

First Draft for Review by Planning and Zoning Commission

Trumbull: Beautifully Connected

2013 Plan of Conservation and Development

Trumbull Planning and Zoning Commission



Table of Contents

1. Introduction	1
2. Conditions and Trends	5
3. Vision for Our Future	17
4. Town Character	19
5. Development Patterns	31
6. Business Development.....	49
7. Residential Development.....	59
8. Natural Resources	65
9. Open Space and Parks.....	75
10. Community Facilities & Utilities.....	83
11. Transportation	91
12. Future Land Use Plan and Consistency	99
13. Conclusion	105
Acknowledgements.....	106



1. Introduction

Overview

Our community has created a roadmap that will guide us through the next ten years—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. We are seeing interest in bringing back our historic villages. 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 to live and work in.

The Planning and Zoning Commission is pleased to present the 2013 Trumbull Plan of Conservation and Development.

NOTE TO COMMISSION WHEN REVIEWING THIS FIRST DRAFT –Yellow highlighted text is used as placeholders where additional information from the Town is needed or where the text will need to be filled in later.

What is a Plan of Conservation and Development?

A 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 Plans and Regional Plans

As Trumbull rapidly grew through the 1970s, the Town recognized the need for keeping an updated Town Plan to address challenges. The Town has consistently updated its Town Plan over the last 40 plus years [date of first plan?] Some strategies changed over time based on community sentiments, new ways of approaching issues, and emerging 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.

Regional plans 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 GBRC also takes a lead role in projects and initiatives that benefit Trumbull, including planning and construction the Pequonnock River Trail and creating a Natural Hazard Mitigation Plan.

How Was this Plan Created?

The Planning and Zoning Commission began this plan update with a public meeting to 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.

[Hold for details about meetings on the draft plan and adoption process once they occur]





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 emerged as a collection of villages with open farmland landscapes and grew into forested suburban town
- Population growth is expected to slow
- School enrollment is expected to start declining and most households do not have children
- Yet most people who move to town are families with children
- The elderly population is growing and young adults are leaving Trumbull
- 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 and Trumbull is very dependent upon residential uses for property tax revenue

History

Trumbull transformed from a collection of villages (or parishes) to one unified town. Trumbull emerged from Stratford as settlers starting living further from Stratford Village at the end of the 17th century. They established houses, farms, and some industry in Nichols and settlers resided in Tashua by 1710. By 1725, residents of Nichols desired a level of independence and successfully petitioned to establish the Parish of 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.

As Trumbull was settled, the landscape changed dramatically. Trumbull provided forested valleys and streams when 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 (Mariner 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 was a boon for industry. Products and materials could now be transported more easily to Bridgeport, to areas north of Trumbull, and eventually to Massachusetts. 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.



Long Hill Green. Undated. Trumbull Historical Society.



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



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

In the early 1900's Trumbull residents wanted better connections to jobs in Bridgeport and an easier way to get around within Trumbull. The Long Hill Trolley carried people from Long Hill to Bridgeport and horse-drawn "buses" carried workers to Bridgeport from Nichols and Long Hill. The trolleys ceased operation by 1919 because of poor service and newer means of transportation. Also during the first half of the 20th century, many of Trumbull's lead industries ended operations, in some cases due to fire or floods. Trumbull also begins to establish its park system.

Trumbull's trajectory began changing drastically when the Merritt Parkway was completed in 1940. Trumbull was still a town of multiple villages, each with businesses and residences. Some local businesses struggled to compete with increased competition from new, larger stores that could offer lower prices. And increased car ownership and improved roads made it easier to travel for jobs, goods and services. Trumbull's land use patterns changed to meet these new transportation and market trends. 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. Trumbull's office parks filled in as more and more companies found it convenient to locate in suburban communities.

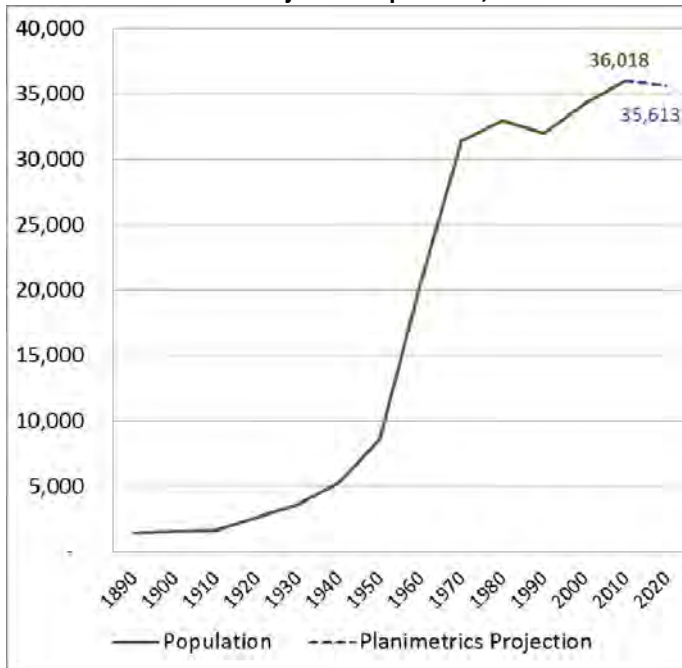
As Trumbull grew into a residential suburb, its landscape changed again. Farms became residential subdivisions. Vacant land and fields reverted to forest. It is this latest landscape change of reforestation that factors greatly into Trumbull's identity today. Despite rapid suburbanization, forests and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

Residents

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 migration – people moving to town. The impact of births on the Town’s population has drastically decreased.

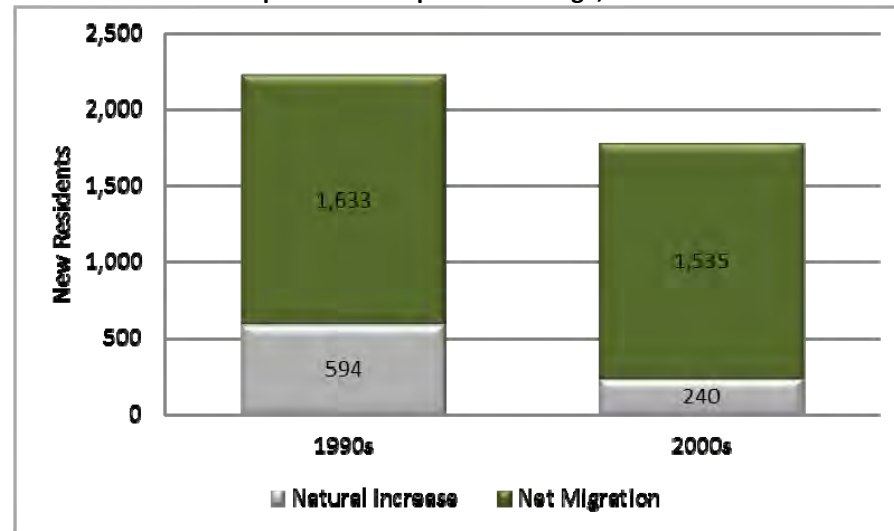
Due to a variety of demographic trends affecting Trumbull, the County and the State, population is projected to remain level or slightly decrease by 2020.

Historic and Projected Population, Trumbull



Sources: U.S. Census and Planimetrics.

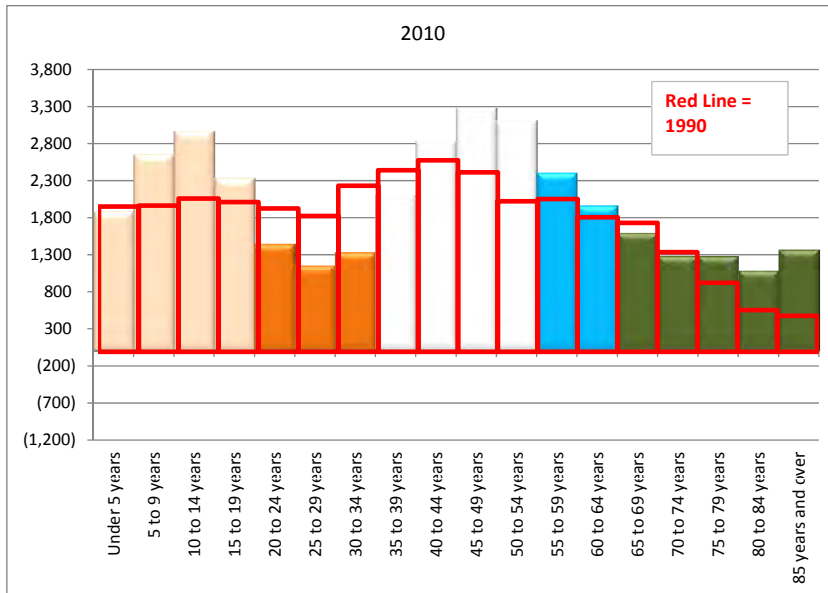
Components of Population Change, Trumbull



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

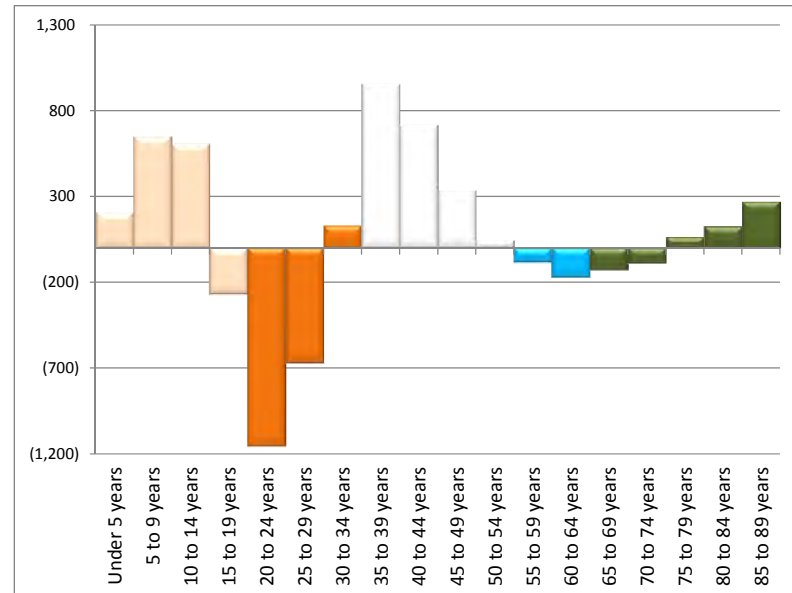
Trumbull's age composition is changing. Since 1990, Trumbull has seen an increase in children, those ages 40 to 59 and the elderly. These changes are influenced by who moves to Trumbull and who leaves Trumbull. Data indicates that the majority of those leaving Trumbull are young adults and most of those moving to Trumbull are families with children. Yet despite the continued influx of families with children, school enrollment is expected to begin declining in 2014, since the number of children moving in does not compare to the number of children historically in the school system. In fact, only 38% of Trumbull's households had children age 18 or under in 2010.

Age Groups, Trumbull



Source: U.S. Census.

Net Migration, 2000-2010, Trumbull



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

Housing

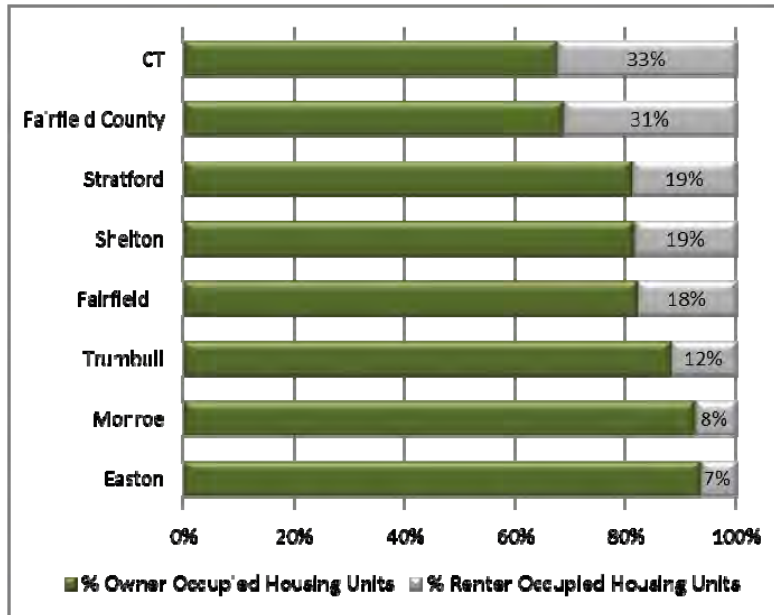
Trumbull's housing stock mainly consists of single-family, owner-occupied units. In 2010, of Trumbull's 13,157 units, 92% were single family and 88% were owner-occupied. Recent housing growth is reflecting a demand for smaller, easy-to-maintain units. From 2002 to 2011, 18% of new units built in Trumbull were contained in a duplex or multi-family structure. As the population continues to age, Trumbull may see decreased demand for single-family houses and increased demand for multifamily units and other housing options.

Change in Housing Units, Trumbull

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

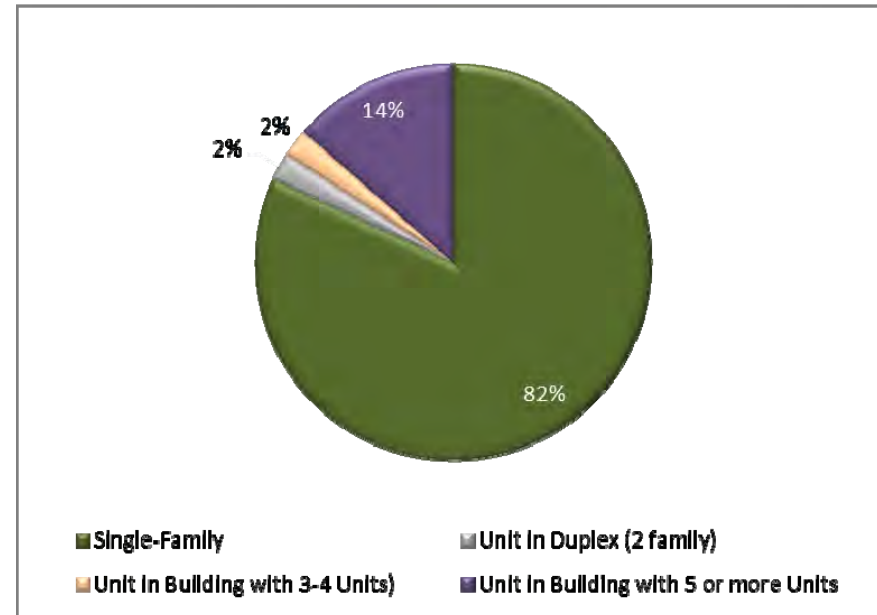
Source: U.S. Census.

