

Trumbull, Connecticut Plan of Conservation and Development

October 10, 2006



Trumbull, Connecticut

Plan of Conservation and Development

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Aerial view of Main Street, south of Edison Road (1934). Current site of the Trumbull Shopping Park.

Source: *Images of America, Trumbull*, Trumbull Historical Society, 1997

CHAPTER 1: EXECUTIVE SUMMARY

The purpose of this Plan of Conservation and Development is to guide policy and land use decisions in the Town of Trumbull over the next decade. It documents existing conditions and articulates Trumbull's goals and objectives for regional issues, land use and zoning, housing, economic development, environmental protection, open space and recreation, community facilities and services and transportation. It also includes a future land use plan that provides a framework for decision making on land use issues to assist Trumbull in realizing its vision for the future. As Trumbull is a largely built-out residential community, the Town's primary land use issues focus on the need to preserve the high quality of life enjoyed by its residents by maintaining the current balance of housing, commercial and light industrial development and parks, open spaces and recreation areas, and guide a limited amount of new development.

Connecticut General Statutes require all municipalities in the state to prepare a Plan of Conservation and Development and to update that plan every ten years. As stated in Chapter 126, Section 8-23, the plan should be a "... statement of policies, goals and standards for the physical and economic development of the municipality...[and should] recommend the most desirable uses of land within the municipality for residential, recreational, commercial, industrial, conservation and other purposes." State law designates the Planning and Zoning Commission as the body responsible for the preparation and adoption of the Plan. Once a draft plan has been prepared, the P&Z must circulate it to the Town Council and the Greater Bridgeport Regional Planning Agency and make it available to the public for comment for a period of 65 days. At the end of the comment period the P&Z can then hold a public hearing to officially adopt the plan.

The Town of Trumbull last adopted a Plan of Development in 1984 and the Town's Planning and Zoning Commission has been working for several years on the development of an updated plan. A draft plan was prepared in 2004 with the assistance of the Greater Bridgeport Regional Planning Agency and serves as the basis for this Plan of Conservation and Development. Working with its planning consultant, BFJ Planning, P&Z updated and expanded upon this draft plan to make it a more user-friendly document and gathered public input into existing conditions, community issues and plan goals at a public workshop held at Madison Middle School on September 15, 2005. At this workshop P&Z asked residents to identify Trumbull's greatest assets and challenges and to rank and discuss proposed goals for the plan. The goals discussed at this workshop establish a vision for the Town of Trumbull and serve as the basis for this plan. Two additional public workshops were held on December 1, 2005 and February 4, 2006 to obtain feedback from the public on the draft plan. The public input gathered at these workshops has been incorporated into this document.

CHAPTER 2: PLAN GOALS

Goal 1: Regional and Local Setting

Protect the region and Trumbull's public health, safety and welfare by communicating and cooperating with neighboring communities in order to promote the efficient provision and utilization of housing, transportation, and economic resources and utility infrastructure.

Goal 2: Community Character, Land Use and Zoning

Maintain and enhance the colonial New England character of Trumbull, including its architectural quality and residential main roads, and maintain the residential character of all major roads within the Town.

Goal 3: Housing

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.

Goal 4: Economic Development

A) Maintain compact commercial centers and strive to improve the appearance, traffic circulation and pedestrian environment of existing commercial areas and prevent strip development and the commercialization of the Town's main roads.

B) Establish a growth management policy for industrial uses that promotes efficient land use within existing industrial districts. Allow for limited vertical growth in order to increase tax revenues and provide jobs and services to Town residents while limiting the need to increase existing industrial boundaries.

Goal 5: Environmental Protection, Recreation and Open Space

A) Preserve and maintain natural resources, including streams, rivers, wetlands, steep slopes and woodlands.

B) Preserve passive recreational open space areas and improve active recreation facilities, including parks and playing fields, for the enjoyment of Town residents.

Goal 6: Community Facilities and Services

Upgrade and expand services and facilities to enhance their function and appearance for the benefit of Town residents and business owners.

Goal 7: Transportation

Preserve, maintain and enhance an efficient, multi-modal transportation system.

CHAPTER 3: REGIONAL AND LOCAL SETTING

3.1 Regional Setting

Located in Fairfield County, the Town of Trumbull is one of 169 municipalities in the state of Connecticut (see Figure 3-1). Trumbull is located within the Greater Bridgeport planning region, the most densely populated region in the state. It is 23.5 square miles and is bordered by Easton to the west, Monroe to the north, Shelton to the northeast, Stratford to the southeast, and Bridgeport to the south (see Figure 3-2). State and Town roads connect Trumbull with surrounding towns and other parts of the region and the state. The Town is served by three limited access highways- Routes 8, 25 and 15 (the Merritt Parkway)- and 15 miles of undivided state highways- Routes 25, 108, 111 and 127. The community is served by over 200 miles of Town maintained roads.

3.2 Regional Planning

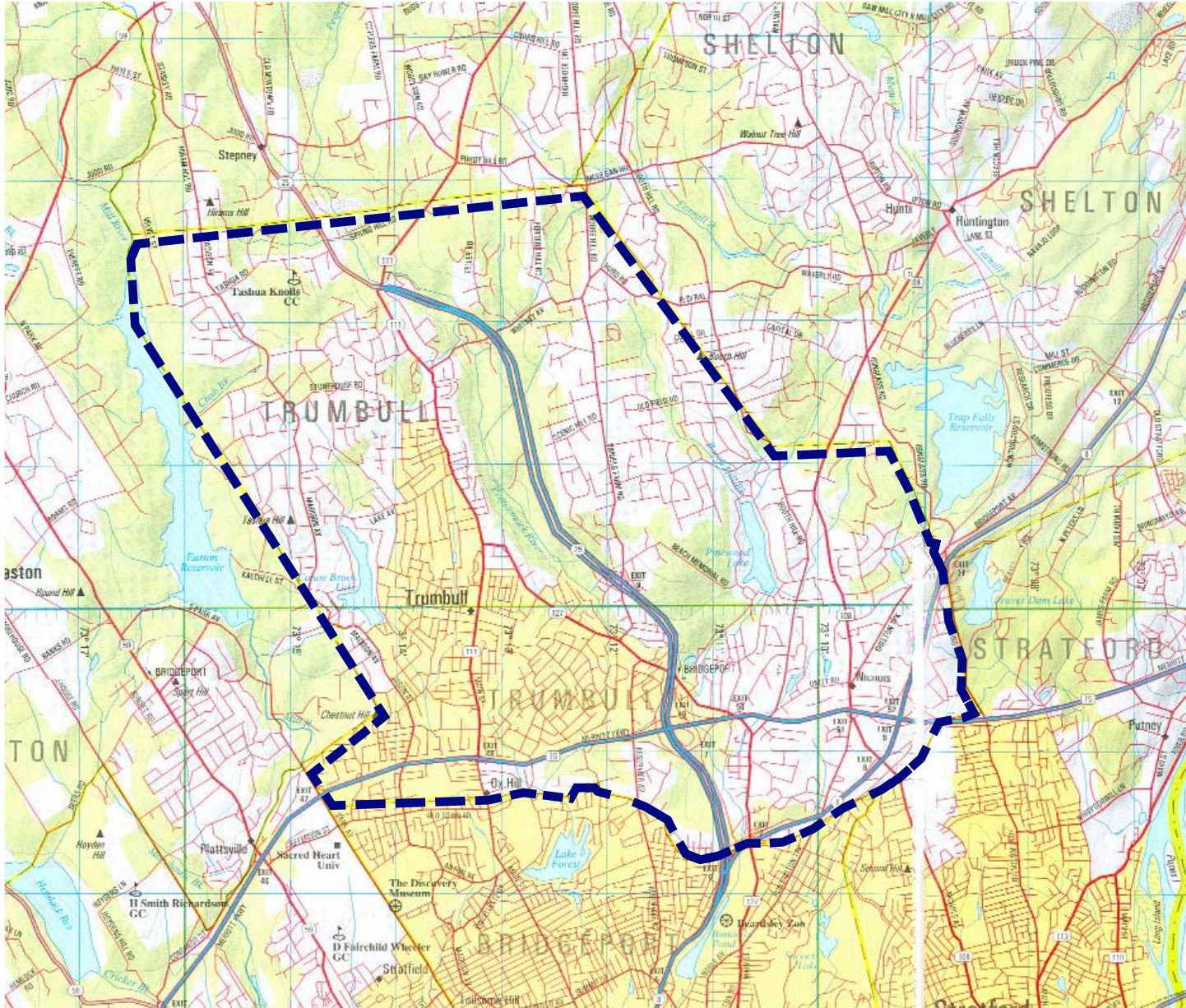
There are fifteen regional planning agencies in the State of Connecticut. The Town of Trumbull is within the Greater Bridgeport Regional Planning Agency (GBRPA). The other municipalities that make up this region are Bridgeport, Fairfield, Stratford, Easton and Monroe (see Figure 3-3). GBRPA was established in 1960 with the assistance of the Connecticut Development Commission and its jurisdiction includes 118 square miles and a population of 300,000. Pursuant to State legislation and federal programmatic requirements, the agency is responsible for land use, transportation, housing, public facilities, open space, environment, energy and economic development for the region. GBRPA is also the federally designated regional transportation planning agency for the region and serves as a conduit for the disbursement of federal transportation funds to its member governments.

Recent comprehensive planning projects undertaken by GBRPA include:

- Regional Transportation Plan: 2004-2028, December 2003, which presents the region's existing transportation conditions and recommends transportation improvements, actions and programs intended to meet the transportation needs of the region over the next 25 years. GBRPA is required by federal regulation to prepare this long range transportation plan and update it at least every three years.
- Regional Profile, May 2003, which contains frequently requested data on the six municipalities in the region, including population, housing, employment, economy, transportation, health care, education and recreation.
- Pequonnock Valley to the Sound Bicycle Path Plan, March 2003, is a plan for the development of a continuous, multi-use trail for bicycles and pedestrians from the Water Street Dock in Bridgeport through Trumbull parallel to Route 25 to the Newtown town line.

3.3 Population

According to the 2000 Census, 34,243 people reside in the Town of Trumbull. Similar to other Town's in the region, Trumbull has experienced significant population growth within the last fifty years as shown in Chart 3-1. Although the pace of this growth has slowed over the last twenty years and the Town experienced a slight loss in population between 1980 and 1990, its population grew by 6.5% between 1990 and 2000. According to population projections from Connecticut Department of Transportation as reported by the Greater Bridgeport Regional Planning Agency, Trumbull's population will decline slightly over the next twenty years and is expected to be 34,190 in the year 2025. As shown in Table 3-1, Trumbull's growth rate is moderate in comparison to the region, similar to that of Fairfield, but slower than that of Easton and Monroe.



