 1740. The two parishes united in 1744 to form "North Stratford" and they built their meeting house in what is today Trumbull Center. After many years of petitioning the State, Trumbull became its own Town in 1797.

During this time, the landscape changed dramatically. From the forested hills and valleys that were predominant when this area was inhabited by Native Americans, the new settlers cleared the trees to farm the land, to build their village and to use as a commodity. Trumbull's cleared land provided a strategic advantage during the Revolutionary War - Tashua Hill served as a lookout to Long Island Sound.

Early industry thrived, with a grist mill, paper mill, woolen mill, shirt factory, witch hazel manufacturing, mining and slaughterhouses. The opening of the Housatonic Railroad line in 1840 (which



Long Hill Green. Undated. Trumbull Historical Society.

connected Bridgeport to New Milford and connected to Massachusetts) was a boon for industry. Products and materials could now be transported more easily to customers in areas near and far. Trumbull became known for its manufacture of coaches and carriages. Other businesses supported everyday life in Trumbull, such as blacksmiths, shops, taverns, doctors and lawyers.



Construction of Merritt Parkway in Trumbull. 1935. Trumbull Historical Society.



Area today known as Town Center. Undated. Trumbull Historical Society.

In the early 1900s, trolleys and horse-drawn buses connected the neighborhoods of Nichols and Long Hill through Trumbull and on to Bridgeport. While initially a matter of convenience, this new mode of transportation also allowed people to live in Trumbull and work elsewhere. Although the trolleys ceased operation by 1919 because of poor service and the arrival of buses, the transition to a residential suburb had commenced.

Trumbull's trajectory changed again when the Merritt Parkway was completed in 1940 and the post-World War II trend of suburbanization combined to make Trumbull an attractive community for residential development. As accessibility and mobility increased, some local businesses struggled to compete with increased competition from new, larger stores that could offer lower prices. Trumbull's land use patterns adapted to these new transportation and market trends and the role as a residential suburb strengthened.

In 1957 the community hub of Trumbull moved when a new Town Hall was built on the corner of Church Hill Road and Main Street. In 1963, the new mall was built.

During subsequent years, as the trend towards suburban office parks accelerated, Trumbull was well situated to capitalize on this new growth. Trumbull's office parks filled in as more and more companies found it convenient to locate in suburban communities.

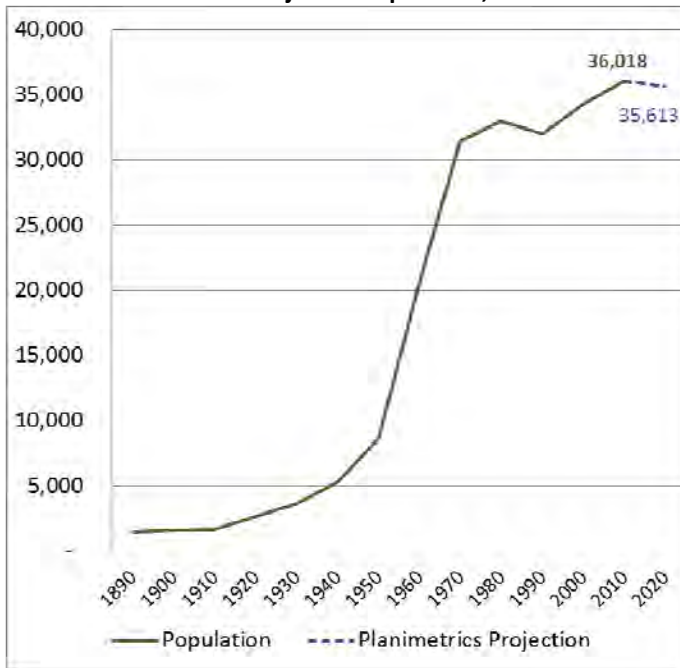
As Trumbull grew into a residential suburb, its landscape changed again. Farms became residential subdivisions. Vacant land and fields reverted to forest. It is this latest landscape change of reforestation that factors greatly into Trumbull's identity today. Despite rapid suburbanization, forests and tree-lined streets help Trumbull feel like the small town it once was and connects residents to their natural surroundings.

Residents

Due to Trumbull’s strategic location and the overall trend of suburbanization, Trumbull grew rapidly from 1950 to 1990. Then, after a slight decline, Trumbull’s growth rate generally followed that of Fairfield County, with 7% growth in the 1990s and 5% in the 2000s. By 2010, there were 36,018 residents. Most of Trumbull’s growth is due to net in-migration – people moving to town. This is because families moving out tend to be older and smaller while families moving in tend to be younger and larger.

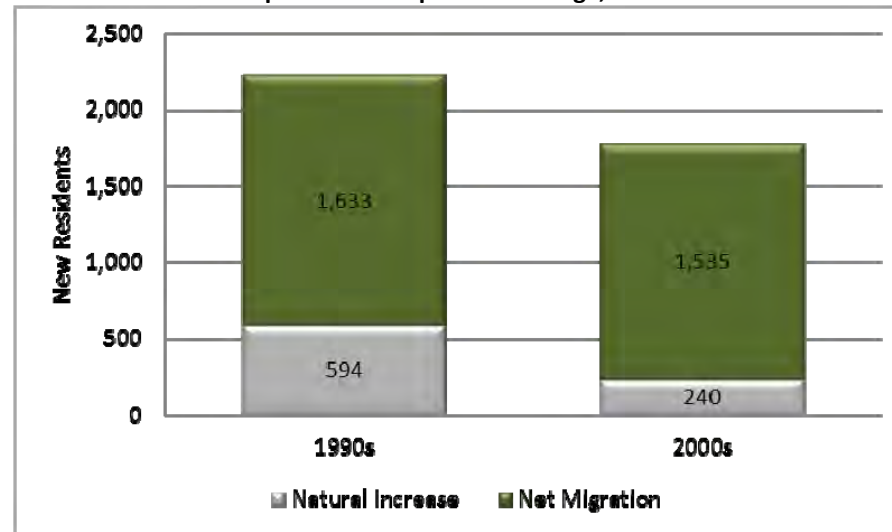
Due to a variety of demographic trends affecting Trumbull, the County and the State, population is projected to remain level or slightly decrease by 2020.

Historic and Projected Population, Trumbull



Sources: U.S. Census and Planimetrics.

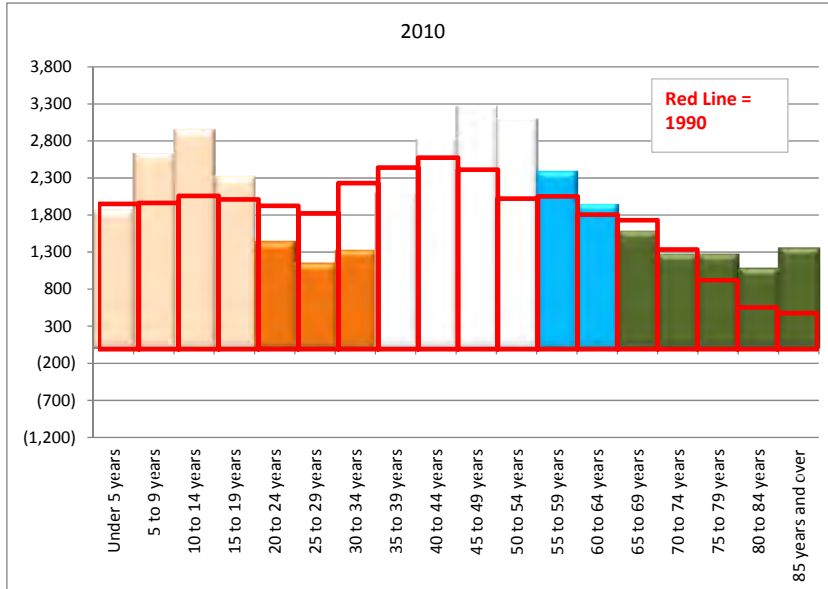
Components of Population Change, Trumbull



Sources: U.S. Census, CT Dept. of Public Health, and Planimetrics.

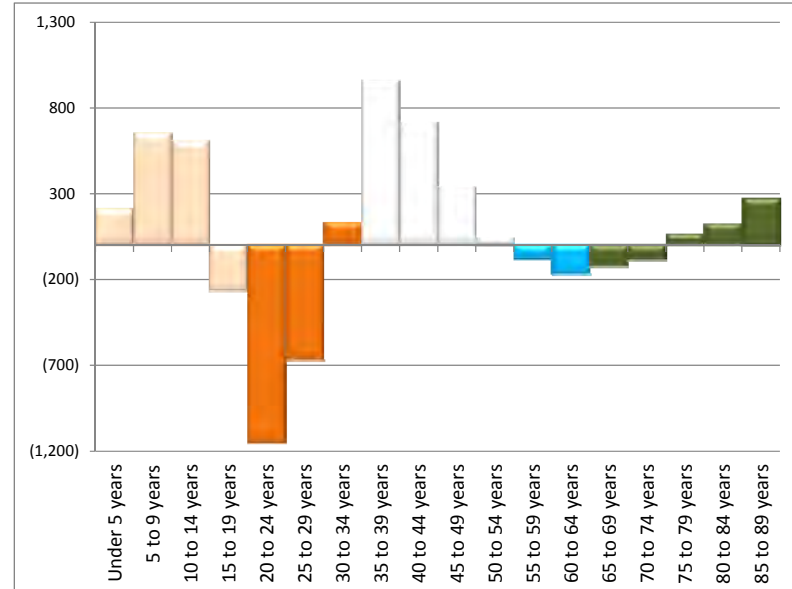
Trumbull's age composition is changing. Since 1990, Trumbull has seen an increase in children (age 0-19), adults and "empty nesters" aged 40 to 65 and more elderly adults aged 75 and over. Data indicates that the majority of those leaving Trumbull are young adults (such as high school graduates) and most of those moving to Trumbull are families with children. Yet, despite the continued influx of families with children, school enrollment is expected to decline for some time after 2014, since overall demographics and birth rates point to fewer births than occurred in recent years. Due to Trumbull's reputation as a "family-friendly" and "school-friendly" community, some people may be surprised to learn that, of every ten occupied housing units in Trumbull in 2010, less than four had children age 18 or under.

Age Groups, Trumbull



Source: U.S. Census.

Estimated Net Migration, 2000-2010, Trumbull



Sources: U.S. Census, CT Dept. of Public Health, and Planimetrics.

Housing

Trumbull's housing stock mainly consists of single-family, owner-occupied units. In 2010, of Trumbull's 13,157 units, 92% were single family housing units and 8% were attached or multi-family housing units. In 2010, about 88% of all occupied housing units were owner-occupied and about 12% were renter-occupied..

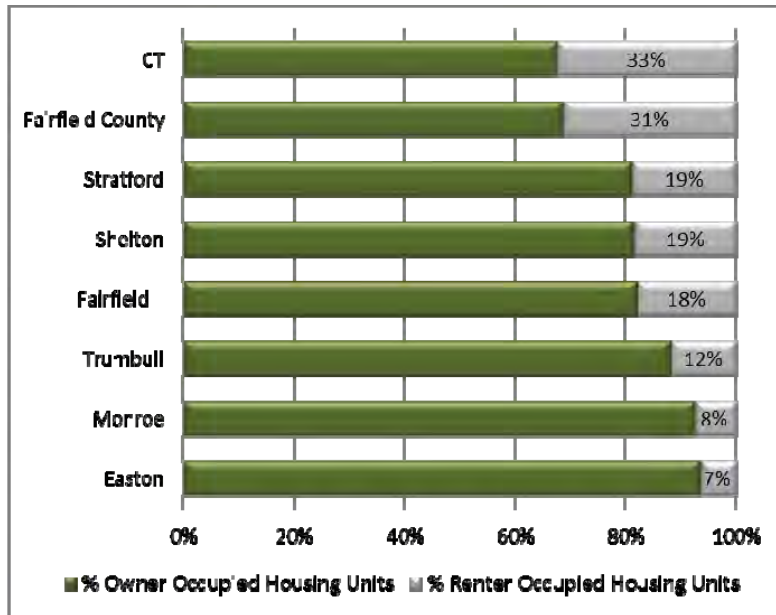
As the population continues to age, it is anticipated that Trumbull will see increased interest for housing options attractive to older households (smaller, easy-to-maintain, etc.). Interestingly, from 2002 to 2011, 18% of new units built in Trumbull were in a duplex or multi-family structure.

Change in Housing Units, Trumbull

Year	Housing Units	Change
1980	10,182	--
1990	11,095	9%
2000	12,160	10%
2010	13,157	8%

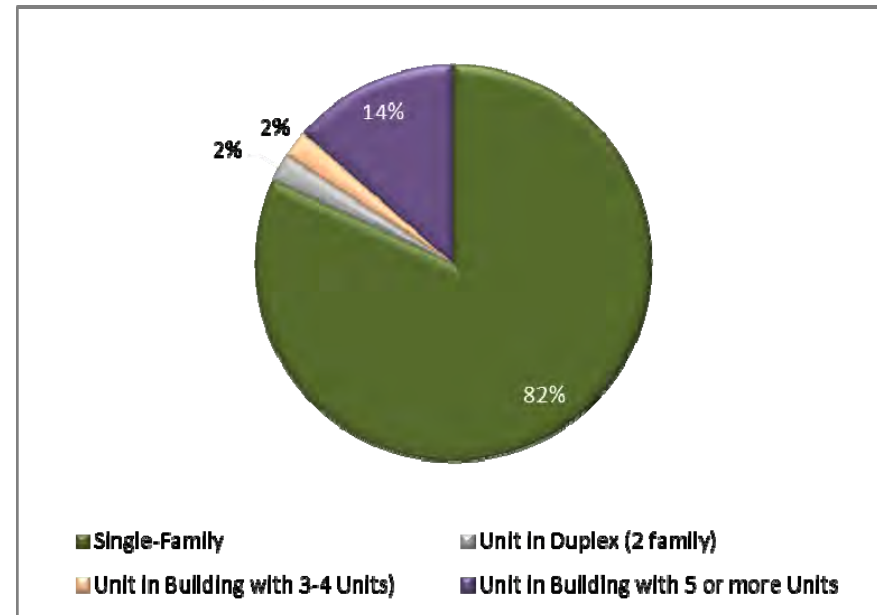
Source: U.S. Census.

Tenure, 2010



Source: U.S. Census.

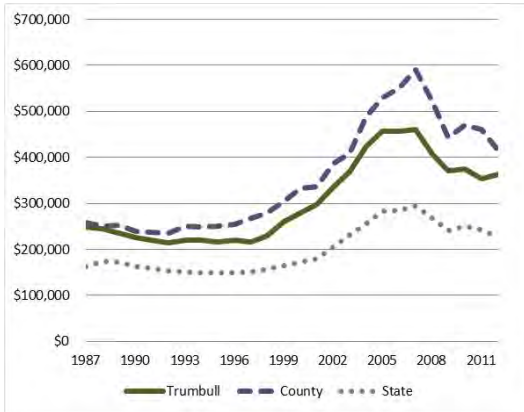
Housing Permits by Type, Trumbull, 2002 to 2011



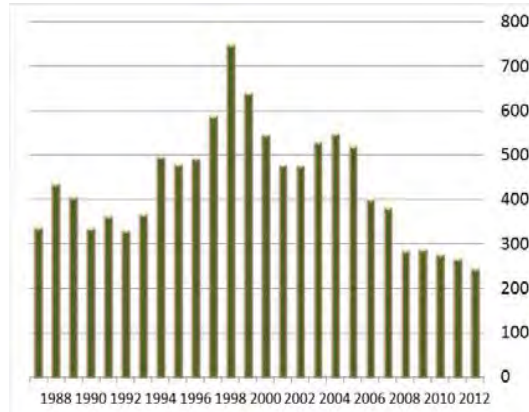
Sources: CT Dept. of Economic and Community Development.

While the median sales price for a single-family house in Trumbull is more affordable than the Fairfield County median, it is less affordable than the State median. Trumbull's median sales price for a single-family house peaked at \$460,000 in 2007. Meanwhile, the median sales price for a condominium in Trumbull is higher than both the County and State, and peaked at \$431,000 in 2006.

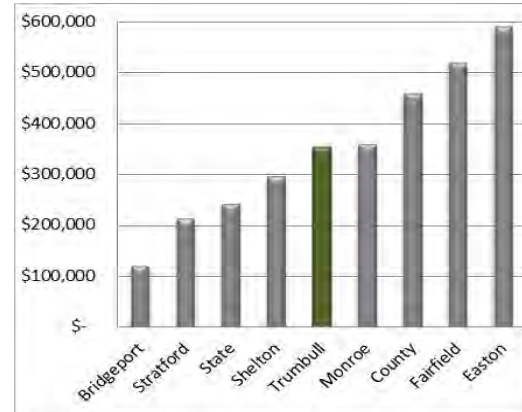
Median Sales Price, Single-Family Houses



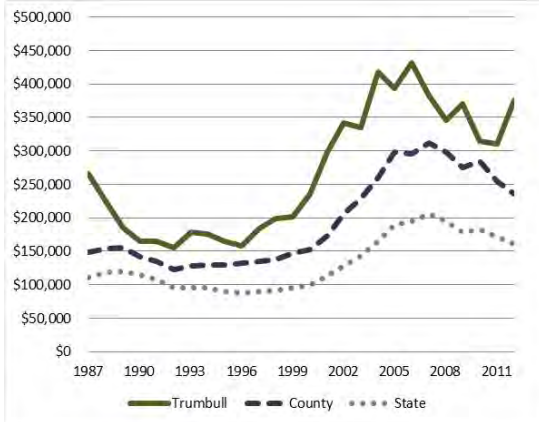
Number of Sales, Single-Family Houses, Trumbull



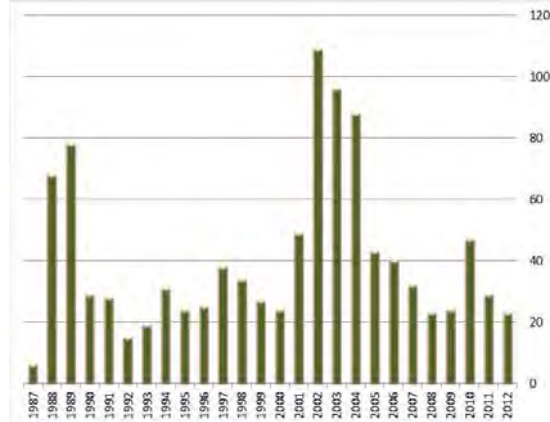
Median Sales Prices, Single-Family Houses, 2011



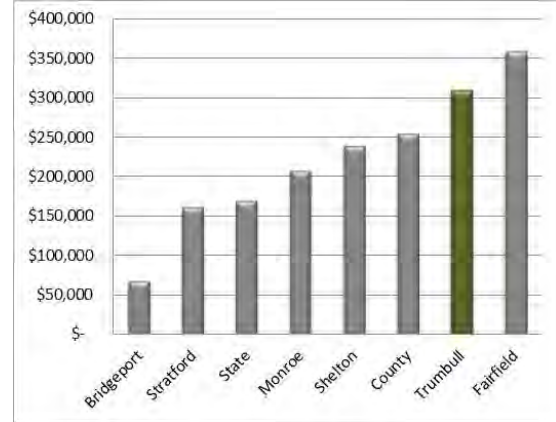
Median Sales Price, Condominiums



Number of Sales, Condominiums, Trumbull



Median Sales Prices, Condominiums, 2011



In terms of “affordability”, a house is considered “affordable” if the annual cost of a mortgage (plus insurance and taxes) does not exceed 30% of the annual household income of the occupants. However, the real issue of “affordability” is of greater concern for people who have lower income levels. Most state and local programs focus on providing affordable housing to the low income, moderate income and workforce incomes (see box).

Any Connecticut community which does not have at least 10% of its housing stock meeting the definition of “affordable housing” (see sidebar) is subject to the State Affordable Housing Appeals Procedure (codified as Section 8-30g of the Connecticut General Statutes). If an “affordable housing” development meeting State-defined criteria is proposed in one of those communities, the developer may propose a project that does not have to comply with local zoning regulations. The community can only deny the development if it can prove that threats to public health or safety outweigh the need for affordable housing.

Trumbull is subject to the affordable housing appeals procedure because about 4.9% of Trumbull’s housing stock counts as “affordable housing”. To reach the 10% threshold, an additional 671 affordable units would be needed. Since some of the deed-restricted units are lost over time (the deed restrictions expire), this number will grow in the future. For example, Trumbull will lose 209 affordable units by about the year 2022, since their deed restrictions will expire.

Like other Fairfield County communities that are fairly built out and have high land prices, innovative measures may be necessary to help provide housing opportunities for older households who wish to downsize, young professionals, and segments of the workforce such as teachers, police officers and others.

INCOME GROUPS FOR AFFORDABLE HOUSING

Low Income – A household that earns up to 50% of the median income.

Moderate Income – A household that earns up to 80% of the median income.

Workforce Housing – A household that earns up to 120% of the median income.

TYPES OF “AFFORDABLE HOUSING”

Assisted Housing - Funded under a state or federal program for providing affordable units to persons of low or moderate income.

CHFA Financed - Financed by the Connecticut Housing Finance Authority under a program for income-qualifying persons, families, or projects.

Deed Restricted - Deed restricted to be affordable to low or moderate income persons or families for a certain time period (can be 30 to 40 years or longer).

Jobs

Trumbull has emerged as a jobs center. For every Trumbull resident working or seeking work, there are 0.92 jobs in Trumbull. By comparison, the ratio for the State and the County is 0.84 jobs per worker. Many jobs in Trumbull are provided by higher paying firms located within the business parks, but the retail sector is responsible for the greatest share of jobs in Trumbull.

Bridgeport residents fill the greatest number of jobs in Trumbull (29% of jobs) while Trumbull residents fill 25% of jobs within Trumbull.

Jobs / Labor Force Ratio, 2011

	Jobs	Labor Force	Ratio
Trumbull	17,051	18,505	0.92
Fairfield County	403,196	481,769	0.84
State	1,612,373	1,918,100	0.84

Source: CT Dept. of Labor

Jobs in Trumbull

	Jobs	Change
1985	10,500	--
1990	14,680	40%
1995	13,170	-10%
2000	14,073	7%
2005	17,193	22%
2010	16,714	-3%
2011	17,051	2%

Source: CT Dept. of Labor

Top 5 Job-Providing Industries in Trumbull, 2011

Industry	# of Jobs	% of Trumbull Jobs	Average Annual Wage*
Retail Trade	3,588	21%	\$41,349
Health Care & Social Assistance	3,456	20%	\$41,155
Finance and Insurance	1,944	11%	\$103,120
Municipal Government	1,419	8%	\$55,975
Professional, Scientific, and Technical Services	1,200	7%	\$95,475

*Average wage for all jobs in Trumbull in 2011 was \$56,478.

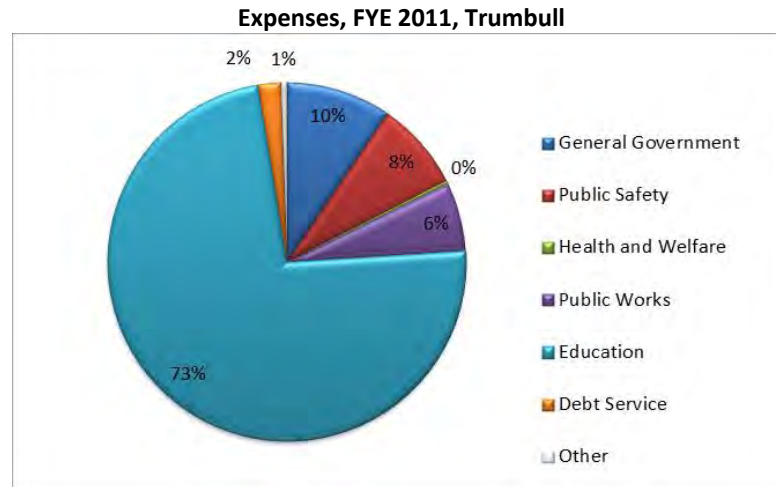
Source: CT Dept. of Labor

Fiscal Conditions

Almost three-quarters of Trumbull's budget is for education, leaving one quarter to support general government, public safety, public works and other non-education government functions.

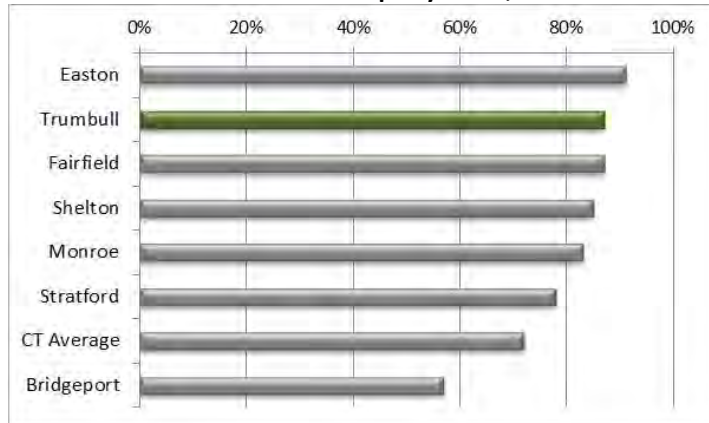
Trumbull is more dependent upon property taxes for revenues compared to the state-wide average and all neighboring communities except Easton.