Tenure, 2010



Source: U.S. Census.

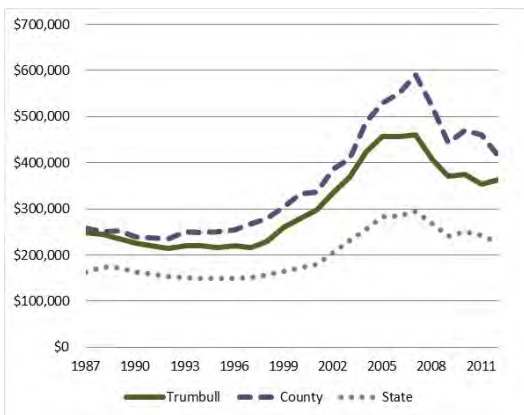
Housing Permits by Type, Trumbull, 2002 to 2011



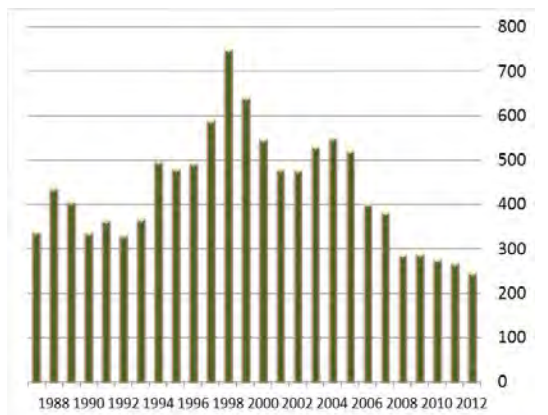
Sources: CT Dept. of Economic and Community Development.

The median sales price for a single-family house in Trumbull is lower than that for Fairfield County overall, but higher than that of the State. Trumbull's median sales price peaked at \$460,000 in 2007. Trumbull's houses are more affordable compared to Fairfield and Easton, but less affordable than Bridgeport, Stratford and Shelton. 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.

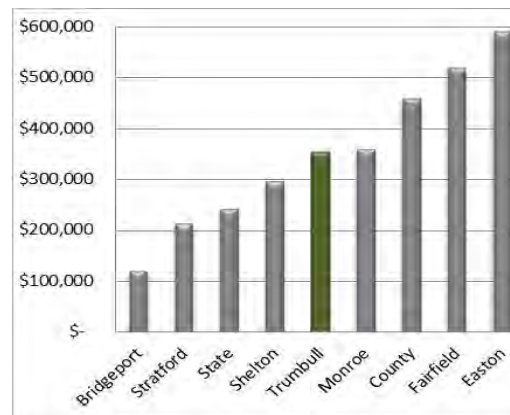
Median Sales Price, Single-Family Houses



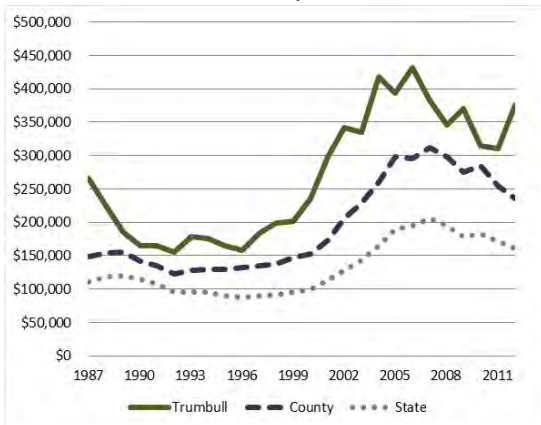
Number of Sales, Single-Family Houses, Trumbull



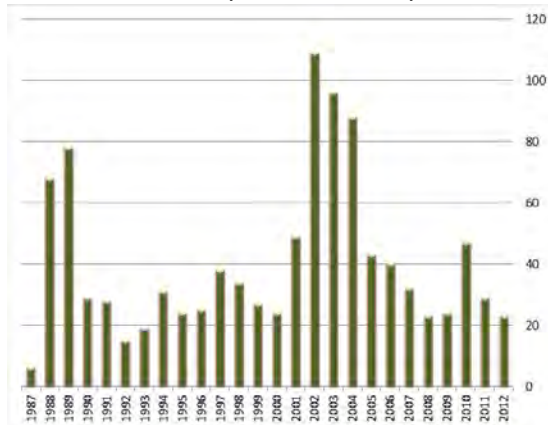
Median Sales Prices, Single-Family Houses, 2011



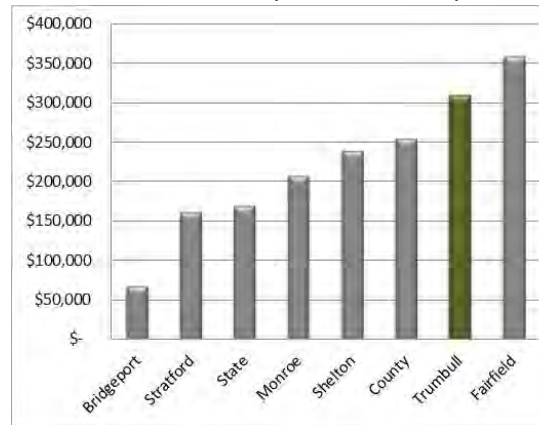
Median Sales Price, Condominiums



Number of Sales, Condominiums, Trumbull



Median Sales Prices, Condominiums, 2011



In terms of “affordability”, in the most general sense, a house is affordable if it meets commonly-accepted rules-of-thumb about the relationship between household income and housing prices. One rule-of-thumb is that a housing unit is affordable if the annual cost of a mortgage (plus insurance and taxes) does not exceed 30% of the annual household income. Most state and local programs focus on providing affordable housing to the low income, moderate income and workforce incomes (see box).

To encourage the creation of affordable housing for low and moderate income households, the State Legislature enacted the Affordable Housing Appeals Act (Connecticut General Statutes 8-30g). CGS 8-30g sets a goal that at least 10% of a community’s housing stock must be “affordable.” The following types of housing units are counted toward the 10%:

- Assisted (meaning it is funded under a state or federal program for providing affordable units).
- Financed by the Connecticut Housing Finance Authority (CHFA) under a program for income-qualifying persons or families.
- Deed restricted to be affordable to low or moderate income persons or families for at least 40 years.

When less than 10% of a community’s housing stock consists of qualified affordable housing units, the community becomes vulnerable to housing developments that might conflict with town goals for development. Developers can over-ride zoning regulations if they propose to build units that comply with the affordability requirements of 8-30g. The community can only deny the development if it can prove that threats to public health or safety outweigh the need for affordable housing.

Using 2010 Census data, 4.9% of Trumbull’s housing stock counts as “affordable housing”. To reach 10%, an additional 671 affordable units would be needed. This number increases for every new market rate unit built. Also, by 2022, Trumbull will lose 209 affordable units, as their deed restrictions that required affordable prices for a set period of time 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.

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). Many jobs are provided by higher paying firms located in the Town's 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

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

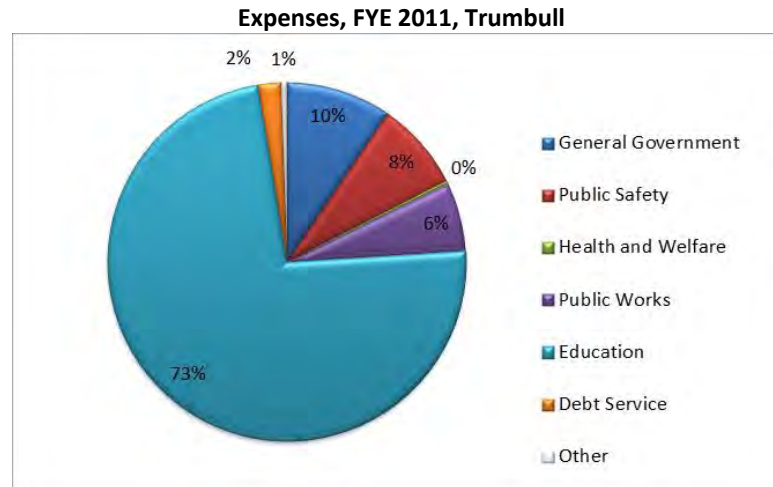
Source: CT Dept. of Labor

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.

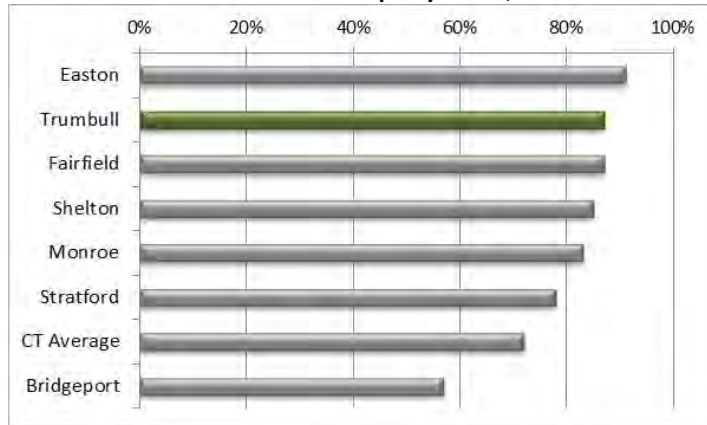
Trumbull is more dependent upon property taxes for revenues compared to the state-wide average and all neighboring communities except Easton.

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

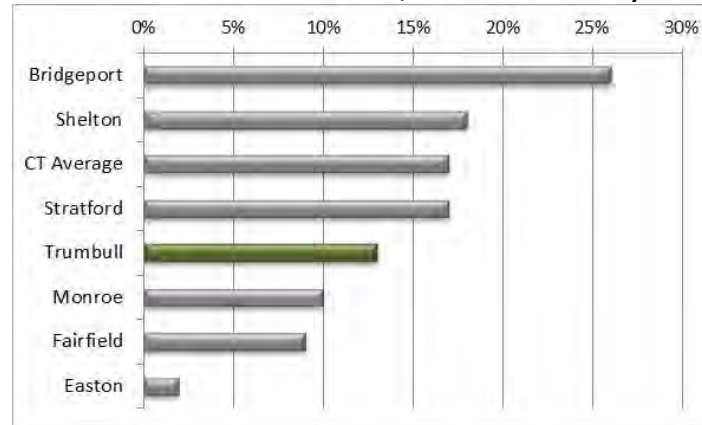


Source: Town of Trumbull.

% of Revenues from Property Taxes, FYE 2010



% of Grand List From Commercial, Industrial and Utility Uses



Existing Land Use

More than half (55%) of Trumbull's 15,000 acres are committed to residential land uses. With very little vacant land, most new development will likely be through redevelopment.

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)

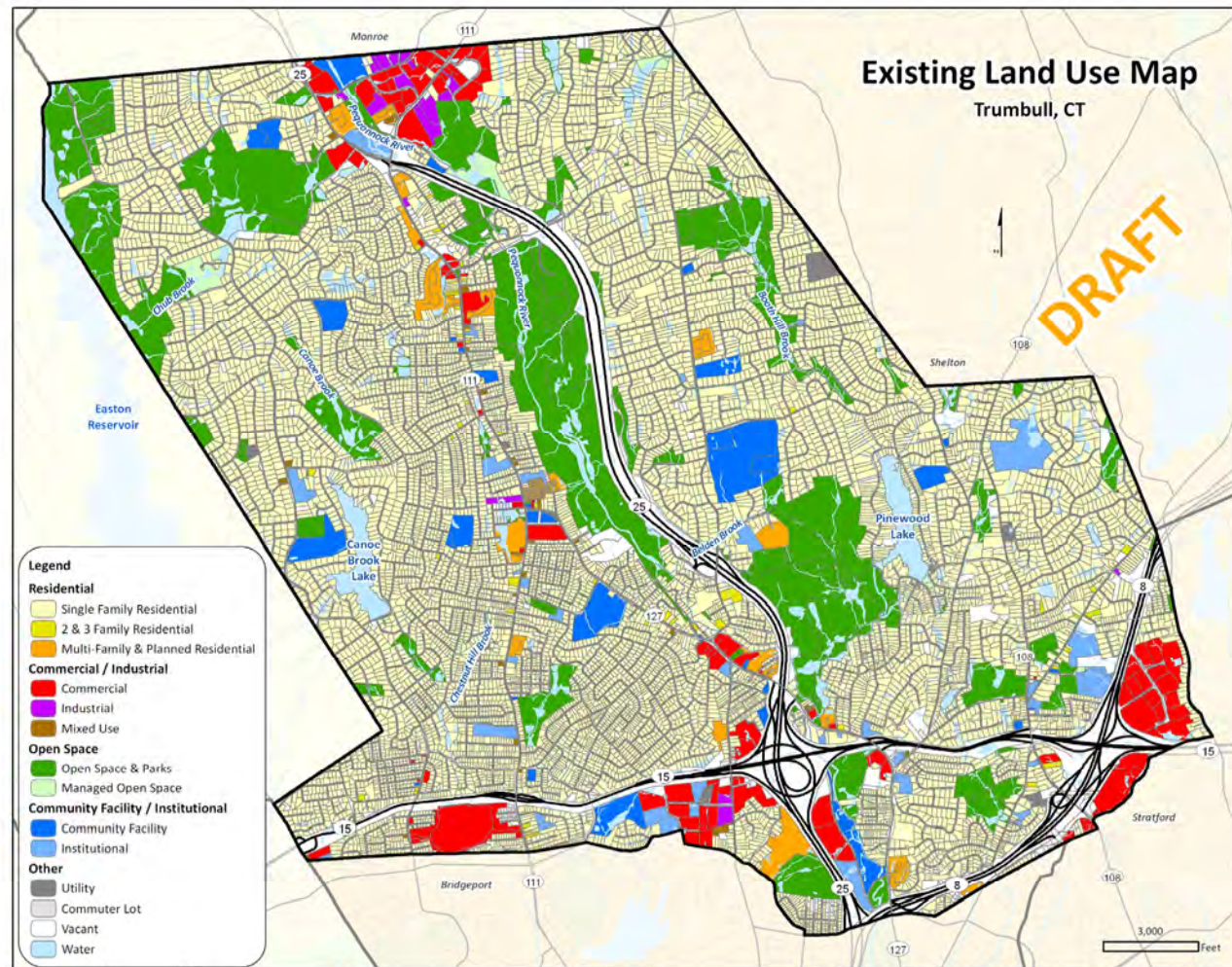
617 acres / 4%

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 obtain their priorities for the next ten years.