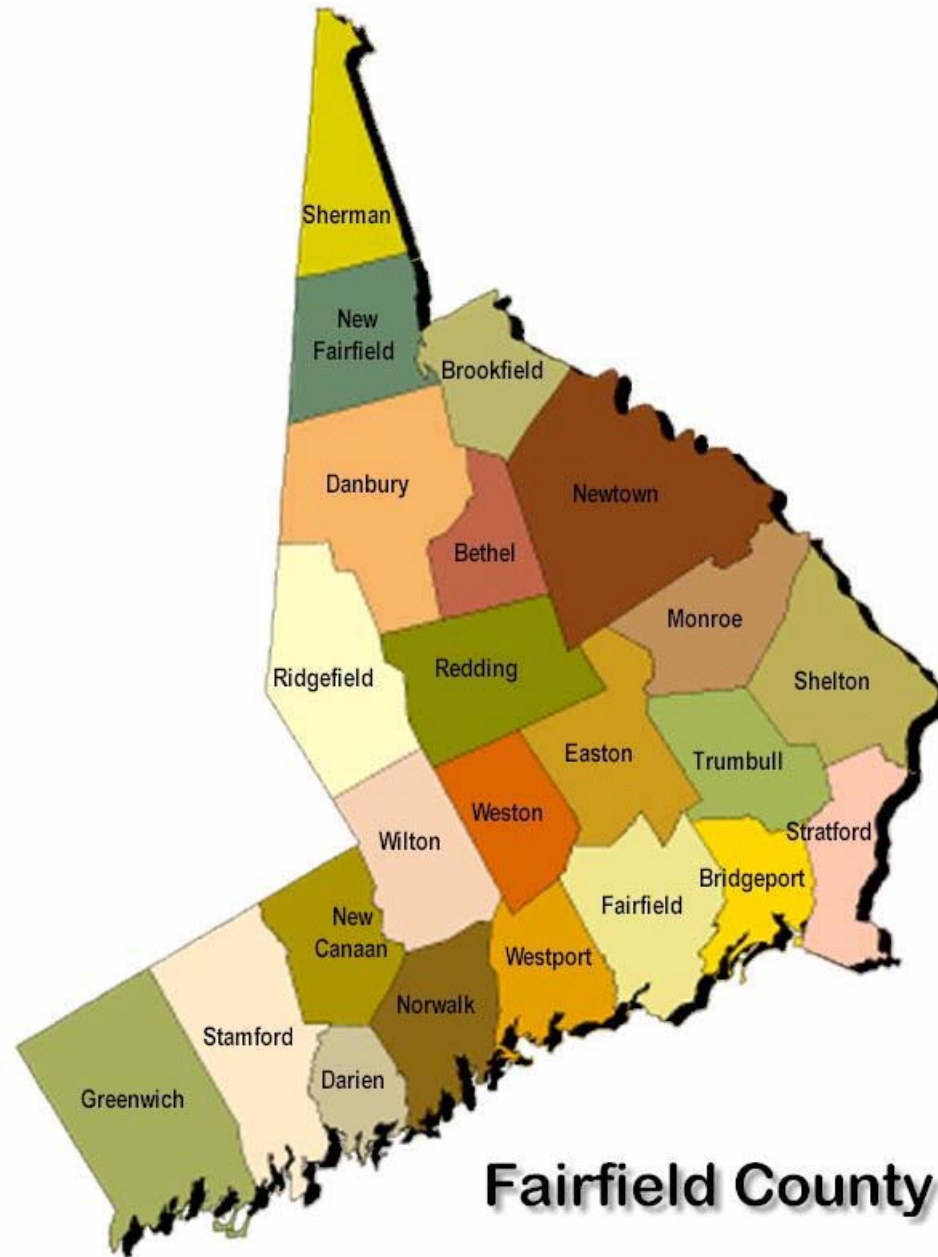
TRUMBULL, CT
 PLAN OF CONSERVATION AND DEVELOPMENT

FIGURE 3-1: PROJECT LOCATION MAP

SOURCE: DELORME MAP



April 2006



Fairfield County

TRUMBULL, CT

PLAN OF CONSERVATION AND DEVELOPMENT

FIGURE 3-2: REGIONAL LOCATION MAP

SOURCE: DEPARTMENT OF COMMUNITY & ECONOMIC DEVELOPMENT



April 2006

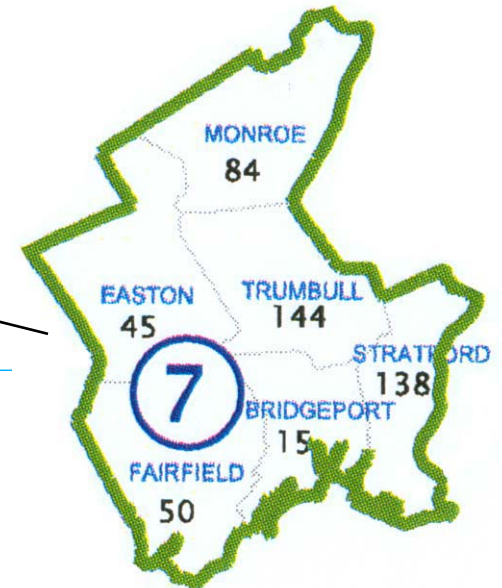
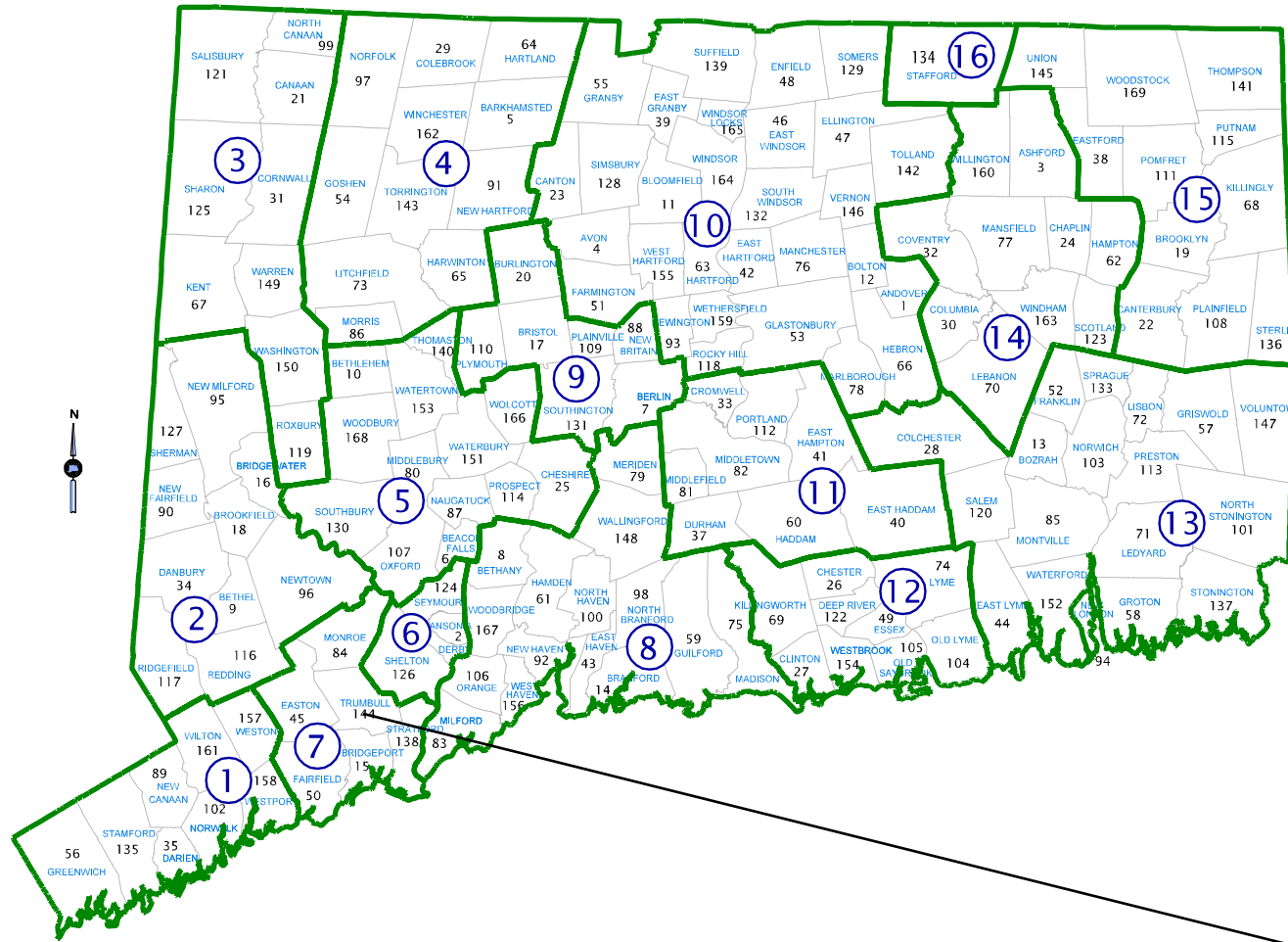


FIGURE 3-3: GREATER BRIDGEPORT PLANNING REGION

SOURCE: CT DOT

TRUMBULL, CT

PLAN OF CONSERVATION AND DEVELOPMENT

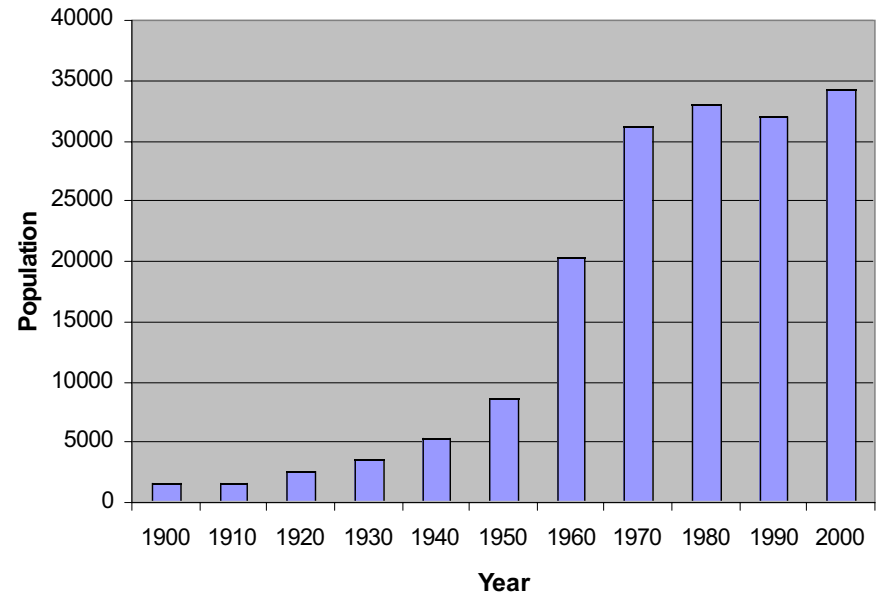


April 2006

Of Trumbull's seven neighborhoods, whose boundaries roughly correspond to the Town's seven Census Tracts, Trumbull Center has experienced the most significant growth over the past decade with a population increase of 17.57 percent (see Table 3-2 and Figure 3-4). This growth is attributed to new multiple-family housing that has been constructed in this area.

Lower Long Hill, located in the southwest corner of Trumbull, and Tashua, located in the northwest corner, experienced the smallest amounts of growth, with an increase in population of only 0.46 and 2.28 percent, respectively. The Town's other neighborhoods all experienced approximately the same level of growth (between 4 and 6 percent) between 1990 and 2000 (see Table 3-3). While Upper Long Hill experienced average growth compared to other neighborhoods in the Town, it is the Town's most dense community, home to nearly a quarter of its population. Trumbull Center is the second densest neighborhood with 17.6 percent of the Town's residents.

Chart 3-1
Population 1900-2000



Source: Connecticut Department of Economic and Community Development

Table 3-1
Population Change 1970-2003: Greater Bridgeport Planning Area

Municipality	1970	1980	1990	2000	Percent Change		
					1970-1980	1980-1990	1990-2000
Trumbull	31,394	32,989	32,016	34,243	4.8%	-3%	6.5%
Bridgeport	156,542	142,546	141,686	139,529	-9.8%	-0.6%	-1.6%
Easton	4,885	5,962	6,303	7,272	18%	5.4%	13.3%
Fairfield	56,487	54,849	53,418	57,340	-3%	-2.7%	6.8%
Monroe	12,047	14,010	16,896	19,247	14%	17%	12.2%
Stratford	49,775	50,541	49,389	49,976	1.5%	-2.3%	1.2%
Region Total	311,130	300,897	299,708	307,607	-3.4%	-0.4%	2.6%

Source: Regional Profile, Greater Bridgeport Planning Agency, May 2003

Table 3-2
Population by Census Tract (1980-2000)

Census Tract	Population			Percent Change	
	1980	1990	2000	1980-1990	1990-2000
901 Tashua	3,030	2,920	2,988	-3.77%	2.28%
902 Upper Long Hill	7,322	7,258	7,686	-0.88%	5.57%
903 Lower Long Hill	4,978	4,584	4,605	-8.60%	0.46%
904 Trumbull Center	5,213	4,967	6,026	-4.95%	17.57%
905 Upper Nichols	4,300	4,190	4,366	-2.63%	4.03%
906 Lower Nichols	3,489	3,230	3,428	-8.02%	5.78%
907 Daniels Farm	4,657	4,883	5,144	-4.63%	5.07%
Total	32,989	32,032	34,243	-2.99%	6.46%

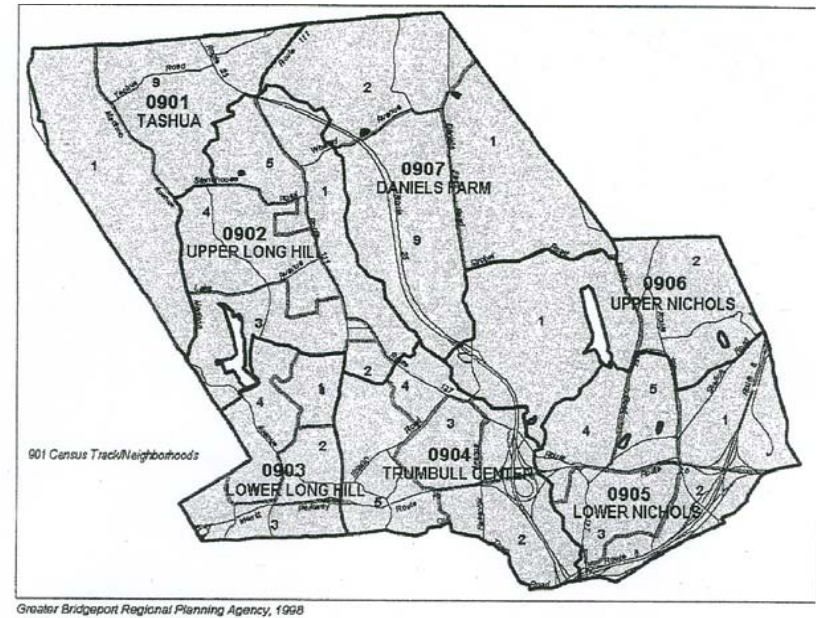
Source: U.S. Census Bureau, 2000

Table 3-3
Population Density by Census Tract (2000)

Census Tract	Percent of Total Population
901 Tashua	8.73%
902 Upper Long Hill	22.45%
903 Lower Long Hill	13.45%
904 Trumbull Center	17.60%
905 Upper Nichols	12.75%
906 Lower Nichols	10.01%
907 Daniels Farm	15.02%
<i>Total</i>	<i>100%</i>

Source: U.S. Census Bureau, 2000

FIGURE 3-4
Neighborhood Boundary Map



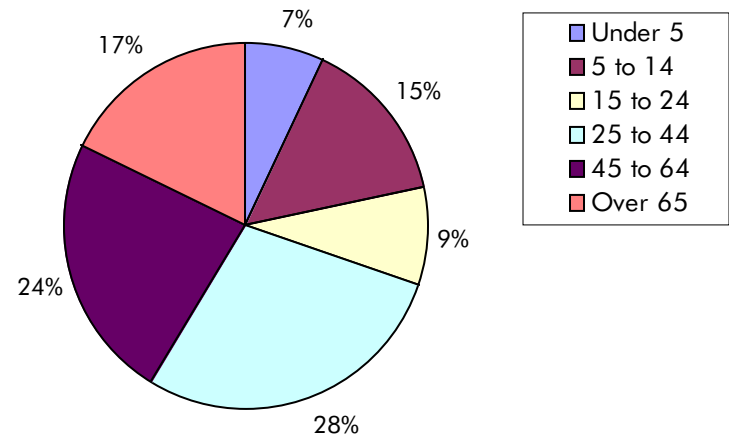
3.4 Race and Ethnicity

According to the 2000 US Census, the Town of Trumbull is predominantly white and the racial composition of its population has not changed substantially since 1990. As shown in Table 3-4, between 1990 and 2000 the Town's minority population increased 3.32 percent, with minorities constituting 6.12 percent of the population in 2000. Asian and Pacific Islanders are the largest minority in the Town, representing 2.58 percent of the population.