Based upon the most recently available data, the Town's net grand list increased 3% to \$5.2 billion from 2006 to 2010. Non-residential uses comprise 13% of Trumbull's net grand list.

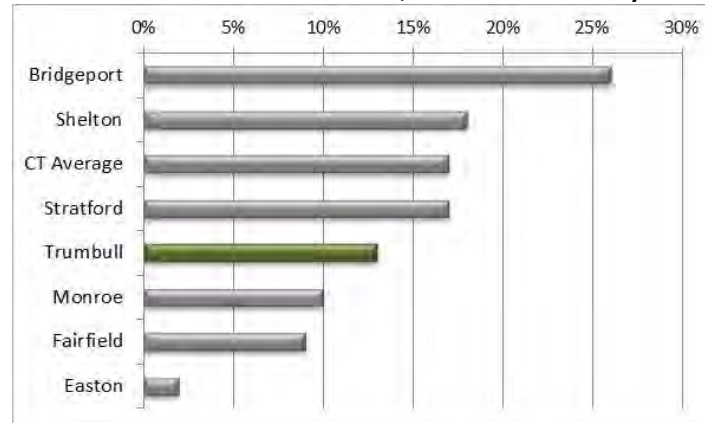


Source: Town of Trumbull.

% of Revenues from Property Taxes, FYE 2010



% of Grand List From Commercial, Industrial and Utility Uses



Existing Land Use

Approximately 98% of all area within Trumbull is already committed or dedicated to a specific land use and most land is used for residential purposes. With little vacant land, redevelopment may be of greater interest and importance in the future.

EXISTING LAND USE

Residential

8,361 acres / 55% of town

Commercial & Industrial

676 acres / 4% of town

Open Space & Parks

2,448 acres / 16% of town

Community Facilities & Institutional (e.g., municipal, religious, private schools)

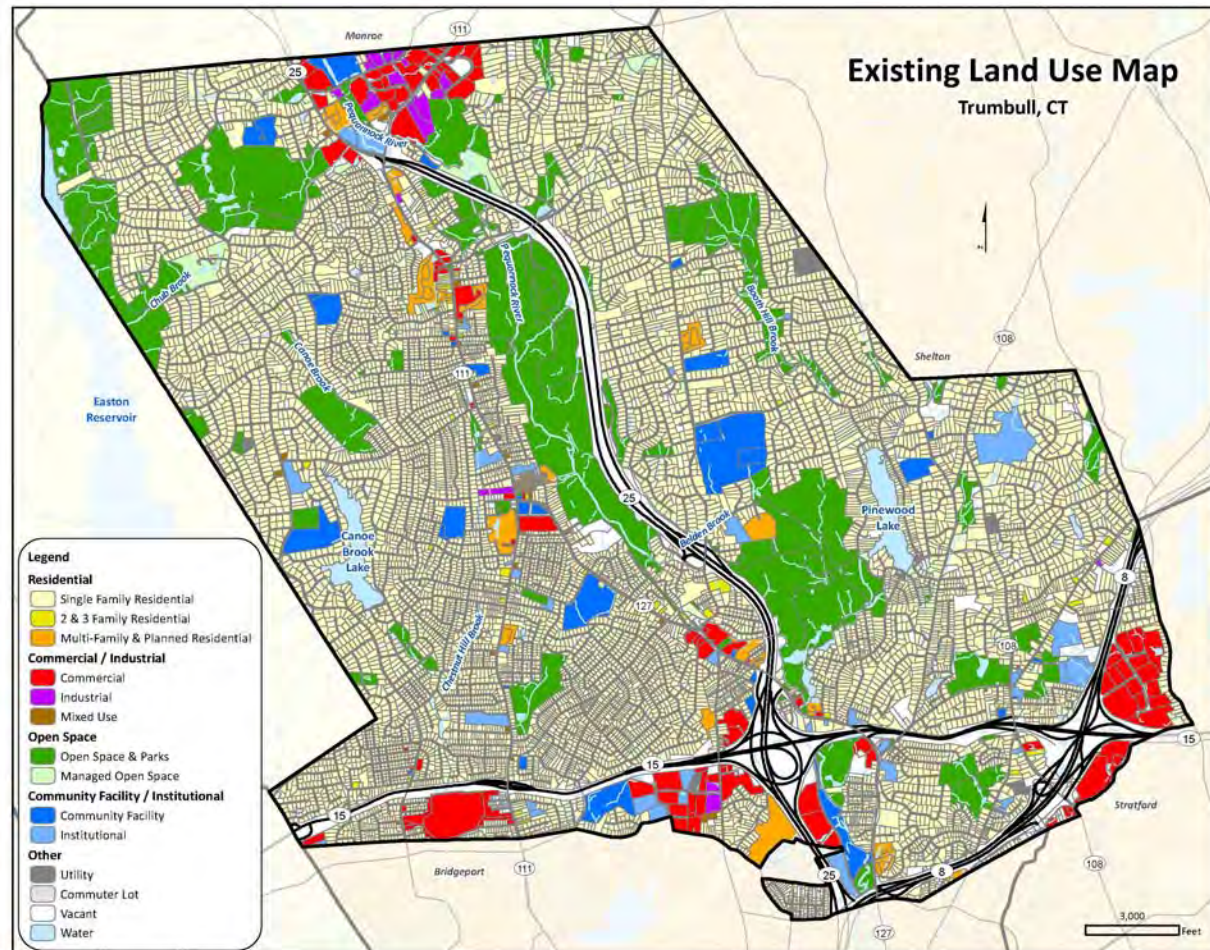
617 acres / 4%

Right-of-Ways, Water, Utilities

2,643 acres / 18%

Vacant Land

353 acres / 2%



Community Values

At the start of the planning process for creating this Plan, residents, members of various boards and commissions and staff shared what they love about Trumbull and which issues are most important to them when thinking about Trumbull's future. The Commission also met with lead land use commissions to understand their priorities for the next ten years.

Key findings included:

1. Residents feel there is a lack of a true "Town Center". Residents would like the Town Center to become more of a destination and community focal point in a walkable setting.
2. The Pequonnock River Trail and parks system make Trumbull unique and provide opportunities for extending the open space system, encouraging healthy outdoor activity, providing transportation choice, and improving the overall quality of life. Pathways can connect business areas and bring customers to businesses.
3. Trumbull is fairly built out and most new development will likely be redevelopment. Residents perceive that the cumulative effect of many smaller changes could impact neighborhoods and overall town character. Development should be carefully planned, of high quality and designed to avoid environmental and aesthetic impacts.
4. We should continue to build the tax base through new business development, generally within existing business zones. But our current zoning framework is not helping us achieve our vision.

HIGHLIGHTS OF SEPTEMBER 2013 PUBLIC WORKSHOP

Most Proud Of: parks, schools, trails

Most Sorry About: lack of town center, lack of restaurants

Top Issues:

#1 – Business Development

#2 – Community Facilities

#3 – Community Structure

#4 – Open Space



3. Vision for Our Future

Trumbull: Beautifully Connected

Trumbull is a remarkable town, treasured by its residents, because it has been able to retain its natural beauty and lovely neighborhood settings while other communities facing similar growth pressures were not able to do the same. The natural beauty and neighborhood integrity define our community. Our history, environmental health, economic well-being, community pride, and quality of life are all connected to our natural beauty, our neighborhood-oriented character and our enterprising spirit.

Trumbull's legacy is that we have been able to accommodate residential growth and business growth while simultaneously preserving our character and our quality of life. History shows we have done this well—and better than most. We must protect and extend this legacy.

All stakeholders—residents, businesses, government leaders, and the Planning and Zoning Commission—share that fundamental goal, which is to remain connected to our heritage. Trumbull's story will be told through continued emphasis on community ties and in new, creative, compelling ways all throughout the Town. Our historic buildings and sites will be celebrated and preserved. We will reconnect to our historic village patterns by enhancing the Town Center, the Town Hall area, Long Hill Green and our other community centers. We will strategically preserve more land and build upon the Pequonnock River Trail to link people to more places.

We will protect the quality of our neighborhoods while pursuing a healthy business economy. Our quality of life depends upon maintaining our beautiful tree-lined residential streets, even Main Street, Church Hill Road, and White Plains Road. It depends on demanding excellence in design for new buildings and grounds, and providing exceptional town services and facilities. We will incorporate innovative approaches as we preserve our natural environment and solve development challenges.

Pathways, sidewalks, and buses will connect people with the places they want to go. We will ensure that all residents—even those who do not drive—have access to destinations such as parks, schools, and business areas.

Residents will be engaged with one another through community events and connected to the town as we listen to their ideas and concerns about our collective future. We will be connected to the pulse of our community. We will proactively anticipate trends and opportunities and plan for the community we want to be.

Connecting our community's beauty and quality of life to our decisions for Trumbull's future will be the underlying goal and overriding guide in our plan forward. This plan will provide the needed steps to maintain and improve upon our wonderful home we call Trumbull.



4. Town Character

Overview

Protecting Trumbull's "character" is important to residents. It is the reason many people chose to make Trumbull their home and it helps attract new residents and businesses.

While each resident may have a slightly different view of what makes Trumbull a special place, there are a number of common elements. These include Trumbull's extensive parks and open spaces, inviting lakes, established neighborhoods, tree-lined streets, historic buildings, traditional architecture, and New England development patterns.

Other elements of Trumbull's character may not be physical things but are equally important. These include the sense of community and the overall spirit and the pride that residents have about being part of Trumbull.

Goals

- Retain Trumbull's residential nature, tree-lined landscapes and historic assets.
- Ensure that new development balances our smaller town New England charm with modern, quality design.
- Create a "town center" with a sense of place for people of all ages
- Increase our local amenity base
- Reinforce our hometown spirit and build pride by connecting us to our heritage and to our community.

Strategies for Protecting Town Character

A| Promote Trumbull's Image

Trumbull takes great pride in offering a high quality of life, excellent school system and beautiful parks. People may not realize that Trumbull has become an employment center, with a high ratio of jobs to labor force. Most see Trumbull's beautiful roads and neighborhoods, historic houses, and parks and may not realize that thriving office parks are tucked away in strategic locations. Few communities have achieved the balance between residential quality of life and economic prosperity that Trumbull has.

The Town will actively promote itself within the larger region. Efforts will build upon the Vision presented in this Plan of "Trumbull – Beautifully Connected." Residents will be reminded of these accomplishments also.

B| Announce And Enhance Gateways

Physical enhancements of Trumbull's gateways can also help convey Trumbull's image. Gateways include key points of entry to the Town, such as from the highway exit ramps but also entry points to Trumbull's "places" – (including Long Hill, Trumbull Center, Town Hall area and Nichols) and office parks. Strategies to enhance gateways are found in Chapter 5, Development Patterns and Chapter 6, Business Development.



Character Resources - Appearance

Trumbull, CT



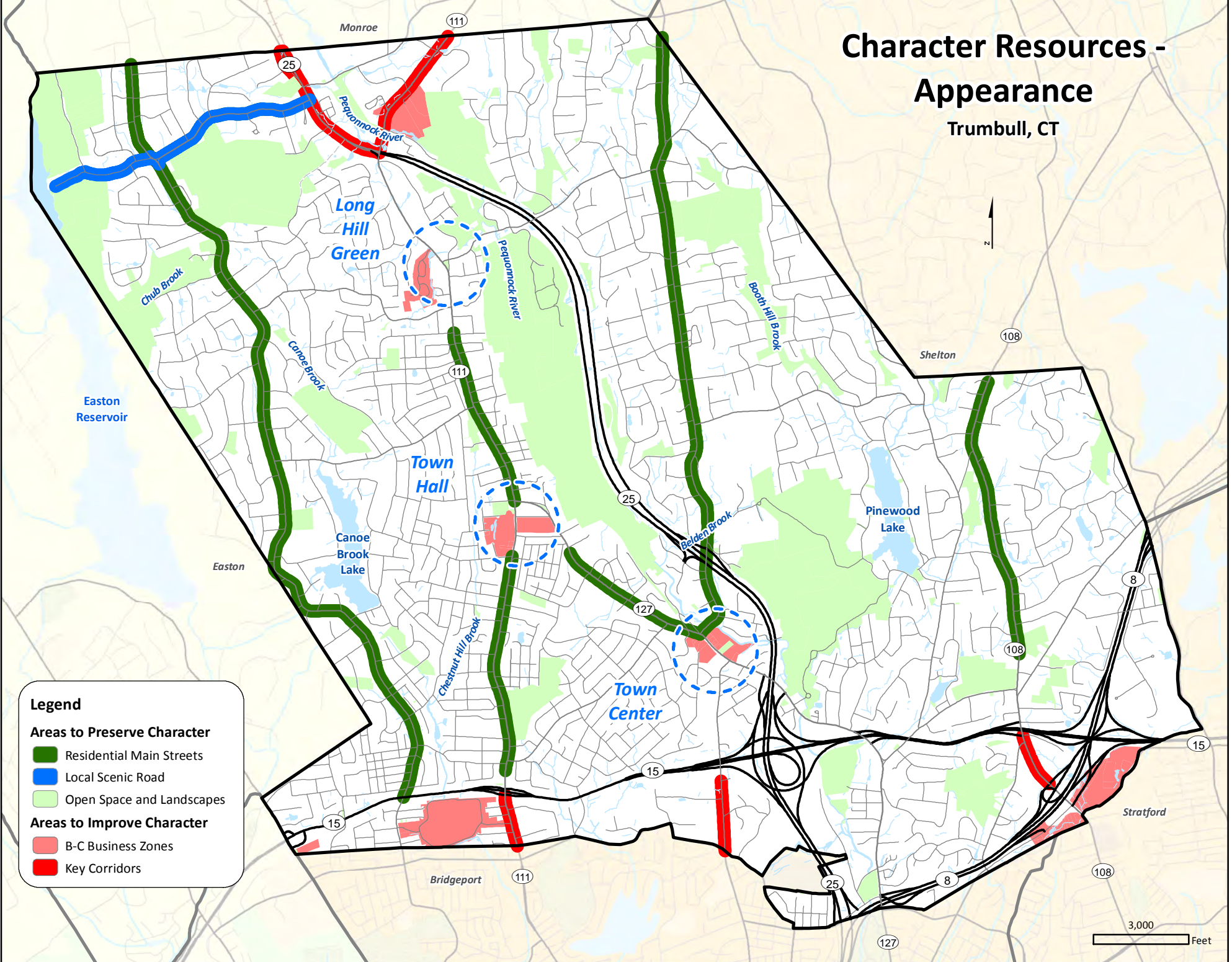
Legend

Areas to Preserve Character

- Residential Main Streets
- Local Scenic Road
- Open Space and Landscapes

Areas to Improve Character

- B-C Business Zones
- Key Corridors



C| Maintain Tree-Lined, Residential Nature of Main Roads

Tree-lined streets are a defining element of Trumbull's character. Trees and vegetation also improve air quality, provide shade and buffers, provide habitat, reduce erosion and mitigate stormwater runoff.

Damaging storms in the past two years have focused greater attention on the challenge of maintaining our tree-lined streets. While trees can cause inconvenience during and after intense storms, these events are infrequent. The value that the trees add to Trumbull's quality of life every day may outweigh the inconvenience if we can find an appropriate balance. Priority needs to be given to maintaining trees along roads, while proactively monitoring the health, identifying possible safety issues, and selectively removing trees when needed. Certain trees are more resistant to strong winds and ice. When new trees are planted along the right-of-way, care should be taken to choose those species that are better at withstanding intense weather. Long term, the Town should work with utility companies to bury wires.

The Conservation Commission has been working on a number of initiatives related to tree preservation. The Town and its conservation partners can encourage tree stewardship on private property by providing educational materials on best practices for tree care. The Town can encourage tree preservation when development is proposed by crediting existing trees in lieu of new plantings (i.e. – by saving one 12" caliper tree, a developer could avoid having to plant four 3" caliper trees). Special attention is often necessary during construction to avoid accidental losses. Zoning regulations state that trees should be protected during construction and require the Landscape Plans include protection measures during construction. The Town should diligently ensure that best practices are being used.

Tree clearing on state-owned properties in Trumbull (such as the Merritt Parkway) can have a very visible impact to the landscape, especially along state-owned roads. The Town should work with those state agencies that have jurisdiction over property maintenance and strive to minimize tree clearing.

Lastly, Trumbull should seek recognition for the role trees play in character by seeking Tree City designation by the Arbor Day Foundation. Currently 19 Connecticut communities, including neighboring Monroe, have achieved this designation. The Town must meet certain eligibility requirements. Such designation can build pride and recognition.

TREE PRESERVATION

For some time, Trumbull has been considering establishment of a tree preservation program to help preserve and protect trees in the community. This might take the form of a Town ordinance, a zoning regulation, or some other approach. Trumbull should adopt something to preserve and protect trees.

TREE PLANTING

To maintain tree-lined streets and establish treed parking lots, Trumbull will need to plant new trees and replace existing trees as they age. Guidelines regarding appropriate trees to be planted in such areas should be consulted (such as the United Illuminating publication entitled "*Right Tree, Right Place*").

Lake Avenue



Madison Avenue



Daniels Farm Road



Main Street



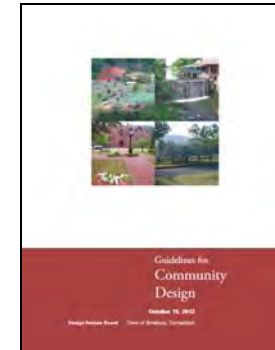
D| Promote Design Review

Trumbull residents place great importance on upholding a high architectural standard for new development. Quality design and architecture can also improve property values not only for the development site, but surrounding properties. Trumbull is a community that cares about what it looks like and believes that new development should contribute to the overall character of the community.

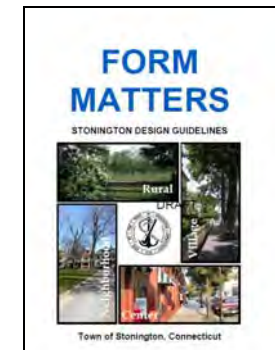
The Planning and Zoning Commission has incorporated detailed design specifications for housing developments in the zoning regulations and the Commission has worked with developers to achieve desirable designs for commercial developments. The next step is to prepare a clear and concise guide depicting Trumbull's design objectives. This guide should provide design guidelines for commercial uses, for multi-family residential uses, for institutional uses, for landscaping, and for signs. Since so much of our perception of a community comes from what can be seen when travelling its streets, design guidelines for signs (size, lighting, etc.) can be as important as guidelines for buildings.

Such design guidelines can improve the predictability of the approval process because desired outcomes are known to the applicant up-front. The design guidelines can also aid the Planning and Zoning Commission when it reviews applications. All prospective developers should be encouraged to review the guidelines before preparing plans for their site.

Trumbull does not have a formal design review process. In Connecticut, except in certain limited situations, design review is advisory. Communities with effective design review processes tend to have a separate board or committee that reviews applications and submits a recommendation to the Planning and Zoning Commission. Examples of this approach are contained on page 25.



Simsbury - Guidelines For Community Design



Stonington - Design Guidelines

Case Studies – Design Review

Communities vary in how design review boards are established, who appoints members, and whether members must hold certain qualifications. The following provides three approaches used by Connecticut communities. In all cases, the recommendations are advisory. The Board or Committee provides its recommendations to the applicant and to the Planning and Zoning Commission. Some communities that have adopted Village Districts require review by an architectural consultant instead of a board or committee.

	South Windsor	Stonington	Westport
Review Entity:	Architectural Design Review Committee	Architectural Design Review Board	Architectural Review Board
Established By:	Planning and Zoning Commission per their bylaws	Board of Selectmen by ordinance	First Selectmen authorized to establish per Town Code of Ordinances.
Members:	<p>7 to 9 members plus 3 alternatives</p> <p>2 must be architect or landscape architect</p> <p>4-6 members of the public</p> <p>1 member is Director of Planning</p>	<p>7 members plus 3 alternates.</p> <p>Members must have experience in architecture, landscape architecture, land use planning or historic preservation.</p>	<p>5 members plus 3 alternatives</p> <p>No specific qualifications for members listed.</p>
Members Appointed By:	Planning and Zoning Commission	Board of Selectmen	First Selectmen

E| Preserve and Promote Historic Resources

Trumbull's historic assets add value to the community, contribute to Trumbull's character and remind us of our heritage. Trumbull should build its capacity to promote and advocate for historic resources.

While the Trumbull Historic Society has assumed a leadership role in promoting and preserving historic resources, the Town should appoint a committee or a Town Historian to help support those efforts. Activities could include seeking funding sources to help maintain and restore buildings, educating property owners about restoration methods, and continuing work on the inventory of Trumbull's historic resources. The Town should also pursue funding opportunities by becoming a Certified Local Government (a program jointly administered by the National Park Service and Connecticut Historic Preservation Office).

Most of Trumbull's historic resources are privately owned. The active use of historic buildings is one of the most effective ways to preserve historic buildings. However, owners of historic buildings may find it difficult to meet modern needs in an older structure, may lack space for parking, or face other challenges. Strategies to promote continued private ownership and maintenance of historic resources include:

- Tax abatements to alleviate financial challenges of owning historic buildings (see sidebar).
- Adaptive use zoning provisions which can allow historic buildings to be repurposed to new uses (such as professional offices, etc.).

Opportunities to improve the adaptive use provisions in the Zoning Regulations should be pursued. The current regulations may intimidate or deter property owners due to some of the discretionary provisions (such as the Commission having discretion to determine if a building "is significant enough" to be eligible). The regulations could be amended to provide blanket eligibility for all buildings of a certain age or the Town could pre-identify all buildings that are considered significant.



Adaptive reuse example.

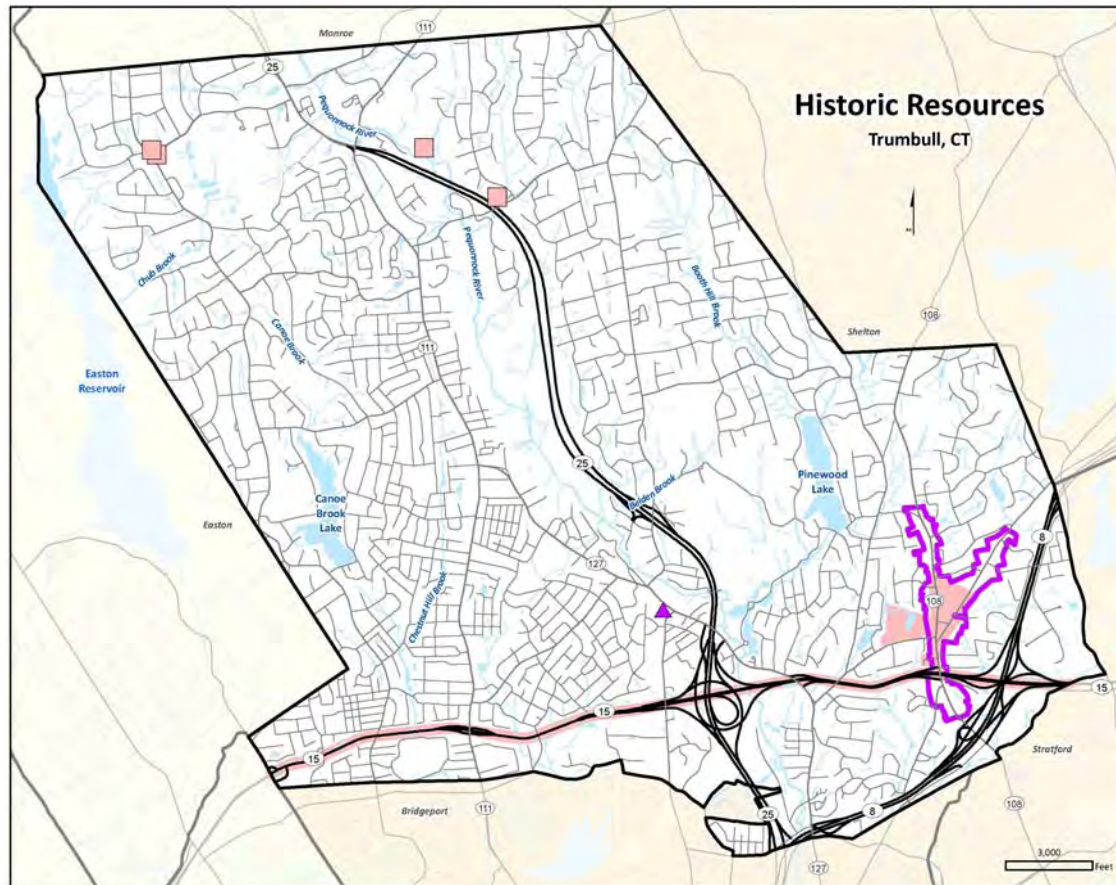
TAX PROGRAMS FOR HISTORIC PROPERTIES

CGS Sec. 12-127a authorizes communities to abate taxes for buildings of historic or architectural merit. The owner must show that the current level of taxation is "a material factor which threatens the continued existence of the structure, necessitating either its demolition or remodeling in a manner which destroys the historical or architectural value."