Key Findings included:

1. There is a lack of true "Town Center". There seems to be agreement that the Town Center could become more of a destination and community focal point in a walkable setting.
2. The Pequonnock River Trail and parks system make us unique and provide opportunities for extending Trumbull's 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.

Details about the workshop and other input can be found on the Town's website at: [add weblink for where plan documents will reside once plan is completed](#)].

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, unique among its peers in that while evolving over the last 60 years from rural to suburban through three decades of explosive growth, it retained its natural beauty and lovely neighborhood settings. These characteristics 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 ethos.

Make no mistake: From the early farmers of Nichols, to 19th century mills and factories, to our modern medical-services centers and corporate offices, Trumbull has always been a leader in providing jobs and opportunity to its citizens right alongside the equally important opportunities for residents to connect with their natural surroundings.

Trumbull's legacy is that we've done all these things simultaneously—and better than most. We must protect this legacy.

All stakeholders—residents, businesses, government leaders, 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 paramount to our future. It is the reason people chose to make Trumbull their home and it helps attract new employers. Yet each resident holds a slightly different view of what makes Trumbull a special place to live and do business in. Some elements of character are tangible – they are physical assets that must be preserved. These include Trumbull's tree-lined streets, historic buildings and villages, architecture, and development patterns. Other elements of Trumbull's character are equally important but less tangible. These include overall spirit and the pride that residents have in their community.

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. 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

Many of the things that instill great pride in Trumbull's residents might not be well-known to those who do not live in town. 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 realized 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 should actively promote itself within the larger region. Efforts can build upon the Vision presented in this Plan of "Trumbull – Beautifully Connected." Residents should be reminded of these accomplishments also.

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 Plan - Appearance

Trumbull, CT

DRAFT



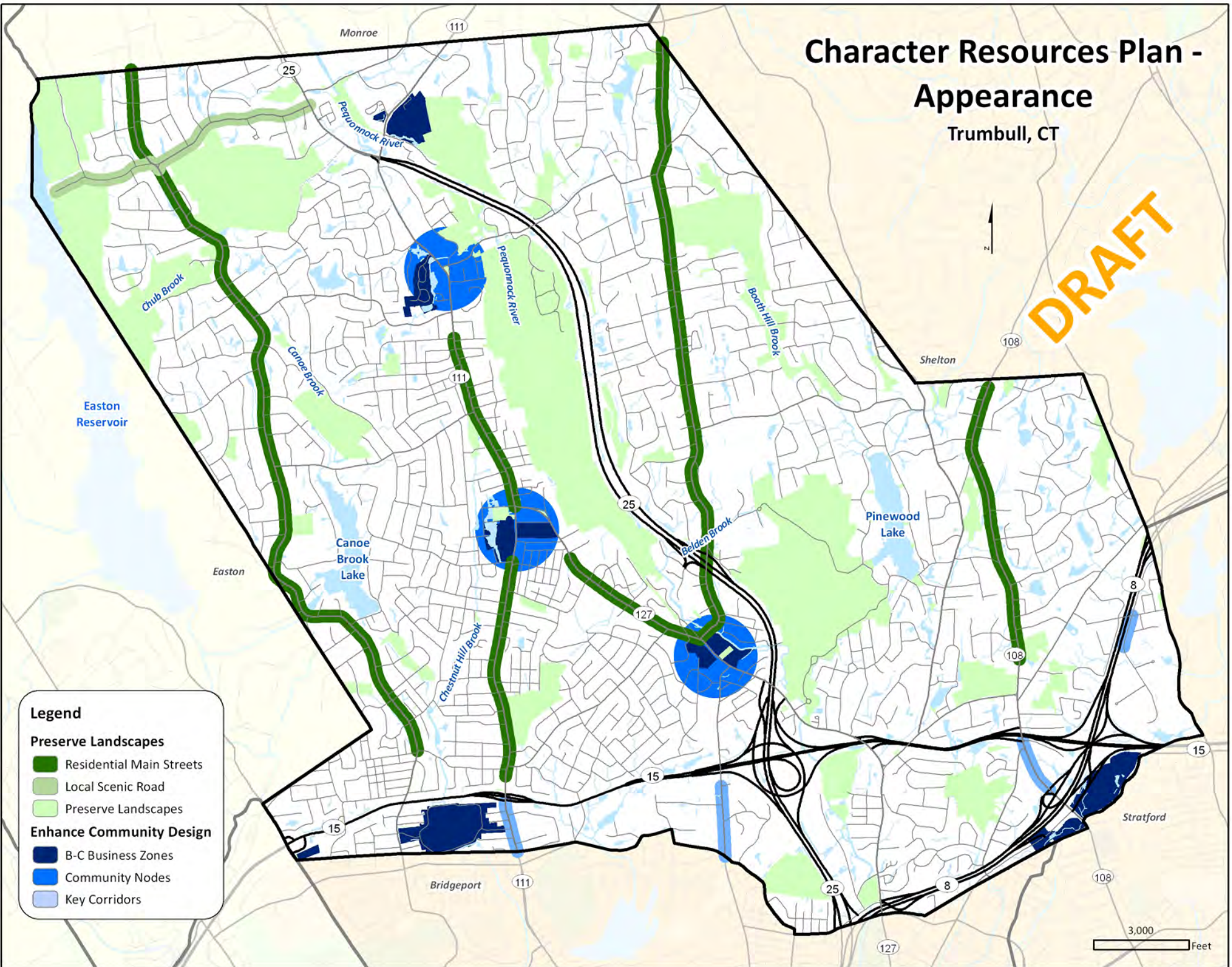
Legend

Preserve Landscapes

- Residential Main Streets
- Local Scenic Road
- Preserve Landscapes

Enhance Community Design

- B-C Business Zones
- Community Nodes
- Key Corridors



B| 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 great attention on the challenge of keeping our tree-lined roads while reducing potential storm damage. The value that the trees add to Trumbull's quality of life every day may outweigh the inconvenience during infrequent, intense storms. Priority should 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 long term with utility companies to bury wires.

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. The zoning regulations allow the Commission some discretion to reduce buffers when natural conditions already provide an adequate buffer. Additional incentives could be provided such as reducing the amount of landscaped area needed when existing trees are preserved or reducing requirements for Front Landscaped Areas if existing trees are maintained. 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.

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 box) 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.

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

Tree clearing on state-owned properties in Trumbull 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 cleaning.

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.

Hold for photos of exemplary roads in Trumbull	
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C| Establish a Design Review Process for Commercial Areas

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.

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 objective for commercial areas. 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.

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:	7 to 9 members plus 3 alternatives 2 must be architect or landscape architect 4-6 members of the public 1 member is Director of Planning	7 members plus 3 alternates. Members must have experience in architecture, landscape architecture, land use planning or historic preservation.	5 members plus 3 alternatives No specific qualifications for members listed.
Members Appointed By:	Planning and Zoning Commission	Board of Selectmen	First Selectmen

D| 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. Some historic buildings contribute to our identity because its inhabitant played a key role in making Trumbull the community it is today. Others add aesthetic or educational value because their architecture depicts a particular time in our history. And others, particularly in Nichols, the way the buildings and streets are arranged tell the story of our historic village roots.

Support for historic preservation is greatest when residents appreciate the value of the resources. 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. The Pequonnock River Trail presents a great opportunity to tell Trumbull's history. Chapter 9, Parks and Open Space, proposes turning the Trail into a "heritage trail."

Trumbull should build its capacity to promote and advocate for historic resources. Trumbull Historic Society is the leader in promoting and preserving historic resources but there is no town-appointed champion. The Town could adopt a committee or appoint a Town Historian to play that role. Activities can include seeking funding sources to help maintain and restore buildings, educating property owners about restoration methods, actively monitoring the potential neglect of buildings, and continue work on the inventory of Trumbull's historic resources. The Town can also pursue funding opportunities by becoming a Certified Local Government. The program is 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).
- Continued allowance of the re-use of historic buildings through the Adaptive Use zoning provisions. The regulations give the Planning and Zoning Commission discretion to determine if a building "is significant enough" to be eligible. This level of uncertainty might deter property owners from applying. The regulations should be updated to provide blanket eligibility for all buildings of a certain age or the Town could pre-identify all buildings that are considered significant.

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.

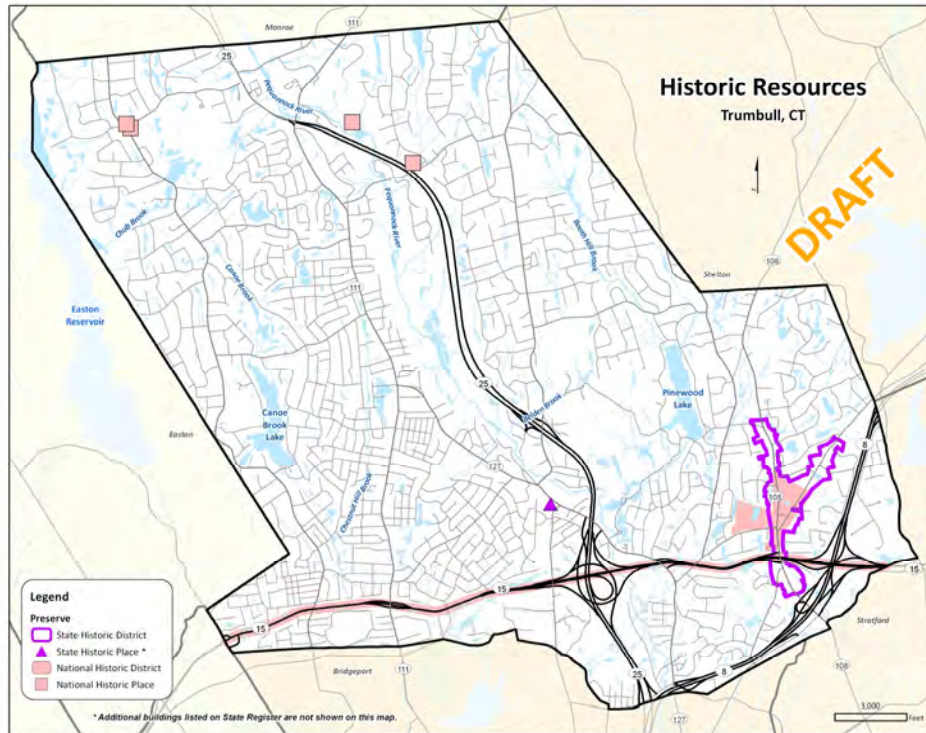


Adaptive reuse example.

Public ownership could be the best approach to preserve certain historic buildings. If the building can meet a Town need and the community has deemed that preservation of the building is important, then the cost of ownership and maintenance might be supported by the public. The Town might give priority to those historic buildings that are adjacent to town-owned property.

National and State Historic District and Place designations recognize areas with historical merit. These designation affect activities involving federal and state funding and may prevent unreasonable destruction of historic resources. Trumbull has not established a local designation program, 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. The Town

should consider local designations in areas where property owners support such designations.



E| Promote Community Spirit

Trumbull is a well-connected 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, and are interested in new events for all ages.

[This section needs information about additional Town initiatives / efforts and photos of event]

RESIDENTS' WORDS

While developing this Plan, residents said they want to see:

"Town-wide concerts, picnics... functions that encompass all ages..."

"Continued resident involvement in town government..."

"Concerts in the summer and musical programs at the library...Holiday events at Town Hall"

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.
3. Identify physical enhancements to Trumbull’s gateways and seek funding to design and implement the enhancements.

B| Maintain tree-lined, residential nature of main roads.

Policies: 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: 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. Designate additional local scenic roads.
9. Seek designation as a Tree City.

C| Establish a design review process for commercial areas.

Policies: 1. Ensure that landowners, business owners and developers are aware of Trumbull’s design objectives for commercial and industrial areas.

Tasks: 2. Adopt design guidelines.
3. Determine the best approach for a design review process and establish a formal process.

SUMMARY FOR COMMUNITY CHARACTER (continued)

D| 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:	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. Adopt tax abatements for owners 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.

E| Promote community spirit.

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



5. Development Patterns

Overview

Trumbull's began as a collection of villages with more dispersed 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

Encourage development patterns and forms that connect us to our historic village patterns while creating modern community destinations. Avoid turning our main roads into elongated commercial corridors with strip development.

Village Style, Walkable Development Patterns

For all three nodes – Long Hill Green, Town Hall, and the Town Center, future development patterns should be blend modern architecture with New England colonial charm, be oriented toward pedestrians, and provide 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.

Based on a Visual Preference Survey, where residents were asked opinions about various building styles, the following types of buildings emulate village style architecture that might be appropriate in Trumbull.



Strategies for Development Patterns

A| 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.