3.5 Age

Approximately 41 percent of Trumbull's residents are over the age of 45, as shown in Chart 3-2. The Town's population is aging and nearly 60 percent of residents will be over the age of 45 by the year 2010.¹

Chart 3-2
Population Age Distribution (2000)



Source: U.S. Census Bureau, 2000

Table 3-4
Population by Race (1990-2000)

Race	Percent of Population		Percent Change
	1990	2000	1990-2000
White	96.68%	93.88%	-2.80%
Black	1.27%	1.66%	0.39%
American Indian	0.08%	0.10%	0.02%
Asian or Pacific Islander	1.68%	2.58%	0.91%
Other	0.20%	1.78%	0.45%

Source: U.S. Census Bureau, 2000

¹ Connecticut Office of Policy and Management

CHAPTER 4: COMMUNITY CHARACTER, LAND USE AND ZONING

4.1 Town History and Character

The Town of Trumbull was first settled in the late 1600s by residents of the Society of Stratford. In 1725 they founded the Parish of Unity in the area that is now known as Nichols and established the Unity Congregational Church in 1730. At the same time, others began settling the areas now known as Trumbull Center, Long Hill and Tashua. In 1744 the Parish of Unity and Long Hill became North Stratford, which was controlled by the government of Stratford. By the late 1700s local residents petitioned the state to become incorporated as a separate town and in October of 1797 the Town of Trumbull, named for the Revolutionary War Governor Jonathan Trumbull, was incorporated.¹ By the end of the next century, the Town had become largely a rural agricultural community and home to industries such as mining and manufacturing. After World War II when Americans began moving from the country's cities to the suburbs, Trumbull experienced significant population growth and began to develop the residential character that categorizes the Town today. Its population grew by over 20,000 people from approximately 8,000 residents in 1950 to approximately 30,000 residents in 1970. Today Trumbull is a largely residential community with extensive parks and recreation areas that boasts a high quality-of-life for its residents.

4.2 Land Use

The Town of Trumbull consists of 23.5 square miles of land and is a largely built out residential suburban community within the Bridgeport metropolitan area. Population density is approximately 1,457 people per square mile, or 2.25 persons per acre. Residential uses account for 68 percent of the Town's land area, followed by recreational uses,



¹ *Images of America: Trumbull*, Trumbull Historical Society, 1997

which account for approximately 13 percent of total land area (see Table 4-1). The majority of the Town's residential uses are generally categorized as medium or low density, with medium density housing mainly concentrated in Trumbull Center and Upper and Lower Long Hill and lower density housing in Tashua, Daniels Farm, and Upper and Lower Nichols. Higher density housing in the Town is limited and is generally located in Trumbull Center.

Trumbull has the highest proportion of land dedicated to recreation of all the municipalities in the Greater Bridgeport Region. Large open space areas in the Town include Beach Memorial Park, Tashua Recreation Area, and Indian Ledge Park. The Town has four main developed commercial areas- Trumbull Shopping Park/Westfield Shopping Mall, Town Hall Plaza, Trumbull Center, and Hawley lane- and a partially developed commercial area at Route 111 north of the Route 25 interchange. Industrial development in Trumbull is limited to four light industrial areas adjacent to major highways and the Town's borders with Bridgeport, Stratford and Monroe.

4.3 Zoning

The Town of Trumbull has seven primary zoning classifications as shown on Table 4-2, including three residential districts (Residence AAA, AA, and A), three industrial districts (IL, IL-2, and IL-3), and one commercial district (B-C). The Residence AAA and AA zones allow for single family homes on a minimum lot size of one acre (43,560 square feet) and have similar bulk requirements, although slightly larger homes are permitted in the AAA zone. These zones are mapped in Tashua, Daniels Farm, Upper Nichols, and parts of Upper Long Hill and Lower Nichols (see Figure 4-1). The Residence A zone has a minimum lot size of one-half acre (21,780 square feet) and is mapped in Upper Long Hill, Lower Long Hill and Trumbull Center.

Trumbull's zoning code also includes four floating residential districts that are intended to address specific needs in the Town, including elderly housing, affordable housing and land conservation. The Age-

**Table 4-1
Land Use**

Land Use	Acres	Percent of Total Land Area
Residential	10,180	66.91%
Commercial	301	1.98%
Industrial	401	2.64%
Recreational	1,876	12.33%
Utilities/Transportation Infrastructure	916	6.56%
Institutional	505	3.32%
Vacant	643	4.32%
Total	14,882	100%

Source: GBRPA Regional Profile, March 2003

**Table 4-2
Zoning**

Zoning District	Minimum Lot Size
Residence AAA	1 acre/43,560sf
Residence AA	1 acre, 43,560sf
Residence A	½ acre/21,780sf
Age-Restricted Affordable Housing Zone (AREHZ)	10-20 acre sites
Planned Residential Conservation Zone Residence Zone (PRCZ)	0.70 in 1-acre zones 0.35 in ½-acre zones
Planned Affordable Housing Zone (PAHZ)	n/a (restricted to 3-13 acre parcels)
Housing Opportunity Development Zone (HOD)	n/a
Commercial B-C (business)	2 acres
Industrial IL (light industry)	5 acres
Industrial IL-2 (light industry)	2 acres
Industrial IL-3	3 acres

Source: Trumbull Zoning Code

Restricted Elderly Housing Zone (AREHZ) allows for the construction of elderly housing developments in which all units are sold or rented exclusively as a single-family residence to persons 55 years of age and older. The Planned Affordable Housing Zone (PAHZ) and Housing Opportunity Development (HOD) Zone provide opportunities for the development of housing affordable to individuals and families earning 80 percent or less of the area median income for the Town of Trumbull. The PAHZ requires that 20 percent of the total units in the zone be provided as affordable and the HOD requires that 50 percent of units be affordable. The zoning code also includes special provisions allowing for temporary in-law accessory apartments in residential districts in order to address elderly and affordable housing needs. The Town's Planned Residential Conservation Zone (PRCZ) is a floating zone intended to promote imaginative, well-designed single-family residential development projects that conserve open space and protect the natural environment. This zone can be mapped on ten to twenty acre sites in residential districts. The Town has one Design District, which is located along White Plains Road (Route 127) from Unity Road to Reservoir Avenue. The purpose of the district is to provide homeowners with the opportunity to utilize a portion of their property as a professional office, provided that its basic structure and appearance as a single family home is maintained. Due to existing conflicts between residential space and commercial needs in this area, consideration should be given to reducing or eliminating this district.

The Town has one commercial zone, B-C, which allows for retail uses, business and professional offices, banks, post offices, fire-houses, newspaper and printing companies, clubs and fraternal organizations, gas stations and automobile repair shops, hotels and similar uses. The Town has three light industrial zones that are differentiated mainly by their minimum lot size. The I-L zone has a minimum lot size of five acres, the I-L2 zone has a minimum size of two acres, and the I-L3 zone has a minimum size of three acres. All uses in the I-L zones are granted by special permit from the Planning and Zoning Commission.

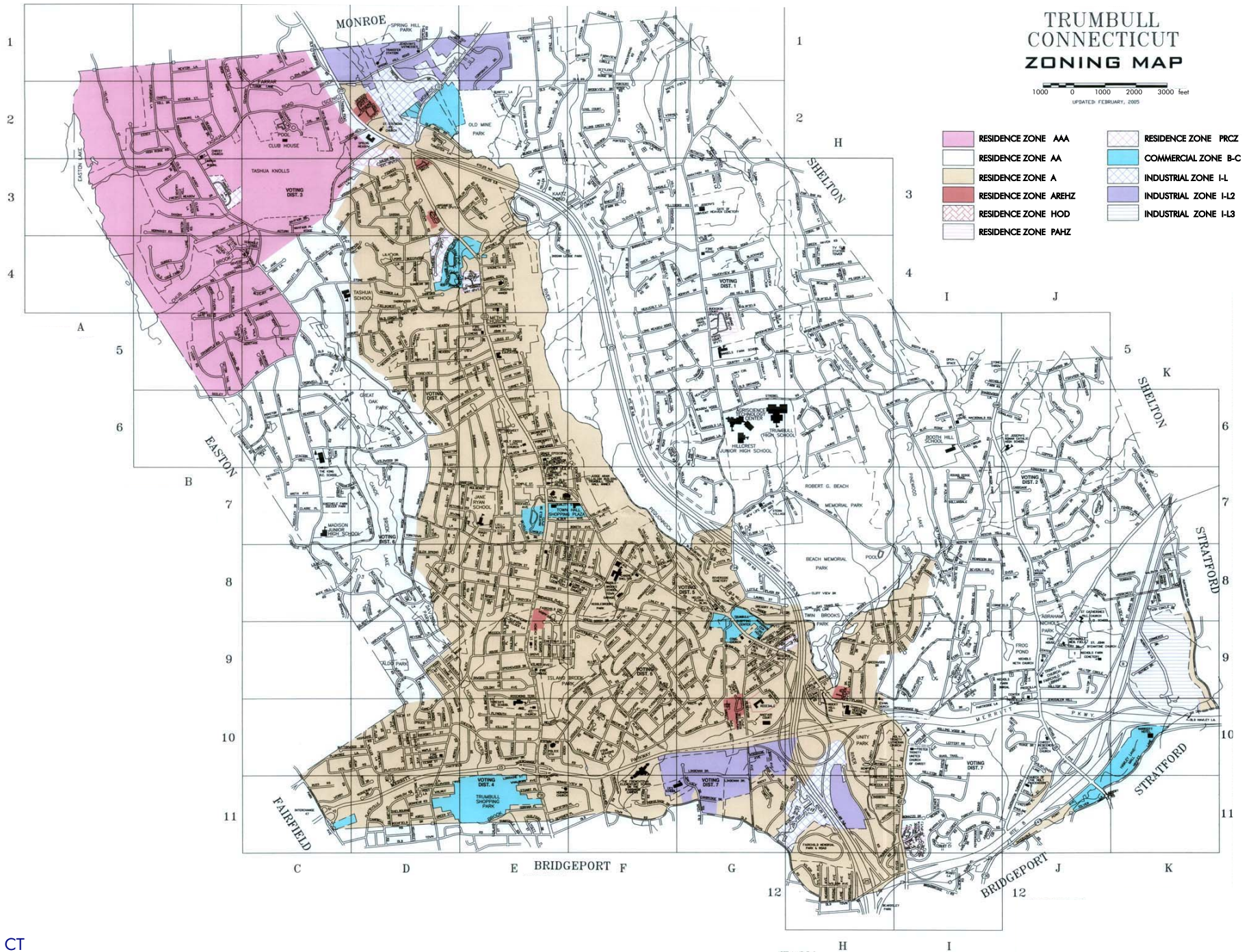


FIGURE 4-1: ZONING MAP

CHAPTER 5: HOUSING

Goal: 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 affordable housing for working families and single individuals.

The single-family residential character of Trumbull and the quality of its neighborhoods are critical components of the Town's identity. As stated by participants in the first public workshop that was conducted as part of the preparation of this plan, Trumbull's housing is one of its greatest assets. Workshop participants rated maintaining and preserving Trumbull's existing housing stock as a major priority. Encouraging new housing opportunities affordable to the elderly, single individuals, and working families was also identified as a significant issue. The number of housing units in the Town, the density of residential development in its neighborhoods, and the size and cost of homes are key factors that define Trumbull's housing stock and understanding the current status of these issues is essential to planning for the future conservation and development of the Town.