CGS Sec. 12-65e authorizes communities to fix assessments during rehabilitation and/or phase in increased assessments resulting from the rehabilitation of properties within a designated rehabilitation area.

Support for historic preservation is greatest when residents are aware of and appreciate the value of the historic resources. Trumbull should continue to seek ways to encourage sensitive ownership of historic buildings. In addition, the Town and Historical Society should continue to promote Trumbull's historic resources through both conventional and innovative means. Events that celebrate Trumbull's history and informational plaques at historic sites can help connect people to the past.

At the present time, there is a National Register historic district and a State Register historic district in the Nichols area of Trumbull. These designations are largely ceremonial and only affect activities involving federal and state funding or involving unreasonable destruction of historic resources. In the future, Trumbull may wish to establish other such districts or consider establishing a local historic district (with consent of a super-majority of the property owners) which can afford stronger protection by regulating the construction and demolition of structures and the alteration of architectural features. Studies show that such local historic district designations in Connecticut have positive impacts on property values.



and state funding or involving unreasonable destruction of historic resources. In the future, Trumbull may wish to establish other such districts or consider establishing a local historic district (with consent of a super-majority of the property owners) which can afford stronger protection by regulating the construction and demolition of structures and the alteration of architectural features. Studies show that such local historic district designations in Connecticut have positive impacts on property values.

Legend

Preserve

- State Historic District
- ▲ State Historic Place *
- National Historic District
- National Historic Place

* Additional buildings listed on State Register are not shown on this map.

F | Maintain Scenic Roads

Local roads are maintained and updated on a regular basis by the Town. Sometimes improvements that help traffic flow impact the road's character. "Local scenic road" designation (see sidebar) provides a process to review local road improvements and reduce impacts to those features that make the road scenic. The Town has designated one local scenic road – Tashua Road. Additional candidate roads should be identified.

G | Promote Community Spirit

Trumbull is a vibrant community with volunteer-driven commissions and committees, active groups who are linked through common interests, school sports, religious community, business associations, on-line groups and others. A large part of Trumbull's small-town appeal is due to its volunteer-driven form of government. It is important to publicize and recognize service as a way to honor volunteers and entice new faces to become involved.

The Town should continue to promote resident involvement in municipal and civic groups and sponsor events which bring people face-to-face. Residents are proud of traditional Trumbull events, such as Trumbull Day and annual fireworks. During the process of preparing this Plan, residents commented about how much they enjoyed Town-wide concerts, picnics, concerts in the summer, musical programs at the library, holiday events at Town Hall, and other events that attract people all ages.

LOCAL SCENIC ROADS

Connecticut General Statutes 7-149a lists specific criterion for local scenic road designation. A road must meet at least one of the following:

- unpaved
- bordered by mature trees or stone walls
- no more than 20 feet wide
- offer scenic views
- blend naturally with the surrounding terrain
- parallels or crosses a water body



SUMMARY FOR COMMUNITY CHARACTER	
A Promote Trumbull's image.	
Policies:	1. Promote Trumbull's image throughout Fairfield County and beyond.
Tasks:	2. Develop a campaign to flesh out Trumbull's image / brand that builds upon this Plan's vision.
B Announce and enhance gateways.	
Policies:	1. Promote Trumbull's gateways.
Tasks:	2. Identify physical enhancements to Trumbull's gateways and seek funding to design and implement the enhancements.
C Maintain tree-lined, residential nature of main roads.	
Policies:	<ol style="list-style-type: none"> 1. Actively monitor and address tree health in the town right-of-ways. 2. Work with utility companies to bury wires. 3. Ensure that new development buries wires. 4. Ensure that proper measures are proposed and in place to prevent tree damage during construction. 5. Monitor State plans for tree clearing and encourage the State to minimize clearing.
Tasks:	<ol style="list-style-type: none"> 6. Prepare educational materials on proper tree care and which types of trees can better sustain harsh weather. 7. Update zoning regulations to provide additional incentives to retain existing trees, especially along road frontage. 8. Seek designation as a Tree City. 9. Establish a tree preservation program to help preserve and protect trees in the community.
D Promote design review.	
Policies:	1. Ensure that landowners, business owners and developers are aware of Trumbull's design objectives for commercial and industrial areas.
Tasks:	<ol style="list-style-type: none"> 2. Adopt design guidelines. 3. Determine the best approaches for promoting and accomplishing better community design .

SUMMARY FOR COMMUNITY CHARACTER (continued)

E| Preserve and promote historic resources.

Policies:	1. Continue to allow adaptive re-use of historic buildings and promote re-use options to eligible property-owners.
Tasks:	<ol style="list-style-type: none"> 2. Integrate education about Trumbull’s history and historic resources into community events. 3. Establish new and innovative events that connect residents with Trumbull’s history. 4. Install plaques at key historic sites and along the Pequonnock River Trail. 5. Identify and adopt incentives to encourage preservation of historic buildings. 6. Update the adaptive re-use regulations to simplify the determination of eligibility. 7. Identify potential public uses for at-risk historic buildings located adjacent to town-owned properties. 8. Create a new committee to champion historic resource promotion and protection (or elevate the role of the Historical Review Committee to undertake this role). 9. Seek funding opportunities including becoming a Certified Local Government. 10. Determine if the designation of Local Historic Places or Districts is warranted and desirable.

F| Maintain scenic roads.

Policies:	1. Seek to maintain and enhance the scenic aspects of local roads.
Tasks:	2. Designate additional local scenic roads.

G| Promote community spirit.

Policies:	1. Continue to hold community events.
Tasks:	2. Establish a volunteer recognition program.



5. Development Patterns

Overview

Trumbull began as a collection of farming villages with more dispersed residential patterns emerging as transportation options increased over time. Careful planning over the last 40 years ensured that our pattern placed major business areas away from established neighborhoods. This forethought allowed Trumbull to avoid long monotonous strips of commercial development that have come to dominate many other communities and protect the predominantly residential character of the Town.

Goals

- Seek to evolve Trumbull into a more pedestrian-friendly community with active focal points where walking is encouraged and supported.
- Encourage redevelopment and enhancement of the Town Center area.
- Encourage development patterns and forms that connect us to our heritage while creating modern community destinations.
- Avoid turning our main roads into elongated commercial corridors with strip development.

Village Style, Walkable Development Patterns

In terms of overall development patterns at the present time, Trumbull seems to have three different community focal points or “nodes”:

- Town Center –Daniels Farm Road at Route 127 (Church Hill Road / White Plains Road)
- Town Hall Area – Route 127 (Church Hill Road) at Route 111 (Main Street)
- Long Hill Green – Route 111 (Main Street) at Whitney Avenue.

For all three nodes – Town Center, the Town Hall area, and Long Hill Green - future development patterns should maintain the New England colonial character while being more oriented toward pedestrians and providing for a mixture of uses that make each node a focus of community activity.

Key principles for all three areas include:

- Buildings should be oriented toward the public streets, with an emphasis on Main Street for Long Hill Green and Town Hall and White Plains Road for the Town Center.
- Buildings and parking areas should be arranged so that visitors park once and walk. Parking should be behind or to the side of buildings to reduce visibility from the street.
- Streetscapes and landscaping should be improved with wide sidewalks, pathways, plantings, outdoor amenities, cohesive street lighting and other features that create a desirable pedestrian environment.
- A continued mixture of uses should be encouraged. Most uses should be geared toward the local community rather than larger scale uses that draw from the region.
- Architecture should comply with the Design Guidelines for this area.

Design Guidelines, being prepared concurrently with this POCD, provide greater detail about elements of site layout and building styles that will achieve the goals for these areas.

From a visual preference survey conducted as part of this planning process, the following types of buildings were highly rated by residents. As a result, these types of buildings might provide a reference point for the type of New England colonial charm that residents find most appropriate in Trumbull.



Strategies for Development Patterns

A| Encourage redevelopment and enhancements to the Town Center to create a true town center

Trumbull does not presently have a quintessential New England “Town Center”. When the parishes of Nichols and Long Hill merged many years ago, the Town Hall (the “center”) was located on White Plains Road at Daniels Farm Road. Then the Town Hall moved to its current location in the 1950s. With the “center” always on the move, Trumbull has not benefited from an organic evolution of a central community village. Instead, Trumbull must actively work to do what history was unable to do – create a Trumbull Town Center.

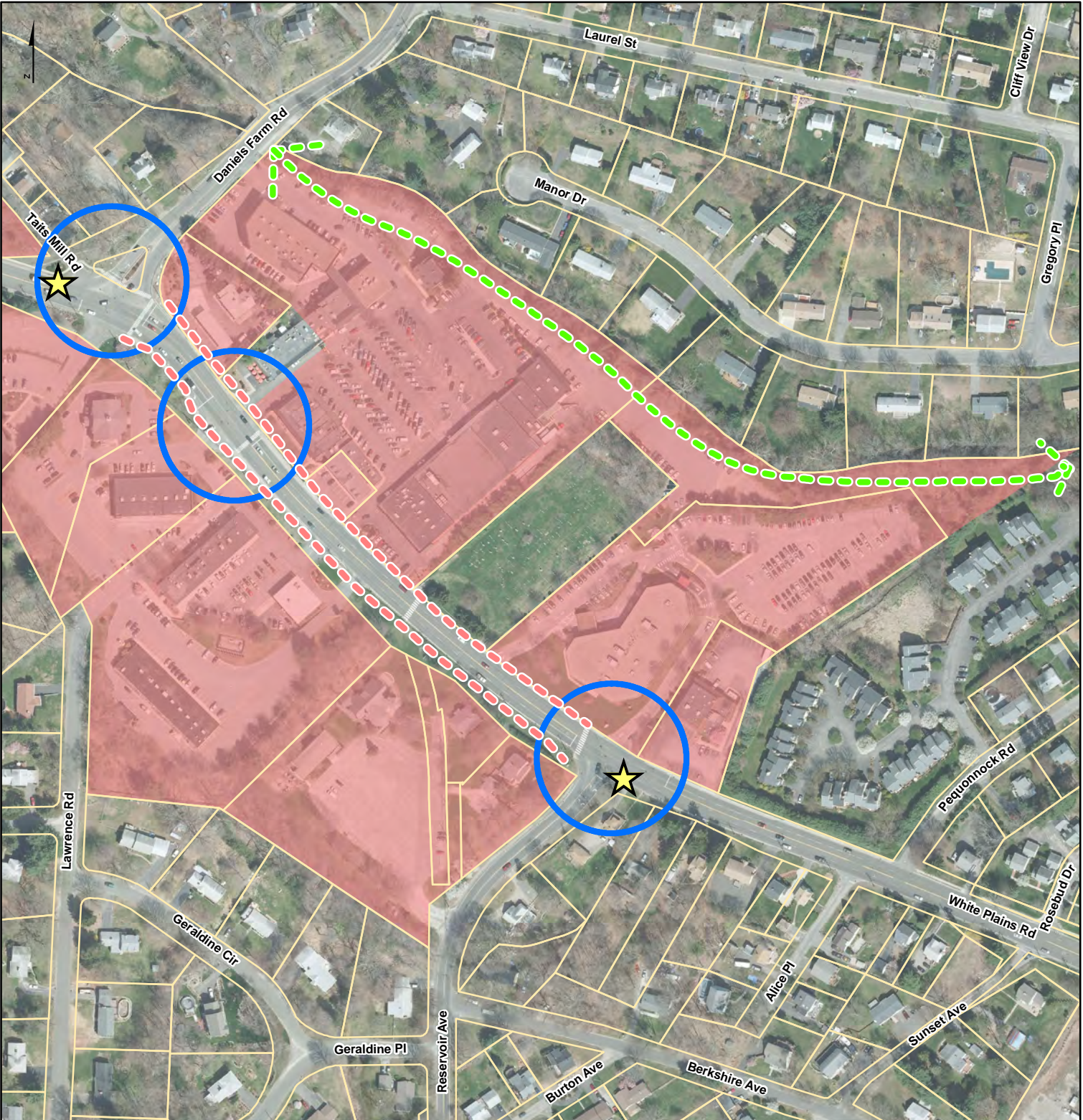
Over the next 10 years the Town should continue to work with the Town Center property owners and businesses to transform a collection of buildings into a destination where visitors can shop, dine, linger, and interact. Residents identified the lack of a “town center” as an important issue and one they want the community to address. Residents envision a walkable setting, similar to a traditional village center or downtown.


Transformation as envisioned by residents will take time and investment. In the case of the Town Center, it will require investment by the private sector, support from the Town and cooperation with the State. Although the amount of land in this area is modest, this compactness actually helps create the right type of environment for a walkable village-type environment. In order to obtain an adequate return on investment and overcome some challenges (topography, floodplain, gas line and substation), the Town might need to either allow greater density on the site or help finance improvements. In either case, public support will be essential.


But the opportunities presented here outweigh these challenges. The owners have affirmed their commitment to the Town Center as evidenced by recent building renovations and businesses continue to express interest in locating here. Although development turned its back to the Pequonnock River, the River is now seen as an asset that can draw more people here and provide a unique experience to visitors. The proposed Pequonnock River Trail will run through the Center. The Town Center can become a destination along the Trail.


Residents know that that the Town Center area can be more and want to see the landowners and Town actively working together to bring about transformation.


Town Center Area Plan




 Create a New Zoning Designation in this Area (Planned Development District for Town Center District)

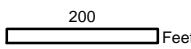
 Demarcate Gateways

 Improve Pedestrian Crossings

 Widen sidewalks and provide separation between sidewalk and road.

 Complete Pequonnock River Trail

As the Town Center evolves, expansion of the new zoning designation may make sense.



VISION FOR TOWN CENTER

“Trumbullites need places to linger in, places to come back to again and again, and places we will run into friends and neighbors. These are the places that will help strengthen the community...”

- email from a Trumbull resident

Village Streetscape



Walkable



Visible Activity



Mixture of Uses



Amenities



Improving Trumbull Center and preparing it for a transformation into the town center desired by the community might involve a multi-prong approach:

- Undertaking a visioning process to explore what Trumbull Center might look like.
- Work with property owners to assist them in planning and preparing for the transformation.
- Establish the framework for private redevelopment by updating zoning.
- Improve roads, sidewalks and streetscape (public areas which would not be improved by the private sector).
- Determine Town role in facilitating redevelopment.

**Blue Back Square
West Hartford, CT**



**Storrs Town Center
Mansfield, CT**



PARKING STRUCTURES

During the planning process, a resident stated:

“[I am not usually] in favor of two-story parking garages but when I think of the garage in downtown Fairfield that is invisible from the street, I like the idea. It has half the footprint of a parking lot!

If done in the right way, it would be better than the expanse of cars now seen in parking lots like the Mall and Trumbull Center. This would also allow more room for trees and park benches.

I would even go as far as to suggest incentives for property owners to build them in the right locations.”

In the Town Center area, the Planning and Zoning Commission could consider allowing more floor area, taller buildings, or other incentives to promote such an approach.

PLANNED DEVELOPMENT DISTRICTS (PDD)

A planned development district is a new zoning tool that allows for an area to be planned, permitted, and developed as a single entity. Rather than the Commission identifying uses and dimensional requirements up front, such standards can be specified when a landowner prepares an overall plan for review and approval.

This approach provides flexibility to the developer to design a site in accordance with a vision embraced by the community. It also gives the Commission broad discretion to approve or not approve the overall plan in accordance with the vision.

Zoning

To enable a vision for the Town Center to come to fruition, the zoning will need to be changed. At the present time, Trumbull Center is zoned B-C, which is the same zone as the Trumbull Mall and the Hawley Shopping Area. Yet the vision for the Center is vastly different than for those areas. Zoning should be updated in the short term so that improvements / redevelopment are consistent with the vision for the Town Center.

At this time, the recommended approach is for the Planning and Zoning Commission to create a Planned Development District. This type of approach could allow the Commission to approve development applications through a zone change process provided the overall plan was consistent with the Plan of Conservation and Development. For determining consistency with the Plan, key principles include:

- Requiring multi-story buildings with a mixture of uses, with first floor space predominantly retail and restaurants. Offices should be limited to upper stories.
- Since auto-oriented uses (such as gas stations and drive-through windows) disrupt the pedestrian-friendly environment desired, they should not be permitted. Alternatively, drive-through windows might be allowed if they are strategically located to not disrupt the overall built environment or pedestrian experience.
- Establish percentage requirements for area of first floor facade that must be windows in order to create visually interesting storefronts.
- Allow or require residences on upper stories. Consider requiring that a percentage of units be affordable (see Chapter 7, Residential Development).
- Establish “build-to” lines along White Plains Road, so that buildings will be located consistently along the street and help the desired pedestrian-friendly village streetscape.
- Require that a percentage of the site be outdoor amenities such as sitting areas, sidewalks, and greens.
- Allow maximum flexibility in meeting parking needs due to shared parking and off-setting peak demands, with strong incentives to build a garage. Prohibit parking in front yard setbacks.
- Require sidewalks to connect all uses, connect to neighboring properties, and connect to the Pequonnock Valley Trail.

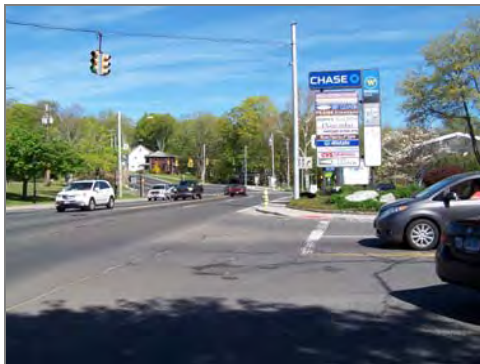
Public Improvements

The highest priority improvement should be to extend sidewalks and add crosswalks where currently lacking. Crosswalks (or sidewalks) should extend across all driveways to improve pedestrian safety and provide uniformity. Over the long term, the existing crosswalks should be upgraded to a more aesthetic and visible type, such as textured crosswalks. Sidewalk extensions should continue the brick pattern already in place to provide a cohesive streetscape. Longer term, all sidewalks along White Plains Road should be widened, with a grass strip between the travel lane and the edge of the sidewalk. Some of these improvements will require ConnDOT approval and coordination with the landowner. The Town could also seek permission from ConnDOT to landscape the unpaved portions of the right-of-way. This provides a short-term solution to beautifying the White Plains Road corridor here.

Public improvements also be made along the future Pequonnock Valley Trail which will run along the back of the Town Center. Signage should welcome trail users to the Center and a wayfinding signs can point them to businesses in the Center.

For improvements in the public right-of-way and along the trail, the Town should seek grants or program projects in the capital improvement program. The Town can also provide zoning incentives that encourage the developer to provide public improvements. The Town might wish to develop a detailed streetscape plan to facilitate improvements and to help obtain grants.

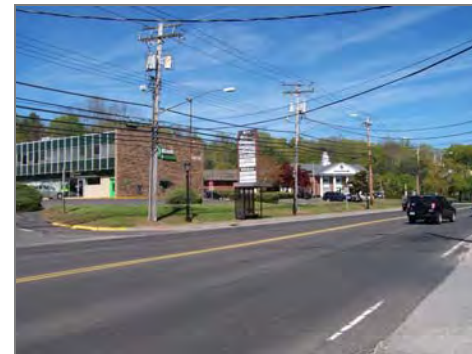
Streetscape Improvements for the Town Center



Extend crosswalk or sidewalk across driveways.



Widen sidewalks and provide a buffer between travel lane and edge of sidewalk.



Improve consistency for streetlights, landscaping and signs.

Town Role in Redevelopment

Updating zoning regulations and implementing improvements within the public right are typical tasks undertaken by a municipality to promote or facilitate development. Ultimately it is up to the landowner to redevelop. However, if redevelopment of the Town Center is an important community goal, the Town can work with the developer to determine what role the Town can play to aid in redevelopment and determine if residents are willing to “invest” in the Town Center by providing funding. One way to do this might be through effectively utilizing the Business Tax Incentive Program in the Town Center.

Town staff should continue to work with land and business owners to help market the Town Center businesses and fill vacancies. The Town can also play a guiding role by responding to preliminary development should the landowners seek such guidance. Involving staff at the preliminary stages could lead to a more efficient and quicker approval process.

The Town could offer advanced technical assistance, especially for those design aspects that are most critical in achieving the vision for the area. The Town could contract with an architect, landscape architect, transportation planners or others that can help the landowners prepare development concepts and plans for redevelopment.

The Town could also become a partner in redevelopment by forming a public-private partnership. These partnerships vary in details, but might include the Town funding and maintaining aspects of development, such as a parking garage. Programs such as Tax Increment Financing could be explored and used to fund infrastructure improvements for business development projects when appropriate. With Tax Increment Financing, the increase in property taxes collected due to redevelopment are used to fund improvements at the site. Again, any role by the Town would ultimately be up to landowners.

B| Encourage pedestrian-friendly village style development patterns around the Town Hall node

The Town Hall area is comprised of an array of uses within walking distance of one another. Retail, offices, municipal offices, the library, single family houses and multifamily houses are all located here. Perhaps the municipal presence most greatly influences the tone in this area. The Town Hall and library draw visitors, their architecture and landscaping set the aesthetic tone, and the grounds provide a community gathering spot. Trumbull should maintain a strong municipal presence here.

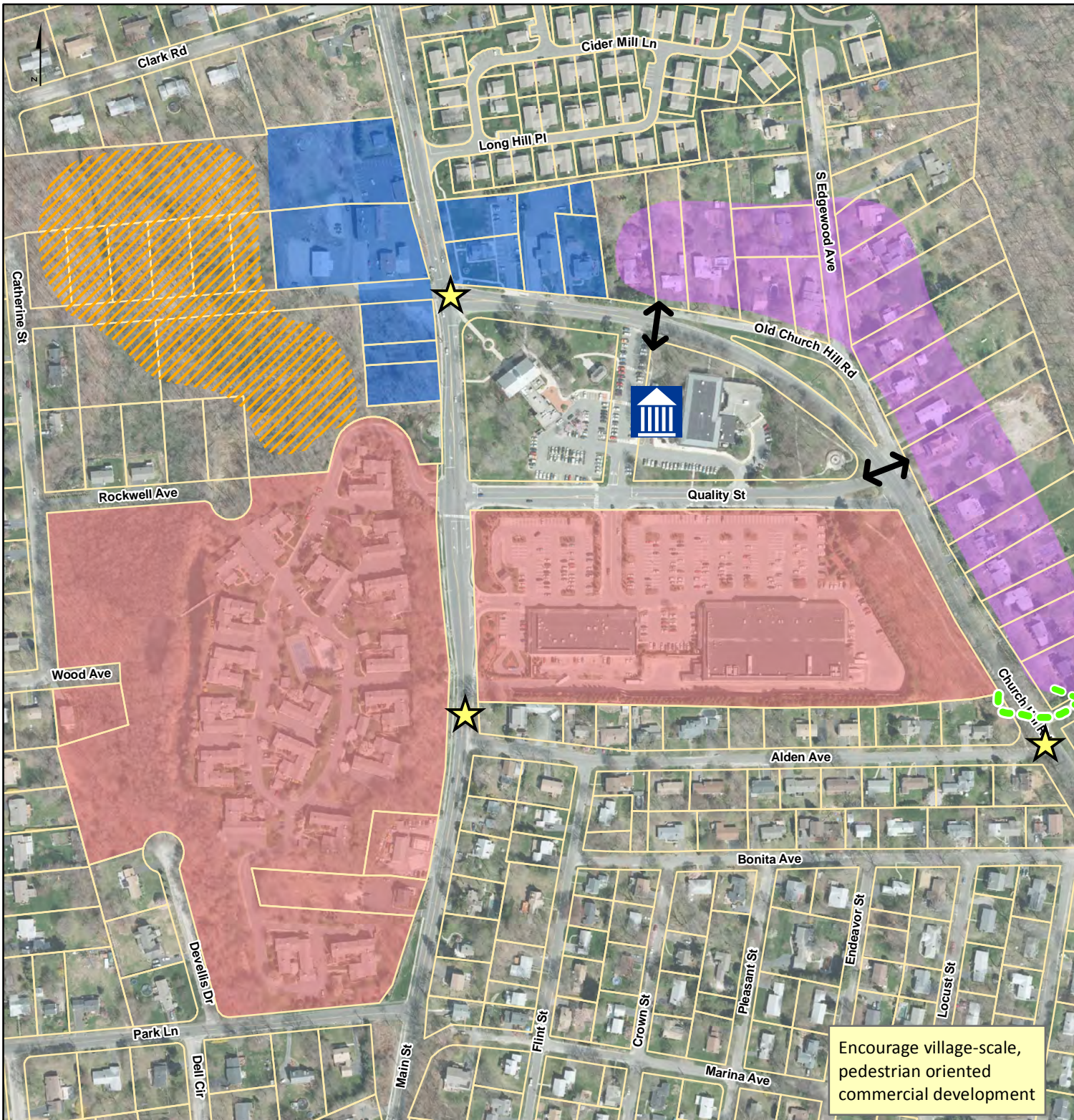
Zoning should be updated to better reflect the actual uses that have emerged here and to set the framework for future development. The commercial development pattern just south of Town Hall (Stop and Shop plaza) is established and will likely remain as is over the next 10 years.