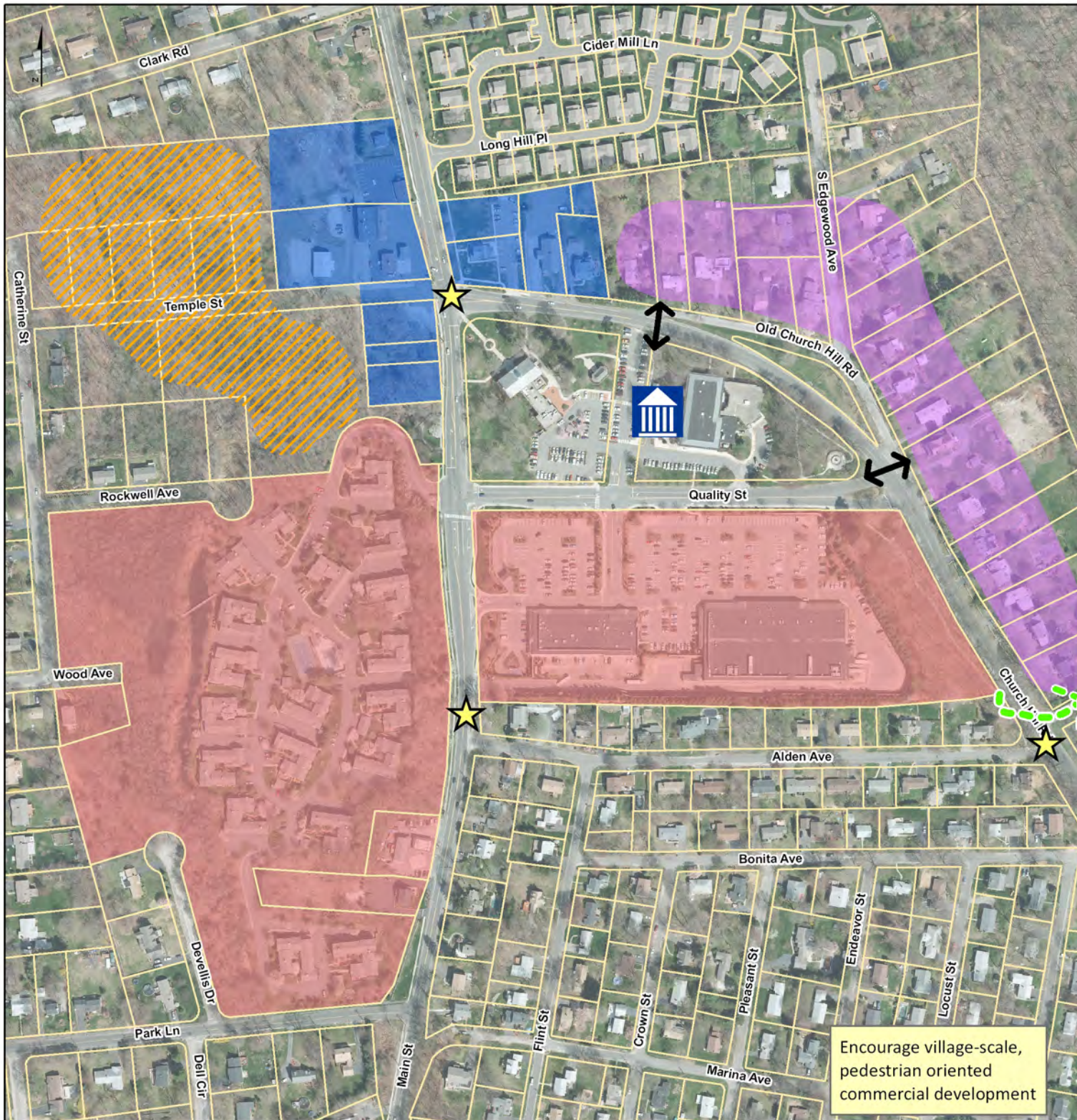
Zoning should be updated to better reflect the actual uses that have emerged here and to set the framework for future development. The commercial development pattern just south of Town Hall (Stop and Shop plaza) is established and will likely remain as is over the next 10 years. The primary development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









- 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, with maximum front yard setbacks.



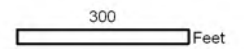
Many residents identified a new office building near Town Hall and the type of architecture to encourage here.

Town Hall Area Plan



-  B-C - Existing
-  Create a new Village Commercial Zone
-  Transition Area - between B-C and residential neighborhoods
-  Demarcate Gateways
-  Maintain as Municipal Hub
-  Maintain Residential Character and Use
-  Provide Crosswalks
-  Connect to Pequonnock River Trail

Encourage village-scale, pedestrian oriented commercial development



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. Appropriate uses could include residential or municipal uses, provided such uses are well-connected with sidewalks to Main Street and the uses are well-buffered.

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.

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.

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

History can be blamed for Trumbull's lack of a true "Town Center". Nichols was the first village, with a second village established at Long Hill. When the two parishes merged, the "center" moved to the current Town Center along White Plains Road. Then the Town Hall moved to its current location. 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 envision a walkable setting, similar to a traditional village center or downtown.

Transformation takes time and investment. In the case of the Town Center, it will require investment by the private sector, the Town and cooperation with the State for improvements to White Plains Road. Land is limited, with little opportunity for outward expansion due to natural constraints and adjacent land uses such as the cemetery. Within the site, the gas line and substation on the southwest property will require creative development approaches. And in order to obtain an adequate return on investment, 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 outweighs 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.

And perhaps most importantly, despite criticism residents have for the look of buildings and mix of business, the Town Center is a very busy hub of activity. Residents know that it can be more and want to see the landowners and Town actively working together to bring about transformation.

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

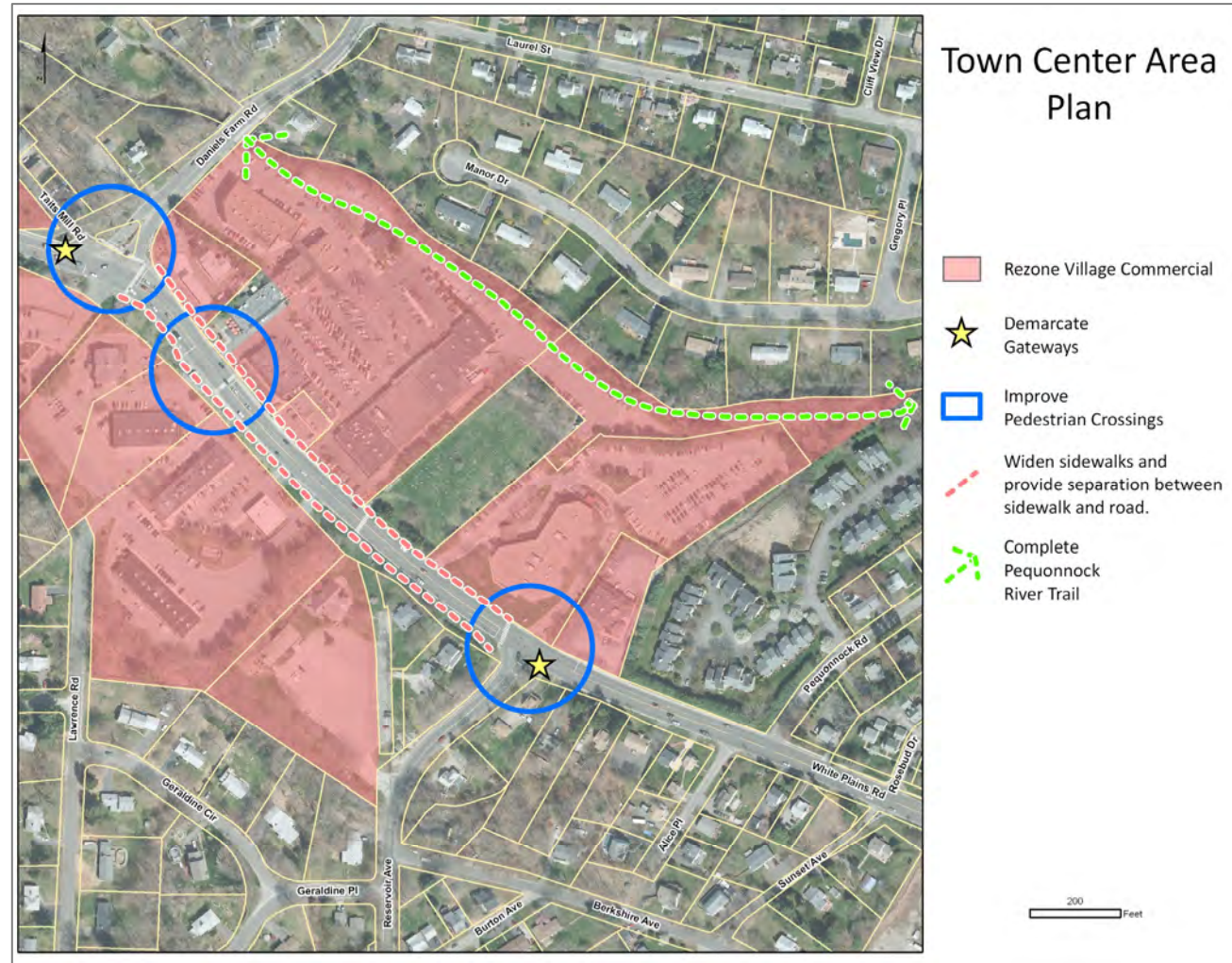


Amenities



To improve Trumbull Center and prepare it for a transformation into the town center desired by the community involves a three prong approach:

- Establish framework by updating zoning.
- Improve roads, sidewalks and streetscape.
- Determine Town role in redevelopment.



PLANNED DEVELOPMENT DISTRICTS (PDD)

A planned development district allows for an area of minimum contiguous size, as specified by zoning provisions, to be planned and developed as a single entity. Uses and dimensional requirements can be specified in the zoning regulations or can be determined when a landowner prepares a Master Plan for his or her land as part of the zone approval process. Once the master plan is approved, the developer only needs to obtain Site Plan approval when ready to build.

This approach provides flexibility to the developer to design a site in accordance with a vision. It also gives the Commission broad discretion to approve or not approve the Master Plan.

Zoning

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 even piecemeal improvements / redevelopment aspire to the vision and set the tone for the Town Center.

Two types of zoning approaches can help achieve goals. The Planning and Zoning Commission can adopt a new zone with updated dimensional and use requirements. The second approach is to create a Planned Development District, which sets some parameters for uses and dimensional requirements but instead focuses on the vision and desired outcomes of development and allows the developer to determine the details on how to meet that vision (see box). Regardless of the approach taken, key zoning principles should include:

- Allowing a mixture of uses, with first floor space predominantly retail and restaurants. Offices should be limited to upper stories. Auto-oriented uses such as gas stations and drive-through windows should not be permitted.
- Establish percentage requirements for area of first floor facade that must be windows in order to create visually interesting storefronts.
- Allow residences on upper stories. Consider requiring that a percentage of units are affordable (see Chapter 7, Residential Development).
- Establish maximum building setbacks from White Plains Road, in order to create the desired village streetscape.
- Eliminate coverage requirements and instead require that a percentage of the site must provide outdoor amenities such as sitting areas, sidewalks, and greens.
- Allow maximum flexibility in meeting parking needs, with strong incentives to build a garage. Prohibit parking in front yard setbacks.
- Require sidewalks or paths to connect all uses, connect to neighboring properties, and connect to the Pequonnock Valley Trail.

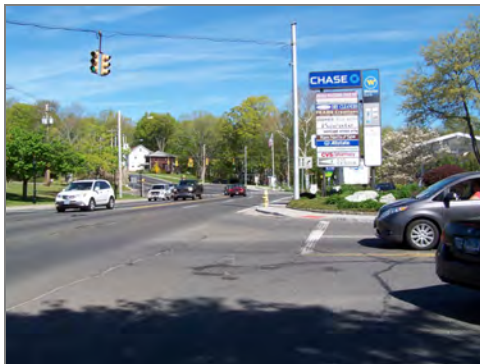
Public Improvements

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 green buffer placed 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 and seeking improvements within the public right are typical tasks undertaken by a town. 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. To start, the Town could update its Tax Incentive Policy to give greater weight to businesses 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. 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.

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 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.

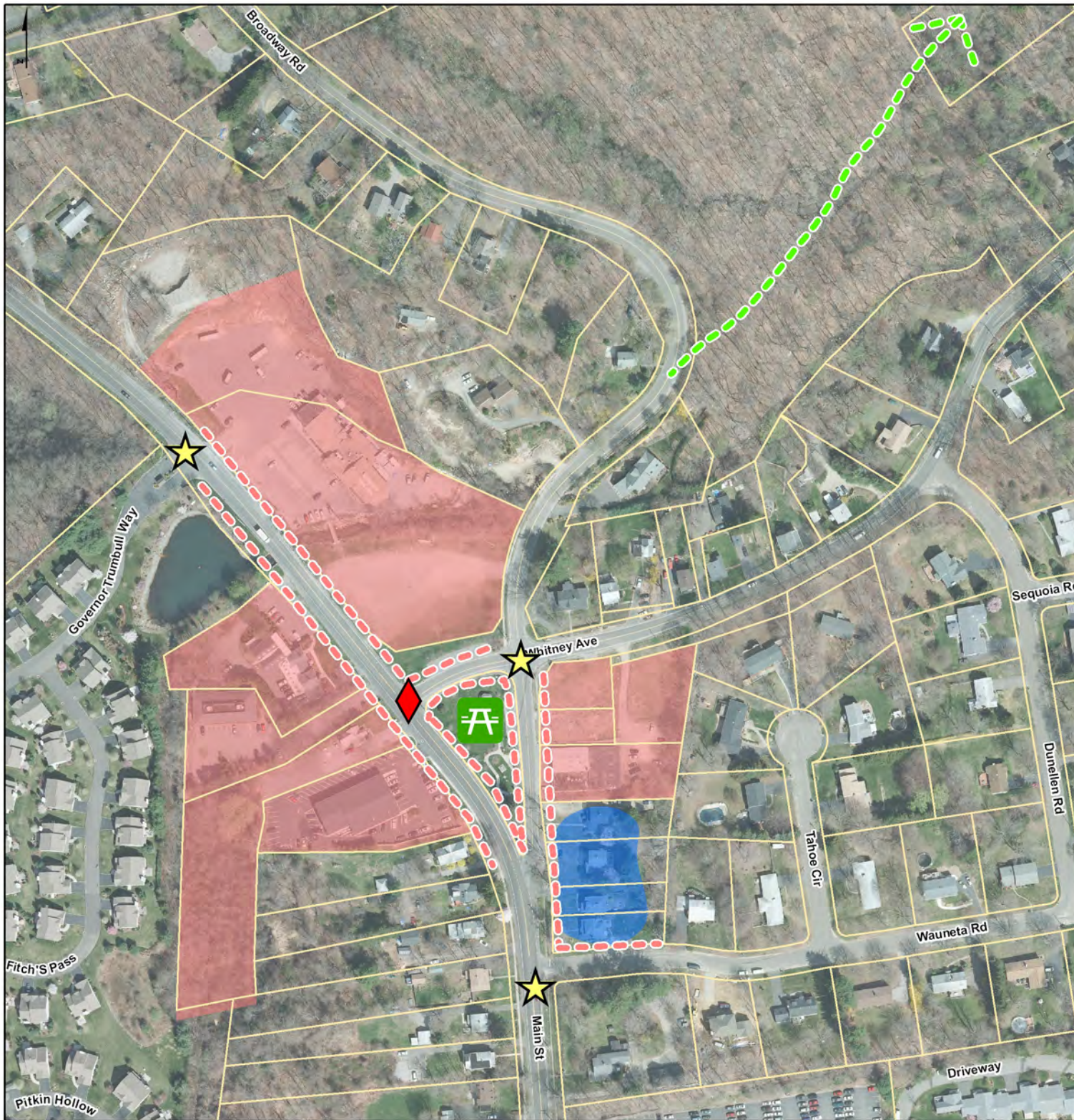









A well-marked gateway would ensure travelers knew they were entering a special “place.”