5.1 HOUSING STOCK

According to Connecticut Department of Economic and Community Development data from 2003, Trumbull has a total of 12,490 housing units. Between 1990 and 2003, Trumbull's housing stock increased by 1,389 units, which is the greatest increase in new units of any municipality in the Greater Bridgeport region. As shown in Table 5-1, Trumbull Center experienced the greatest increase in housing units, followed by Upper Long Hill. Tashua and Lower Long Hill experienced the smallest increases in new housing construction (see Table 5-2).



TABLE 5-1
Housing Units by Municipality 1980-2003
Greater Bridgeport Region

Municipality	1980	1990	2000	2003	Change 1990-2003
Trumbull	10,182	11,101	12,160	12,490	1,389
Bridgeport	55,291	57,986	55,625	54,191	-3,795
Easton	1,979	2,264	2,520	2,542	278
Fairfield	18,906	20,091	21,128	21,130	1,039
Monroe	4,131	5,725	6,495	6,696	971
Stratford	18,957	20,228	20,590	20,685	457
Region Total	109,446	117,395	118,518	117,734	339

Source: Connecticut Department of Economic and Community Development, 2003
U.S. Census, 2000

The majority of Trumbull's housing stock is single-family, owner-occupied housing. There are three owner-occupied condominium developments in the Town- Governor's Ridge, Church Hill South, and Trumbull Town Commons. As shown in Chart 5-1, five of Trumbull's seven neighborhoods are over 90 percent owner-occupied. The highest proportion of rental units is in Lower Nichols and Trumbull Center, where rentals account for 20 percent and 17 percent of units respectively. Trumbull has six elderly housing developments that provide housing that meets the needs of this growing segment of the Town's population; these include Tashua Terrace, The Elms, Village at Twin Brooks, Colonial Village, Regency Meadows, and Hawthorne Ridge. The Town also has several developments that provide affordable housing units, which are discussed in Section 5.3.

Housing Density

As shown in Table 5-3, Trumbull's most densely developed neighborhood is Lower Long Hill with 1.44 housing units per acre, followed by Trumbull Center with 1.18 units per acre and Upper Long Hill with 1.16 units per acre. Tashua and Daniels Farm are the Town's least dense neighborhoods with 0.47 and 0.51 housing units per acre respectively.

Housing Size and Age

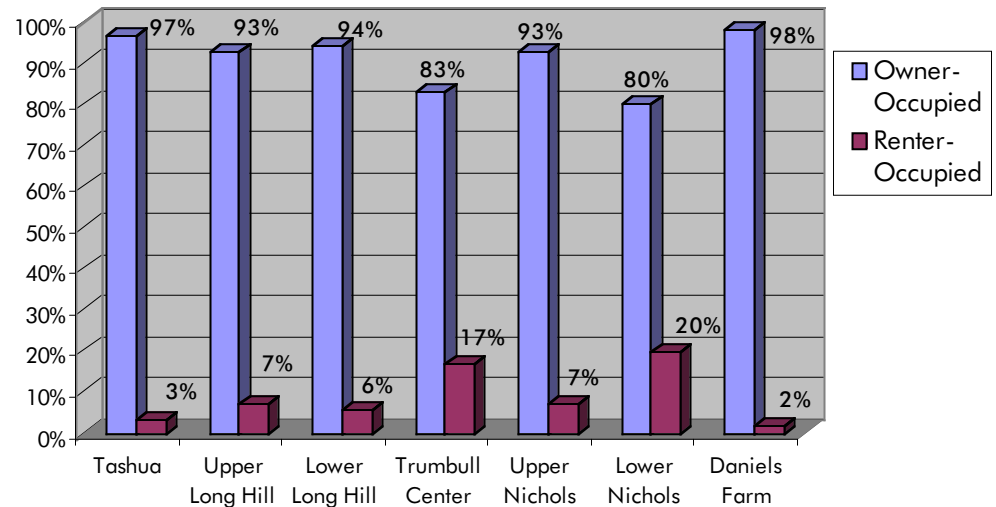
In the less densely developed neighborhoods of Tashua and Daniel's Farm, over 60 percent of homes have four or more bedrooms (see Table 5-4). In Lower Nichols over 70 percent of homes have three to four bedrooms. Lower Nichols also has the greatest percentage of smaller residences of any neighborhood in the Town with one bedroom units comprising 15 percent of the homes in this neighborhood. In the more densely developed neighborhoods of Upper Long Hill, Lower Long Hill, Trumbull Center and Upper Nichols, over 65 percent of homes have two to three bedrooms.

Table 5-2
Housing Units by Census Tract 1990-2000

Census Tract/ Neighborhood	Housing Units		Change
	1990	2000	1990-2000
901 Tashua	917	976	59
902 Upper Long Hill	2,574	2,788	214
903 Lower Long Hill	1,637	1,690	53
904 Trumbull Center	1,796	2,215	419
905 Upper Nichols	1,476	1,559	83
906 Lower Nichols	1,208	1,319	111
907 Daniels Farm	1,493	1,613	120
Total	11,101	12,160	1,059

Source: U.S. Census, 2000

CHART 5-1
Owner Occupancy by Neighborhood



Source: U.S. Census, 2000

As reported in 2000 by the U.S. Census, the average household size in Trumbull is 2.84 persons per household, which is slightly higher than the Fairfield County average of 2.66 people per household. As shown in Chart 5-2, on average Trumbull's largest households live in Daniels Farm and Tashua, neighborhoods with larger homes, while smaller households live in Lower Nichols, the neighborhood with the greatest number of one-bedroom units.

Nearly half of Trumbull's existing housing stock was constructed between 1950 and 1970 during a time in U.S. history when significant numbers of people migrated from the country's cities to its suburbs (see Chart 5-3). New construction continued through the 1970s, though at a slower rate, and slowed even further during the 1980s. Though Trumbull is a largely developed Town, it has seen an increase in new housing construction between 1990 and 2003, particularly from 2000 to 2003, with 330 new units built during this period. New homes constructed since 1990 now represent 13 percent of the Town's housing stock.

TABLE 5-3
Housing Density by Census Tract (2000)

Census Tract/ Neighborhood	Housing Units (2000)	Land Area (acres)	Housing Units Per Acre
<i>901 Tashua</i>	976	2,090	0.47
<i>902 Upper Long Hill</i>	2,788	2,398	1.16
<i>903 Lower Long Hill</i>	1,690	1,174	1.44
<i>904 Trumbull Center</i>	2,215	1,873	1.18
<i>905 Upper Nichols</i>	1,559	2,140	0.73
<i>906 Lower Nichols</i>	1,319	2,042	0.65
<i>907 Daniels Farm</i>	1,613	3,186	0.51
Total	12,160	14,903	---

Source: U.S. Census, 2000

TABLE 5-4
Number of Bedrooms by Census Tract (2000)

Census Tract/ Neighborhood	1 bedroom	2 bedrooms	3 bedrooms	4 bedrooms	5+ bedrooms
<i>901 Tashua</i>	---	2.69%	33.71%	56.05%	7.55%
<i>902 Upper Long Hill</i>	3.38%	15.03%	50.15%	27.66%	3.78%
<i>903 Lower Long Hill</i>	2.76%	19.29%	46.49%	26.60%	4.58%
<i>904 Trumbull Center</i>	5.88%	22.16%	46.29%	21.97%	3.71%
<i>905 Upper Nichols</i>	0.78%	13.24%	54.01%	28.90%	3.07%
<i>906 Lower Nichols</i>	15.5%	6.14%	33.12%	38.63%	6.61%
<i>907 Daniels Farm</i>	0.38%	4.78%	31.24%	57.32%	6.29%

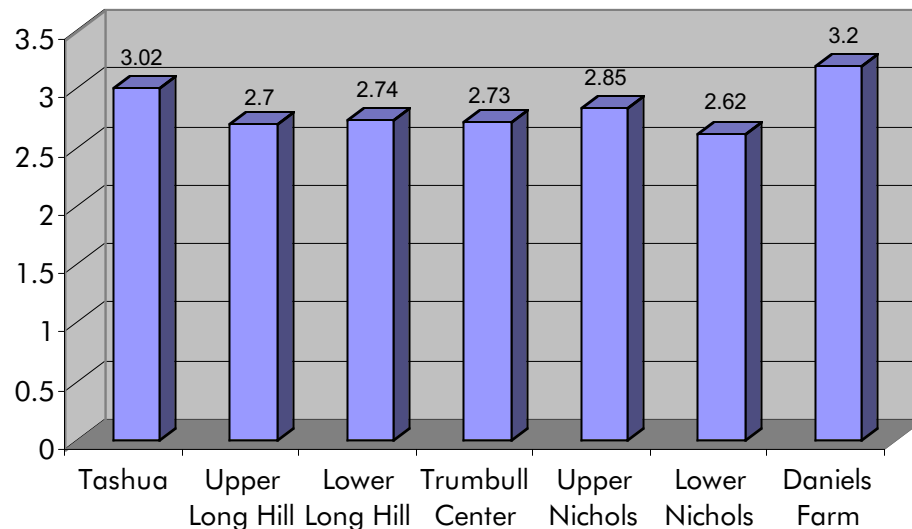
Source: U.S. Census, 2000

New housing construction that is occurring within the Town includes the demolition of existing smaller homes occupying only a portion of a residential lot and their replacement with larger homes that occupy a significantly larger portion of the lot. Many residents have expressed concern regarding the scale of these new structures and their impact on the visual character of Trumbull's neighborhoods. As the Town's Zoning Regulations do not contain maximum lot coverage requirements for the Residence AAA and AA zones, buildable area on sites in these zones is controlled by setback requirements. The intent of these requirements, however, is to provide guidance for the siting of a home on a lot and setbacks are not meant to represent maximum buildable area on a property. In many cases the absence of maximum lot coverage requirements in the AAA and AA zones has resulted in the construction of homes much larger than those originally anticipated by zoning.

5.2 HOUSING COSTS

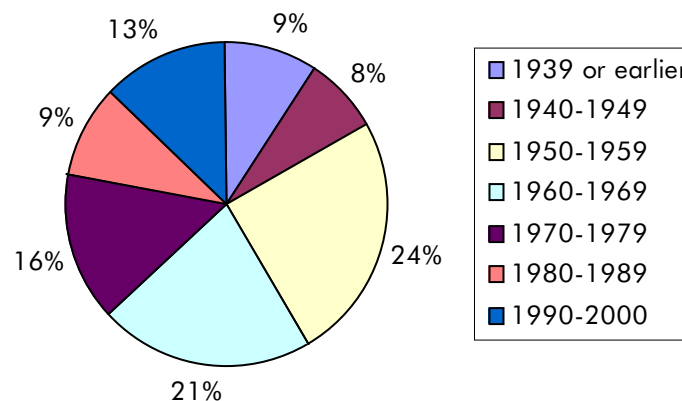
According to the Connecticut Department of Economic and Community Development, the median sales price for a single-family home in Trumbull in 1997 was \$215,000. By the 2000 Census, median sales price had increased by \$65,000 to \$280,000. According to CERC, a nonprofit organization specializing in economic development in Connecticut, between 2000 and 2004 median sales price increased by an additional 45 percent to \$415,000. Today (2005) the cost of a home in Trumbull is \$32,000 higher than the Fairfield County average and \$196,000 higher than the State of Connecticut average. While this increase in property values is a positive reflection on Town in terms of its desirability as a place to live, housing prices have far outpaced average salary increases in the region, impacting housing affordability. As was stated by numerous participants in the first public workshop that was held as part of the preparation of this plan, there is a growing concern that many of the Town's policeman, firefighters and teachers, and the children of its residents cannot afford to buy a home in Trumbull.

CHART 5-2
Household Size by Census Tract (2000)



Source: U.S. Census, 2000

CHART 5-3
Age of Housing Stock



Source: Connecticut Department of Economic and Community Development, 2003
U.S. Census, 2000

5.3 AFFORDABLE HOUSING

The Town has begun to address housing affordability issues as required by Section 8-30g of the Connecticut General Statutes, which states that at least ten percent of a municipality's housing stock must be affordable. Households qualifying for affordable housing must earn eighty percent or less of the metropolitan area median income. According to the U.S. Department of Housing and Urban Development (HUD), median income for the Greater Bridgeport region for FY 2005 is \$76,600; therefore 80 percent of the median is equal to an annual income of approximately \$61,300¹. Steps that have been taken by the Town to address housing affordability needs include promoting opportunities for temporary in-law accessory apartments and housing targeted towards the elderly through new zoning legislation adopted in 2001. Zoning for in-law accessory apartments allows for the provision of apartments in single-family homes in order to diversify the types of housing in the Town while also maintaining the single-family appearance of such homes and the visual quality of Trumbull's neighborhoods. Zoning for age-restricted elderly housing provides opportunities for Trumbull's residents to remain within the Town as they age, allowing residents to sell single-family homes, which are often too large for their needs and burdensome to maintain, to younger families.