The primary development opportunity in the next 10 years is west of Main Street. The development of this area will greatly influence the success of achieving the goals for this node. The uses, architecture, streetscape, and integration with Main Street's streetscape should all be carefully planned.

To achieve the goals here, the area shown on the map for a new Village Commercial zone should be rezoned for village style development:

- Allow commercial uses including retail, restaurant, offices, and services. The new zone should exclude auto-oriented uses.
- Bulk and size requirements should discourage or prohibit large establishments that would be out of scale with a village setting or would draw a large amount of traffic.
- Require that buildings are oriented toward Main Street and close to the street (with maximum front yard setbacks) to enhance and strengthen the village character and feel of the area.

Town Hall Area Plan



-  Existing B-C Zone
-  Create a new Village Commercial Zone - Encourage village-scale, pedestrian oriented commercial development
-  Transition somewhere in this area between B-C and residential neighborhoods
-  Demarcate / Enhance Gateways
-  Maintain as Municipal Hub
-  Maintain Residential Character and Use
-  Provide Crosswalks
-  Connect to Pequonnock River Trail

300 Feet

To orient development toward Main Street and protect residential neighborhoods to the west, commercial development should not extend deeper than a few hundred feet from Main Street. The vacant land that lies further from Main Street should serve as a transition to those neighborhoods. Natural resource constraints (such as wetland soils) will likely affect the future development of this area but for any development proposed, appropriate uses could include residential, municipal, or other uses, provided such uses are well-connected with sidewalks to Main Street and the uses are well-buffered to adjacent residential areas.

The east side of Church Hill Road should remain residential. The small green and street lined with single-family houses contribute to this area's New England charm. The houses are attractive, maintained, and well-suited for continued residential uses. Since properties along Church Hill Road directly across from Town Hall are used for businesses, the new Village B-C zone could be applied to those properties.



Many residents identified a new office building near Town Hall as the scale of building and type of architecture to encourage in this area.

Pedestrian and bicycle connections should be improved. The sidewalk network here is fairly extensive, but some areas lack sidewalks. The Town should extend sidewalks along the west side of the Town Hall property (along Main Street) and the northern side of the Town Hall and library sites (along Church Hill Road). Additional crosswalks across Church Hill Road, as depicted on the Town Hall Area Plan, can better connect residences to the Town Hall and commercial areas. This Pequonnock River Trail runs just east of the Town Hall area. A spur should connect to this area to the Trail.

Lastly, the gateways should provide a sense of arrival. Banners, welcome signs or other treatments should indicate to travelers that they have arrived to a “place”. The northwest corner of the Town Hall property nicely conveys a welcome to travelers from the north. Appropriate ways to demarcate the other gateways to this area should be determined.

Pedestrian Connection



Possible Gateway Element Location



C| Encourage pedestrian-friendly village development and a mix of uses in the Long Hill Green area

Of the three community nodes in Trumbull, the village vision for the Long Hill Green area has advanced the furthest. The vision for Long Hill Green to be a pedestrian-friendly village has been codified in the Long Hill Green Business zoning regulations. Developments have been approved and are expected to be built soon. The Town has prepared plans to improve the sidewalk network, intersections, and upgrade the green and is seeking funding to implement the projects.

The long term goal for the Long Hill Green area is to:

- Implement the streetscape improvements.
- Work with ConnDOT to make Main Street more pedestrian-friendly and calm traffic.
- Encourage regular programs and activities on the Green, including programs that celebrate the history of Long Hill Green as one of Trumbull’s first village settlements.
- Continue to work with landowners to improve and redevelop their properties.
- Determine how to connect the Green to the Pequonnock River Trail and seek funding to implement the connection.

Similar to the Town Hall area, part of what makes this area feel like a small town village are the number of houses that surround this node. Immediately south of the green, some houses have home businesses. Because of the proximity to the Green, including these parcels in the Professional Office Overlay Zone (POOZ) could spur additional commercial or mixed use opportunities. The new Design Guidelines can ensure that the site layout and architecture are appropriate for those properties enhance the village setting.

Gateway treatments including landscaping, welcome signs or other means should be installed at key entry points. A smaller sign marks the Green, but this historic community center warrants a stronger welcome.

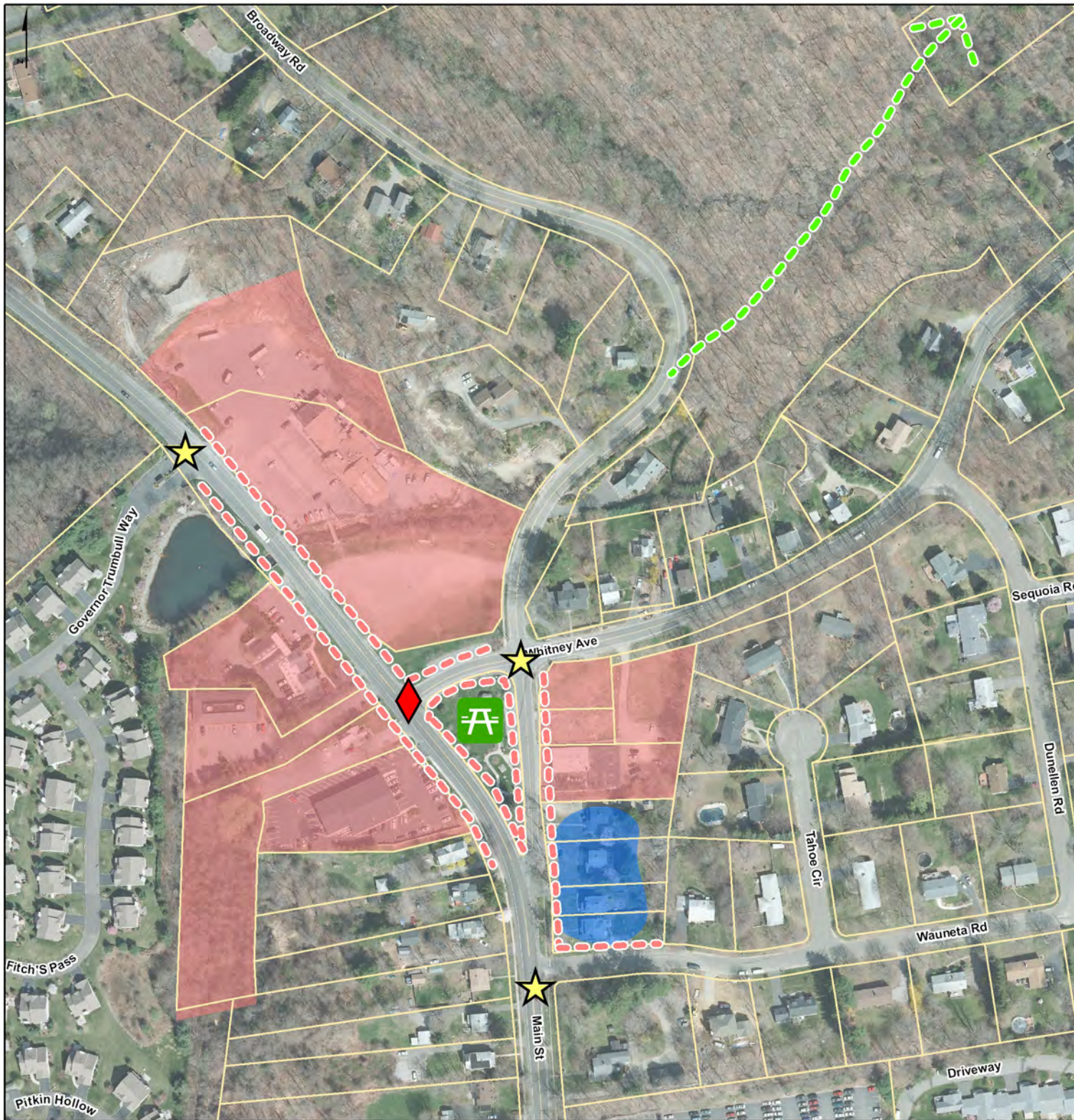



A well-marked gateway would ensure travelers knew they were entering a special “place.”




Regular events and activity on the Green elevates the role this area plays in the community.

Long Hill Green Plan





 B-C Long Hill Green Zone – Encourage mixed use, village-scale, pedestrian-oriented development


 Consider Professional Office Overlay Zone


 Enhance Green

 Demarcate Gateways

 Complete pedestrian network – Sidewalks on both sides of streets, crosswalks

 Connect to Pequonnock River Trail

 Add Traffic Light

 200 Feet

D| Continue to discourage strip style patterns along corridors

The Town should continue its long-held strategy to avoid strip style development. The term “strip” usually applies to:

- An overall **development pattern** where long stretches of main roads are lined by commercial uses
- Individual **commercial sites** where parking is the predominant site feature



Strip style development pattern



Strip style commercial site

To avoid strip development patterns, the location of new commercial zones should be consistent with the goals and policies of this Plan. A town can become particularly vulnerable to strip style development when piecemeal zone changes are made. When one property along a main corridor is rezoned, it can easily lead to a leap-frog effect as additional property owners seek a rezoning also.

The Design Guidelines and landscaping standards contained in the zoning regulations can help avoid strip style site layouts by encouraging well-designed buildings and sites and by minimizing the visual dominance of parking. Trumbull’s zoning regulations contain provisions for sharing parking and driveways, interconnecting parking lots and sidewalks, a maximum width for driveways and driveway separation distances. These requirements should be maintained to help avoid strip style sites. Regulations should be updated to not allow parking areas to be located within the front yard setback, unless waived by the Commission.

SUMMARY FOR DEVELOPMENT PATTERNS

A| Encourage redevelopment and enhancements to the Town Center to create a true town center.

Policies:	<ol style="list-style-type: none"> 1. Ensure that new development reflects the vision for the area and meets design guidelines. 2. Ensure development enhances the Pequonnock River Trail. 3. Actively encourage redevelopment and investment.
Tasks:	<ol style="list-style-type: none"> 4. Update zoning to reflect vision for Trumbull Center. 5. Develop a streetscape plan and seek funding to implement. 6. Extend and widen sidewalks and crosswalks. 7. Work with ConnDOT to upgrade landscaping in right-of-way. 8. Provide trail signs and wayfinding signs along Pequonnock River Trail. 9. Work with landowners to determine role town should play in redevelopment of Town Center.

B| Encourage pedestrian-friendly village style development patterns around the Town Hall node.

Policies:	<ol style="list-style-type: none"> 1. Ensure that new development reflects the vision for the area and meets design guidelines. 2. Maintain a municipal presence. 3. Provide a transition between commercial uses on the western side of Main Street and the abutting residential neighborhood. 4. Maintain single family residential zones along most of Church Hill Road.
Tasks:	<ol style="list-style-type: none"> 5. Create a new village zone. 6. Extend sidewalks and add crosswalks. 7. Provide a connection to the Pequonnock River Trail. 8. Demarcate gateways with signs, landscaping, public art, benches, walls, ornamental brick, and/or other enhancements.

SUMMARY FOR DEVELOPMENT PATTERNS (continued)

C| Encourage pedestrian-friendly village development and a mix of uses in the Long Hill Green area.

Policies:	<ol style="list-style-type: none"> 1. Ensure that new development reflects the vision for the area and meets design guidelines. 2. Encourage programming on the Green. 3. Encourage redevelopment of properties.
Tasks:	<ol style="list-style-type: none"> 4. Update zoning to extend the POOZ to certain parcels in the Long Hill Green area. 5. Implement the planned streetscape improvements. 6. Work with ConnDOT to determine additional improvements. 7. Determine how to create a spur connecting Long Hill Green to the Pequonnock River Trail.

D| Continue to discourage strip style patterns along corridors.

Policies:	<ol style="list-style-type: none"> 1. Ensure that any rezoning along roadway corridors is consistent with the goals and policies of this POCD. 2. Encourage site planning and design that avoids strip style lot layout and architecture. 3. Maintain zoning provisions that help to avoid strip style site layouts.
Tasks:	<ol style="list-style-type: none"> 4. Update zoning regulations to prohibit parking in front yards in BC zones.



6. Business Development

Overview

Building the commercial tax base allows Trumbull to better provide services that raise the quality of life for residents and being a jobs center elevates Trumbull's image in the region. The Trumbull Economic Development Plan (2009) recommends attracting and recruiting new businesses, retaining and expanding existing businesses, fostering a strong business climate, and promoting community development. Zoning can set the framework for enticing the business development we want and ensuring that it occurs in a responsible manner. Zoning can also be flexible to respond to changes in market conditions, consumer demand, and technological advances.

Trumbull should seek to maximize development opportunities by focusing on the right industries, in the right sections of town, with the right parameters. The tax base has to grow, and grow consistently, for Trumbull to ease the load on residential homeowners. This has to occur within a context that eases, rather than increases, traffic congestion.

Goals

- Attract, encourage and support high quality business development to build the tax base, provide jobs and provide services.
- Update zoning districts and regulations to encourage the types of businesses we want to see in Trumbull.
- Tailor our business zones to reinforce the distinct roles of our business areas.

Strategies for Business Development

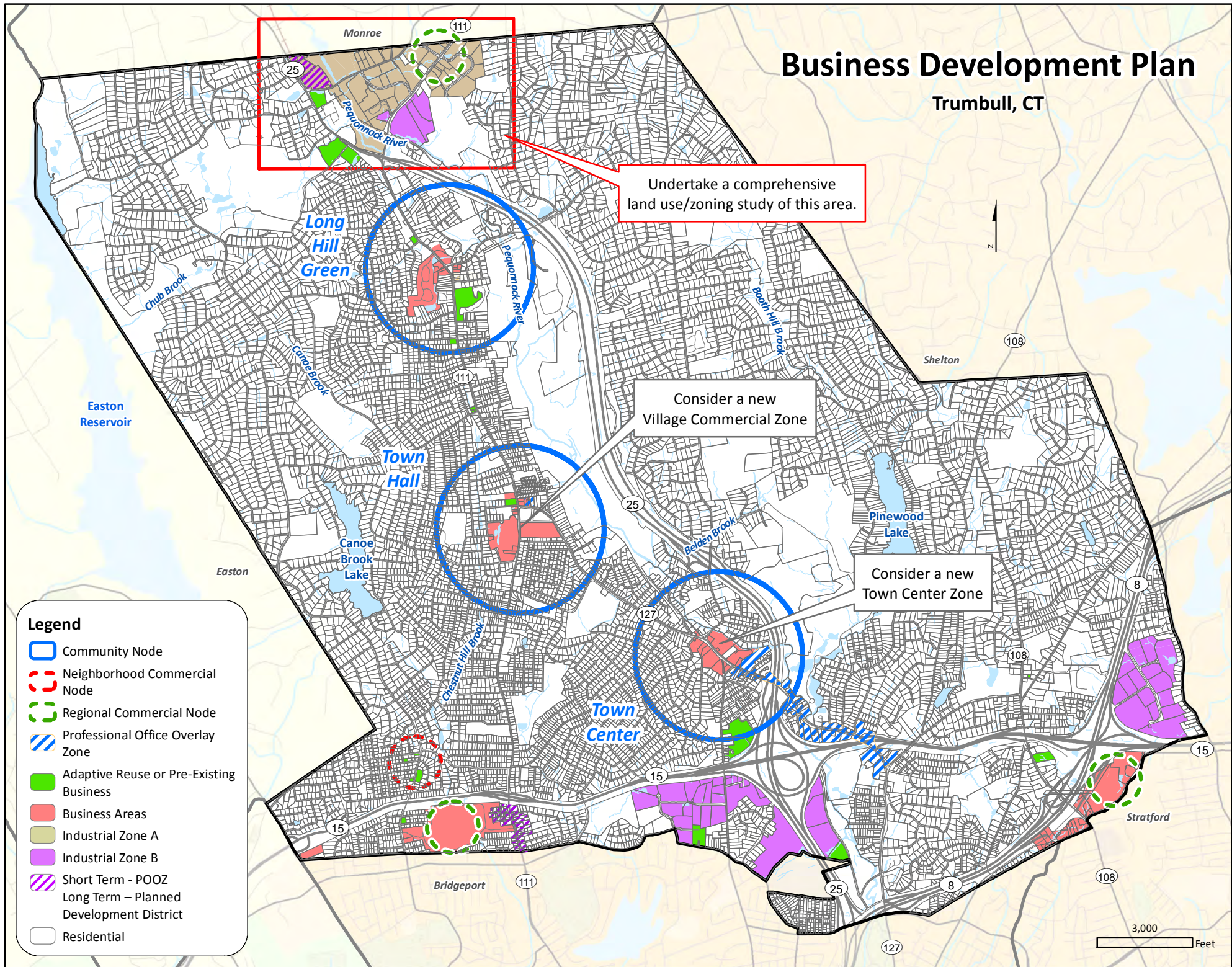
A| Update business zoning to differentiate between business areas

Even though their characters and functions are different, Trumbull’s key business areas including the Trumbull Mall and Town Center are zoned the same (Business Commercial). And there are clusters of non-conforming businesses in some residential areas. These areas function very differently as do the long term goals for each area. Categorizing commercial areas based on their intended function can help us determine a better zoning approach. The Zoning Regulations should also be reviewed and updated to ensure that parking requirements are appropriate for different uses (i.e. – some standards seem excessive while others seem inadequate).

	Regional Focus	Community Focus	Neighborhood Focus
Areas	Trumbull Mall Hawley Lane Monroe Turnpike	Town Center Town Hall Long Hill Green	Lower Madison Ave.
Intent	Draw customers from greater region.	Mainly serve customers from Trumbull; somewhat from neighboring communities.	Mainly serves immediate area, but some businesses may draw from Town-wide.
Planning Considerations	<ul style="list-style-type: none"> Carefully manage traffic and access. Mitigate size and nature of uses through landscaping and careful design. Encourage or require master planning approach to development / redevelopment. 	<ul style="list-style-type: none"> Create walkable, village setting. See Chapter 5, Development Patterns for details. 	<ul style="list-style-type: none"> Support continued business use of existing commercial properties, provided intensity and nature of use is compatible with surrounding neighborhood.

Business Development Plan

Trumbull, CT



Land Use Study of Upper Route 111 / Upper Route 25

Upper Route 111 (from Route 25 to the Monroe town line) and upper Route 25 (from Route 111 to the Monroe town line) are areas which would benefit from an overall land use study. The Commission should investigate a more cohesive plan for this area and/or a more comprehensive regulatory approach in order to capitalize on the location and opportunities which may exist. While “strip zoning” should be avoided, a combination of retail, office, and light industrial (and even some residential-type uses) might be appropriate for this area.

Regional Shopping Center Zone

A Regional Shopping Zone should be considered for the Trumbull Mall property, and possibly those parcels adjacent to it on the west side of Main Street. The intent is to create a new district that supports continued use as a regional shopping center and set goals for additional development or expansion. The key is to ensure that development occurs in a coordinated manner, traffic and access is carefully planned, and impacts to the appearance of Main Street are minimal. The new zone should reduce the types of uses allowed, set a large minimum lot size, and require that all new development use the current mall access driveway, rather than individual driveways off of Main Street. Sufficient setbacks from Main Street coupled with landscaping requirements can help protect, and even improve, the appearance of Lower Main Street. Trumbull can look to zoning approaches taken by other Connecticut communities with large, indoor malls.

Floating Neighborhood Commercial Zone

Trumbull’s zoning regulations allow the continued commercial use of businesses that were established in residential zones before zoning was adopted. The intent of this provision is to support appropriate existing business uses, not to transform residential uses to commercial uses. While these regulations have been a good tool for the community, some of the regulatory limitations on change in use might be preventing the establishment of desirable new uses that with careful site planning could have little impact on the immediate neighborhood.

The Planning and Zoning Commission may wish to consider modifying the existing regulations or establishing a Neighborhood Commercial Floating Zone (see box) to help manage such situations and ensure neighborhood appropriateness. Eligibility to “land” the zone could be restricted to existing non-conforming business uses. The zone should provide flexibility in uses, with a focus on neighborhood oriented services and small scale businesses.

FLOATING ZONE

A zone that is not mapped / does not apply to any parcels until development is proposed. The landowner then applies for a zone change (i.e., “land” the floating zone).

PRESERVING CHARACTER

The Planning and Zoning Commission originally established a “Design District” in order to preserve and repurpose residential buildings along major roadways.

Over time, this regulation was modified into the Professional Office Overlay Zone (POOZ) but the original intent was lost because existing buildings were being demolished to clear the way for new construction.

The Commission would like to investigate how to:

- encourage preservation and repurposing of existing residential structures, or
- require replication of the existing structure or another residential-type or historic-type structure in Trumbull of appropriate scale in order to maintain the residential character of these areas.

B| Balance future uses with neighborhood livability in transition areas

With great highway access, high traffic counts and proximity to commercial areas, both Lower Main Street and upper Route 25 might seem like prime business development corridors. However, both areas are characterized by residential uses and provide a transition from more intense uses to neighborhoods. A balanced approach that protects neighborhoods while allowing for some economic opportunity could work for both areas.

Lower Main Street - Along Lower Main Street economic opportunities and livable residential neighborhoods should not only co-exist, but support one another. New moderate density residential or professional office development can provide an attractive streetscape for a key gateway into Trumbull, which in turn enhances the quality of life for the neighborhoods in the immediate area. Over the short term, zoning should continue to allow limited and appropriately scaled uses through the Professional Office Overlay Zone (POOZ). The Commission should revisit the POOZ language to ensure the original intent (see sidebar) is accomplished. If other regulatory changes (such as flexible setbacks) are desirable to accomplish the original intent, they should also be considered.



Sidewalks and improved landscaping can improve livability for neighborhoods.

The Town, property owners, and the Mall owners should also work with the State to improve pedestrian crossings.

Longer term, a Planned Development District (PDD) approach might be the best zoning approach to achieve the goals for this area (see sidebar in Chapter 5). The PDD approach would give flexibility to craft an overall development plan which would need to meet certain objectives such as:

- Merge a meaningful number of lots together to allow for comprehensive planning of all development aspects here, including shared parking, shared driveways and minimal curb cuts. Ideally, a driveway serving this area would be located directly across from the Mall driveway.
- Maintain a vegetated buffer along the rear of these parcels and require sidewalks and landscaping along Main Street.
- Provide open space that can be used by the neighborhood. This part of Trumbull is lacking in parks or playgrounds. Development here provides an opportunity to do so.
- Architecture should comply with adopted Design Guidelines.

In addition, uses should be limited to those with minimal outdoor impacts. Office or other professional uses with minimal evening or weekend activity would be most compatible.

Upper Route 25 - The upper Route 25 area, from the intersection with Route 111 to the Monroe border, is comprised of a mix of zones including residential and industrial. While this POCD recommends a comprehensive land use study of this area, the overall intent is to tap into the commercial potential without impinging on the nearby neighborhoods.

New office and professional uses might be one approach to accomplish this. Until the land use study is completed, the Commission should consider applying the Professional Office Overlay Zone (POOZ) to properties fronting Route 25.



A mix of uses currently characterizes upper Route 25.

PLANNED DEVELOPMENT DISTRICTS

Over time, the Commission may determine that a Planned Development District approach might be appropriate in other areas of Trumbull.

A number of communities around Connecticut have adopted “planned development districts” (sometimes called “special development districts” or by other names):

- West Hartford
- Stonington
- Mansfield
- Southbury
- Windsor
- Branford
- Ridgefield
- Simsbury
- New Haven
- Stamford

C| Attract high quality investment in our industrial zones



The gateway to the Merritt Corporate Park does not convey the image of a modern, corporate park. Improvements are planned. The road is wide enough to provide bicycle lanes.



A unified landscaping plan and directory or welcome sign can better demarcate entries to the Lindeman / Reservoir industrial area.

With very convenient access to Routes 8, 15 and 25, Trumbull has been very successful in drawing companies to Town. However, our industrial areas have not developed as cohesive office parks with common, planned elements typical of a campus setting. Some areas, such as Lindeman Drive, derive access only through residential neighborhoods. In addition, under current zoning regulations, little development potential remains.