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 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 and landscaping.

B| 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 capitalizes on the Pequonnock River and the 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.

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 here. 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.

SUMMARY FOR DEVELOPMENT PATTERNS (continued)

D| Continue to discourage strip style patterns along corridors.

Policies:	<ol style="list-style-type: none">1. Ensure commercial rezoning 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. Our business base includes corporate offices, the Trumbull mall and other retail establishments, restaurants, fitness centers, professional offices and some manufacturing. Recently, Trumbull has been attracting the health care industry. It is difficult to predict which industries will be strong in Connecticut over the next ten years and how trends, such as increasing internet shopping, might change our local economy. 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.

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 zoning to differentiate between regional, community and neighborhood commercial areas

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.

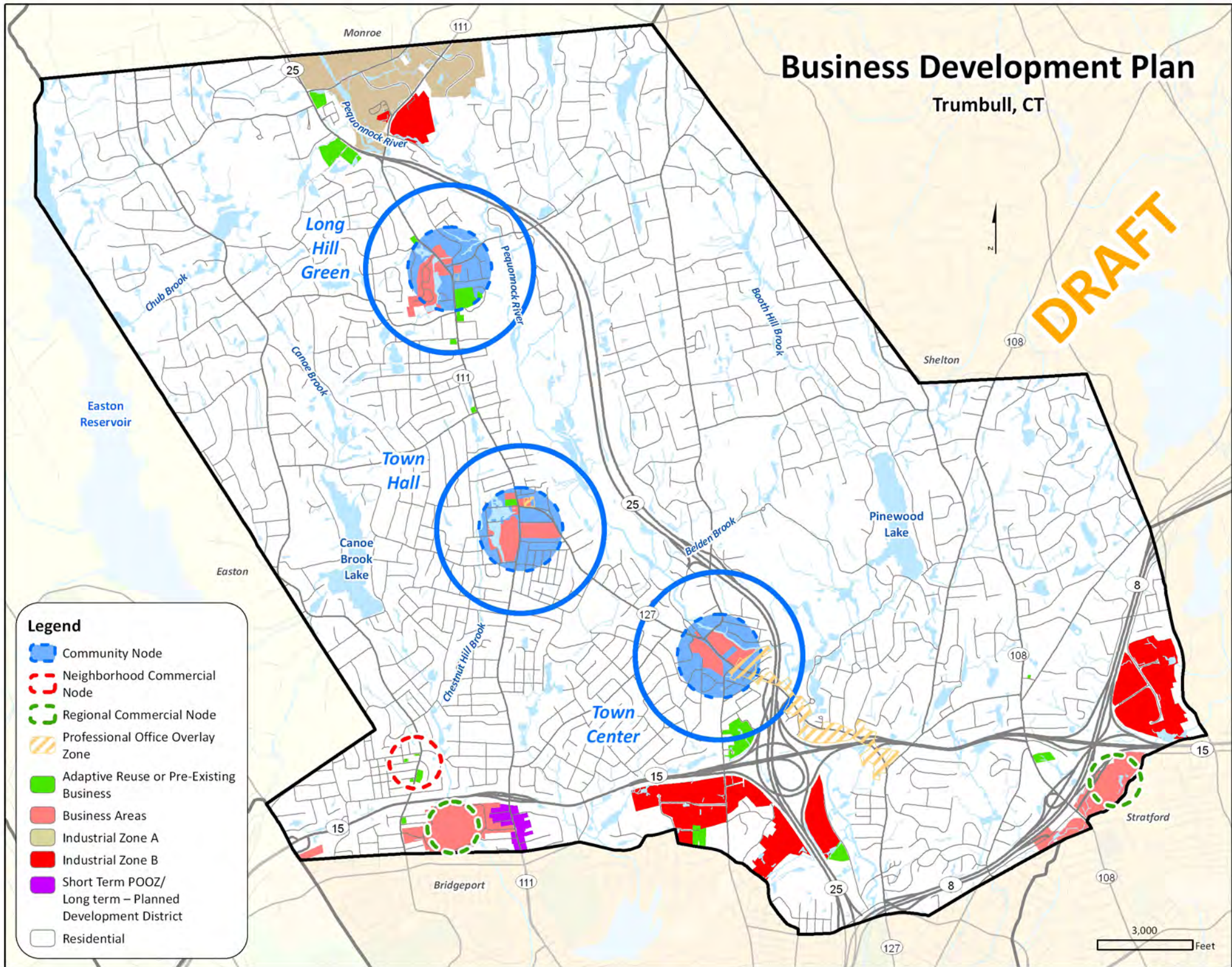
Serves	Regional	Community	Neighborhood
Areas	Trumbull Mall Hawley Lane Monroe Turnpike	Town Center Town Hall Long Hill Green	Lower Madison Ave.
Intent	Draw customers from greater region.	Mainly serve customers from Trumbull; somewhat from neighboring communities.	Mainly serves immediate area, but some businesses may draw from Town-wide.
Planning Considerations	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.	Create walkable, village setting. See Chapter 5, Development Patterns for details.	Support continued business use of existing commercial properties, provided intensity and nature of use is compatible with surrounding neighborhood.

Lower Main Street and Upper Route 25 do not fit neatly within these categories so they are discussed separately. Chapter 5, Development Patterns, provides zoning strategies for the three Community Nodes. The following additional zoning updates should also be considered.

Business Development Plan

Trumbull, CT

DRAFT



Legend

- Community Node
- Neighborhood Commercial Node
- Regional Commercial Node
- Professional Office Overlay Zone
- Adaptive Reuse or Pre-Existing Business
- Business Areas
- Industrial Zone A
- Industrial Zone B
- Short Term POOZ/ Long term - Planned Development District
- Residential

3,000 Feet

Regional Shopping Center Zone

A Regional Shopping Zone should be created for the Trumbull Mall property, and possible 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 must 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 support the continued commercial use of businesses that were established in residential zones before zoning was adopted. The limitations on changes in uses, however, might prevent desirable new uses that with careful site planning could have little impact on the immediate neighborhood. Yet because these businesses are interspersed with houses, rezoning the area to commercial would not make sense. The goal is to support appropriate business uses, not to transform residential uses to commercial uses.

Instead, a Neighborhood Commercial Floating Zone could be created (see box). 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).

B| Balance commercial opportunity and 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 would seem like prime commercial development corridors. However, both areas are characterized by residential land 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.

Along Lower Main Street economic opportunities and a livable residential neighborhoods should not only co-exist, but support one another. New 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 commercial uses through the POOZ. 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 box on page 41). The PDD approach would give flexibility to determine appropriate density, setbacks, coverage and other aspects. In return for the flexibility, the development would need to meet certain objectives such as:

- Merge lots together to allow for comprehensive planning of all development aspects here, including shared parking, shared driveways and minimal curb cuts. Ideally, a commercial driveway serving this area would be located directly across from the Mall driveway.
- Maintain a vegetated buffer of at least 100 feet along the rear of these parcels.
- Require sidewalks and landscaping along Main Street.



Sidewalks and improved landscaping can improve livability for neighborhoods.

- 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 the Design Guidelines.

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

The approach for upper Route 25, from the intersection with Route 111 to the Monroe border, is comprised of a mix of zones including residential and industrial. The intent here is to tap into the commercial potential without impinging on the nearby neighborhoods. New office and professional uses might be the best approach to accomplish this. The Zoning Regulations should be updated to extend POOZ to properties fronting Route 25.



A mix of uses currently characterize upper Route 25.

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. 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.

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 for through grants.

Zoning Updates

The 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 four acres.
- The remaining industrial zones are combined into one new zone, with a minimum lot size of two acres and maximum height of 50 to 52 feet (approximately four stories).
- 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 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. Zoning should be updated so that parking garages do not count toward building coverage limitations.

Uses

Trumbull's industrial parks evolved into more traditional office parks rather than centers of industrial 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.

Trumbull's industrial zones contribute greatly to the Town's tax base. But some service uses allowed here such as banks and restaurants add little to the tax base. Yet they provide convenience and support to nearby employers and workers. The Town should carefully regulate the proliferation 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.

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.

Lastly, Trumbull's industrial zones are not intended for housing. Zoning regulations should continue to exclude housing in these zones.

SUMMARY FOR BUSINESS DEVELOPMENT

A| Update zoning to differentiate between regional, community and neighborhood commercial areas.

- | | |
|---------------|---|
| Tasks: | <ol style="list-style-type: none"> 1. Create a new Regional Shopping Center zone for the Trumbull Mall and possibly Hawley Lane. 2. Create a Floating Neighborhood Commercial Zone tailored for lower Madison Avenue. |
|---------------|---|

B| Balance commercial opportunity and neighborhood livability in transition areas.

- | | |
|------------------|---|
| Policies: | <ol style="list-style-type: none"> 1. Ensure that business development along Lower Main Street is well-planned and of a scale and type that does not impact the quality of life for neighborhoods. 2. In the short term, continue to allow limited commercial use, through the Professional Office Overlay Zone. |
| Tasks: | <ol style="list-style-type: none"> 3. Determine if a Planned Development District approach is the right long term approach for lower Main Street. 4. Work with State to determine pedestrian improvements along lower Main Street. 5. 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. Seek funding to undertake landscaping improvements and to provide gateway signs / directory signs. 6. Create new simplified industrial zones, with increased heights in some areas. 7. Update zoning to encourage parking garages. 8. Refine the types of uses allowed in industrial zones. |



7. Residential Development

Overview

In the last 30 years, Trumbull has responded to 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 may see reduced demand for single-family houses and continued interest in other housing choices. Yet the single-family pattern of development greatly characterizes Trumbull's landscapes. The Town should balance preservation of this key defining element of character with providing 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 while also encouraging new housing opportunities for the elderly and housing affordable to working families and single individuals.

Strategies for Residential Development

A| Protect residential neighborhoods from incompatible uses and activities

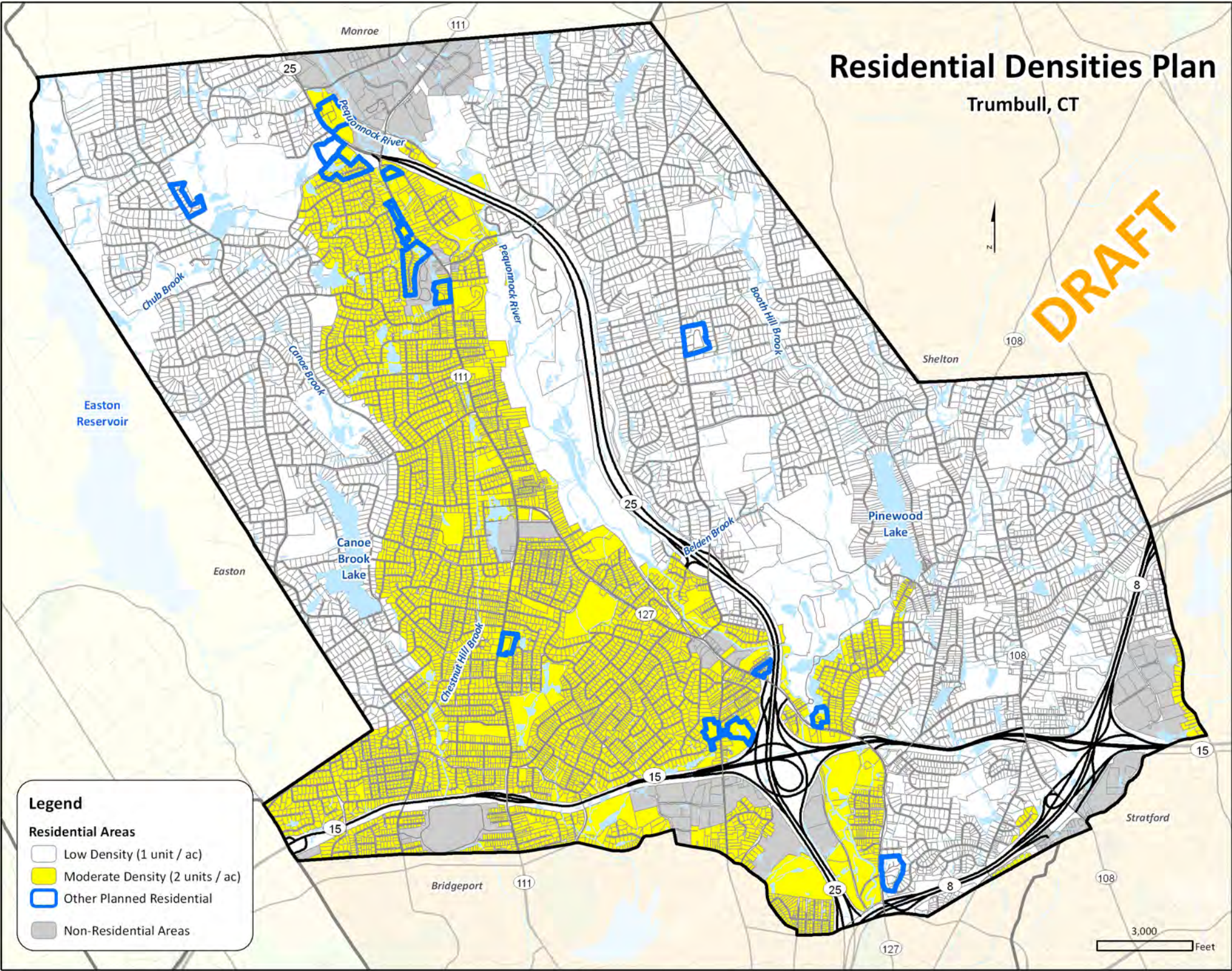
Trumbull is built out with little vacant land. This means that meeting economic demand and housing demand will primarily occur in developed that might abut established neighborhoods. New development and redevelopment must be carefully planned and managed to ensure that Trumbull's residential neighborhoods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

- Provide predictability about where future development will occur. Generally maintain the well-established residential densities and patterns (see Residential Densities Plan) and 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.
- Minimize impacts from new 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

DRAFT



Legend

Residential Areas

-  Low Density (1 unit / ac)
-  Moderate Density (2 units / ac)
-  Other Planned Residential
-  Non-Residential Areas

3,000 Feet

B| Continue to allow housing alternatives that are appropriate in scale and appearance for its 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 or an access point to the Pequonnock River Trail.
- Located within ¼ mile of a commercial zone.
- Located at least 1 mile from another multi-family, age restricted or affordable housing development.