While these efforts provide some new opportunities for affordable housing in Trumbull, the Town currently falls short of the State's mandate that ten percent of its housing units, or 1,216 units, be affordable to households earning \$61,300 per year. Currently the Town is meeting 4% percent of its affordable housing goal as defined by the State, as shown in Table 5-5. While Trumbull continues to increase its affordable housing supply with the addition of new in-law accessory apartments, the addition of these units

TABLE 5-5
Affordable Housing Units

Development	Number of Affordable Units	
Avalon Gates	68	
Rosebud Village	4	
Stonebridge Estates	4	
Carriage House Crossing	3	
Bridle Trail Estates	10	
Trumbull Townhomes- Mutual Housing	43	
Stern Village	229	
Total		361
<i>In-law Accessory Apartments</i>	<i>143</i>	
TOTAL		504

Source: Town of Trumbull

¹ For federal programs HUD caps its definition of 80% of median income at the U.S. average median income of \$58,000.

increases the Town's total housing supply and therefore, does not appreciably increase the percentage of Trumbull's housing units that are affordable.

For the past four years Trumbull has had an affordable housing moratorium granted by the State in order to allow the Town sufficient time to develop an affordable housing strategy that is consistent with both State affordable housing goals and Town needs. The Town has recently applied for and expects to receive a four year extension to this moratorium. This will give the Town the opportunity to explore ideas developed as part of the Plan of Conservation and Development. As discussed in Chapter 4, the Town has three zoning designations specifically targeted to affordable housing - the Planned Affordable Housing Zone, Housing Opportunity Development Zone, and Affordable Housing Development (AHD) District - as well as special provisions for in-law accessory housing.

Based on analysis of vacant land as shown on the Greater Bridgeport Planning Agency's year 2000 land use map for Trumbull, there are approximately 450 acres of undeveloped land in the Town that is zoned residential (see Figure 5-1). Of this land, approximately 330 acres are in the Residence AAA and AA zones, which have a minimum lot size of 1-acre, and approximately 120 acres are in the Residence A zone, which has a minimum lot size of ½ acre. In order to determine potential future residential development on this land, 25 percent or 112 acres is deducted from the total land area to account for environmental constraints on the land, necessary roadways, and design inefficiencies. Therefore, developable area would be 338 acres with approximately 245 acres in the 1-acre zones and approximately 90 acres in the ½ acre zone. Residential development on this land could potentially result in the development of approximately 400-425 new residential units. If the Town were to incorporate inclusionary zoning regulations and require that ten percent of units developed on this remaining property be provided as affordable housing, approxi-

mately 40-42 additional affordable housing units could be constructed in Trumbull. As can be seen from the above analysis, the effectiveness of such inclusionary zoning in helping the Town meet its State-mandated affordable housing goal is limited by the lack of developable land, as Trumbull is largely a built out community. The Town will continue to work to increase its total number of affordable housing units with additional accessory apartments within existing homes. However, Trumbull will continue to fall short of its State mandated affordable housing obligation into the future as each accessory unit that is added to the housing stock will increase the total number of units in the Town, thus increasing the total number of affordable units necessary to meet the State's requirement that ten percent of the total housing stock be affordable.

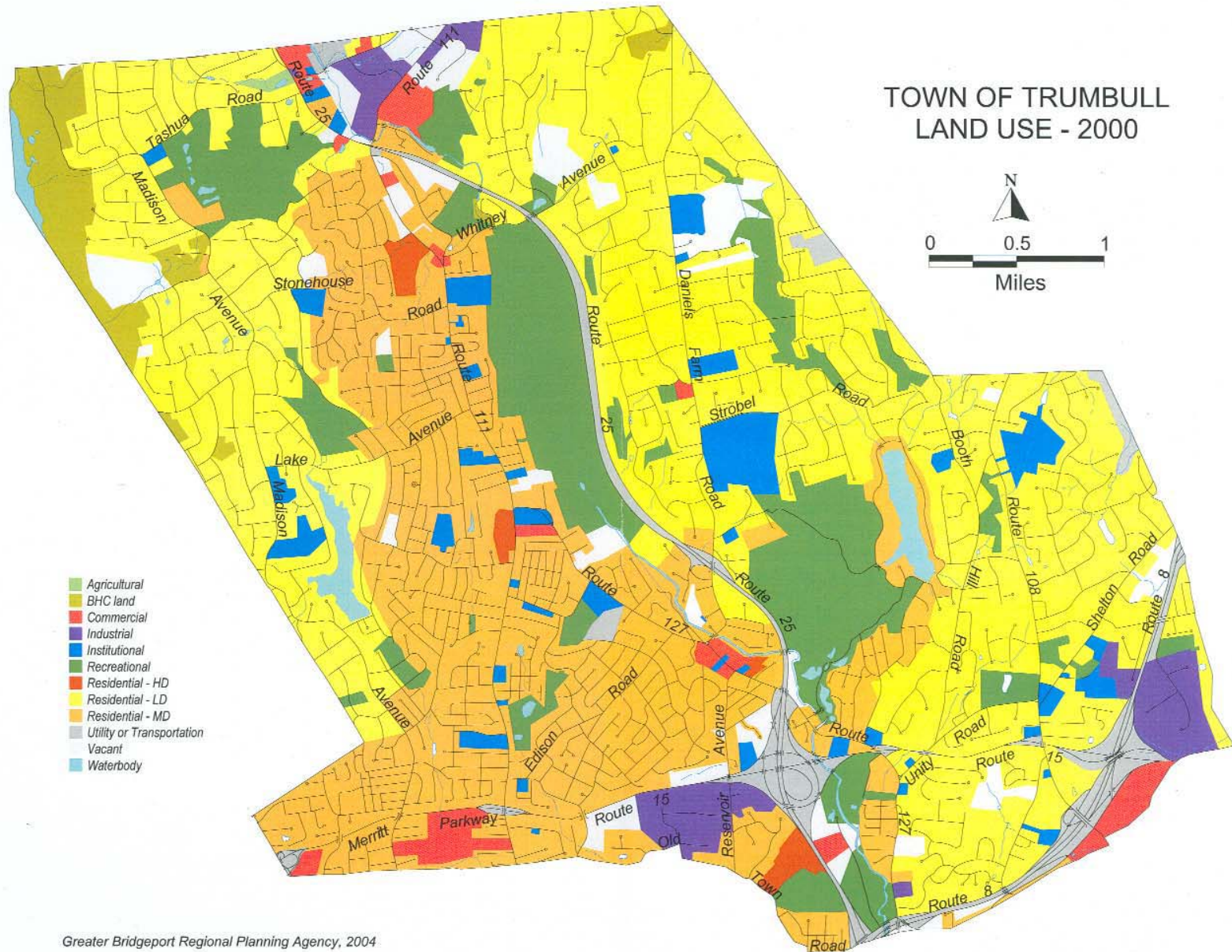


FIGURE 5-1: LAND USE MAP (2000)

SOURCE: GREATER BRIDGEPORT REGIONAL PLANNING AGENCY

TRUMBULL, CT

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April 2006

CHAPTER 6: ECONOMIC DEVELOPMENT

Goal:

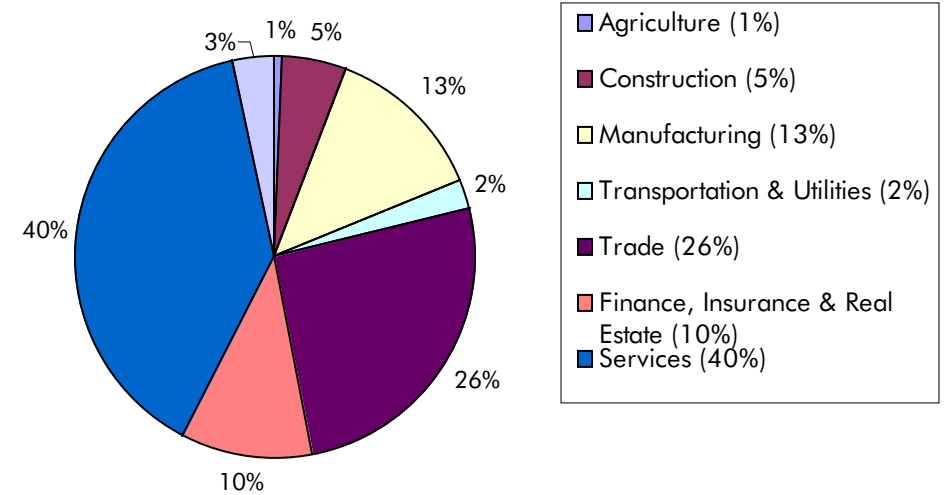
A) Maintain compact commercial centers and strive to improve the appearance, traffic circulation and pedestrian environment of existing commercial areas and prevent strip development and the commercialization of the Town's main roads.

B) Establish a growth management policy for industrial uses that promotes efficient land use within existing industrial districts. Allow for vertical growth in order to increase tax revenues and provide jobs and services to Town residents, while limiting the need to increase existing industrial boundaries.

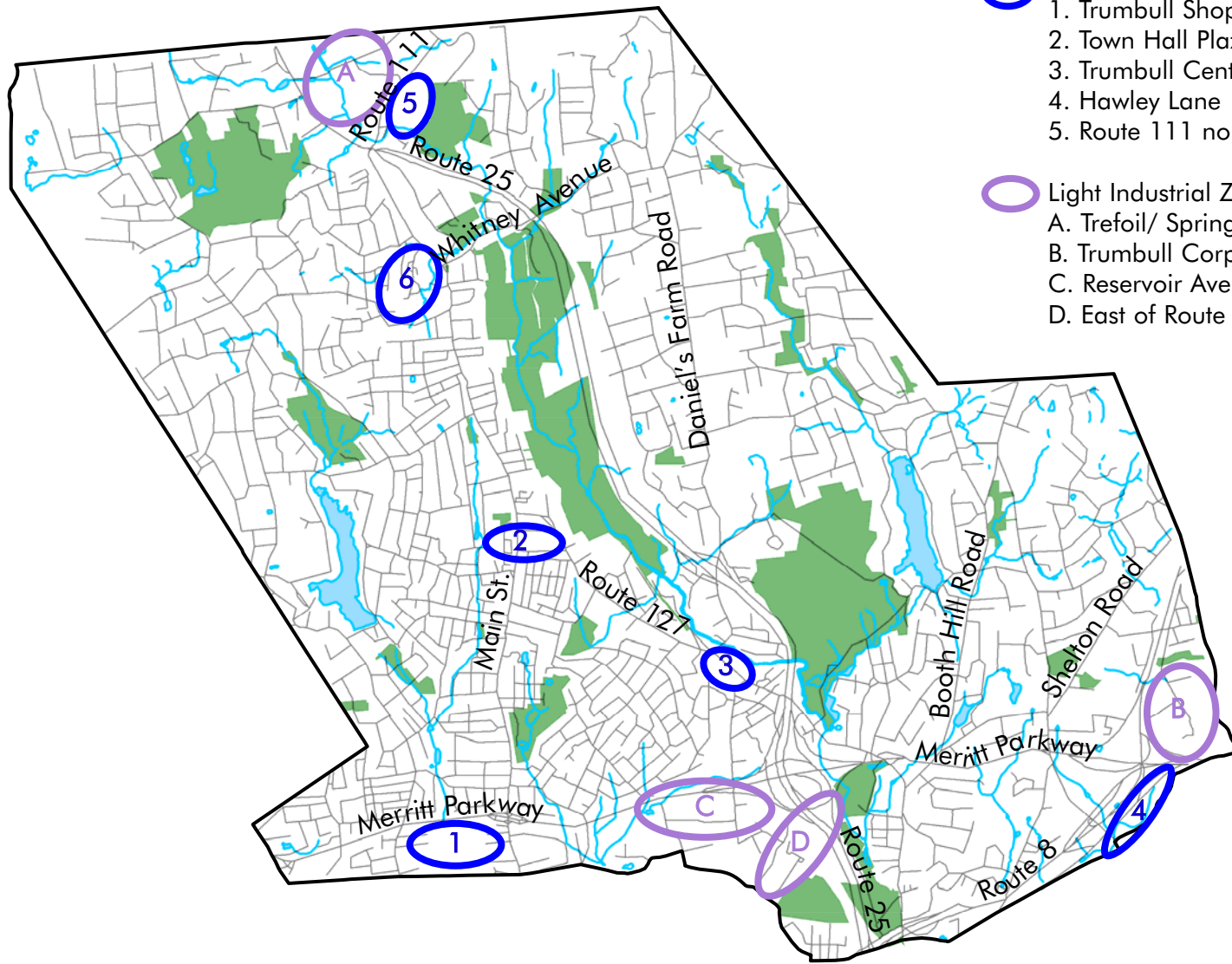
Commercial and industrial uses account for less than five percent of Trumbull's total land area, but they make up 13.8 percent of the Town's grand list revenue. While Trumbull is mainly a residential community, it has approximately 1,700 employers that provide jobs in a variety of sectors, as shown in Chart 6-1, and are important contributors to the Town's tax base. Trumbull's top earning companies are Trumbull Shopping Center, Nasdaq Stock Market, Inc., MIP Trumbull, LLC, Conopco, Inc. and Avalon Properties. In 2003 these companies had a total annual net income of \$3.36 billion, as reported by CERC. According to CERC data from 2005, approximately one quarter of employed residents of Trumbull work within the Town; the remainder of the population commutes to municipalities within region. Almost half of the jobs located in Trumbull are in the service sector.