Going forward, the Town should enhance the campus feel of the industrial areas, update zoning to increase the potential of the office parks and refine allowable uses. The Town might also undertake a comprehensive exploration of opportunities to expand economic development within existing zoned areas (such as Lindeman Drive).

Campus Atmosphere

Additional development and improvements to existing businesses and roads should emulate a campus setting by:

- Encouraging coordination between property owners, including sharing infrastructure such as parking and access drives.
- Providing pedestrian connections and pathways within and between properties.
- Providing shared outdoor amenities such as seating areas.
- Providing unified landscaping elements throughout the zone.
- Demarcating key gateways with directory signs and landscaping.

Some improvements can be made as property owners build or expand. For other improvements, including gateway and streetscape treatments, the Town can take the lead through its capital budget or through grants and other sources of funding.

Zoning Updates

The current zoning provisions for I-L, I-L2, and I-L3 zones are nearly identical, except for minimum lot sizes and a few minor provisions. From both land use planning and economic development purposes there is no clear rationale to maintain three types of industrial zones. Height is the only zoning issue that might warrant different regulations. Because of relative isolation from neighborhoods and proximity to highways, a greater height might be appropriate for those industrial zones located in the southern part of Trumbull. In fact, a visual preference survey indicated that residents are more concerned with the architecture of office buildings rather than height.

Therefore it is recommended that:

- The area shown as “Industrial Zone A” on the Business Development Plan map continues to require a minimum of two acres and a maximum height of forty feet.
- The remaining industrial zones be combined into one new zone, with a minimum lot size of two acres and maximum height of 50 to 52 feet (approximately four stories) and an increase to 75 feet allowed by Special Permit.
- In all industrial zones, front yard setbacks could be relaxed for buildings that have frontage on roads where both sides of the road are within the industrial zone.

For all industrial zones, the regulations should continue to require sufficient and attractive buffers between uses and activities and the adjacent neighborhoods.



50 feet tall



57 feet tall

Zoning in the industrial zones should be updated to make it easier and more appealing for developers to build parking garages and to clearly state that the Town encourages structured parking. With little land available for new development in the industrial zones, creative approaches are necessary. Reducing the amount of land used for surface parking frees land for development. The Zoning Regulations should be updated so that parking garages do not count toward building coverage limitations.

Uses

Trumbull's industrial parks have evolved into office parks rather than centers of industrial or manufacturing activity. These zones should continue to allow a range of business uses, including business offices, medical offices, manufacturing, warehousing, and recreational uses. Additional uses the Town might consider allowing include conference and meeting facilities, technology dependent or computer based facilities that process data or analyze information, and possibly performance or entertainment venues.

However, some service uses allowed here (such as banks and restaurants) add little to the tax base and occupy land that could be devoted to other uses. Since such uses provide convenience and support to nearby employers and workers, the Commission should carefully regulate the establishment of service uses in industrial zones. One approach is to only allow service uses as an accessory use and regulate its size as a percentage of the total development. For example, service uses could be limited to no more than 25% of the total floor area of a development.

Existing non-conforming commercial uses that border existing industrial zones (such as the Henderson Lumber property on Reservoir Avenue) might be considered for a village-type business district (similar to the floating neighborhood commercial zone discussed earlier in this chapter).

Uses that would likely take the land off of the Town's tax rolls should generally be discouraged or prohibited. There may be exceptions in cases where the use provides a tremendous value to the community, such as an entertainment or cultural venue or where the proposed use meets a demonstrated community need.

SUMMARY FOR BUSINESS DEVELOPMENT

A| Update business zoning to differentiate between business areas.

- | | |
|---------------|---|
| Tasks: | <ol style="list-style-type: none"> 1. Undertake a land use study of upper Route 111 and upper Route 25. 2. Create a new Regional Shopping Center zone for the Trumbull Mall and possibly Hawley Lane. 3. Create a Floating Neighborhood Commercial Zone tailored for lower Madison Avenue. |
|---------------|---|

B| Balance future uses with neighborhood livability in transition areas.

- | | |
|------------------|---|
| Policies: | <ol style="list-style-type: none"> 1. Revisit the Professional Office Overlay Zone in order to accomplish its original intent. 2. Ensure that future residential or professional/office development along Lower Main Street is well-planned and of a scale and type that does not impact the quality of life for neighborhoods. 3. In the short term, continue to allow limited professional/office use, through the Professional Office Overlay Zone. |
| Tasks: | <ol style="list-style-type: none"> 4. Determine if a Planned Development District approach is the right long term approach for lower Main Street. 5. Work with State to determine pedestrian improvements along lower Main Street. 6. Allow the Professional Office Overlay Zone to apply to Route 25 from Route 111 to the Monroe border. |

C| Attract high quality investment to our industrial zones.

- | | |
|------------------|---|
| Policies: | <ol style="list-style-type: none"> 1. Encourage developers to make improvements that create and enhance a campus atmosphere. 2. Continue to require sufficient buffers between industrial zones and residential areas. 3. Continue to encourage uses that add to the tax base in industrial zones. 4. Continue to prohibit housing in industrial zones. |
| Tasks: | <ol style="list-style-type: none"> 5. Undertake a comprehensive exploration of opportunities to expand economic development within existing zoned areas (such as Lindeman Drive). 6. Seek funding to undertake landscaping improvements and to provide gateway signs / directory signs. 7. Create new simplified industrial zones, with increased heights in some areas. 8. Update zoning to encourage parking garages. 9. Refine the types of uses allowed in industrial zones. |



7. Residential Development

Overview

Trumbull has been, and will continue to be, a community whose housing stock consists primarily of single-family detached dwellings. However, the age composition of the community is changing and so the housing needs of its residents are changing as well. In the last 30 years, Trumbull has addressed the need and demand for alternative house choices by updating its zoning regulations to allow for multi-family, age-restricted housing and accessory apartments. Prior to 1984, the only alternative housing opportunities were at Stern Village and St. Joseph's Manor.

As Trumbull's population continues to age and household sizes continue to shrink, the Town expects to see sustained interest in other housing choices. The Town will preserve the single-family character of the community while seeking ways to provide new housing opportunities.

Residential development can also provide economic benefits. Placing residents within walking distance to commercial centers provides new customers without traffic impacts. Combining housing and businesses also helps create more vibrant, active places.

Goals

- Maintain and preserve Trumbull's existing single-family owner-occupied housing stock and the character of existing neighborhoods.
- Encourage new housing opportunities for the elderly and encourage housing affordable to working families and single individuals.

Strategies for Residential Development

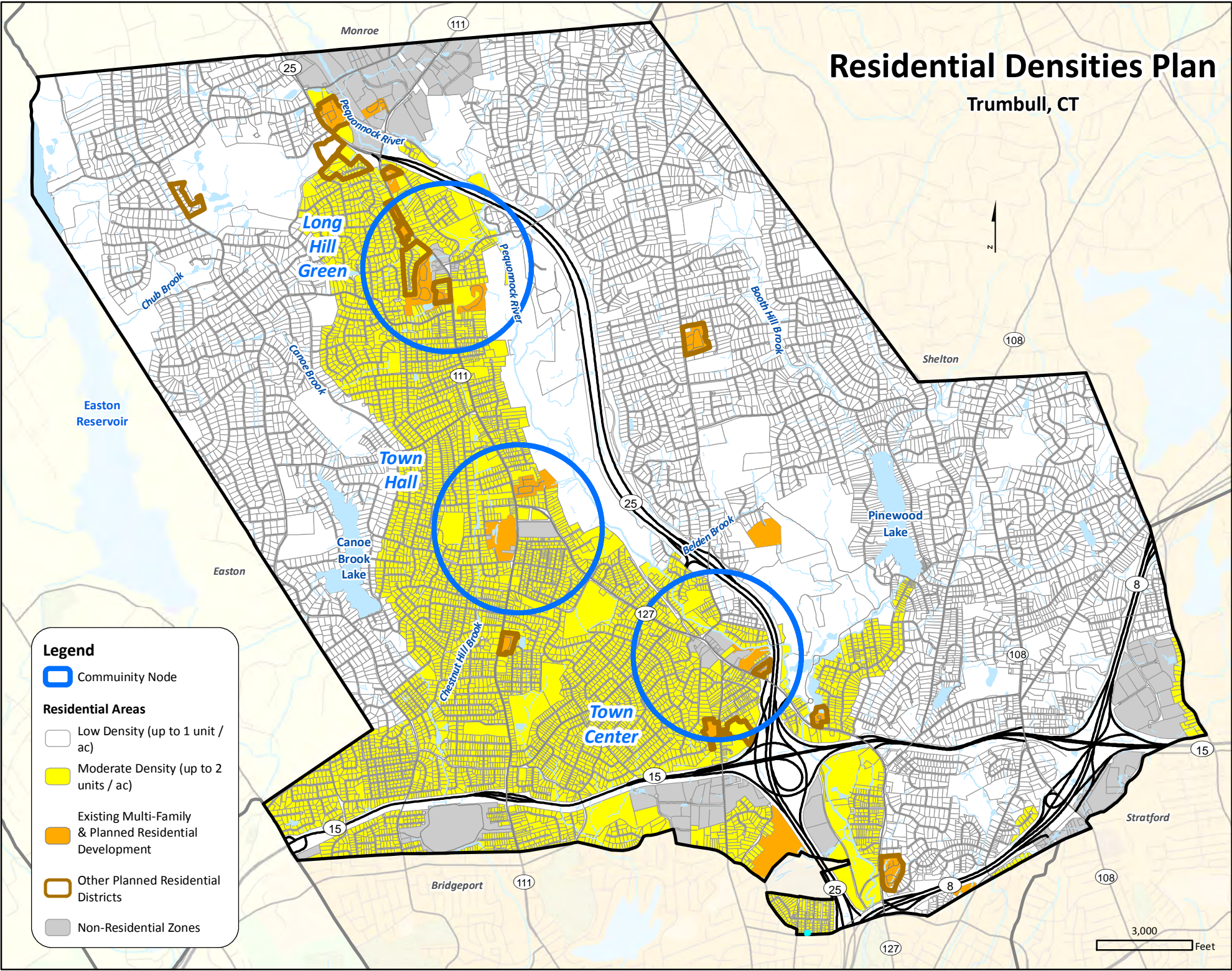
A| Protect residential neighborhoods from incompatible uses and activities

Trumbull is predominantly built out with little vacant land. This means that meeting economic demand and housing demand for alternative housing types could occur in developed areas or in areas that abut established neighborhoods. New development and redevelopment must be carefully planned and managed to ensure that Trumbull's residential neighborhoods remain stable and livable. Policies to protect neighborhoods include:







- Strive to provide predictability about where future development of housing will occur.
- Generally maintain the well-established residential density pattern (see Residential Densities Plan).
- Avoid rezoning residential areas for business development unless part of planning process that involves nearby neighborhoods.
- Ensure that adequately sized and effective buffers provide a transition between new development and existing neighborhoods.
- Seek to minimize impacts from businesses located adjacent to neighborhoods. Careful attention to traffic levels and patterns, lighting, the appearance of buildings, signs and grounds, hours of operation, and placement of dumpsters and outdoor activities.
- New development should provide benefits to adjacent neighborhoods, such as through the addition of pedestrian amenities, parkland, and enhanced landscaping.

Residential Densities Plan

Trumbull, CT



Legend

-  Community Node
- Residential Areas**
 -  Low Density (up to 1 unit / ac)
 -  Moderate Density (up to 2 units / ac)
 -  Existing Multi-Family & Planned Residential Development
 -  Other Planned Residential Districts
 -  Non-Residential Zones

3,000 Feet

B| Explore ways to address changing housing needs

The age composition of Trumbull is changing and the housing needs within the community are changing as a result. In addition, for lifestyle or lifestage reasons, many people are interested in other housing types. While single-family detached dwellings will continue to be the predominant housing type in Trumbull, we should look at active and passive approaches to addressing housing needs in the community in ways that are appropriate for Trumbull.

	MORE PASSIVE APPROACHES	INTERMEDIATE APPROACHES	MORE ACTIVE APPROACHES
<u>What Trumbull Has Done Or Is Currently Doing</u>	<p><u>Free Market</u></p> <ol style="list-style-type: none"> 1. Letting market forces or regulatory programs (such as CGS 8-30g) propose housing alternatives. <p><u>Regulating</u></p> <ol style="list-style-type: none"> 2. Using land use regulations and ordinances to guide development. 	<p><u>Helping</u></p> <ol style="list-style-type: none"> 3. Providing services to help elderly residents age in place (senior center, meals, dial-a-ride, etc.). <p><u>Encouraging / Enabling</u></p> <ol style="list-style-type: none"> 4. Allowing for accessory apartments. 	<p><u>Providing</u></p> <ol style="list-style-type: none"> 5. Participated in establishing a housing authority that developed elderly housing.
<u>What Trumbull Is Considering Doing</u>	<p><u>Educating</u></p> <ol style="list-style-type: none"> 6. Educating property owners, developers, institutions, and others about housing needs and desired alternatives. 7. Identifying other organizations that might help address housing needs and encourage and assist them with this effort. 	<p><u>Helping</u></p> <ol style="list-style-type: none"> 8. Providing <i>more</i> services to help elderly residents age in place. 9. Encouraging preservation of existing units that are counted as affordable housing (assisted housing, CHFA financed, deed-restricted). 	

	MORE PASSIVE APPROACHES	INTERMEDIATE APPROACHES	MORE ACTIVE APPROACHES
<u>What Trumbull Might Consider Doing In The Future</u>	<p><u>Regulating</u></p> <p>10. Allowing for additional housing types (apartments, starter homes, age-appropriate housing, retirement housing, assisted living, life care facilities, nursing homes, etc.).</p>	<p><u>Helping</u></p> <p>11. Encourage preservation of other existing housing that sells or rents at affordable prices.</p> <p><u>Encouraging / Enabling</u></p> <p>12. Promoting housing that is configured to meet needs of aging population (naturally occurring retirement communities).</p> <p>13. Providing density bonus or other incentives for providing for housing diversity.</p>	<p><u>Requiring</u></p> <p>14. Require that all new higher density development make provision for housing diversity (set-aside units, fee payment, etc.).</p> <p><u>Providing</u></p> <p>15. Obtain state or federal funding to provide housing that sells or rents at affordable prices (including deed-restricted).</p> <p>16. Develop housing that is configured to meet the needs of an aging population.</p> <p>17. Obtain state or federal funding to provide assisted housing.</p> <p>18. Obtain state or federal funding to acquire existing housing units and resell as deed-restricted units.</p> <p>19. Establish shared equity arrangements for municipal workers or other persons.</p> <p>20. Provide mortgage financing or interest rate subsidies.</p> <p>21. Provide down payment assistance in exchange for shared equity.</p> <p>22. Obtain state/federal funding to provide housing that will meet local needs.</p>

C| Allow housing alternatives that are appropriate in scale and appearance for their surroundings

Trumbull has adopted zoning regulations for various types of higher density housing in response to specific development proposals. These include assisted living facilities, age restricted housing, and planned affordable housing. Most of these developments are located along arterial roads and some are within walking distance to commercial areas. The Affordable Housing Zone and Housing Opportunity Zone were repealed in 2008.

The Town should continue to consider applications for age-restricted developments and consider reinstating the additional affordable housing development zones provided they are appropriate located and provide community benefits. Townhouses or garden-style apartments are most appropriate styles that best fit with Trumbull's character. The Zoning Regulations should be updated to include siting criteria noted in the box. In addition, the high standards for design and landscaping currently in the zoning regulations should remain.

Mixed-use development, where apartments are located above retail, should be encouraged in the three community nodes – Long Hill Green, Town Hall area, and the Town Center. Mixed-use allows for smaller and more affordable housing units in areas where a car is not needed for basic errands. The zoning for the Town Hall and Town Center would need to be amended to allow mixed-use (the B-C Long Hill Green Zone currently allows it).

LOCATIONAL STANDARDS FOR MULTI-FAMILY, AGE RESTRICTED AND AFFORDABLE HOUSING DEVELOPMENTS

These criteria should not apply to mixed use buildings at Long Hill Green, Town Hall area or Town Center.

Required: Developments must meet all of these criteria.

- Access to an arterial road, as depicted in this POCD.
- Served by public water and public sewer.

Preferred: Developments ideally should meet these criteria unless the applicant can demonstrate the benefits of the development outweigh these criteria.

- Located within ¼ mile of a bus route.
- Located within ¼ mile of a commercial zone.
- Located at least 1 mile from another multi-family, age restricted or affordable housing development.

D| Explore options to increase the percentage of affordable housing units

The preferred approach for meeting affordable housing needs in Trumbull is to consider proposals by housing providers when the market indicates there is demand for more housing options. As noted in item B, the Town has responded to demand by creating new zones to allow developments. The Town should update the regulations to require that any new multi-family or planned residential development, including mixed use, must provide affordable housing units. The percentage required could range between 10% to 20% of units. The affordable units would have a deed restriction, ideally for terms of at least 40 years.

The Town allows accessory apartments and requires that they are deed restricted for affordability. The Town should continue to allow accessory apartments since they help meet alternative housing needs while retaining the single-family character of a parcel and neighborhood.

Lastly, the Town should encourage both the private and non-profit sectors to provide more senior and elderly housing units. As the population ages, Trumbull will likely see an increased demand for residents who wish to downsize from a single-family house to a smaller unit with some level of services. The Town should reach out to providers to explore options and funding opportunities for additional affordable units.

SUMMARY FOR RESIDENTIAL DEVELOPMENT	
A Protect residential neighborhoods from incompatible uses and activities.	
Policies:	<ol style="list-style-type: none"> 1. Maintain overall densities. 2. Avoid rezoning unless part of a comprehensive planning initiative. 3. Maintain strict requirements for buffers, lighting, signs, landscaping and other factors. 4. Carefully review and address potential traffic impacts. 5. Work with applicants to provide amenities / benefits to adjacent neighborhoods.
B Explore ways to address changing housing needs.	
Policies:	<ol style="list-style-type: none"> 1. Explore ways to address changing housing needs.
Tasks:	<ol style="list-style-type: none"> 2. Investigate active and passive approaches to addressing housing needs in ways that are appropriate for Trumbull.
C Allow housing alternatives that are appropriate in scale and appearance for their surroundings.	
Policies:	<ol style="list-style-type: none"> 1. Maintain high standards for architecture and site design for residential developments.
Tasks:	<ol style="list-style-type: none"> 2. Consider re-adopting the Affordable Housing and / or Housing Opportunity Zone provisions. 3. Update zoning regulations to incorporate required and preferred locational criteria for housing developments. 4. Allow mixed use development in the three community nodes.
D Explore options to increase the percentage of affordable housing units.	
Policies:	<ol style="list-style-type: none"> 1. Continue to allow accessory apartments and require that they are deed restricted.
Tasks:	<ol style="list-style-type: none"> 2. Update zoning regulations to require a percentage of units in new developments are affordable (inclusionary zoning) 3. Reach out to senior and elderly housing providers to explore options for creating more affordable options for seniors.



8. Natural Resources

Overview

Trumbull's natural beauty is derived from rivers, streams, ponds, trees, and other natural resources. These features support our health, well-being and quality of life and provide habitat. We can continue to protect our most important resources as open space where feasible, encourage our residents and business community to be good stewards of resources on and near their land, and ensure that we employ the latest tools and techniques to protect our natural ecosystem.

Goals

- Preserve the ecological, aesthetic, public health and recreational values of Trumbull's natural resources.
- Help residents connect their actions with impacts to the natural environment.
- Develop and use innovative tools and approaches to protect natural resources.

Pequonnock River Watershed Based Plan

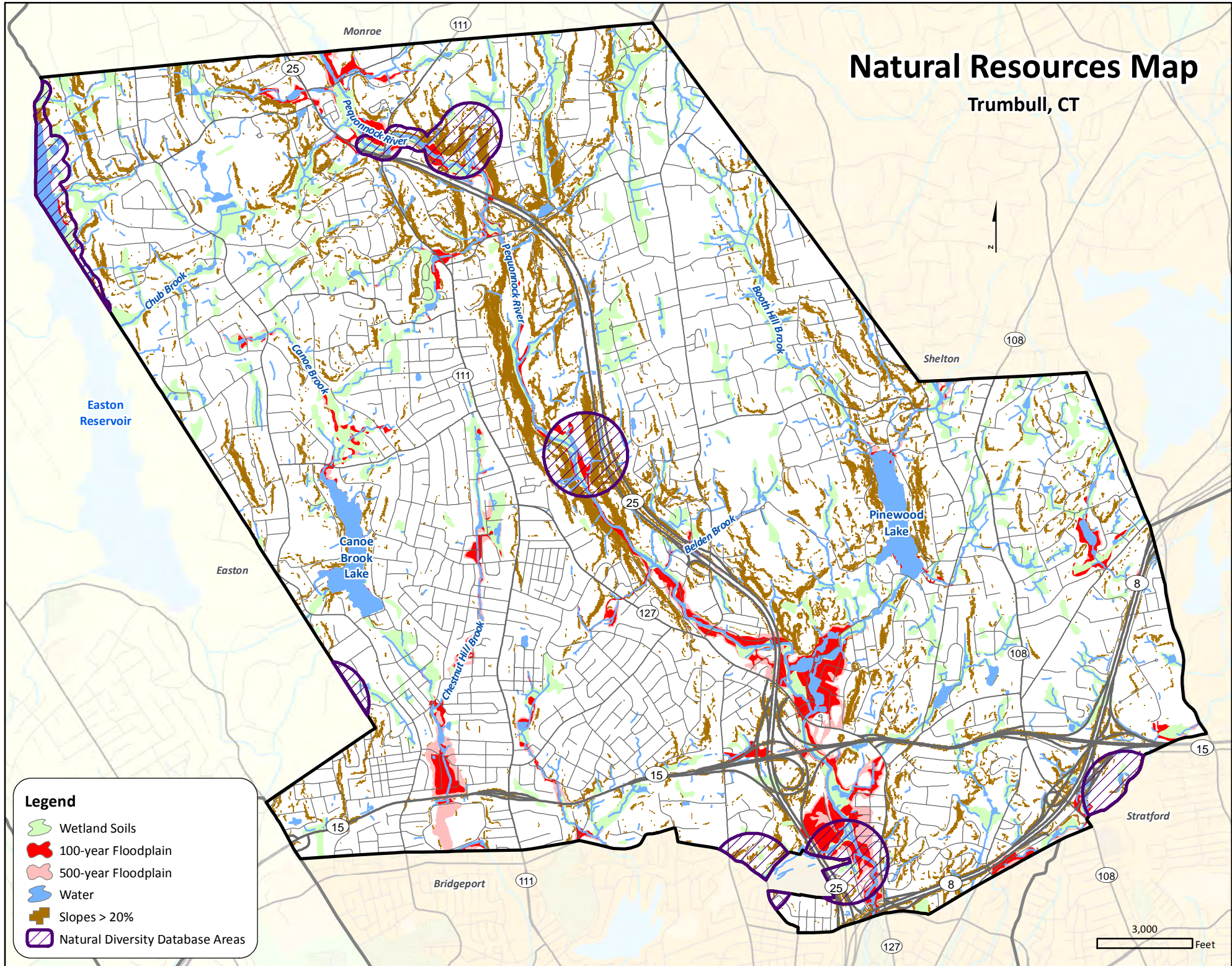
Under the direction of the Pequonnock River Initiative, Fuss & O’Neill prepared a watershed management plan in 2011 for the Pequonnock River watershed. The Towns of Trumbull and Monroe, the City of Bridgeport and the CT Department of Energy and Environmental Protection (CT-DEEP) and others guided the development of the plan. The intent of the plan is to protect and restore water resources within the watershed. The strategies are specific to the Pequonnock River Watershed, but can be applied town-wide to help protect and restore all of Trumbull’s water resources. This POCD incorporates by reference, the strategies contained in the Watershed Based Plan. The Town should actively implement its strategies.

Highlights from 2011 Pequonnock River Watershed Based Plan

Overall Goals	Key Strategies
Build capacity to implement watershed initiatives Improve water quality Protect and restore habitat Promote sustainable land uses and preserve open space Promote stewardship through outreach and education	Continue water quality monitoring Promote “green infrastructure” approaches (such as “low impact development” practices) in private development and municipal projects Restore priority stream buffers Restore stream habitat Pursue creation of regional sewer authority to address septic system impacts and investigate funding for stormwater management Update land use regulations to incorporate low impact development, riparian buffer protection and tree canopy preservation Implement stormwater retrofits (e.g., retrofit parking areas, roads) Increase public access to Pequonnock River Continue public engagement (e.g., clean-ups, plantings, events); use social media

Natural Resources Map

Trumbull, CT



Legend

- Wetland Soils
- 100-year Floodplain
- 500-year Floodplain
- Water
- Slopes > 20%
- Natural Diversity Database Areas

Strategies for Natural Resource Protection

A| Promote stewardship of our natural assets

Trumbull's parks provide residents ample opportunity to enjoy and explore forests, river valleys, rock outcrops, lakes, and other natural landscapes. Yet it can be difficult to see how one's own backyard contributes to environmental well-being. Educational programs and events help residents make these connections and teach best practices residents can undertake at home. Trumbull's schools, the Nature and Arts Center, and Parks and Recreation all provide venues for educational opportunities. Educational efforts should continue.