C| 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 Continue to allow housing alternatives that are appropriate in scale and appearance for its 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.
C 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, and trees. 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. The Towns of Trumbull and Monroe, the City of Bridgeport and the CT Department of Energy and Environmental Protection 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.

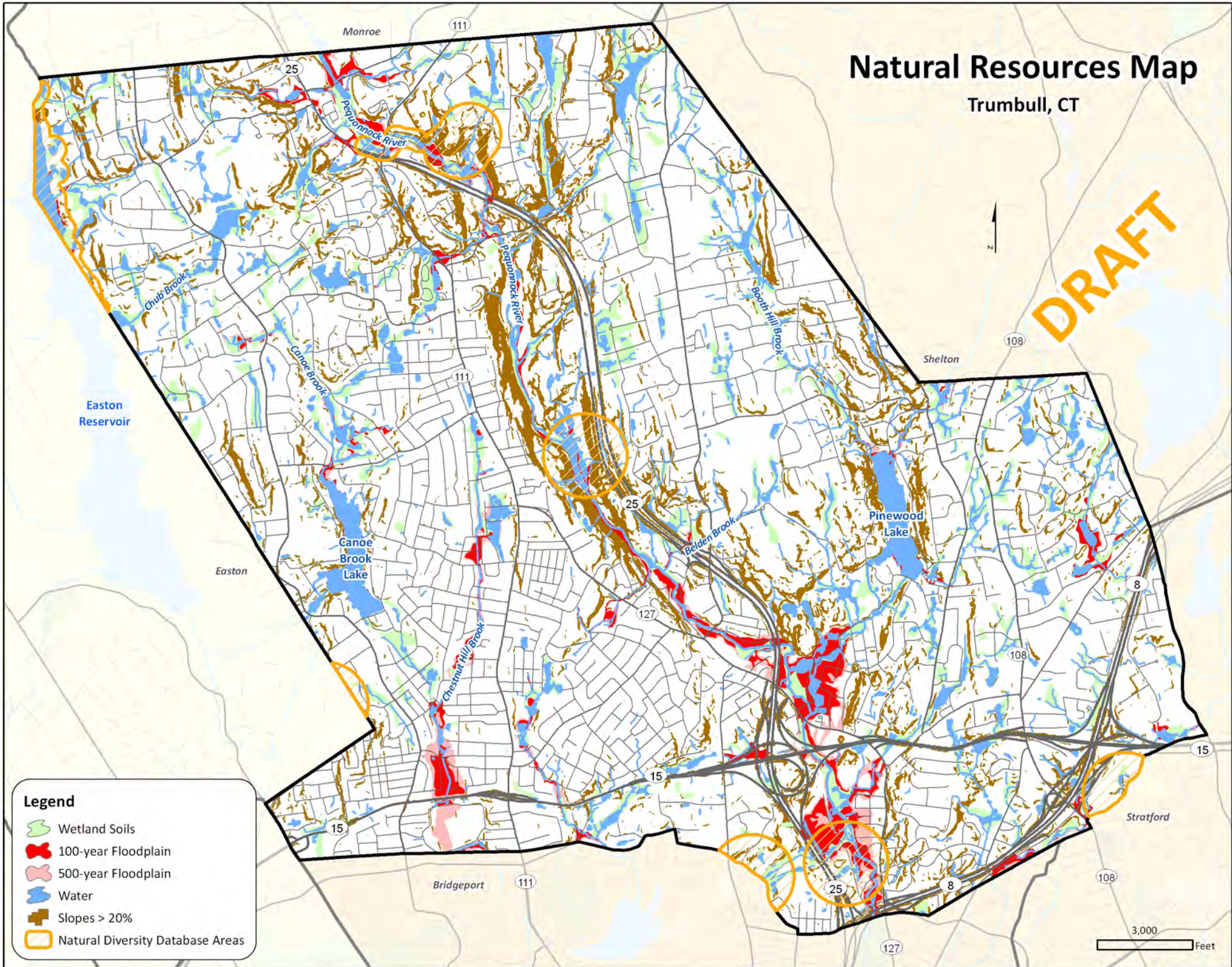
Highlights from 2011 Pequonnock River Watershed Based Plan

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 low impact development 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

DRAFT



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 Center and Parks and Recreation all provide venues for educational opportunities. Educational efforts should continue.

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 can 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

"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.

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 66) 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 cooperative is essential to improving water quality of the river.

Trumbull has important tools in place to protect water resources. Wetland protection regulations help protect wetlands and water courses and upland areas that are important to preserve. The Town should continue to diligent apply and enforce existing regulations.

Better management of storm water can help improve water quality and 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 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.

The zoning regulations require stormwater management plans for single-family dwellings, accessory uses, and land use applications that increase the amount of impervious surface. 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 Low Impact Development Techniques



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.

E| Minimize impacts from flooding and natural hazards.

Flooding, high winds, and ice and snow storms impact the safety of the community. The Town is working with the Greater Bridgeport Regional Council to create a Natural Hazard Mitigation Plan, which will outline 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 outlines general policies for natural hazard mitigation and defers to the Natural Hazard Mitigation Plan for 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:

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:

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. Encourage developers, land use applicants to use the Natural Resource Inventory when preparing plans.
4. Use the Natural Resources Inventory when reviewing land use applications.

Tasks:

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:

1. Implement the recommendations in the Pequonnock River Watershed Based Plan
2. Incorporate Low Impact Development approaches into town projects
3. Continue diligent application and enforcement of local regulations that protect natural resources.
4. Maintain and restore wetland buffers.

Tasks:

5. Develop a water quality monitoring program.
6. Create a comprehensive Stormwater Management and Drainage Design Guide that incorporates low impact development practices and principles.

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| 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 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

Our open space and greenway system will be expanded and enhanced to better connect neighborhoods, commercial districts, parks, schools and other destinations. The Pequonnock River Trail will showcase Trumbull's history and natural beauty. We will strategically preserve additional land as open space, with criteria to help us determine priorities. We will continue to be good stewards of our parkland and proactively plan for how we use and maintain our open space and parklands.

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 crossings at existing crossings, particularly on Route 25. The Town should also support provision of user facilities such as restrooms, provided they are unobtrusive and preferably are located within existing buildings.

The Pequonnock River Trail is more than 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 trial users know then have entered Trumbull. Along the entire length of the trail, signs and informational plaques can point out natural and cultural features from today and the past. The Town should 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 the landowners in the Town Center and Quarry Road to determine an agreeable arrangement to allow trail users to park in these existing lots.

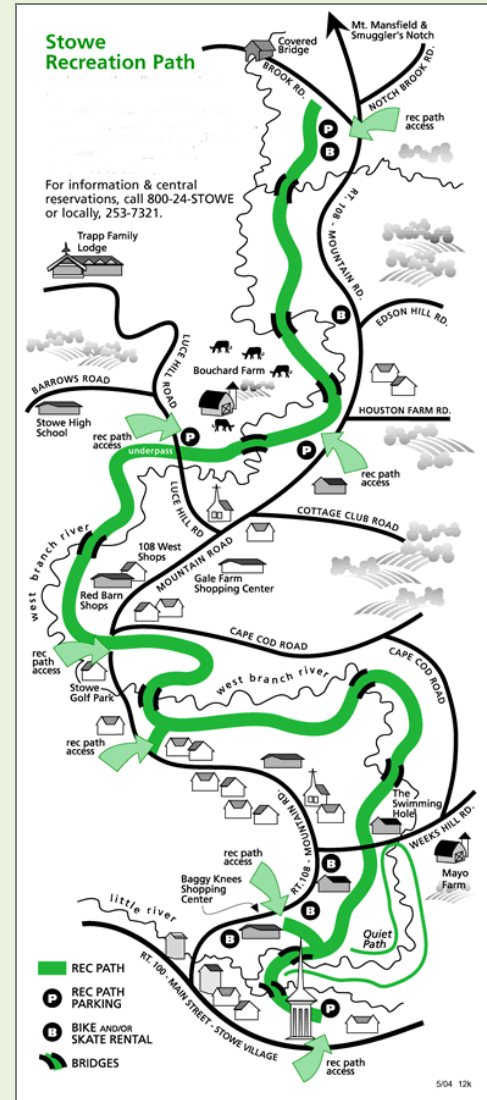
Examples of Multi-Use Trails Tailored to Local Heritage



Sarasota Legacy Trail, Florida. "... offers several areas to stop, rest, learn about its history or just enjoy the natural beauty surrounding the trail." From Sarasota County web site.



La Jolla, California



Stow, Vermont

The Trail is can be much more than a recreational amenity. It provides is a safe and easily-accessible way 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 there is not be available land or 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 which 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.

Hold for photos of people using Trail	
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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 boost the quality of life. The Town should continue to invest annually in park up-keep and improvements.



Open Space and Greenways Plan

Trumbull, CT

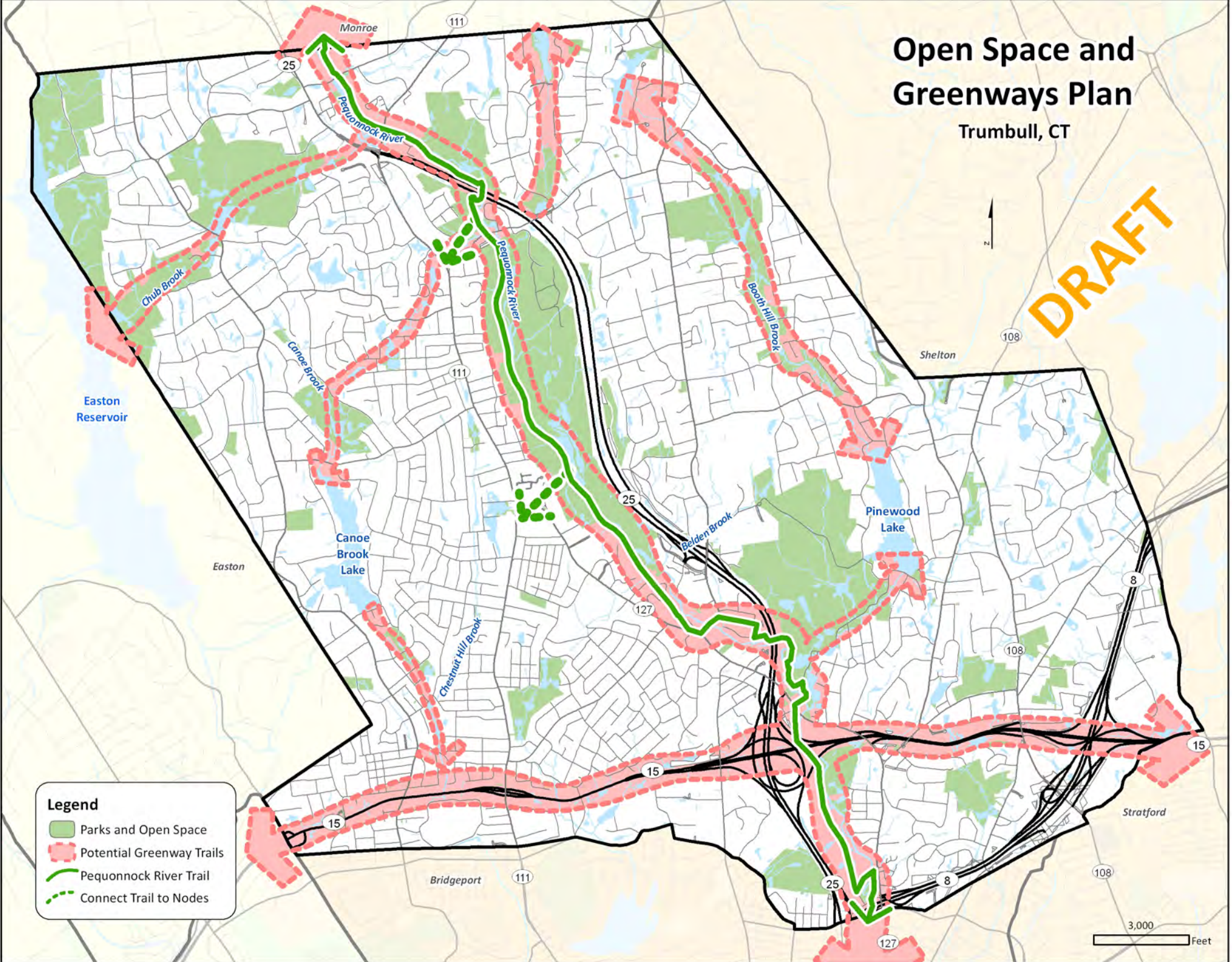
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3,000 Feet

Legend

- Parks and Open Space
- Potential Greenway Trails
- Pequot 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.



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. While in most cases, the Town is not the provider of these utilities, the Town can work with providers to ensure that modern and reliable service is available.