As stated in the Town's 1984 Plan of Development, Trumbull is committed to its character as a residential town and has been careful in locating and buffering its non-residential uses. Its commercially zoned areas are located adjacent to major roadways throughout the Town. Light industrial zoned areas are located at the northern, southern and eastern boundaries of the Town (see Figure 6-1).

CHART 6-1
Employment by Sector (2005)



Source: U.S. Census, 2000



LEGEND

- Business-Commercial Zones
 1. Trumbull Shopping Park
 2. Town Hall Plaza
 3. Trumbull Center
 4. Hawley Lane
 5. Route 111 north of Route 25
 6. [Location on map]

- Light Industrial Zones
 - A. Trefoil/ Spring Hill Park
 - B. Trumbull Corporate Park
 - C. Reservoir Avenue/Oakview Drive
 - D. East of Route 25, South of Merritt Pkwy

FIGURE 6-1: COMMERCIAL AND INDUSTRIAL ZONED AREAS

SOURCE: USGS, CT DEP, TRUMBULL ZONING MAP



6.1 COMMERCIAL DEVELOPMENT

Trumbull has six commercially zoned areas located throughout the Town, adjacent to Routes 111 and 127 and the Merritt Parkway. These commercial areas serve both local neighborhoods and the Greater Bridgeport region with services ranging from supermarkets and banks to a major hotel chain and a regional shopping mall. Permitted uses in the Business-Commercial (B-C) Zone include retail uses, business and professional offices, banks, post offices, firehouses, newspaper and printing companies, clubs and fraternal organizations, gas stations and automobile repair shops, hotels and similar uses.

The commercial areas described below are shown on Figure 6-1.

(1) Trumbull Shopping Park/Westfield Shopping Mall

Located south of the Merritt Parkway in the southwestern part of the Town, Trumbull Shopping Park/Westfield Shopping Mall is the largest commercial area in the Town and the region's premier shopping mall with over 150 stores. The owner of the property is currently planning to expand the mall to the east and has purchased the residential properties on Whalburn Avenue and Stuart Place in order to accommodate this expansion.

(2) Town Hall Plaza

Located on Main and Quality Streets, Town Hall Plaza includes a supermarket, restaurant, bank and other services.

(3) Trumbull Center

Located on both sides of White Plains Road, Trumbull Center includes a supermarket, an assortment of office buildings, small businesses, medical offices, and retail uses.

(4) Hawley Lane

Located south of Route 8 and the Merritt Parkway in the southeastern corner of the Town, Hawley Lane contains a Marriott hotel, a mall with recently opened Target and Best Buy, small businesses and medical office buildings.

(5) Route 111 north of the Route 25 Interchange

This is the Town's last undeveloped commercial area. It contains some professional offices, but is currently underutilized.

(6) Long Hill Green

This small neighborhood commercial area includes professional office, retail and restaurant uses.



6.2 INDUSTRIAL DEVELOPMENT

Trumbull has four light industrial areas located at the intersection of Routes 25 and 111 to the north and near the Merritt Parkway and Route 25 to the south. These areas currently include office and light manufacturing uses as well as a movie theater and a multiple-family housing development, which was allowed in the industrial zone as the result of affordable housing litigation.¹ The Town has three light industrial zones that are differentiated mainly by their minimum lot size. The I-L zone has a minimum lot size of five acres, the I-L2 zone has a minimum lot size of two acres and the I-L3 zone has a minimum lot size of three acres. All uses in I-L zones are granted by special permit by the Planning and Zoning Commission and the zoning regulations outline prohibited rather than permitted uses. The I-L2 zone medical and professional office uses may be permitted where there is excess space available in administrative or corporate headquarters buildings. The zoning regulations also permit office buildings in an integrated park setting with appropriate green space, landscaping and other amenities within the I-L zones, subject to special permit approval by the Planning and Zoning Commission.

The light industrial areas described below are shown on Figure 6-1.

(A) Trefoil/Spring Hill Park

Located at the intersection of Route 25 and 111, this area includes high-tech businesses and Cyber Park, a high-tech training facility, and has vacant land available for future development.

(B) Trumbull Corporate Park

Located along the Town's boundary with Stratford at the intersection of Route 8 and the Merritt Parkway, Trumbull Corporate Park is a business park containing office buildings.

(C) Reservoir Avenue/Oakview Drive

Located on both sides of Reservoir Avenue south of the Merritt Parkway, this area contains office buildings and many light industrial uses.

(D) East of Route 25, South of the Merritt Parkway

This is a mixed-use area that contains a movie theater, Sikorsky, and other office buildings. This area also includes a 340 unit multi-family development known as Avalon Gates, located between Route 25 and the City of Bridgeport south of the Merritt Parkway.

The commercial and industrial zones within Trumbull are largely developed with the exception of land located at the Town's northern boundary near Monroe and expansion of these existing zones is not expected. Future growth in business and industry within the Town will largely be limited to vertical expansion. Some of Trumbull's commercial buildings are one-story structures and could potentially be expanded to two-stories under the zoning regulations.



¹ State affordable housing laws have since been changed and the court can no longer require municipalities to provide for affordable housing in industrial zones.

CHAPTER 7: ENVIRONMENTAL PROTECTION, OPEN SPACE AND RECREATION

Goal:

A) Preserve and maintain natural resources, including streams, rivers, wetlands, steep slopes and woodlands.

B) Preserve passive recreational open spaces areas and improve active recreation facilities, including parks and playing fields, for the enjoyment of Town residents.

7.1 ENVIRONMENTAL PROTECTION

Watershed Management

Water in Trumbull is supplied by the Aquarion Water Company, which serves the Greater Bridgeport area. Water is mostly surface water drawn from a system of eight reservoirs: Aspetuck, Easton Lake, Far Mill, Hemlocks, Means Brook, Saugatuck, Trap Falls, and West Pequonnock. Water is also drawn from Aquarion Water Company's Housatonic, Westport, and Coleytown Well Fields. The Town contains a total of seven watersheds: Ash Creek, Booth Hill Brook, Farmill River, Mill River, Pequonnock River, Pumpkin Ground Brook and Yellow Mill Channel (see Figure 7-1).

Watershed management is essential to the preservation and maintenance of the quality of Trumbull's water resources. A watershed is the area that drains to a common waterway, such as a stream, river or lake and watershed management measures typically include land use controls, proper sewage disposal, soil erosion and sedimentation control, and the protection of wetlands.

Soil Erosion and Sediment Control

Article X of Trumbull's Zoning Regulations, Soil Erosion and Sediment Control Regulations for Land Development, requires that a soil erosion and sediment control plan be submitted with any application for development that will disturb more than one-half acre of land area. These regulations, based on the Connecticut Guidelines for Soil Erosion and Sediment Control (1985), provide for control of accelerated erosion and sedimentation and reduce stormwater runoff from new developments.

Wetlands

The State of Connecticut requires municipalities to regulate activities affecting their wetland areas and watercourses. The Town's Wetlands and Watercourse Commission is the body responsible for the regulation of activities affecting wetlands within Trumbull (shown on Figure 7-1). In 1975 Trumbull adopted Inland Wetland and Watercourse Regulations, outlining permitted and non-regulated uses in wetlands as well as activities regulated by the State of Connecticut. These regulations were most recently updated in 2000 and are intended to protect and preserve wetlands and watercourses by minimizing disturbance and pollution. Connecticut General Statutes define wetlands as "land...which consists of any of the soil types designated as poorly drained, very poorly drained, alluvial, and flood plain by the National Cooperative Soil Survey" (§22a-38). The Army Corps of Engineers has jurisdiction over certain activities affecting wetland areas pursuant to the 1977 Federal Clean Water Act, including the placement of fill and dredged materials into waters and their adjacent wetlands.

Freshwater wetlands are abundant throughout Trumbull and play a vital role in maintaining environmental stability and quality of life. Among the principal functions supported by wetlands are flood control, water purification, nutrient and sediment trapping, oxygen production, and habitat preservation. Wetlands are also significant recreational and educational resources.

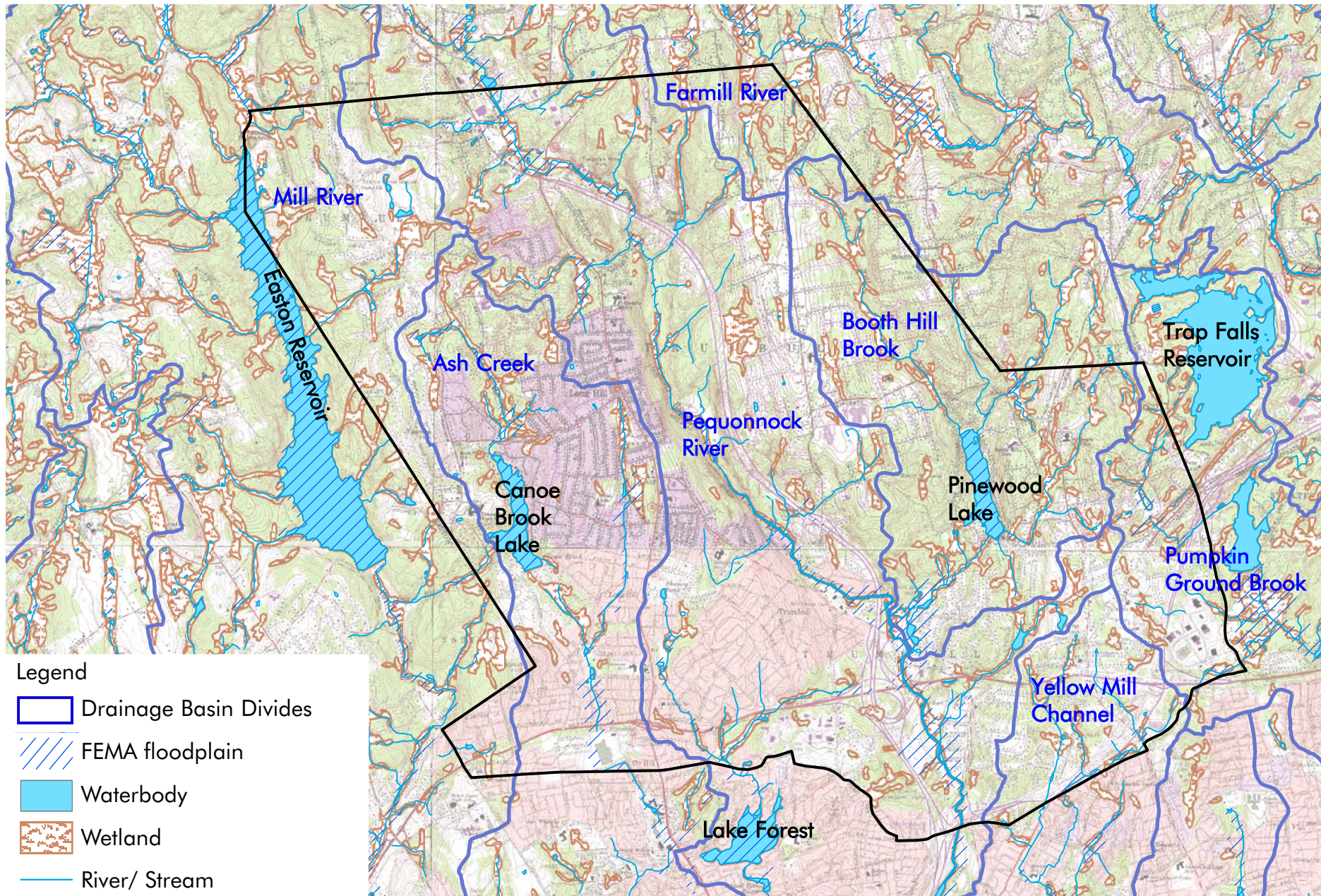


FIGURE 7-1: ENVIRONMENTAL FEATURES

SOURCE: USGS, CT DEP, FEMA



TRUMBULL, CT

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Flood Control: Wetlands act as storage basins during times of high water flow, functioning as giant sponges, absorbing and holding copious quantities of water. Studies have shown that certain types of wetlands can hold up to 150,000 gallons per acre without affecting adjacent lands. Wetlands also slow down the velocity of flood water, minimize erosion, and drastically reduce destruction during flooding. Wetlands later release water slowly and provide moisture to surrounding areas in time of drought.