Case Studies – Education And Stewardship

The Trumbull Conservation Commission has been actively promoting conservation education and stewardship through community projects.

One of these projects (Hillcrest Middle School Outdoor Classroom) involved replacing an unused and overgrown courtyard with native plantings in a way that exposes students to an "outdoor classroom."

Another project (Old Mine Park Demonstration Streamside Buffer) was a model project undertaken in Trumbull as part of the Pequonnock River Initiative. The project involved the creation of a streamside buffer using "low impact development" (LID) techniques. This project helped to protect the river but also did it in a visible place where people can see the benefits of LID for themselves.

These types of initiatives should be continued and encouraged.



“Trumbull’s natural environment is a priceless resource that cannot be replaced, and needs to be protected today and for future generations.”

-- The Trumbull Inland Wetlands and Watercourses Commission.

NATURAL DIVERSITY DATABASE

The Connecticut Department of Energy and Environmental Protection maintains a database with information on the approximate locations of endangered, threatened and special concern species and significant natural communities in Connecticut. Additional information is available at:

<http://www.ct.gov/deep/cwp/view.asp?A=2702&Q=323464>

B | Protect natural resources when development occurs

A number of commissions address natural resource protection directly by placing conditions on land use applications (e.g., Planning and Zoning Commission, Inland Wetlands and Watercourses Commission) or indirectly by making decisions about how land is used or maintained (e.g., Parks and Recreation Commission, Board of Education). Regular coordination between these commissions provides opportunities to discuss protection goals and challenges and identify new protocols or regulations for greater protection. These commissions could aim to hold an annual joint meeting.

When land use applicants work with staff and commissions to address natural resource protection at the beginning of the development process, the approval process is more predictable and efficient. The Conservation Commission is developing a Natural Resources Inventory (NRI), which will provide detail on Trumbull’s natural assets. Developers and land use applicants should be encouraged to consult the NRI before drawing up plans, and land use commissions should consult the NRI as they are reviewing applications. The NRI and the input of staff and experts can help ensure that science-based information leads to fewer environmental impacts.

Zoning regulations should be updated to allow greater flexibility to protect natural areas when laying out a site. For example, regulations could allow the Planning and Zoning Commission to reduce requirements, such as setbacks, if the reduction protects natural resources and does not impact neighboring properties. This approach can also streamline the approval process by eliminating the need to seek a variance. Another approach is to allow property owners to mitigate environmental impacts off-site. The program could work similar to a Transfer of Development Rights program where a landowner secures the right to build more in one area by preserving another area.

Natural resource protection does not end once the development is approved and built. Conservation restrictions or conditions of approval are sometimes placed on properties. As time goes by and properties change ownership, it is not easy to enforce or track conditions and restrictions. The Town should identify approaches to promote long term protection by ensuring that restrictions are not lost over time. One approach is to require that areas subject to restrictions are demarcated, such as with a post (similar to a property marker) or sign with simple wording about the restriction.

C| Improve water quality and stormwater management

The Pequonnock River is perhaps Trumbull's greatest natural asset due to its connection to Long Island Sound and because it forms a natural spine running north to south through Trumbull. The river's health is affected by activities throughout the watershed. The Pequonnock River Watershed Based Plan (see page 70) identifies modern stormwater management practices, which can help reduce stormwater runoff and improve water quality. The recommendations can help improve water quality for all of Trumbull's water resources.

The Town should implement the recommendations in the Watershed Plan, with a specific goal of "delisting" the Pequonnock River from the State's list of impaired water bodies. The Plan recommends water quality monitoring to identify pollutants and track progress. Baseline data will allow the Town to gauge progress toward delisting. Regional cooperation is essential to improving water quality of the river. Similarly, the recommendations in the Rooster River Watershed Based Plan should also be considered.

Trumbull has important tools in place to protect water resources. Wetland protection regulations help protect vital wetlands, water courses, and upland areas. The Town should continue to diligently apply and enforce existing regulations.

Better management of stormwater can help improve water quality and mitigate flooding. The traditional approach to stormwater management is to get it off site as quickly as possible, often emptying directly into water bodies with little if any treatment. The Watershed Based Plan proposes that Trumbull employ "green infrastructure" and "low impact development" (LID) principles aim to retain, treat and promote infiltration on-site using natural drainage systems. Greater on-site infiltration can reduce the amount of water that flows into the Town's drainage system, reducing the need for the Town to expand, construct and maintain additional drainage infrastructure. Creating an incentive to use "pervious pavement" for surface parking lots might be one way to promote this approach.

GREEN INFRASTRUCTURE

The term “green infrastructure” refers to the use of low impact development (LID) and other techniques.

In other words, it uses “green” areas and natural approaches to water management (rather than drainage pipes and structures) to address the quality and quantity of most of the water runoff events which occur as a result of development.

The implementation of LID and “green infrastructure” approaches (whether through regulations requiring it or incentives encouraging it) is specifically recommended as part of this Plan of Conservation and Development.

The zoning regulations require stormwater management plans for single-family dwellings, accessory uses, and land use applications that increase the amount of impervious surface by 800 square feet or more. This is an important requirement that should continue. The regulations encourage LID type techniques, such as maximizing on-site infiltration. The “Administrative Policy for Stormwater Management and Drainage Design Standards” includes additional storm water management standards. All drainage requirements should be combined into one drainage manual that provides greater detail on preferred best management practices and expected stormwater outcomes. In addition, the Town should ensure that its own projects, including road improvements and building projects, incorporate LID techniques. The Pequonnock River Watershed Based Plan recommended specific municipal projects the Town could undertake.

Natural wetland buffers protect water quality and efforts to preserve and restore buffers should be a priority on town lands and when reviewing development applications. Chapter 4, Town Character, provides strategies on preserving trees in Trumbull. Preserving and restoring vegetated buffers along wetlands and watercourses is a critical component of water quality protection.

Examples of Green Infrastructure (also known as “low impact development”)



Vegetated swales that promote infiltration.



Pervious pavement that allows water to infiltrate soil.



Rain barrels that store storm water for re-use.

D| Promote “green” building practices

Businesses are finding that building “green” facilities give a competitive edge when attracting talent and can elevate their reputation in the community. Among many environmental benefits, green building practices can reduce air pollution by using less toxic materials, reduce stormwater runoff and reduce energy use. Many of the features of green buildings and landscaping also improve the appearance of buildings and grounds, with more glass than concrete facades, rain gardens, and green roofs. Buildings in other Fairfield County communities including Stratford, Norwalk, Greenwich, Wilton and Stamford also have been certified. Trumbull should set a goal that most new commercial and municipal buildings will be “green”. Zoning or tax incentives can encourage green approaches. For example, coverage or other dimensional limitations could be relaxed or the tax incentive program could give greater weight to green buildings.



Solar power and wind generation are examples of ways to efficiently use resources.

Examples of Green Building Practices



Proper ventilation and careful choice of building materials are examples of ways to protect occupant health and improve employee productivity.



Using rainwater or “grey water” for irrigation is an example of reducing waste, pollution and environmental degradation.

“GREEN” POLICIES

Trumbull should consider developing policies or regulations on solar collectors, wind power, geothermal installations, and other “green” approaches that might affect abutters or the overall community.

ENERGY STRATEGIES

Trumbull should consider strategies encouraging or requiring the use of renewable energy sources as part of new development, both public and private. This can include photo-voltaic panels, electric vehicle recharging stations and other approaches.

In addition, Trumbull should consider “life-cycle costing” of energy approaches to new public facilities to ensure the best long-term solutions are selected.

E| Protect lakes, ponds, rivers, and wetlands

Lakes, ponds, rivers, and wetlands are beautiful yet fragile natural resources. Pollutants in runoff are directly transported to the lakes, ponds, and rivers and end up polluting these resources. Trumbull should work with property owners adjacent to water resources and all residents to:

- **Preserve and enhance natural vegetation adjacent to water resources** - Trees, shrubs, bushes and groundcovers adjacent to the water are the last line of defense. This area is often called the riparian buffer because it “buffers” the water from excess nutrients, sediment and stormwater. This extends to protecting shoreline areas from tree clearing and ensuring appropriate setbacks of buildings.
- **Promote organic care over chemical fertilizing of lawn** – People often use chemical fertilizers and pesticides on their lawns without realizing that most of the nutrients and chemicals end up being transported into water bodies and causing algae growth, biological damage, and other negative impacts.
- **Prevent erosion** – Wherever erosion happens in a watershed, the resulting sedimentation harms the lakes, ponds, and rivers downstream. From planting vegetation or mulching bare areas to carefully managing construction operations, there are a number of ways to avoid careless impacts on surface water resources.
- **Convert runoff to infiltration** – Water that becomes runoff picks up pollutants and nutrients and injects them directly into lakes, ponds, and rivers. On the other hand, if rainwater can be captured and directed to rain gardens and similar areas, the nutrients and pollutants can be absorbed by vegetation and the water table and water cycle will be enhanced by groundwater which provides a more reliable base flow in streams and rivers.
- **Maintain septic tanks** – While most areas of Trumbull are served by sewers, some areas rely on septic tanks to treat sewage. If septic tanks are not properly maintained, the system can fail and result in improperly treated runoff flowing to lakes, ponds, and rivers.

F| Minimize impacts from flooding and natural hazards.

Flooding, high winds, and ice and snow storms impact the safety of the community. Working with the Greater Bridgeport Regional Council, the Town completed a Natural Hazard Mitigation Plan (2013) which outlines steps the Town can take to reduce potential impacts from natural events. According to the Federal Emergency Management Agency (FEMA), “mitigation” means taking action now to reduce loss of life and property when a disaster does strike.

This POCD promotes general policies for natural hazard mitigation in Trumbull and incorporates the Natural Hazard Mitigation Plans prepared for the Town and for the region in terms of specific actions and priorities. General principles to help mitigate the effects of natural disasters in Trumbull include:

- Avoid putting new development in vulnerable areas and ensure that new development is built to withstand natural hazards. The State’s building code and the Town’s flood plain zoning regulations are two tools to help protect new development.
- Avoid placing vulnerable populations who may need special assistance in hazard prone areas. This includes schools, daycares, senior housing, and the senior center.
- Ensure that critical facilities, particularly those that must be operational during an emergency, are not located in hazard prone areas or areas difficult to access. This includes the local emergency operation center, police station, fire station and shelters.
- Join the National Flood Insurance Program’s Community Rating System (CRS). In return for the Town employing measures to reduce risks from flooding, homeowners qualify for lower flood insurance premiums.

Other strategies contained in this POCD can help reduce potential natural hazard impacts, particularly from flooding. For example, open space preservation can protect flood plains and efforts to reduce stormwater runoff can help reduce drainage issues.

SUMMARY FOR NATURAL RESOURCES

A | Promote stewardship of our natural assets.

- | | |
|------------------|---|
| Policies: | <ol style="list-style-type: none"> 1. Continue to educate residents on best practices for environmental stewardship. 2. Work regionally to implement educational objectives in the Pequonnock River Watershed Based Plan. |
|------------------|---|

B | Protect natural resources when development occurs.

- | | |
|------------------|--|
| Policies: | <ol style="list-style-type: none"> 1. Hold annual joint meetings of all commissions and committees that play a role in protecting natural resources. 2. Encourage land use applicants meet with staff well before preparing site plans. 3. Complete the Natural Resource Inventory and encourage developers and land use applicants to use it when preparing plans. 4. Use the Natural Resources Inventory when reviewing land use applications. |
| Tasks: | <ol style="list-style-type: none"> 5. Update regulations to allow flexibility in meeting dimensional requirements to avoid impacts to natural resources. 6. Investigate options for allowing developers to mitigate impacts off-site. 7. Determine mechanism to demarcate protected areas / conservation areas that are subject to restrictions. |

C | Improve water quality and stormwater management.

- | | |
|------------------|---|
| Policies: | <ol style="list-style-type: none"> 1. Implement the recommendations in the Pequonnock River Watershed Based Plan 2. Incorporate “green infrastructure” practices and “low impact development” approaches into new developments. 3. Continue diligent application and enforcement of local regulations that protect natural resources. 4. Improve public health, safety and protection through natural hazard mitigation and “green infrastructure” practices. 5. Maintain and restore wetland buffers. |
| Tasks: | <ol style="list-style-type: none"> 6. Develop a water quality monitoring program. 7. Create a comprehensive Stormwater Management and Drainage Design Guide that incorporates “green infrastructure” practices and “low impact development” approaches. |

SUMMARY FOR NATURAL RESOURCES (continued)**D| Promote green building practices.**

Policies:	<ol style="list-style-type: none">1. Meet green building standards for new or renovated municipal buildings.2. Encourage the private sector to meet green building standards.
Tasks:	<ol style="list-style-type: none">3. Update tax incentive policy to include criteria for green building practices.4. Provide zoning incentives for green buildings.

E| Protect lakes, ponds, and rivers.

Policies:	<ol style="list-style-type: none">1. Protect lakes, ponds, rivers, and other surface water resources from pollution and degradation.
Tasks:	<ol style="list-style-type: none">2. Consider adopting regulations to prevent tree clearing in riparian buffer areas and/or requiring setbacks.3. Educate property owners adjacent to water resources and all residents about threats to water quality.

F| Minimize impacts from flooding and natural hazards.

Policies:	<ol style="list-style-type: none">1. Implement strategies in the Natural Hazard Mitigation Plan.2. Maintain flood plain regulations.3. Ensure that critical town facilities and vulnerable populations are not located in hazard areas.
Tasks:	<ol style="list-style-type: none">4. Join the Community Rating System program.



9. Open Space and Parks

Overview

Our identity is closely tied to our stellar parks and open space system. Trumbull earned its reputation as an outdoor destination with a popular train stop at Parlor Rock over 100 years ago. This legacy will continue well into our future. Trumbull's parks offer opportunities for active and passive recreation, enjoying and learning about nature, fishing, picnicking, and hosting community events. Trumbull is proud of the high amount of parkland preserved. Our newest addition to our greenway system, the Pequonnock River Trail, will ultimately connect Trumbull to Newtown, Bridgeport and Long Island Sound.

Goals

- Expand and enhance our open space and greenway system to better connect neighborhoods, commercial districts, parks, schools and other destinations.
- Continue to use the Pequonnock River Trail to showcase Trumbull's history and natural beauty.
- Strategically preserve additional land as open space, with criteria to help determine priorities.
- Continue to be good stewards of parkland and proactively plan for how to use and maintain our open space and parklands.
- Create trail spurs to provide more connections to the Pequonnock River Trail
- Develop a master plan for parks and open spaces

Strategies for Open Space and Parks

A| Support, Promote, and Capitalize on the Pequonnock River Trail

The Town should continue to actively support efforts to complete the trail in Trumbull. The Town should remain actively involved as the trail location is finalized and should help build public support for the preferred route. To ensure the safety of all trail users, road crossings on busy roads should provide signalized crossings. The Town also should work with the State to add signals for protect pedestrians and cyclists at existing crossings, particularly on Route 111. The Town should also support provision of user facilities such as restrooms, provided they are unobtrusive and preferably are located within existing buildings.

Usage of the trail has been significant and efforts should be devoted to ensuring the trail is able to accommodate all who wish to use it. In the future, it may make sense to have an 8-10 foot wide paved section with five foot wide graded areas on one or both sides, where conditions permit. This type of configuration could accommodate a variety of users and extend the utility of the trail for all. In addition, it may make sense to add trail markings (such as center striping) and/or signage to gently guide users regarding respectful trail usage.

The Pequonnock River Trail is more than just a bicycle and pedestrian pathway. For many users, it is their first introduction to the beauty of and history of the Pequonnock River Valley. The pathway provides Trumbull with an opportunity to tell our story in a creative and compelling manner. Welcome signs should be placed at the Town line so that trail users know they have entered Trumbull. Along the entire length of the trail, signs and informational plaques can point out natural and cultural features. The Town could publish a print and on-line map of the trail with key points and recommended places to stop for a picnic or grab a snack. The facing page includes examples of how other communities have told their story along bike paths.

Recreational trail users most likely drive to the trail and need convenient parking. Trumbull residents can access the trail by parking in a number of Town Parks. All trail uses can park along Tait Road, but there are few spaces that fill up quickly, even on a weekday. Fortunately, there are ample private parking lots in the Town Center and along the planned route for the next section of the trail. The Town should work with landowners along the Pequonnock River Trail and trail spurs to determine an agreeable arrangement to allow trail users to park in existing parking areas.



Example of trail striping

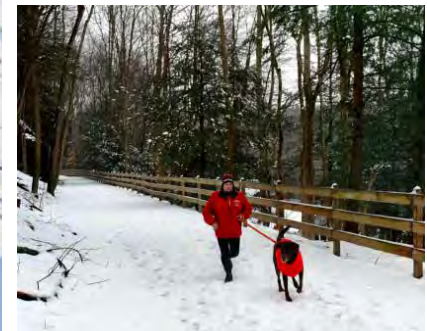


Example of trail signage

The Pequonnock River Trail is a tremendous asset for Trumbull – part of a continuous greenway intended to stretch from Long Island Sound through Trumbull to Monroe and Newtown and possibly beyond.

The Trail is and will be much more than a recreational amenity. Already it provides a safe and easily-accessible way for some people to get around Trumbull by foot or bicycle. The following strategies can help promote the trail as a viable transportation option:

- Link origins (neighborhoods) and destinations (parks, business areas, schools, Town Hall). The best option is to build off-road spurs from the trail to these destinations. The Town can focus on acquiring easements in key areas, with an emphasis on connecting the Trail to community village nodes. In cases where land is not available or where acquiring an easement is cost prohibitive, trail users can be directed to existing roads with signs. Those roads can be improved to better accommodate bicyclists and pedestrians (see Complete Streets discussion for possible improvements on page 93).
- When bicyclists reach their destination, they need safe bicycle storage. The Town should ensure that its facilities and parks have bike racks and encourage business owners to install bicycle racks. The Town could update its zoning regulations to require bicycle parking in business zones.
- Produce cue sheets that provide clear guidance on how to reach various destinations via the trail, spurs and roads. The Town could seek business sponsors for the cue sheets.



TYPES OF OPEN SPACE

Dedicated Open Space – Land that is permanently protected from development.

Perceived Open Space – Land that is used for open space today, but could be developed in the future.

Greenway – Linear open space that protects ecologically important land or provides recreational pathways.

B| Continue Strategic Open Space Acquisitions

With little vacant land left, a strategic approach to future open space preservation may help Trumbull determine acquisitions that will best meet the Town's goals. The Town should develop criteria that open space acquisitions should meet, such as connecting parks, protecting rivers and streams, or mitigating flooding. The criteria would be used to identify priority parcels for open space preservation.

To accomplish this, the Town should build its organizational capacity for open space planning by designating an open space leader. This person/commission/committee would be the Town's open space "champion" and would:

- Bring together all entities that play a role in open space including the Conservation Commission, Parks and Recreation Commission, Land Acquisition Committee, Town Council, Land Trust, staff and others who preserve land in Trumbull.
- Develop the criteria for open space acquisitions and identify priority parcels.
- Regularly reach out to landowners to gauge interest in preserving their land and reviewing preservation options with them.
- Seek public support for funding and acquisition of priority parcels.

C| Manage Our Open Space System

A number of entities manage Trumbull's parks and open spaces. A comprehensive inventory of all parks and open spaces, current uses, intended uses, and management responsibilities can help guide the management of the Town's open space. Residents, commissions, and committees may have different ideas or expectations about how vacant town land is intended to be used. Some might expect certain parcels to remain in a natural state while others may envision trails, playgrounds, playing fields, or even new town buildings. In addition, some parcels may have been acquired with restrictions on future activities. The inventory can determine which parcels are permanently protected and which could be subject to future development.

The inventory should include:

- Current use of land
- Maintenance responsibilities and needs
- Restrictions on future uses
- Desired or intended future use

Trumbull's parks system instills tremendous pride in the community and boosts the quality of life. The Town should continue to invest annually in park up-keep and improvements.








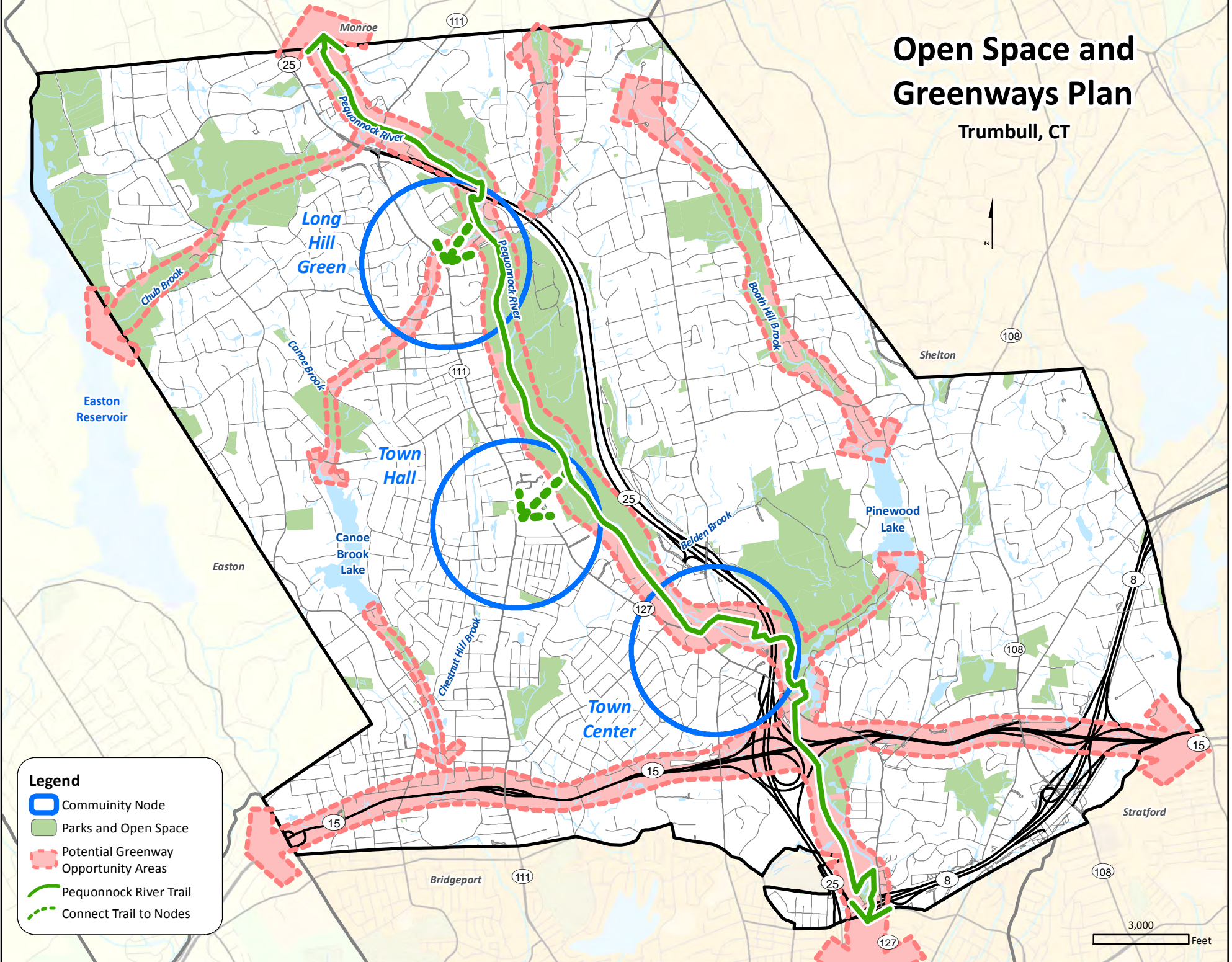
Open Space and Greenways Plan

Trumbull, CT



Legend

-  Community Node
-  Parks and Open Space
-  Potential Greenway Opportunity Areas
-  Pequonnock River Trail
-  Connect Trail to Nodes



SUMMARY FOR OPEN SPACE	
A Support, Promote, and Capitalize on the Pequonnock River Trail.	
Policies:	<ol style="list-style-type: none"> 1. Continue to actively support completion of the PRT. 2. Support provision of trail user comfort stations, provided they are unobtrusive and preferably located in existing buildings. 3. Encourage businesses to install bicycle racks. 4. Promote the PRT.
Tasks:	<ol style="list-style-type: none"> 5. Work with State to upgrade existing road crossings and ensure that new road crossings are signalized. 6. Seek funding to design and install signs and plaques along the PRT. 7. Create print and on-line maps for the trail. 8. Work with property owners to allow trail users to park in existing parking lots. 9. Identify approaches for connecting trail to key origins and destinations. 10. Provide bicycle racks at town facilities. 11. Consider updating zoning to require bicycle parking for commercial uses.
B Continue Strategic Open Space Acquisitions.	
Policies:	<ol style="list-style-type: none"> 1. Seek funding to continue to preserve open space. 2. Involve all entities that play a role in open space preservation and management when making acquisition decisions. 3. Regularly reach out to landowners to discuss preservation options. 4. Build public support for open space acquisition.
Tasks:	<ol style="list-style-type: none"> 5. Determine which entity or person will be the open space champion. 6. Develop criteria to prioritize which land to acquire as open space.
C Manage Our Open Space System.	
Policies:	<ol style="list-style-type: none"> 1. Annual invest in park up-keep and maintenance.
Tasks:	<ol style="list-style-type: none"> 2. Create an inventory of open space with details on uses, future uses, and restrictions. 3. Develop a master plan for parks and open space.