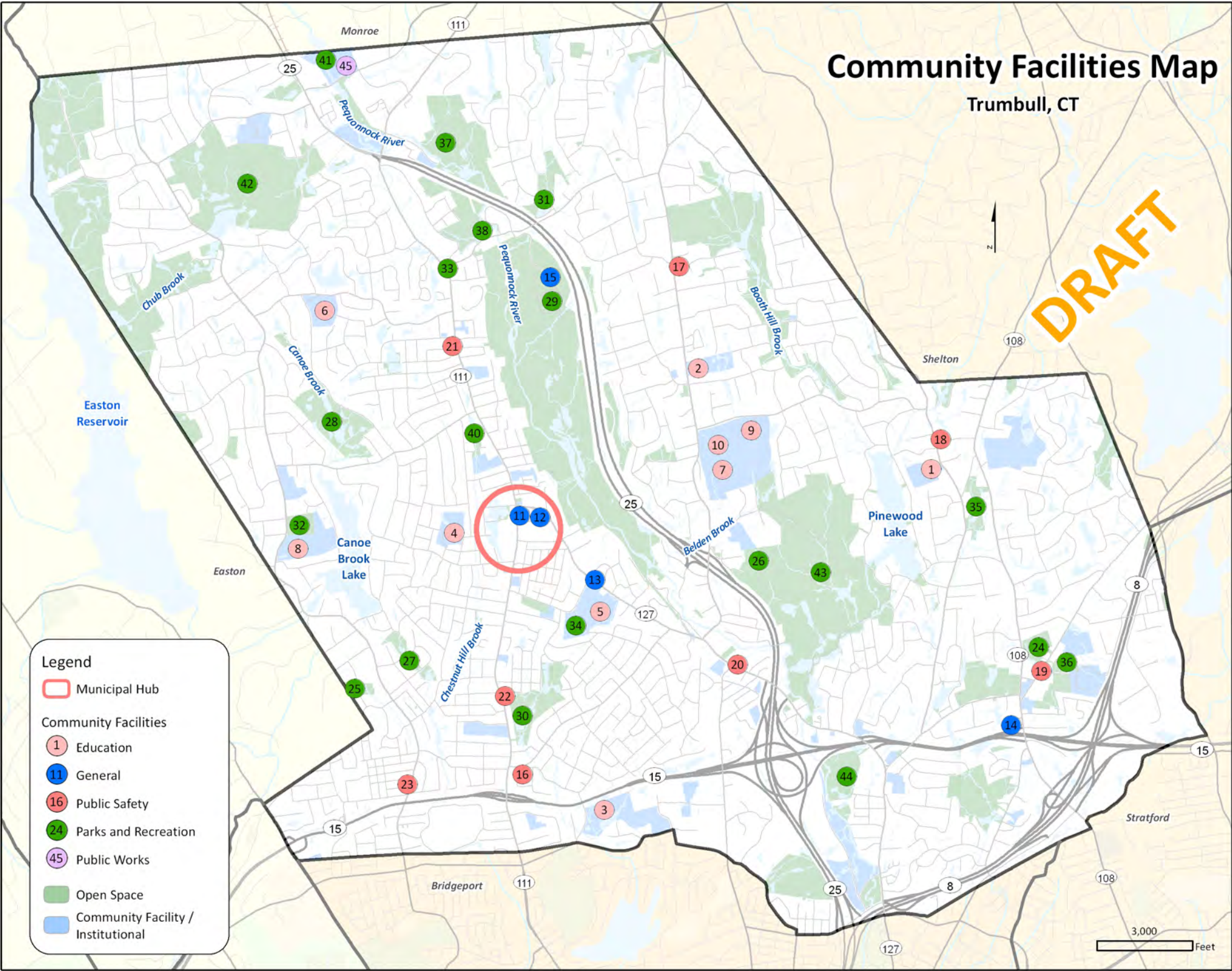
Goals

Proactively anticipate changes and trends affecting our community when we plan 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


DRAFT




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 Middlebrooks Park
- 35 Mischa Brook Park
- 36 Nothingale Memorial Field
- 37 Old Mine Park
- 38 Parlro 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

Strategies for Community Facilities and Utilities

A| Encourage long term planning for future town facilities

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:
 - Maintain the Town Hall area as a municipal hub / campus with a high level of activity.
 - Locate facilities used by the full population in central areas that are easily accessible and, preferably, have access on arterial roads.
 - Public safety facilities should be located 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.

[If the town has details about short, medium and long term community facility priorities, the POCD can include those]

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.

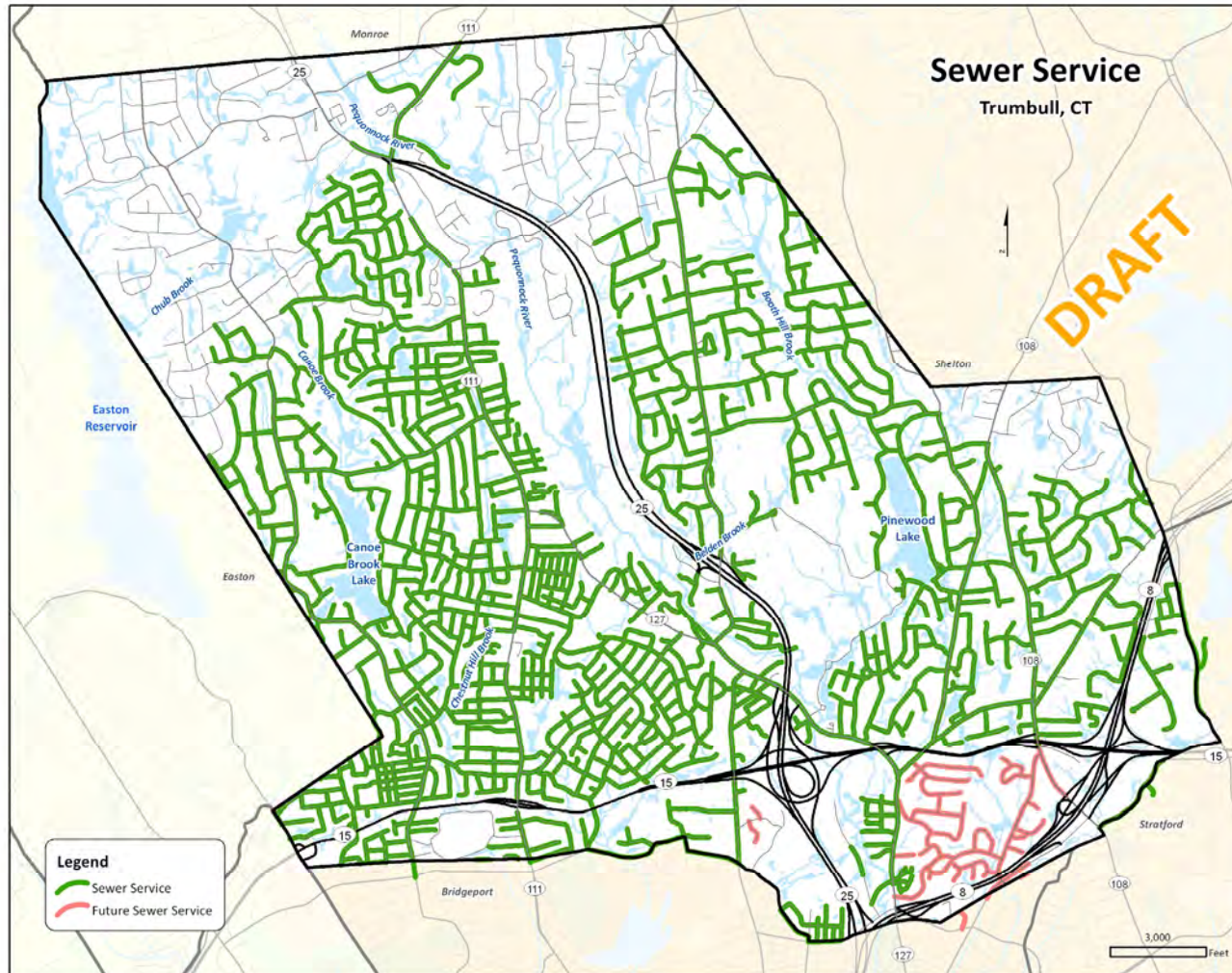
A Community Facilities Plan could look at ways to combine or co-locate the community and senior center – possibly with the library.

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. Because 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; and 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. One issue might warrant attention 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 deemed to not 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.

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 having 20% of the Town's electricity come 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.

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. Create a 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.
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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.
---------------	--

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

Policies:	<ol style="list-style-type: none"> 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:	<ol style="list-style-type: none"> 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.



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, 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

We will expand the range of transportation choices in Trumbull, while continuing to provide a safe and efficient road network. Our roads will be used more efficiently, as they are upgraded to accommodate bicyclists and pedestrians. Bus service will better connect us to points within Trumbull and the region.

Strategies for Transportation

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

Trumbull's streets do more than 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.

Approaches to Completing Trumbull's Streets

Simple, Lower Cost

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



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



Provide unpaved pathways for pedestrians along roads.



Higher Cost

Build sidewalks.



Provide bicycle lanes.



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).

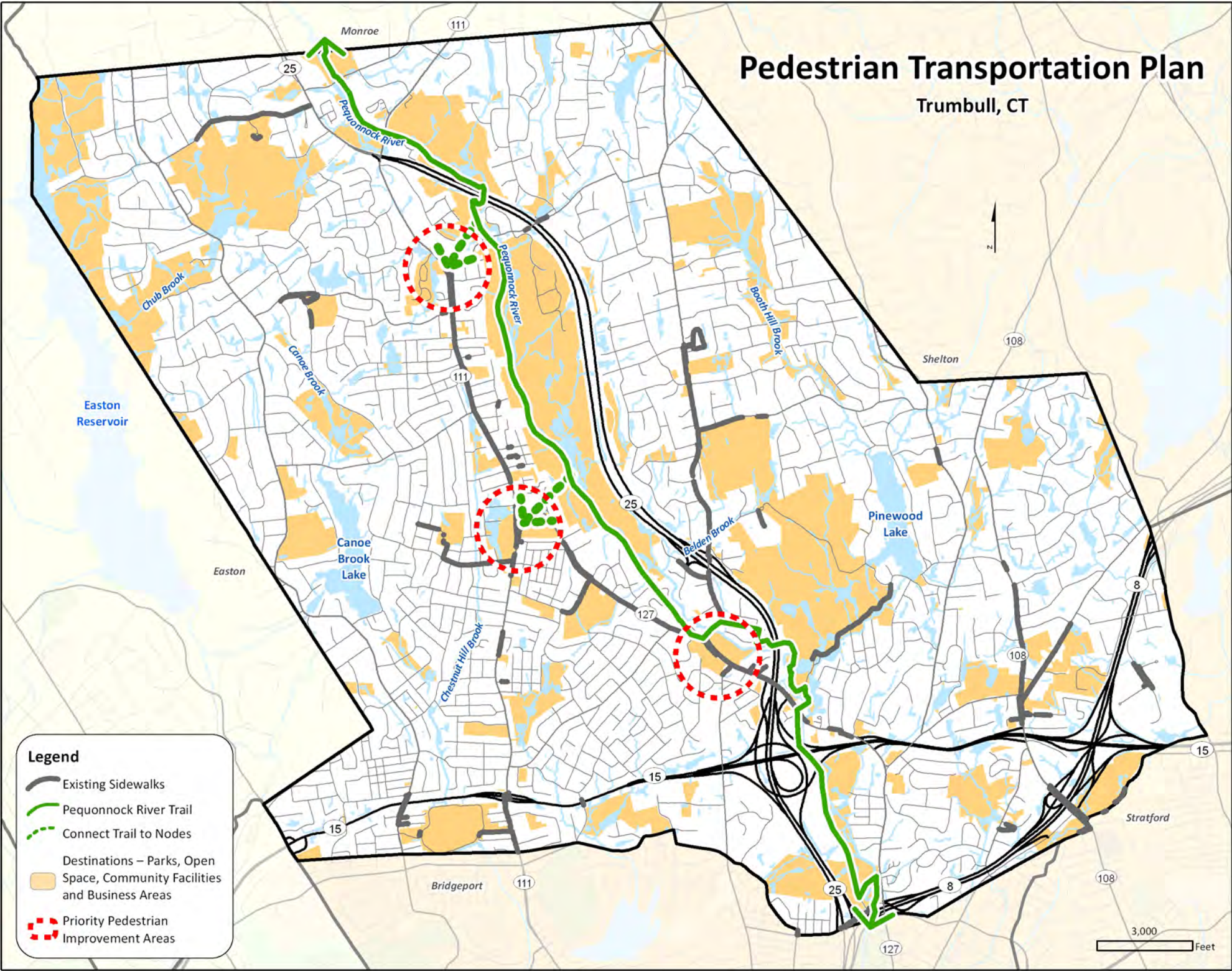
The Town should place priority on improving pedestrian and bicycle infrastructure in the three community nodes. Details for expanding sidewalks and connecting the nodes to the Pequonnock River Trail are found in Chapter 5, Development Patterns. Enhancing pedestrian and bicycle facilities will require efforts by the Town and private developers. Developers should be required to provide or improve sidewalks and provide parking for bicyclists. 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. 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.