Water Purification: Wetlands aid in the purification of surface and ground water. They have a "self cleaning" ability which, if not over-taxed, can filter and process pollutants from runoff before they enter an aquifer or an adjoining watercourse. In many respects, wetlands function much like sophisticated sewage treatment plants by removing nutrients and other pollutants prior to discharge to a waterway or the ground. The water that is then returned to the ground replenishes the aquifers that provide the water used in our homes, in agriculture, and in industry.

Nutrient and Sediment Trapping: In addition to being pollution fighters, wetlands are able to trap sediments resulting from natural and man-induced erosion. However, increased development along watercourses can hinder a wetlands' capability to trap these sediments.

Oxygen Production: Tidal marshes and inland wetland areas can produce significant amounts of oxygen each day through the process of photosynthesis. The oxygen gas they produce is released into the atmosphere, enhancing environmental quality.

Natural Habitats: Marshes and swamps are among our most productive biological systems. Wetlands are an important habitat for muskrats, beavers, geese, ducks and numerous songbirds that utilize these areas as feeding grounds and nesting areas. Numerous finfish and shellfish breed in or near both tidal and freshwater marshes. Wetlands also support a wide diversity of flora.

Recreational Wetlands: Wetlands are excellent recreational resources supporting both fishing and hunting. Bird watching and nature walks are also popular leisure time activities associated with wetland areas.

Scientific Study and Education: Marshes are endless laboratories for research on productivity, nutrient recycling, and photosynthesis. Wetlands can serve as outdoor classrooms for the teaching of ecology and the role of wetland systems in the environment. Several of Connecticut's inland parks have nature centers with associated trails that direct students through wetland areas.

Floodplains

Article XI of Trumbull's Zoning Regulations, Flood Damage Protection, regulates development in floodplain areas in order to minimize public and private losses due to flood conditions. Trumbull's floodplains are shown on Figure 7-1 and have been officially mapped by the Town as special flood areas where development should be avoided.

Steep Slopes

Trumbull has many steep slope areas as shown on Figure 7-2, including the Pequonnock River valley, the area around Old Mine Park and the area surrounding Pinewood Lake. Steep slopes are generally defined as all ground areas having a topographical gradient equal to or greater than fifteen percent. They are environmentally sensitive natural resources that contribute to the Town's character. While the Town's subdivision regulations provide for some protection of steep slope areas, these areas are an asset that is currently being threatened by development.

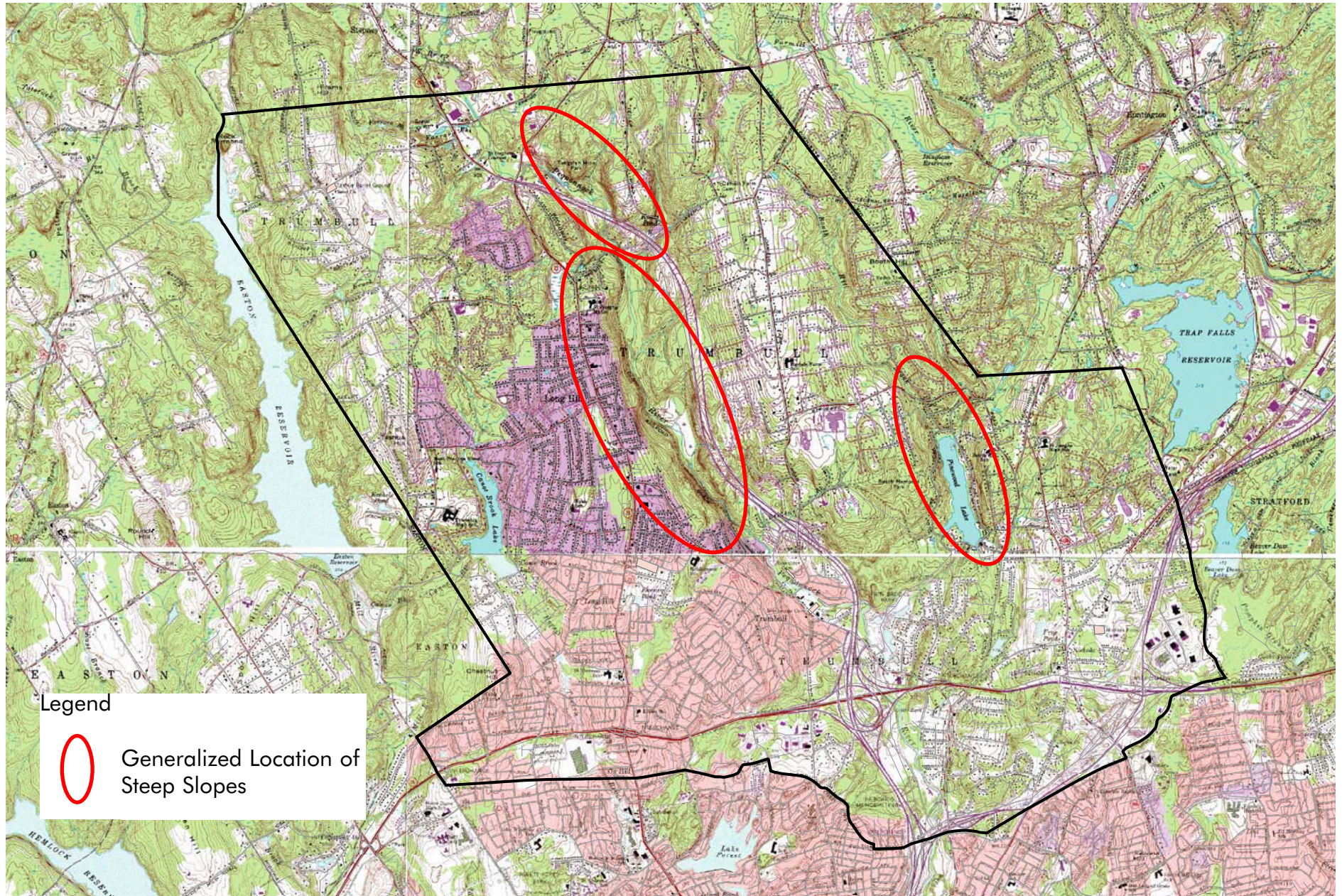


FIGURE 7-2: TOPOGRAPHY

SOURCE: USGS 1969-1984



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7.2 OPEN SPACE AND RECREATION

Trumbull has the highest proportion of land dedicated to open space and recreation of all the municipalities in the Greater Bridgeport region with over twelve percent of its land area devoted to this use. The Town's open space and recreational areas are divided into several categories, including state parks and conservation easements, town parks and open spaces, land trust property, and school recreational facilities, as shown in Figure 7-3.

State Parks and Conservation Easements

There are two state-owned open spaces in Trumbull, the Pequonnock Valley Wildlife Area and part of Beardsley Park. Pequonnock Valley Wildlife Area comprises 176 acres and is located on either side of the River Pequonnock in the center of Trumbull. This facility is operated by the State Department of Environmental Protection (DEP) and hunting is allowed within this area by permit. The Connecticut Greenways Council has officially designated a greenway through this wildlife area, the Pequonnock/Housatonic Railbed Greenway, which runs along the path of an abandoned railway line. This Greenway is part of the Greater Bridgeport Regional Planning Agency's proposed Pequonnock Valley to the Sound Bicycle Path. Beardsley Park is comprised of 96 acres partially located in the south of Trumbull, but primarily within the limits of the City of Bridgeport.

Town Parks, Recreational Facilities and Open Spaces

The Town operates numerous recreational facilities and open spaces, totaling 1,125 acres, as shown on Table 7-1.

TABLE 7-1
Town Parks, Recreational Facilities, and Open Space

Name	Acreage	Description
Robert G. Beach Memorial Park	331	Swimming pool, sprinkler park, tot lot, ice skating pond, hiking trails, and scout land camping site
Indian Ledge Park	104.6	Large, well utilized park with numerous facilities including softball, BMX racing track, multi-purpose fields, amphitheater, bocce, playground, and sledding hill
Tashua Recreation area	268	Swimming pool, kiddy pool, tot lot playground, multi-purpose ball field, tennis courts, basketball courts, and Tashua Knolls golf course
Twin Brooks Park	83.2	Swimming area, multi-purpose field, hiking trails, and wildflower fields
Old Mine Park	72.1	Two pavilions and a picnic area, multi-purpose field, and hiking trails
Island Brook Park	47	Wildlife pond, tot lot, tennis courts, softball, and Little League field
Unity Park	35.1	Ice skating ponds, Little League and Babe Ruth League ball fields, tennis and volleyball courts
Kaatz Pond Park	17.5	State stocked youth fishing pond and veteran's center
Mischee Brook Park	16.6	Hiking paths
Abraham Nichols Park/Wood's Estate	13.8	Orchard and community gardens
The Kaechele Property Soccer Fields Complex	12.23	Sports field complex
Aldo Memorial Park	7	Garden Club planting area
Strawberry Brook Estates	4.4	Greenbelt donated by developer
Buffer zone D'Addario Parcel	4.1	Greenbelt donated by developer
Nothnagle Memorial Field	4	Little League size ball field and tennis courts
Parlor Rock Historic Amusement Area	2.5	Historic site
Spring Hill Road	2	Little League ball field
Pondview Pond Park	1.3	Small pocket park with wildlife pond and park benches
Long Hill Green	0.1	Shared maintenance with Long Hill Green Association, park benches and walkways
Davidow Park	15.2	Undeveloped
Great Oak Park	69.9	Undeveloped woodland parcel
Middlebrooks Park	13.7	Undeveloped
TOTAL	1,125.33	

Source: Trumbull Department of Parks and Recreation

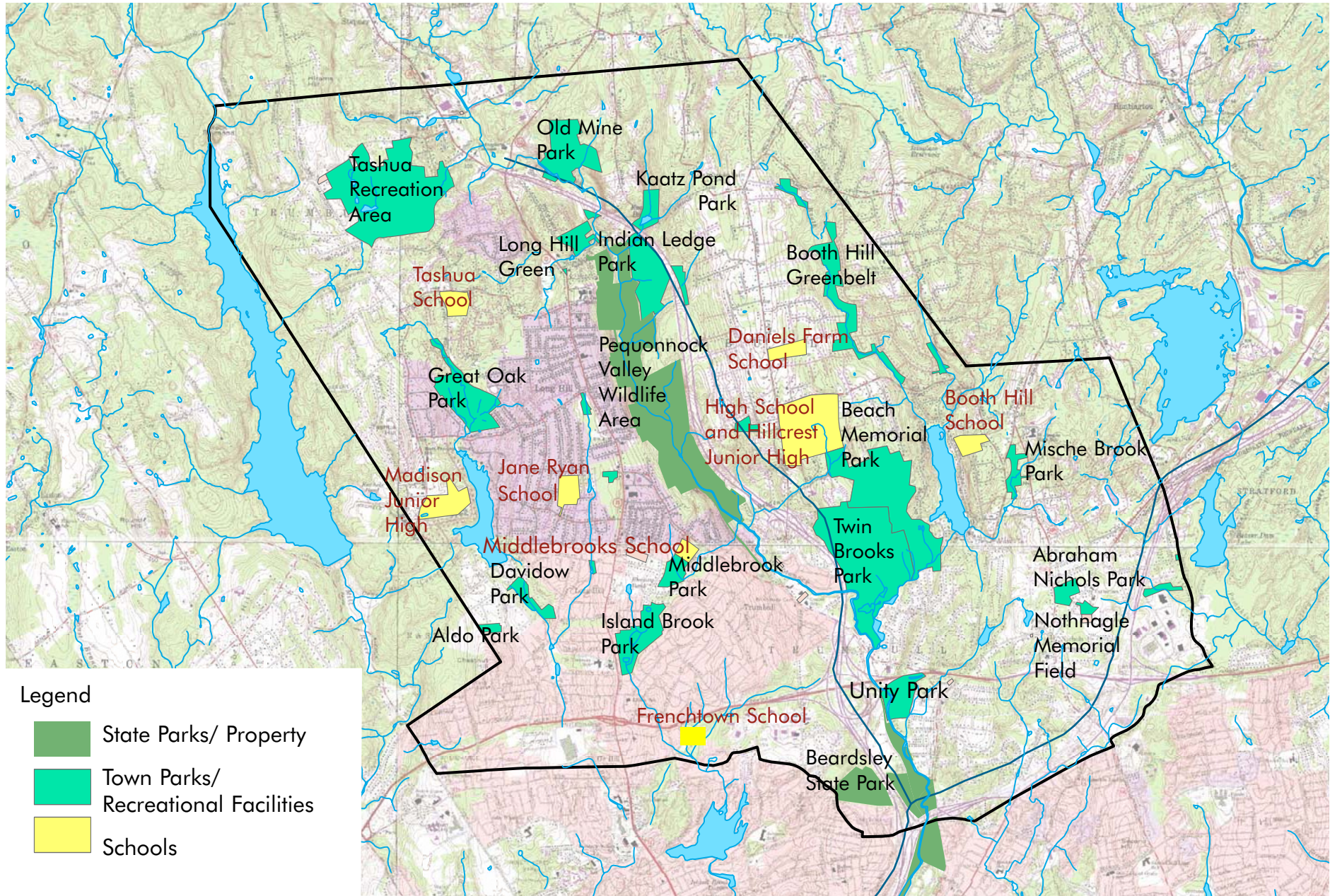


FIGURE 7-3: OPEN SPACE AND RECREATION

SOURCE: CT DEP

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Town Landbanked Areas

Trumbull actively pursues a land acquisition program to preserve large parcels of open space for conservation and municipal purposes. Through its Land Acquisition and Preservation Committee the Town has acquired several properties for this purpose including the Wagner Tree Farm in the vicinity of Route 25 near Trumbull's border with Monroe. A four-acre piece of land directly across from Town Hall was acquired by the Trumbull for incorporation into a Town Green.