10. Community Facilities & Utilities

Overview

Our schools, recreational programs and facilities, and the library enhance the quality of life in Trumbull. Police, fire, emergency services and public works protect our public health and safety. General government addresses our everyday needs.

A number of trends will affect our municipal facility needs over the next ten years. Technology allows us to connect in new ways with our local government and allows the Town to deliver many services more efficiently. A growing senior population may increase demand and need for more social programs, health programs and emergency services. These and other factors will affect how Trumbull plans for community facilities.

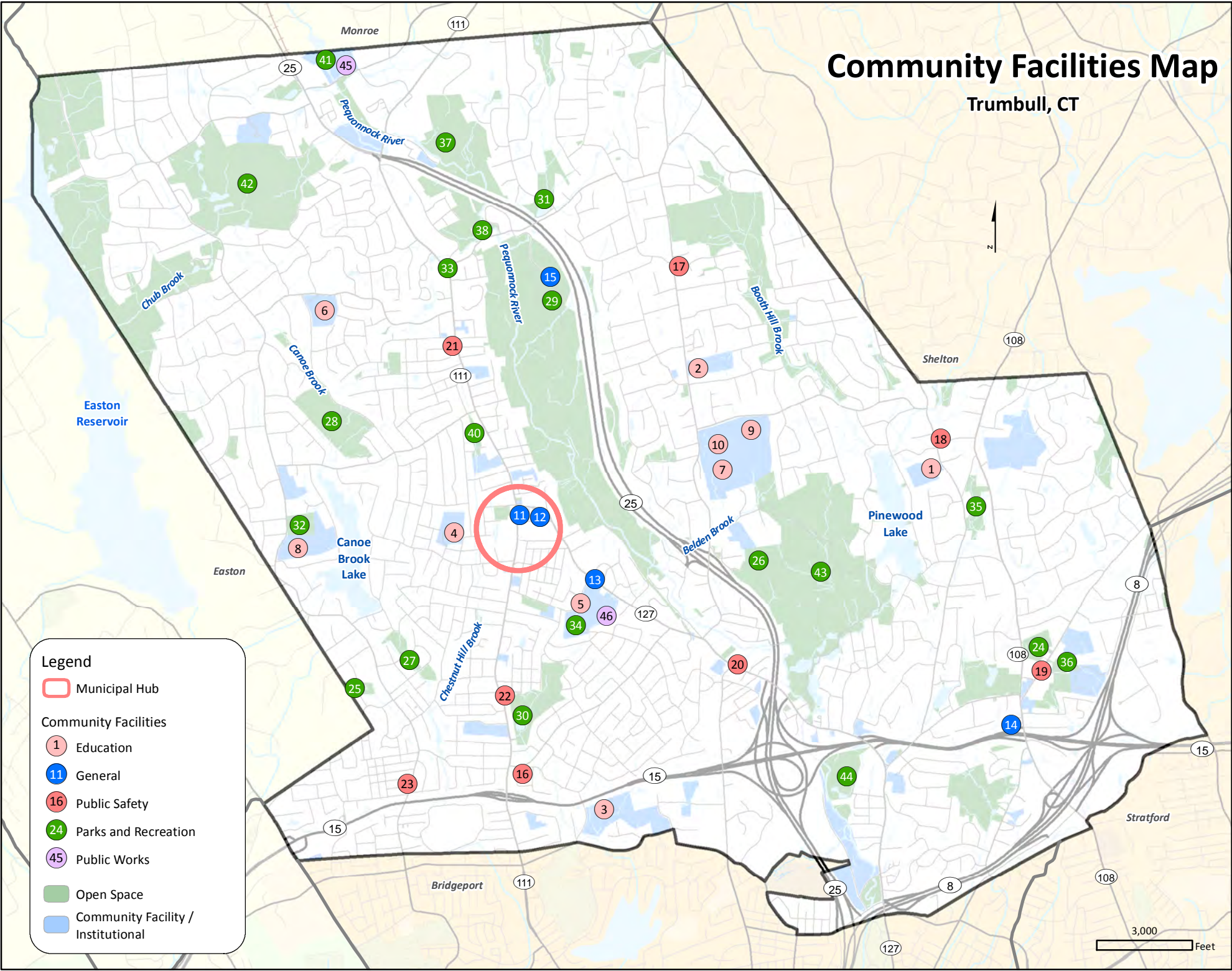
Residents and businesses rely upon utilities, ranging from public water and sewer, to electricity and communications. The Town will work with providers to ensure that modern and reliable service is available.

Goals

- Plan comprehensively and proactively for community facilities.
- Continue to provide high quality school system, recreational amenities and other services in an efficient manner.
- Ensure that our infrastructure and utility services meet our needs today and in the future.

Community Facilities Map

Trumbull, CT



Legend

Municipal Hub

Community Facilities

1 Education

11 General

16 Public Safety

24 Parks and Recreation

45 Public Works

Open Space

Community Facility / Institutional



3,000 Feet

Community Facilities Legend

Education

- 1 Booth Hill Elementary School
- 2 Daniels Farm Elementary School
- 3 Frenchtown Elementary School
- 4 Jane Ryan Elementary School
- 5 Middlebrook Elementary School
- 6 Tashua Elementary School
- 7 Hillcrest Middle School
- 8 Madison Middle School
- 9 Trumbull High School
- 10 Agriscience BioTech Center

General Community Services

- 11 Town Hall
- 12 Trumbull Library
- 13 Animal Control Shelter
- 14 Senior Center
- 15 Teen Center

Public Safety

- 16 Trumbull Police Department
- 17 Trumbull Center Fire Station 2
- 18 Nichols Fire Station 2
- 19 Nichols Fire Station 1
- 20 Trumbull Center Fire Station 1
- 21 Long Hill Fire Station 1
- 22 Long Hill Fire Station 2
- 23 Long Hill Fire Station 3

Parks and Recreation

- 24 Abraham Nichols Park
- 25 Aldo Memorial Park
- 26 Beach Memorial Park
- 27 Davidow Park
- 28 Great Oak Park
- 29 Indian Ledge Park
- 30 Island Brook Park
- 31 Kaatz Pond Park
- 32 Kaechele Property
- 33 Long Hill Green
- 34 Middlebrook Park
- 35 Mischa Brook Park
- 36 Nothnagle Memorial Field
- 37 Old Mine Park
- 38 Parlor Rock Park
- 39 Pondview Park
- 40 Strawberry Brook Estate
- 41 Spring Hill Road Field
- 42 Tashua Recreation Area
- 43 Twin Brooks Park
- 44 Unity Park

Public Works

- 45 Transfer Station
- 46 Highway Department

Strategies for Community Facilities and Utilities

A| Encourage long term planning for future town facilities

A questionnaire sent to municipal department heads as part of this planning process resulted in a variety of community facility needs and wants being identified. In the long run, Trumbull will benefit the most from appointing a special committee or task force to undertake a comprehensive community facility study. This working group could evaluate municipal facilities and identify and prioritize community needs. The Plan recommends that this process be undertaken.

Planning for community facilities should address:

- Immediate and long-term needs of individual departments and opportunities for sharing space and resources across departments.
- Appropriate locations for new or expanded municipal facilities. Locational criteria might include:
 - Maintaining the Town Hall area as a municipal hub / campus with a high level of activity.
 - Locating facilities used by the full population in central areas that are easily accessible and, preferably, have access on arterial roads.
 - Locating public safety facilities based upon the population / area they are serving and not in areas prone to natural hazards.
- How changing demographics will affect needs and demands.

A comprehensive community facilities plan can address all of these factors and determine priorities, timing and how to fund projects.

QUALITY OF LIFE COMMUNITY FACILITIES

During the public outreach portion of this Plan, residents placed high priority on those Town facilities that most directly affect residential quality of life. These include:

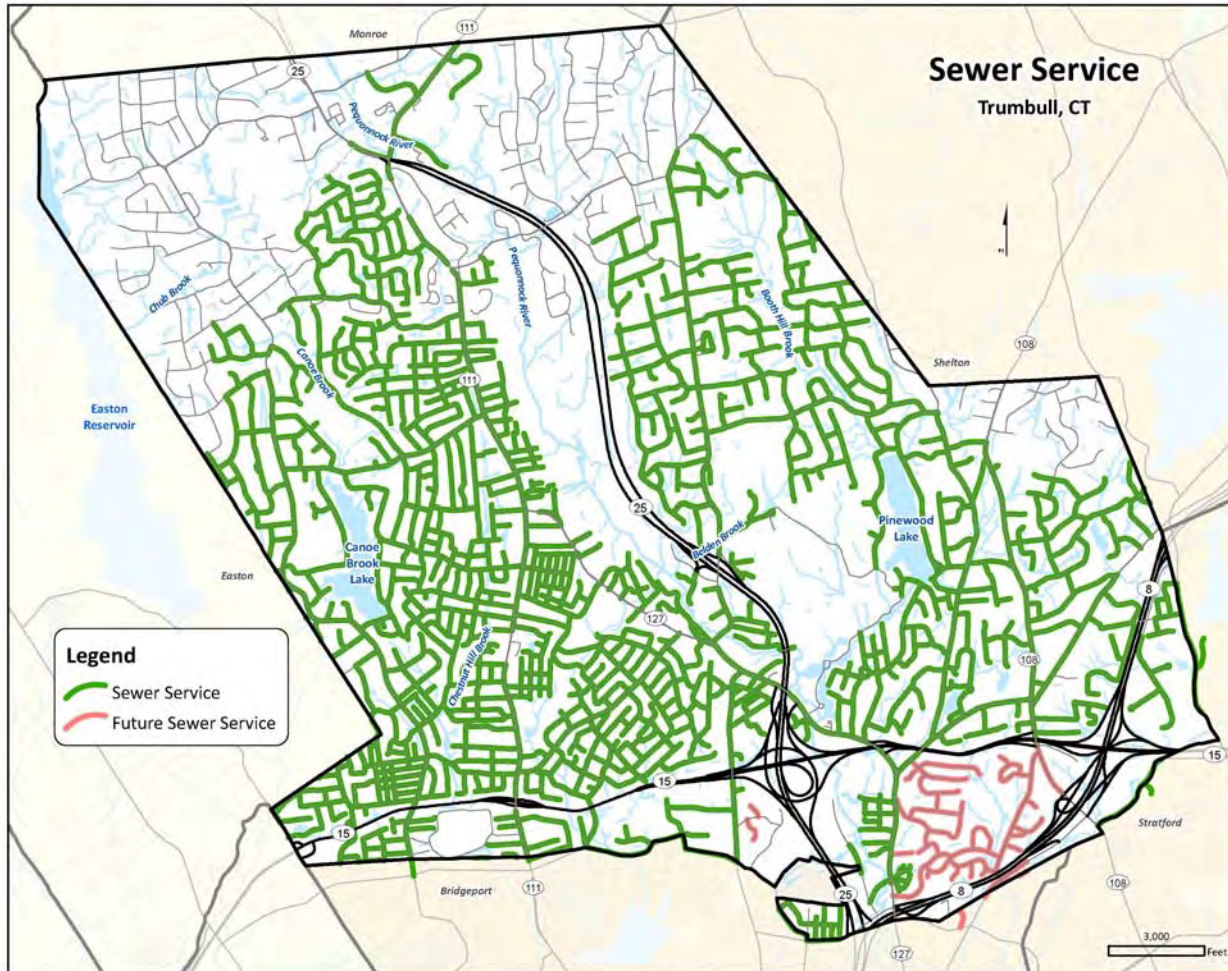
- Building a community center.
- Upgrading or rebuilding the senior center.
- Upgrading the library.
- Meeting increased demand for playing fields.

A Community Facilities Plan could look at ways to combine or co-locate the community and senior center – possibly with the library.

With little, if any, vacant land available for new playing fields, the capacity of existing fields could be increased by installing artificial turf and lighting.

B| Ensure wastewater needs of current and future development are met

Over the last 45 years, Trumbull has implemented a plan to provide public sewers throughout most of the Town. Since Trumbull does not have a waste water treatment plan, the Town has an agreement Bridgeport to send waste water to their plant.



Trumbull has explored alternative options including:

- creating a more formal regional Water Pollution Control Authority with Bridgeport and Monroe;
- connecting to the systems in Fairfield, Shelton or Stratford; or
- building a waste water treatment plant in Trumbull.

A continued arrangement with Bridgeport should be able to meet Trumbull's future waste water needs. The Town should ensure that whichever approach is pursued, there is sufficient capacity to handle the wastewater needs for future development in Trumbull.

C| Work with utility providers to ensure utilities are available to meet community needs

As part of their everyday lives, residents, the Town and the business community rely upon electricity, natural gas, water, and communications provided by utility companies. It is expected that these utilities can adequately meet the community's needs.

However, cell phone coverage is lacking in some areas of Town, including the Town Center. Although Connecticut municipalities do not have oversight of siting new cell towers or antenna, the Town could actively work with providers to identify the most appropriate ways to fill the gaps.

D| Provide a modern, resilient, and sustainable electrical system

Three issues have been raised regarding electrical supply and needs:

- reliability during power outages
- prices
- desire for a more sustainable energy approach

Trumbull residents experienced long-term electrical outages multiple times in the past few years due to damaging storms. In the aftermath of those storms, the State established a pilot program to help communities set up a microgrid, which can provide electricity to key facilities when electric companies cannot provide power. Although this specific program was not deemed to be a good fit for Trumbull today, the Town should stay apprised of self-reliance approaches being explored by other communities and determine what approach would work best in Trumbull. Alternative energy sources, as discussed below, should also be a piece of the local reliance equation.

ENERGY DIVERSITY

Trumbull has been active in investigating options for electrical generation and overall service reliability, both for the Town and for residents and businesses:

- Trumbull has looked at establishing an Energy Improvement District to provide for energy security for key facilities
- Commitments to reduce overall carbon emissions
- Trumbull was selected to participate in the SolarizeCT program and this had resulted in at least 44 new solar installations

The cost of electricity is difficult for a town to control, but there are tools that can help. Some communities, including Bridgeport, have adopted Energy Improvement Districts pursuant to state statutes. These districts can give a competitive advantage in attracting and retaining businesses. They allow a municipality to plan locally for power generation, transmission and generation within the district, which in turn can improve reliability and reduce costs. The Town should consider creating districts for its office parks or even a town-wide district.

Trumbull explored sustainable energy approaches and joined the Connecticut Clean Energy Communities Program. The Town has committed to obtaining 20% of the Town's electricity from clean, renewable sources. The Town should continue efforts to obtain more of its energy from renewable sources and to reduce overall energy use. Plans for new municipal buildings and expansions should evaluate the feasibility of incorporating alternative energy sources. All departments and facilities should employ best practices to save energy. As building upgrades are made, conservation measures should be included.

To encourage alternative energy use by the business community, the Town can continue to help match businesses with state programs. As discussed in Chapter 8, Natural Resources, the Town could update the local tax incentive policy to give greater weight to energy efficient, green buildings. The Town should also ensure that the Zoning Regulations do not place barriers to or a burden on the installation of small-scale alternative energy structures, such as solar panels. Residents and businesses should also be encouraged to conserve energy.

E| Enhance cellular and wireless communications capabilities

Cellular telephones and other wireless communication technologies (such as "wi-fi") are becoming increasingly prevalent as communications modes of choice. Areas that do not have adequate communications risk being left behind in favor of locations that do. In order to take advantage of the technological advances and make our community attractive to residents, businesses, and visitors, Trumbull should encourage the availability of "wi-fi" in as many places as possible in the community.

Unfortunately, there are some areas of Trumbull that lack reasonable wireless coverage. This can affect our overall economic competitiveness and quality of life as well as result in public safety or other issues. Trumbull should investigate and support efforts to enhance wireless communications coverage within the community while ensuring that the provision of such services does not have a significant adverse impact on community character or other important attributes.

SUMMARY FOR COMMUNITY FACILITIES AND UTILITIES

A| Encourage long term planning for future town facilities.

Policies:	1. Account for space needs, locational goals, changing demographics, and efficiencies when planning for new or expanded community facilities.
Tasks:	2. Prepare a comprehensive community facilities plan.

B| Ensure wastewater needs of current and future development are met.

Policies:	1. Ensure that the approach to meeting wastewater needs will accommodate existing and projected growth. 2. Coordinate with Health District to track septic failures in order to identify possible future sanitary sewer system needs.
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C| Work with utility providers to ensure utilities are available to meet community needs.

Tasks:	1. Work with cell phone providers to improve coverage.
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D| Provide a modern, resilient, and sustainable electrical system.

Policies:	1. Incorporate alternative energy sources and conservation measures when community facilities are built, upgraded or expanded. 2. Encourage residents and businesses to conserve energy.
Tasks:	3. Determine approaches for greater electrical self-reliance. 4. Establish an energy improvement district. 5. Update tax incentive policy to give greater priority to energy efficient buildings. 6. Update zoning regulations to facilitate small-scale alternative energy options.

D| Enhance cellular and wireless communications capabilities.

Policies:	1. Investigate and support efforts to enhance wireless communications coverage within the community while ensuring that the provision of such services does not have a significant adverse impact on community character or other important attributes.
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11. Transportation

Overview

Trumbull has a fully developed and comprehensive road system. It is recognized that the majority of people travelling in Trumbull will continue to rely upon a car. Drivers are easily able to get around Trumbull and excellent highway access makes it easy to get into and out of town. Except for regular road maintenance and traffic management and traffic calming, major road projects are not anticipated in the next ten years.

Rather, greater focus will be placed on providing more transportation choices. Communities are seeing greater demand for alternatives and demographic changes, particularly an aging population, will increase the number of residents who are unable to drive. Providing a wider range of choice, including getting around by foot or bicycle, also provides environmental and health benefits.

Goals

- Expand the range of transportation choices in Trumbull, while continuing to provide a safe and efficient road network.
- Make more provision for bicyclists and pedestrians as part of the overall transportation network.
- Enhance bus service within Trumbull and the region in order to make transportation and mobility available to those who need it.

Strategies for Transportation

A| Ensure road upgrades and transportation improvements achieve goals for character, water quality, and provide for bicyclists and pedestrians

Trumbull's streets do more than just provide access for cars. Their pavement, shoulders, and right-of-ways provide travel ways for bicyclists and pedestrians (in some cases formally and other cases informally). The hills, winding stretches, and trees along roads form our community character. Roads collect and channel runoff from neighboring properties. In many communities, improvements to roads focus exclusively on the needs of cars, with secondary considerations to these other roles a road plays. Trumbull should rethink how our roads serve other travelers and use our roads as the backbone for a green drainage system.

Trumbull should adopt a "Complete Streets" policy, which states that the needs of pedestrians and bicyclists will be considered when upgrades are made to any town road. For local roads that are key travel corridors, the Town should determine appropriate improvements and move forward with the improvements. For State-owned roads, the Town should initiate discussions with ConnDOT to determine acceptable solutions.

Chapter 4, Town Character, discussed ways to preserve the tree-lined nature of Trumbull's roads. Changes to state roads, especially road widening, can have dramatic impact of Trumbull's gateways. The Town should remain diligent Trumbull's character is balanced with safety needs when the State proposes road improvements.

The final component of having "Complete Streets" is to use green approaches to handle road drainage, particularly by relying more in natural systems. The Pequonnock River Watershed Based Plan provides techniques that can help make Trumbull's streets green, either through retrofitting or when road improvements are undertaken.

Trumbull also needs to find an appropriate balance between reducing traffic congestion and instituting "traffic calming", both of which are frequently mentioned by residents. Traffic calming might be appropriate for addressing some of the traffic issues on White Plains Road, Main Street at Long Hill Green, and Merritt Boulevard. Since traffic congestion solutions typically involve speeding up traffic or widening roads or intersections to reduce delays or congestion, they can conflict with traffic calming strategies which typically involve slowing down traffic to improve neighborhood livability, public safety, or pedestrian friendliness. This balance may be different for various parts of the road network in Trumbull but finding an appropriate balance is an important part of maintaining and enhancing the character of Trumbull.

COMPLETE STREETS

According to the National Complete Streets Coalition:

"Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations."

"Creating Complete Streets means transportation agencies must change their approach to community roads. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists – making your town a better place to live."

TRAFFIC CALMING TOOLS

Traffic calming techniques include:

Reducing Traffic Speed

- Speed Enforcement
- Public Awareness
- Speed Humps
- Traffic Circles
- Roundabouts
- Chicanes
- Entrance Treatments
- Pavement Treatments

Reducing Traffic Volume

- Diagonal Diverters
- Semi-Diverters
- Median Barriers
- Cul-de-sacs
- Vehicle Exclusion Lanes
- Choke Points

Improving Pedestrian Safety

- Pedestrian Refuges
- Curb Extensions
- Raised Crosswalks

Possible Transportation, Character, and/or Traffic Calming Improvements

Restripe roads to narrow travel lanes and provide shoulder for bicyclists.



Install speed humps to slow traffic.



Install trees in parking areas to slow traffic and enhance character



Install signs or stencil pavement to remind drivers to pay attention to other road users.



Install raised crosswalks to favor pedestrians and slow traffic.



Install islands in parking areas to guide traffic, support plantings and to act as stormwater renovation areas



Plant street trees to slow traffic and protect sidewalks.



Use roundabouts to slow traffic and create safer movements.



Use special pavement treatments to slow traffic.



B| Enhance Bicycle and Pedestrian Travel

Adopting a “Complete Streets” approach (per Strategy A) is one component of improving bicycle and pedestrian travel in Trumbull. Off-road paths, such as the Pequonnock River Trail, provide safe routes also (details on completing and promoting the Trail are found in Chapter 9, Open Space and Parks).

The Town should place priority on improving pedestrian and bicycle infrastructure in the three community nodes. Details for expanding sidewalks and connecting the nodes to the Pequonnock River Trail are found in Chapter 5, Development Patterns. Enhancing pedestrian and bicycle facilities will require efforts by the Town and private developers. Developers should be required to provide or improve sidewalks and provide parking for bicyclists. Pedestrian crosswalks and pedestrian-oriented signal timing should be installed in appropriate locations. Sites should be laid out to emphasize pedestrians over cars. Existing commercial developments should be encouraged to make improvements to better draw pedestrians and bicyclist. These requirements could be applied throughout Town – not just in the three nodes.

Outside of the priority areas, the Town should work to make it easier to walk and bike to destinations, such as office parks, town parks and schools. Efforts should also be made to investigating ways to better connect the corporate parks to other amenities such as shopping centers, housing, transportation, and lodging so that people can walk among these destinations. One example might be a pedestrian walkway under the Merritt Parkway to connect Merritt Boulevard and Nutmeg Drive to the Hawley Lane shopping area. Many communities in Connecticut have joined the Safe Routes to School program, which aims to make it safer for children to walk to school. Trumbull should consider joining this program.

Bridgeport and Fairfield have adopted Bicycle Plans. Trumbull should collaborate with those communities to see if there are opportunities to work together to improve bicycle and pedestrian access on shared roads.