Pedestrian Transportation Plan

Trumbull, CT



Legend

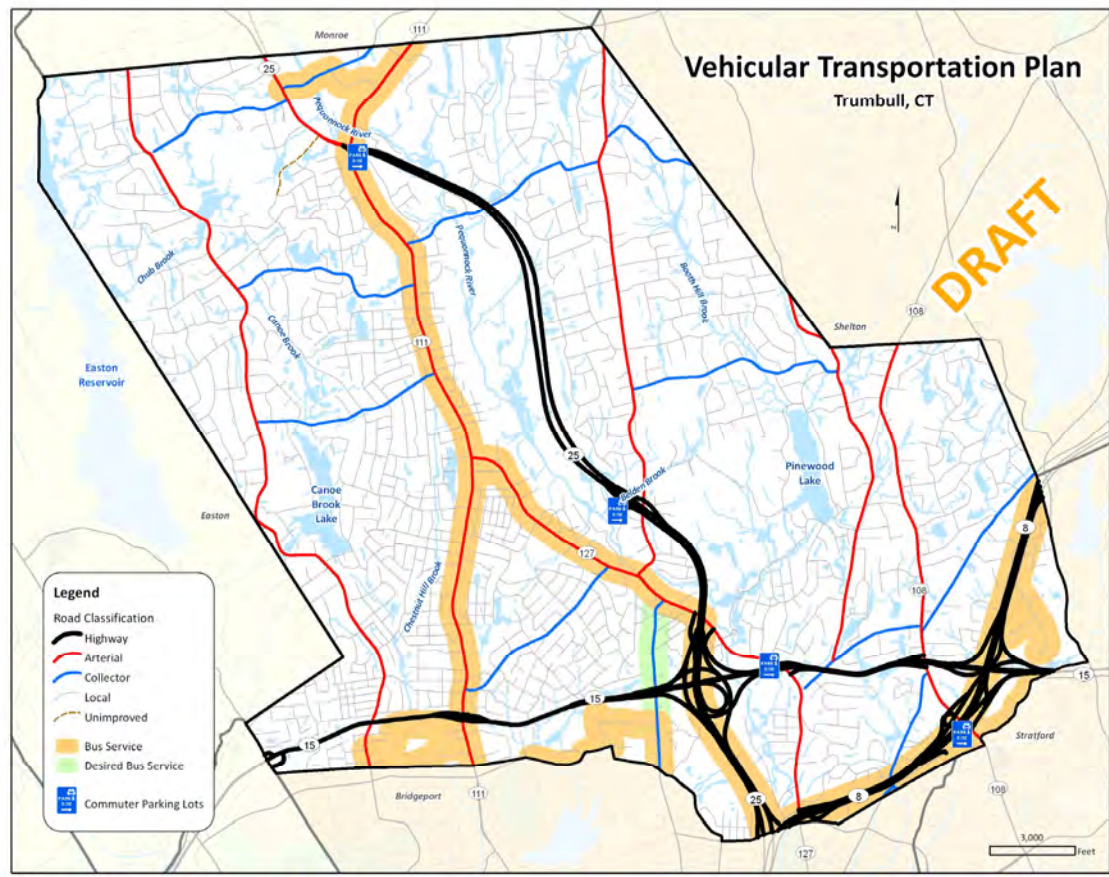
- Existing Sidewalks
- Pequonnock River Trail
- Connect Trail to Nodes
- Destinations – Parks, Open Space, Community Facilities and Business Areas
- Priority Pedestrian Improvement Areas

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

Trumbull’s excellent highway access has drawn many large employers to town, which also increases traffic on the roads. The Zoning Regulations regulate access drives only for uses that require a Special Permit or Special Exception. In those cases, driveways cannot be greater than 30 feet wide nor within 100 feet of another driveway, except in limited situations, and encourage shared driveways. The regulations should be updated so that these provisions 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 Shelton. 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.

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 stat roads.

Tasks: 2. Adopt a Complete Streets policy for local roads.
3. Implement green infrastructure approaches for local roads.

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.
7. Consider joining the Safe Routes to School Program.

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.

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.



12. Future Land Use Plan and Consistency

Future Land Use Plan

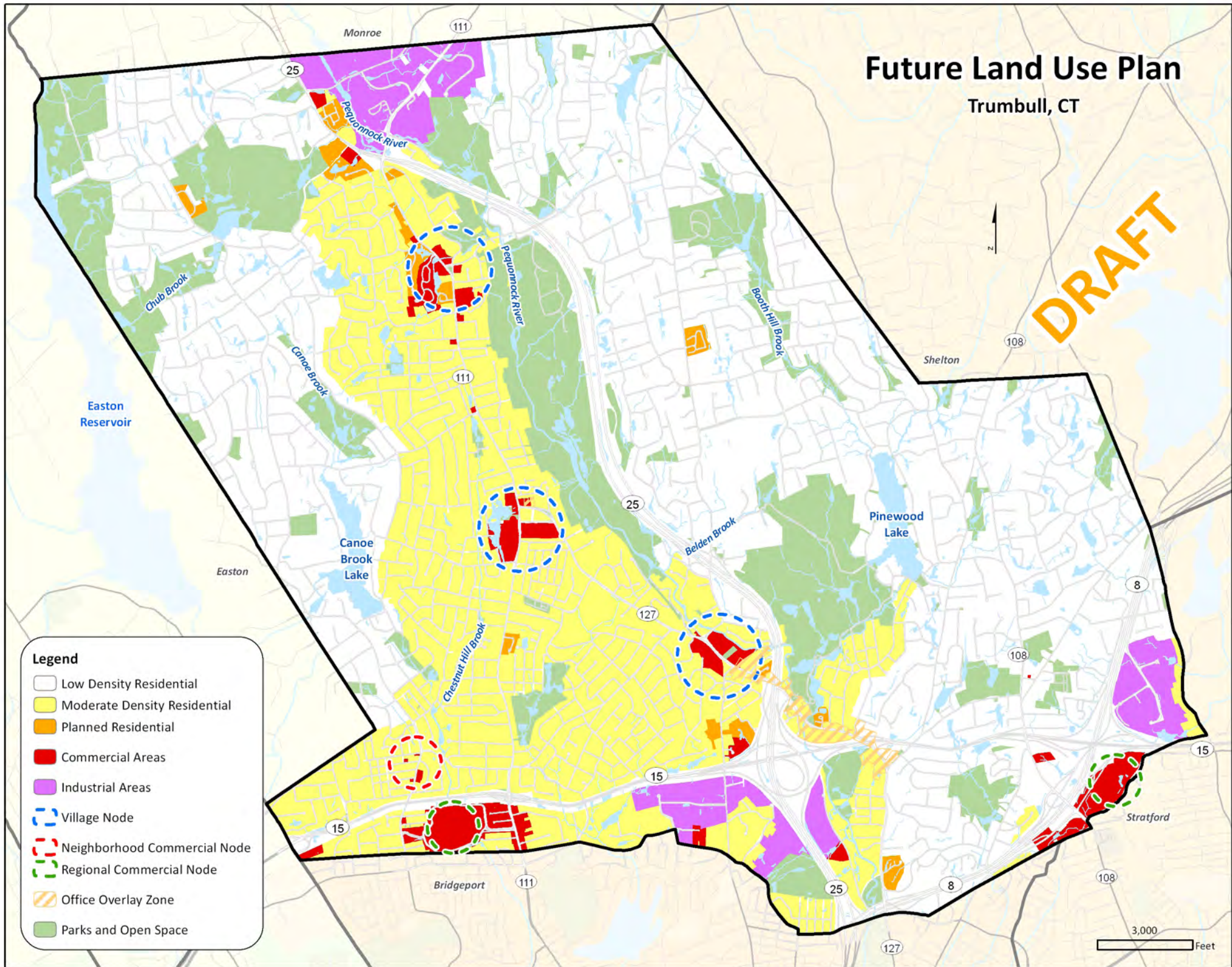
The recommendations of the preceding chapters for the future of Trumbull are summarized in the Future Land Use Plan. The Plan generally depicts areas intended for residential uses, businesses uses and existing parkland. This map is only a summary. The goals, strategies and maps contained in the previous 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.
Planned Residential	Areas where residential development has occurred through special zoning provisions.
Business Areas	
Commercial Areas	Areas used for or intended for economic development. Recommendations for specific areas are contained in Chapter 5, Development Patterns, and Chapter 6, Business Development.
Industrial Areas	Areas developed as office and industrial parks. Recommendations for specific areas are contained in Chapter 6, Business Development.
Village Node	Commercial areas where village style, walkable development are intended. Recommendations for specific areas are contained in Chapter 5, Development Patterns.
Neighborhood Commercial Node	Commercial areas with uses that mainly service nearby neighborhoods. Specific recommendations are found in Chapter 6, Business Development.
Regional Commercial Node	Commercial areas with uses that tend to attract customers from the larger region. Specific recommendations are found in Chapter 6, Business Development.
Office Overlay Zone	Existing and future areas where the Professional Officer Overlay Zone can apply. <i>[will need to update map - not all newly proposed POOZ areas are shown]</i>
Open Space	
Open Space and Parks	Areas currently preserved or used for open space or parkland.

Future Land Use Plan

Trumbull, CT

DRAFT



Legend

- Low Density Residential
- Moderate Density Residential
- Planned Residential
- Commercial Areas
- Industrial Areas
- Village Node
- Neighborhood Commercial Node
- Regional Commercial Node
- Office Overlay Zone
- Parks and Open Space

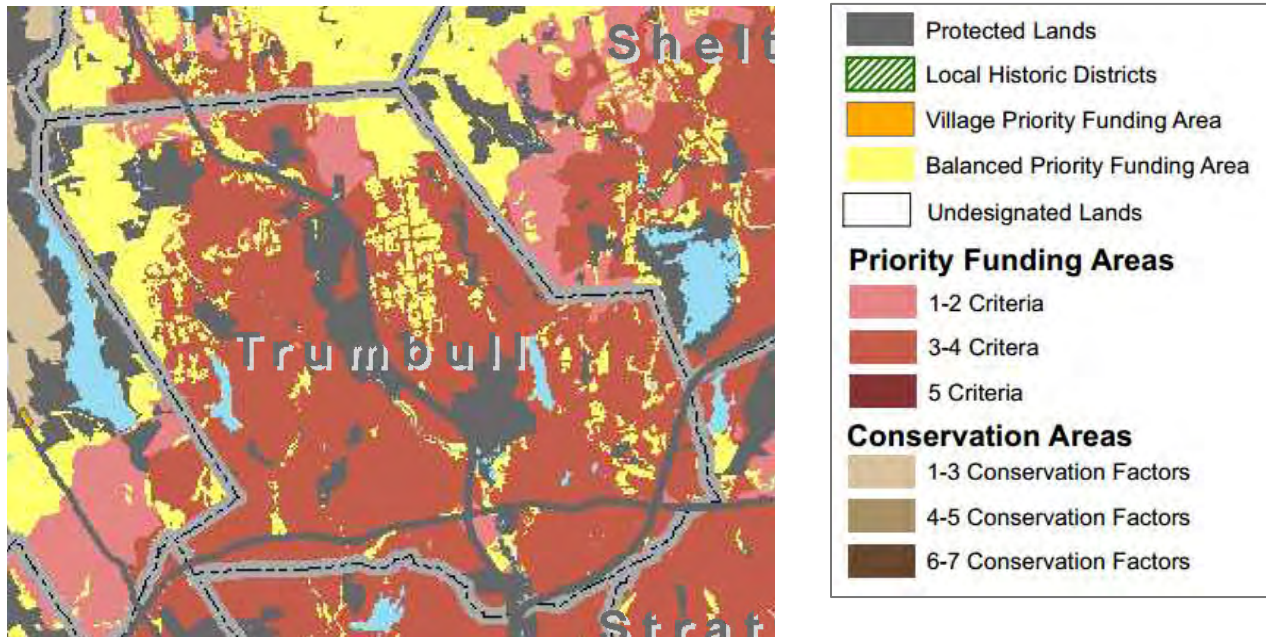
Consistency with State and Regional Plans

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.

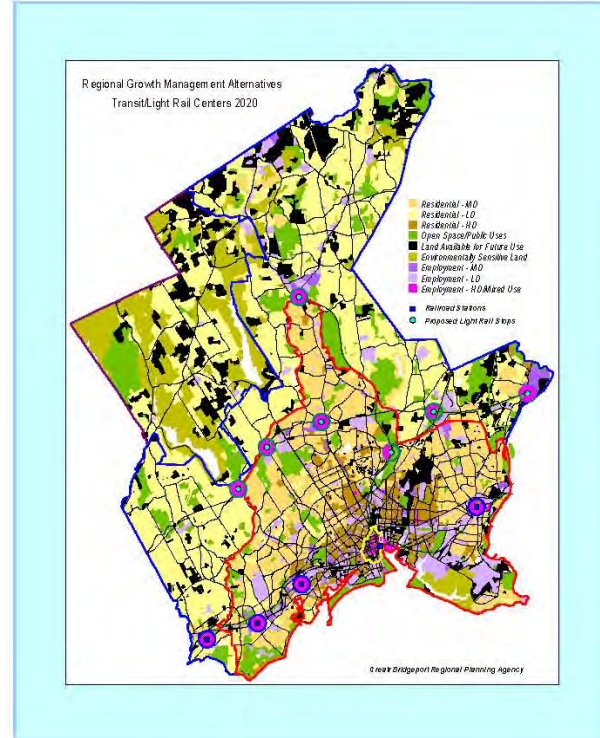
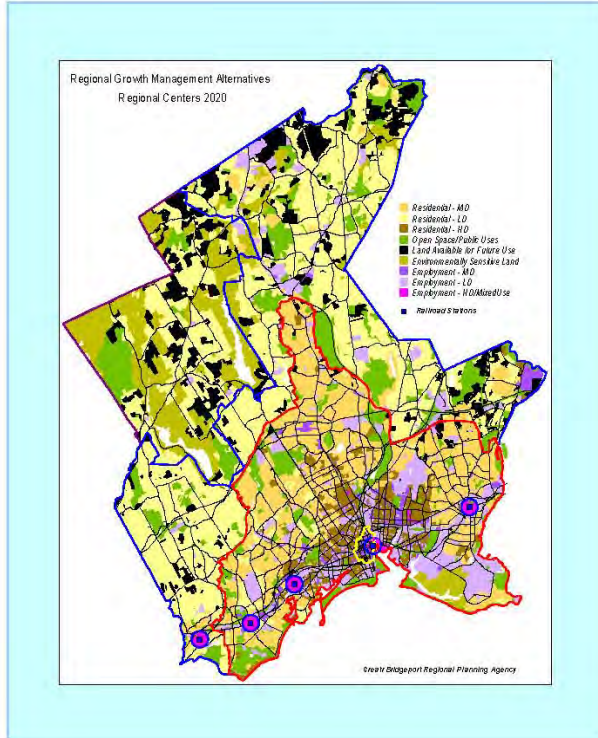
CT Principle 5: Protect and ensure the integrity of environmental assets critical to public health and safety. The Trumbull POCD includes strategies to protect water quality, address flooding and preserve natural resources.

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

The 2008 Regional Plan for the Greater Bridgeport region presented scenarios for the future of the region. The Trumbull POCD is most consistent with the “Regional Center Alternative” in which future growth is channeled to existing activity centers within the region. The Trumbull POCD is consistent with the goals of that scenario, which include promoting compact growth, managing traffic levels and preserving open space. The Light Rail scenario, which entail building a light rail system with stations in Trumbull could be beneficial to Trumbull’s future development, but the Trumbull POCD assumes light rail is not likely within the next ten years.

Scenarios from Regional 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. 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.

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
Arlyne Fox, Vice Chairman
Tony Silber
Richard Deecken
Fred Garrity
Donald Scinto (alternate)
Steven Mahlstedt (alternate)
Jeff Williams (alternate)

First Selectman

Timothy M. Herbst

Residents of Trumbull

Trumbull Boards and Commissions

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Helen Granskog, Clerk

Planimetrics

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Len Desson, GISP