SIDEWALKS

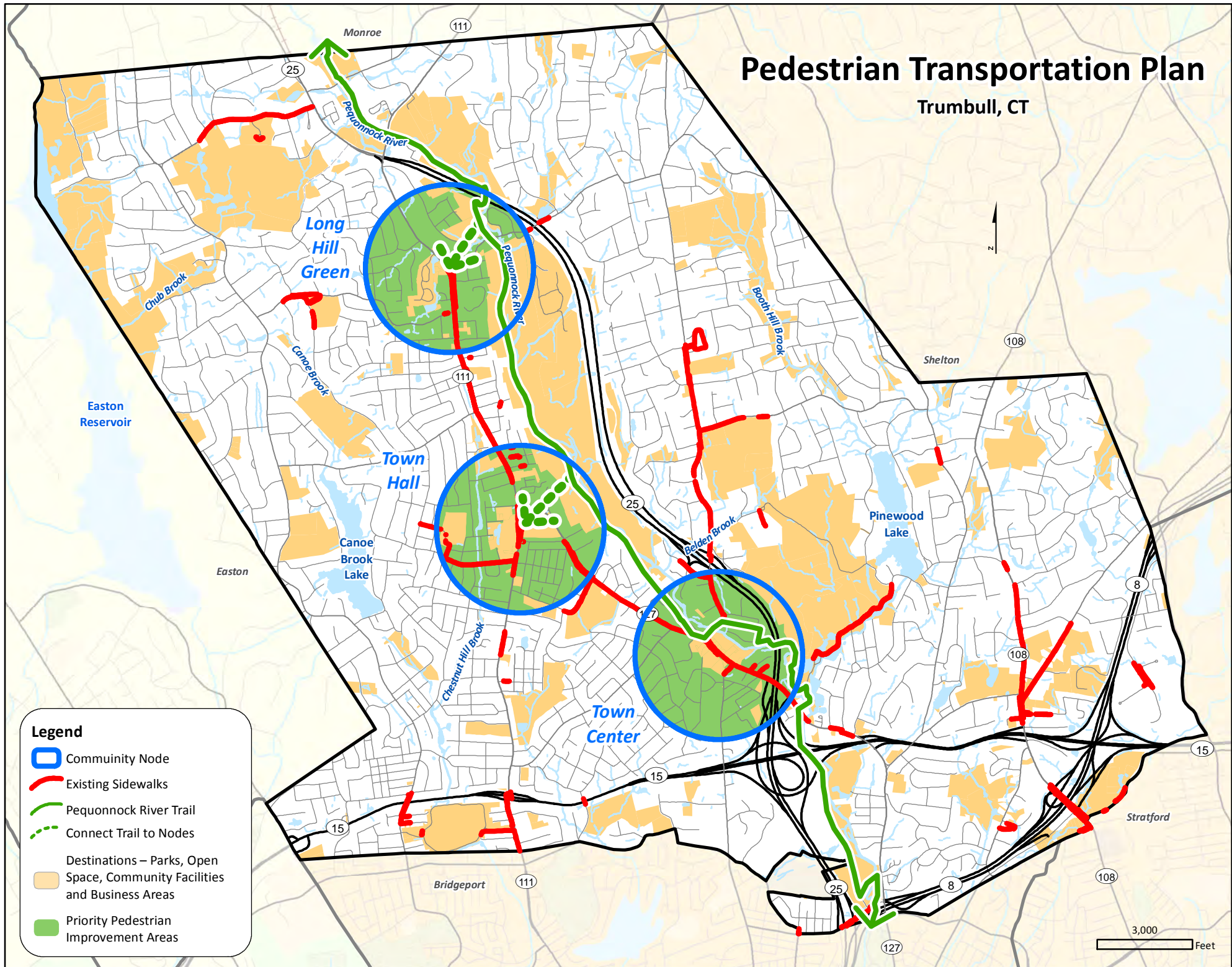
As part of this planning process, Trumbull residents made it clear they want sidewalks and pedestrian connections to be part of their community.

At present, sidewalks in Trumbull are plowed and repaired by the Public Works staff. In some other communities, the responsibility for cleaning and repairing sidewalks lies with the abutters. As Trumbull grows its sidewalk network in the future, sidewalk maintenance and repair may become an issue for the community to address. Trumbull has had Sidewalk Committees in the past and this approach may also be a good idea for the future.

Except where there is on-street parking, all new sidewalks should be separated from the roadway curb by at least two feet.

Pedestrian Transportation Plan

Trumbull, CT



Legend

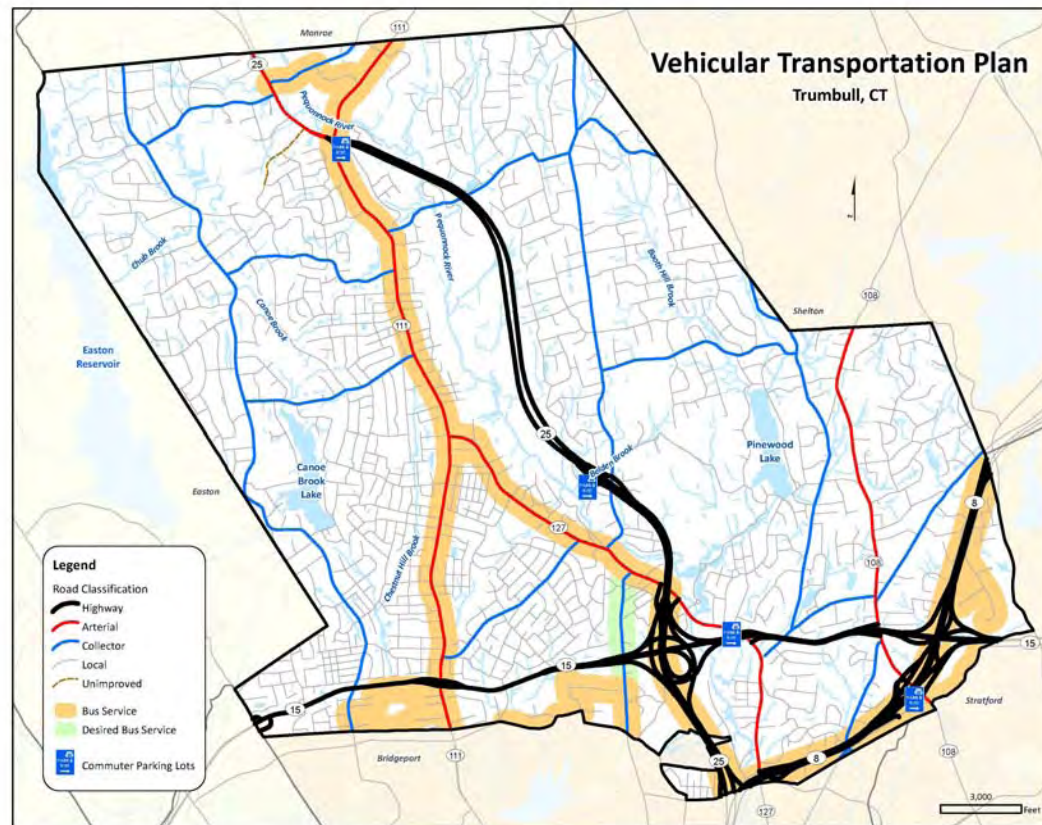
- Community Node
- Existing Sidewalks
- Pequonnock River Trail
- Connect Trail to Nodes
- Destinations – Parks, Open Space, Community Facilities and Business Areas
- Priority Pedestrian Improvement Areas

C| Require access management for all new development to improve safety and access in business areas

Some of Trumbull’s roads are asked to accommodate a large volume of traffic and preserving the traffic capacity of those roadways is an important consideration. One way to preserve capacity is through “access management” where efforts are directed towards minimizing the number of driveways and intersecting roadways. The Zoning Regulations should be reviewed and updated so that driveway limitations and standards apply to all commercial development and redevelopment.

The areas with greatest potential for traffic conflicts due to multiple existing or potential curb cuts are lower Main Street, Hawley Road and Monroe Turnpike. For lower Main Street, the Planned Development District approach (see Chapter 6, Business Development) can help minimize the number of curb cuts by tying development potential to lot consolidation and requiring coordination among property owners.

Hawley Lane and Monroe Turnpike are more challenging since development has already occurred, and in the case of Hawley Lane, the road provides access to businesses in both Trumbull and Stratford. In these cases, the Town might create access management plans, which would provide identify ideal locations for driveways and improvements to intersections and signals to improve access. The plan would be implemented as new development or redevelopment occurs or as funding is available. The Town should coordinate with Shelton on the Hawley Lane plan.



D| Encourage transit improvements

Greater Bridgeport Transit provides bus service in Trumbull. Routes run along key arterials with service to the Trumbull Mall, Merritt Corporate Park and other employment centers. Over the next ten years, the Town should work with Greater Bridgeport Transit to make the system more comfortable and convenient to use by:

- Ensuring that all bus stops can be safely accessed. Bus riders should be able to reach all bus stops safely, with sidewalks and crosswalks helping them get there.
- Upgrading the busiest bus stops with attractive bus shelters. The shelters should protect bus riders from the elements and complement the character of the immediate area. Unique designs or use of local artwork can improve their appearance.
- Improving connections to rail stations. Today, it is convenient for Trumbull residents to drive to rail stations rather than take the bus. Options to increase bus trips should be explored, including examining schedules, routes, or dedicated train station shuttles.



Bus shelters are important for transit users although the overall design could better reflect Trumbull.

Transit Considerations



Accommodating bicycles helps enhance the utility of transit services.



Transit services can be especially important for older residents.

SUMMARY FOR TRANSPORTATION

A| Ensure road upgrades and improvements achieve goals for character, water quality, and provide for bicyclists and pedestrians.

Policies:	1. Work with ConnDOT to determine acceptable complete street approaches for State roads.
Tasks:	2. Adopt a “Complete Streets” policy for Trumbull. 3. Implement green infrastructure approaches for Trumbull.

B| Enhance Bicycle and Pedestrian Travel.

Policies:	1. Prioritize sidewalk extensions and improvements in community nodes. 2. Ensure that new development adds to the pedestrian and bicycle network. 3. Encourage existing businesses to provide pedestrian and bicycle infrastructure. 4. Coordinate efforts with neighboring communities.
Tasks:	5. Connect community nodes to the Pequonnock River Trail. 6. Update zoning to require bicycle parking (bicycle racks). 7. Consider joining the Safe Routes to School Program. 8. Investigate how to become designated as a “bicycle-friendly community”.

C| Require access management for all new development to improve safety and access in business areas.

Tasks:	1. Update zoning regulations so that access management requirements apply to all proposed business developments. 2. Ensure that the zoning approach for lower Main Street minimizes curb cuts. 3. Prepare access management plans for Hawley Lane and Monroe Turnpike.
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D| Encourage transit improvements.

Policies:	1. Work with Greater Bridgeport Transit to improve the safety and appearance of bus stops. 2. Work with Greater Bridgeport Transit to determine ways to increase ridership and improve connections to train stations.
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12. Future Land Use Plan and Consistency

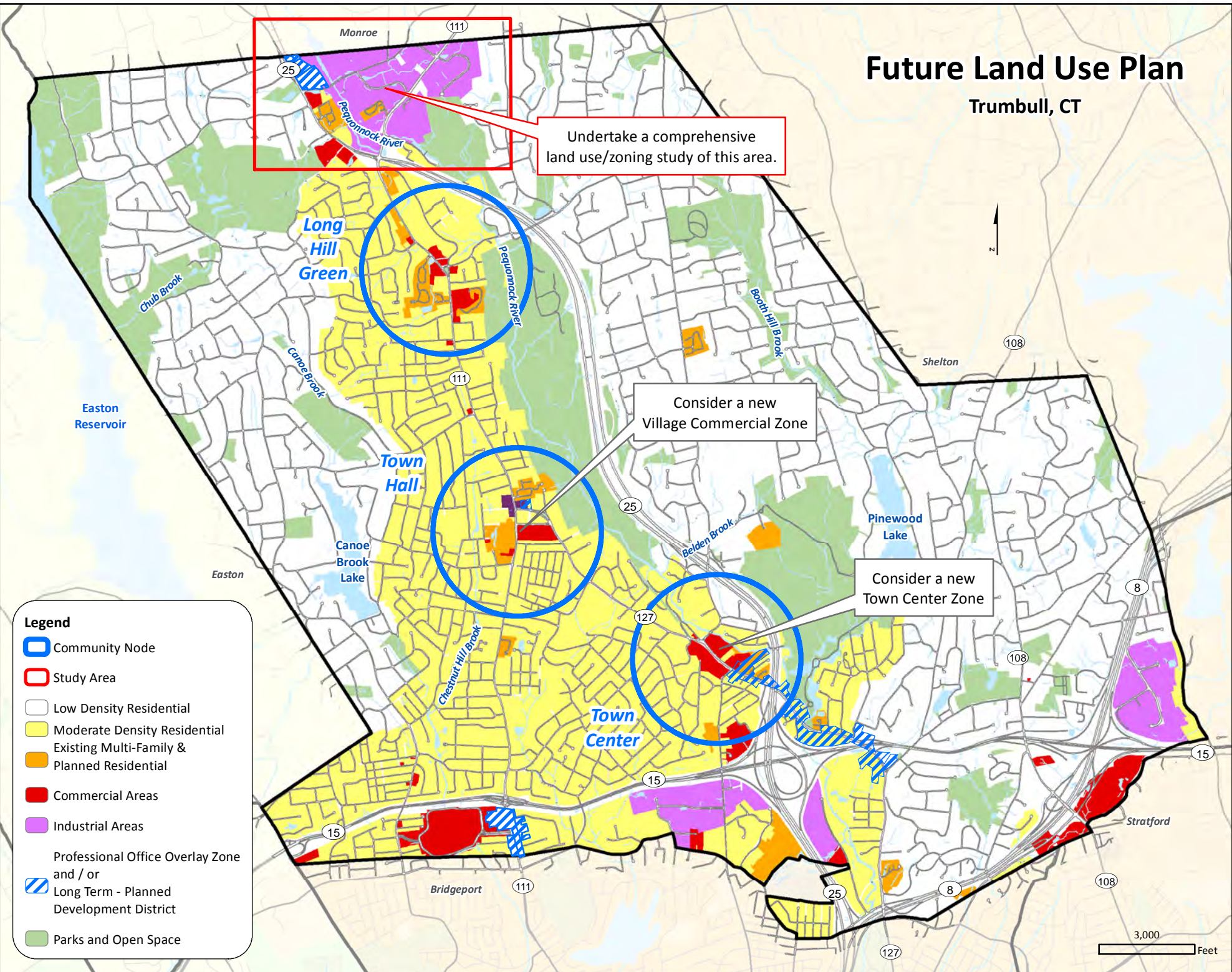
Future Land Use Plan

The recommendations of the preceding chapters for the future of Trumbull are summarized in the Future Land Use Plan. The Plan generally depicts areas intended for residential uses, businesses uses and existing parkland. This map is only a summary. The goals, strategies and maps contained in the previous chapters should be consulted when contemplating development in Trumbull.

Residential Areas	
Low Density	Areas where residential development is expected to occur at a density of one unit per acre or less.
Moderate Density	Areas where residential development is expected to occur at a density of 2 units per acre or less.
Planned Residential	Areas where residential development has occurred at varying densities through special zoning provisions.
Business Areas	
Commercial Areas	Areas used for or intended for economic development. (see Chapters 5 and 6 for additional information)
Industrial Areas	Areas developed as office and industrial parks. (see Chapter 6 for additional information)
Village Node	Commercial areas where village style, walkable development are intended. (see Chapter 5 for additional information)
Neighborhood Comm. Node	Commercial areas with uses that mainly service nearby neighborhoods. (see Chapter 6 for additional information)
Regional Commercial Node	Commercial areas with uses that attract customers from the larger region. (see Chapter 6 for additional information)
Office Overlay Zone	Existing and future areas where the Professional Officer Overlay Zone can apply
Open Space	
Open Space and Parks	Areas currently preserved or used for open space or parkland.

Future Land Use Plan

Trumbull, CT



3,000 Feet

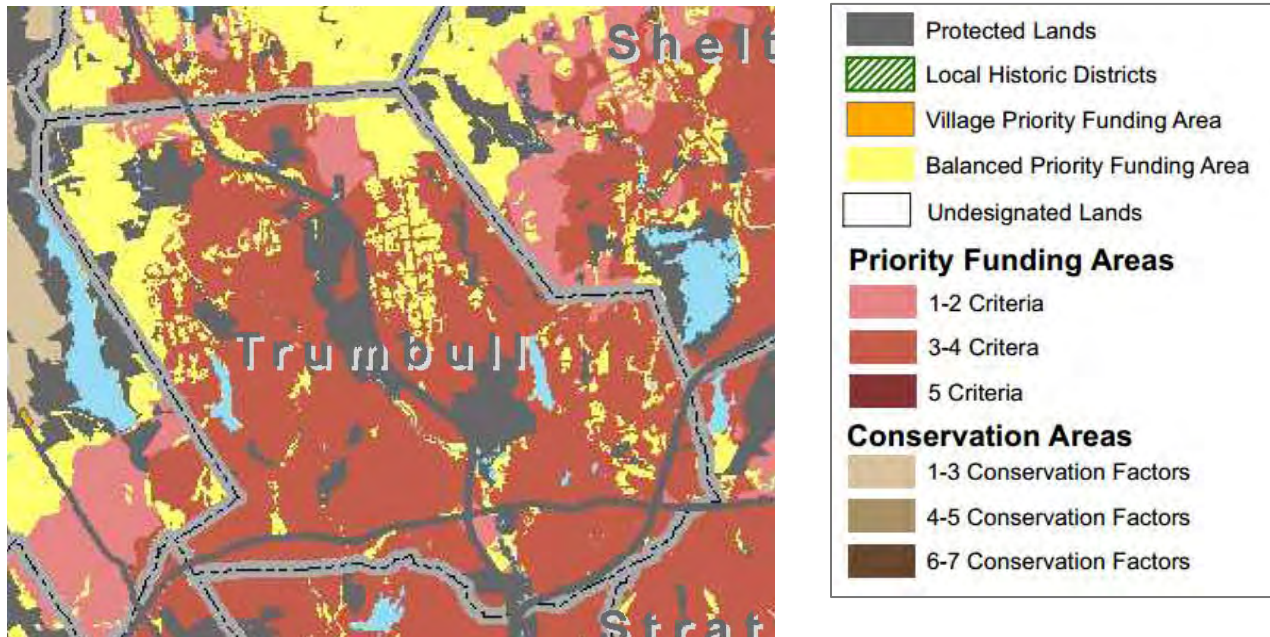
Consistency with State and Regional Plans

In accordance with Connecticut General Statutes Section 8-23, the Trumbull POCD is compared to:

- Connecticut Conservation and Development Policies Plan Update for 2013 – 2018.
- The 2008 Regional Plan of Conservation and Development, prepared by the Greater Bridgeport Regional Council.

The Trumbull POCD is generally consistent with the regional and state plans. Notably, areas deemed for development on Trumbull's Future Land Use Plan are located in areas identified as Priority Funding Areas on the State Plan Locational Guide Map.

State Plan Locational Guide Map



In addition to being consistent with the State Plan Map, the Trumbull POCD is consistent with the State's POCD and Growth Management Principles as follows.

CT Principle 1: Redevelop and revitalize regional centers and areas with existing or currently planned physical infrastructure. The Trumbull POCD focuses growth in areas with infrastructure, including public water and sewers. The POCD promotes enhancing key community nodes as vibrant, mixed-use, pedestrian-friendly villages.

CT Principle 2: Expand housing opportunities and design choices to accommodate a variety of household types and needs. The Trumbull POCD supports continued allowance of housing alternatives and options to increase Trumbull's percentage of affordable units.

CT Principle 3: Concentrate development around transportation nodes and along major transportation corridors to support the viability of transportation options. The Trumbull POCD provides for transportation options including driving, bus, walking and biking. The POCD encourages improvements to bus service, promotes making Trumbull more pedestrian-friendly, and proposes using the Pequonnock River Trail as a catalyst to connect origins and destinations so that people can get around Trumbull on foot or bicycle.

CT Principle 4: Conserve and restore the natural environment, cultural and historic resources, and traditional rural lands. The Trumbull POCD contains strategies to protect natural resources, preserve more open space and preserve and reuse historic buildings.

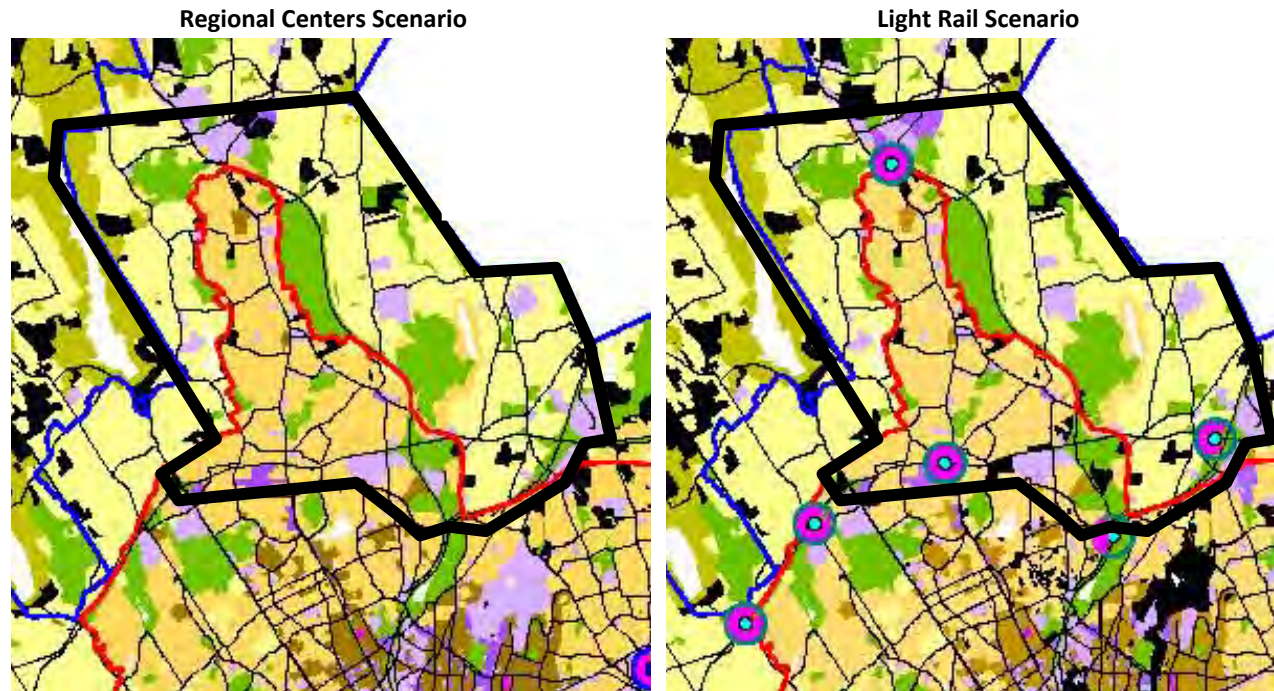
CT Principle 5: Protect and ensure the integrity of environmental assets critical to public health and safety. The Trumbull POCD includes strategies to protect water quality, address flooding and preserve natural resources.

CT Principle 6: Promote integrated planning across all levels of government to address issues on a statewide, regional and local basis. The Trumbull POCD includes strategies for continued partnerships with the State, region and neighboring communities for water quality protection and transportation issues.

Regional Plan

This Plan is consistent with the 2008 Regional Plan for the Greater Bridgeport region also. The Regional Plan presented scenarios for the future of the region and the Trumbull POCD is consistent with the common goals of promoting compact growth, managing traffic levels and preserving open space. The Light Rail scenario, which entails building a light rail system with stations in Trumbull, could be beneficial to Trumbull's future development. However, this POCD assumes light rail (street cars) is not likely within the next ten years.

Scenarios from Regional Plan



The Regional Plan can be found at <http://www.gbrct.org/projects/land-use/conservation-development-plan/>



13. Conclusion

This most important part of updating our Plan of Conservation and Development lies in front of us. To achieve the goals and strategies in this Plan, we must work together to implement the Plan.

It is understood that implementation of the Plan will be a gradual and continual process. While some recommendations should (and will) be carried out in a relatively short period of time, others may be long-term in nature. Further, since some recommendations will involve additional study or a commitment of fiscal resources, their implementation will take place over several years or occur in stages.

Trumbull's boards and commissions, town departments and residents will need to work together to prioritize actions, determine who will take the lead on tasks, and begin work. The Town can tap into the energy that residents and other commissions brought to the planning process by enlisting their help and support as implementation begins. We must connect the goals and policies in this Plan with the everyday actions we take as a town and the decisions we make.

The Planning and Zoning Commission has the primary responsibility of coordinating implementation of the Plan's recommendations. The Commission should regularly review the status of Plan implementation and recommend new efforts and strategies as appropriate.

Not all of the goals will be achieved in the short term – some may take a decade or longer to achieve. Over the next ten years, new issues and opportunities will arise. Ultimately, the Plan should be viewed as a flexible and living roadmap for Trumbull's future, revisited and updated as needed.

Acknowledgements

Planning and Zoning Commission

Anthony Chory, Chairman

Richard Deecken, Vice Chairman

Tony Silber, Secretary

Fred Garrity

David Preusch (from December 2013)

Arlyne Fox (to December 2013)

Donald Scinto (alternate)

Steven Mahlstedt (alternate)

Jeff Williams (alternate)

Planning and Zoning Department

Jamie Brätt, Director of Planning

Helen Granskog, Clerk

Douglas Wenz, Zoning Enforcement Officer

First Selectman - Timothy M. Herbst

Other Trumbull Boards and Commissions

Residents of Trumbull

Additional Acknowledgements

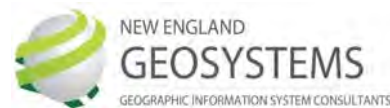
Policy Guidance And Technical Assistance



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Matt Longyear (from November 2013)