Land Trust Property

The Trumbull Land Trust is an active organization that promotes the preservation of natural resources in Trumbull. The Trust has acquired approximately 43 acres of land, which they preserve as open spaces accessible to the public (see Table 7-2).

TABLE 7-2
Trumbull Land Trust Property

Name	Acres	Description
Kenneth S. Halaby Nature Preserve	27	Wetland located in the eastern part of Trumbull
Woodcrest	1.6	Upland and wetland located on a corner lot of Woodcrest Avenue and Huntington Road
Randall Nature Preserve	8	Wetland located off Meadowview Road
Randall Nature Preserve II	0.6	Wetland located west of the Randall Nature Preserve
Friar Lane	3.5	Upland and wetland on the Shelton border. This lot is located on Friar Lane
Rails to Trails	2.5	Leased off Route 111 - This leased area will be part of the Pequonnock Greenway (a hiking trail on the old Housatonic Railbed)
TOTAL	43.2	

Source: Trumbull Land Trust, 2003

School Recreational Facilities

Recreational facilities associated with the Town's schools are also important recreational resources in the Town. Facilities associated with the Town's nine public schools are outlined in Table 7-3.

TABLE 7-3
School Outdoor Recreational Facilities

	Name	Description
<i>Elementary</i>	Booth Hill School	Baseball, two basketball courts and playground
	Daniels Farm School	Baseball and soccer field
	Frenchtown School	Two playgrounds and basketball court
	Jane Ryan School	Baseball, playground and softball field
	Middlebrooks School	Baseball, football, soccer and softball fields
	Tashua School	Baseball football, soccer and softball fields
<i>Middle School</i>	Hillcrest Middle School	Swimming pool
	Madison Middle School	Baseball, football and soccer field
<i>High School</i>	Trumbull High School	Baseball, football, soccer, softball and tennis courts

Source: Trumbull, Department of Parks and Recreation

Connecticut Statewide Comprehensive Outdoor Recreation Plan (SCORP)

The Connecticut Department of Environmental Protection recently prepared the Connecticut Statewide Comprehensive Outdoor Recreation Plan (SCORP) for 2005-2010. The SCORP is a planning document that assesses both the need and demand for outdoor recreation statewide and is updated every five years. It assesses the total number and type of recreational facilities in each municipality in the state. Table 7-4 shows the number and types of recreational facilities in the Town and provides a comparison of the acreage for different types of recreational facilities per 10,000 people in both the Town of Trumbull and the state of Connecticut as a whole. According to this table, Trumbull exceeds the average recreational acreage per 10,000 people for eight of twenty types of facilities.

One of the most significant points noted in the SCORP is that DEP will give priority for funding to municipal proposals for multi-use trails, swimming access, picnic areas, shelters or playgrounds, boating access, and toilet and parking facilities at recreational sites. The lack of adequate toilet and parking facilities at recreational sites has been clearly identified in SCORP surveys as a constraint to usage rates at municipal recreational facilities.

TABLE 7-4
Active Recreational Facilities

Type of Facility	Trumbull Total (acres)	Town of Trumbull per 10,000 people (acres)	State of CT per 10,000 people (acres)
Total baseball and softball fields	8	2.33	2.9
Total multi-use fields	6	1.75	1.8
Total soccer fields	3	0.87	1.5
Total basketball courts	2	0.58	1.9
Total tennis courts	4	1.16	1.1
Total volleyball courts	1	0.29	0.2
Total golf courses	1	0.29	0.4
Sites with playground areas	11	3.21	3.1
Sites with swimming pool	3	0.87	0.4
Sites with beach/pond/lake swimming	1	0.29	0.5
Sites with picnic areas	8	2.33	2.0
Sites with fishing access	5	1.46	2.0
Sites with boating access	1	0.29	0.8
Sites with hunting	1	0.29	0.3
Sites with camping	1	0.29	0.3
Sites with trails	13	3.79	2.6
Sites with winter sports access	0	0	0.7
Historic or educational sites	2	0.58	0.3
Sites with gardens	3	0.87	0.3

Source: SCORP, 2005

CHAPTER 8: COMMUNITY FACILITIES AND SERVICES

Goal: Upgrade and expand services and facilities to enhance their function and appearance for the benefit of Town residents and business owners.

8.1 POLICE AND FIRE PROTECTION

The Trumbull Police Department consists of 71 sworn police officers and ten civilian personnel and is headquartered on Edison Road in Lower Long Hill. The twenty-five year old headquarters building is currently being renovated as part of a capital improvement bond package in order to meet the needs of the Town.

The Police Department is responsible for public safety, keeping the peace, emergency management, homeland security, traffic control, and criminal investigations, and is the first responder for all emergency calls within the Town. The department has an Emergency Response Team, an Ice Rescue Team and an Underwater Recovery Team. Police Headquarters has an Emergency Operations Center, created in response to September 11, 2001, and dispatch facilities that receive all 911 calls and dispatch personnel for the same. All sector vehicles are equipped with Automatic External Defibrillators (AEDs).

The Police Department responds to 20,000 calls for service annually. Since 1995 the department's calls for service have increased by 65 percent; this trend is expected to continue with more than 21,000 calls expected in 2006. In the future, consideration should be given to video camera monitoring in critical areas throughout Trumbull and the installation of radio transmitters and receivers in newly constructed buildings to facilitate emergency communications in all areas of the Town. Consideration should also be given to relocating the police station at the mall to a more central mall location.

Trumbull has three volunteer fire departments that provide fire protection services to the Town: Long Hill Fire Department, Nichols Fire Department, and Trumbull Center Fire Department. The Long Hill Department has three fire stations, Nichols has two stations, and Trumbull Center has two stations. As shown on Figure 8-1, these stations are located throughout the Town and serve Trumbull's current fire protection needs. In addition to its volunteer fire departments, Trumbull also has a Fire Marshal's Office, which is responsible for public education on fire prevention in homes and businesses and inspection of new construction projects to ensure code compliance and fire safety.

8.2 SCHOOLS

Trumbull Public Schools is the public school district that serves the Town. It includes one high school, two middle schools and six elementary schools with a total enrollment of 6,910 students, including 184 pre-kindergarten students and 40 special education students.¹ Enrollment is distributed relatively evenly throughout the grades and is expected to increase by 258 students or approximately four percent in the next five years. The greatest increase in students is expected at the high school level, where enrollment is projected to increase by 219 students by the 2009-2010 school year (see Table 8-3). The middle schools are also projected to have an increase in enrollment over the next five years with an additional 73 students by the 2009-2010 school year; elementary enrollment is projected to decline by 34 students during this time period (see Tables 8-1 and 8-2). While elementary enrollment is expected to decline overall, changes in enrollment are not evenly distributed across the Town's six elementary schools. Middlebrooks School's enrollment is expected to increase by 40 students, while Daniels Farm School and Tashua School both expect to experience a decline in enrollment of approximately 40 students.

¹ School enrollment data provided by the Board of Education, November 2005

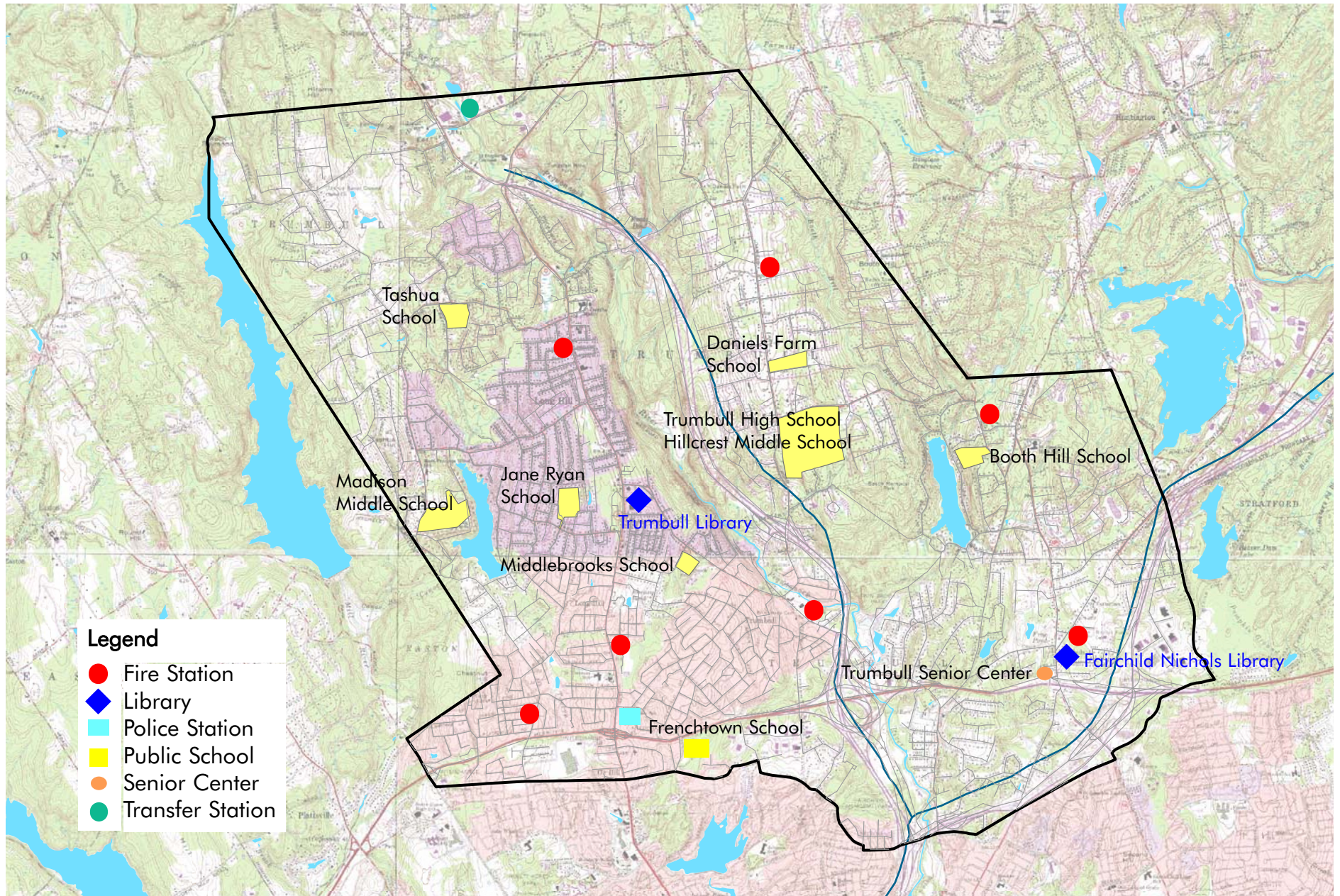


FIGURE 8-1: COMMUNITY FACILITIES

SOURCE: CT DEP

TRUMBULL, CT

PLAN OF CONSERVATION AND DEVELOPMENT



TABLE 8-1
Elementary School Enrollment 2005-06 through 2009-10

School	Current	Projected				Change 2005-06 to 2009-10
	2005-06	2006-07	2007-08	2008-09	2009-10	
Booth Hill	506	503	509	510	507	+1
Daniels Farm	542	527	502	493	504	-38
Frenchtown	617	590	598	603	604	-2
Jane Ryan	436	438	449	457	444	+8
Middlebrook	519	531	534	541	550	+40
Tashua	501	503	493	488	458	-43
<i>Total</i>	<i>3,101</i>	<i>3,092</i>	<i>3,085</i>	<i>3,092</i>	<i>3,067</i>	<i>-34</i>

Source: Trumbull Board of Education, 2005

TABLE 8-2
Middle School Enrollment 2005-06 through 2009-10

School	Current	Projected				Change 2005-06 to 2009-10
	2005-06	2006-07	2007-08	2008-09	2009-10	
Hillcrest	684	667	694	707	677	-7
Madison	908	916	951	949	988	+80
<i>Total</i>	<i>1,592</i>	<i>1,583</i>	<i>1,645</i>	<i>1,656</i>	<i>1,665</i>	<i>+73</i>

Source: Trumbull Board of Education, 2005

TABLE 8-3
High School Enrollment 2005-06 through 2009-10

School	Current	Projected				Change 2005-06 to 2009-10
	2005-06	2006-07	2007-08	2008-09	2009-10	
Trumbull High	2,033	2,152	2,167	2,208	2,252	+219

Source: Trumbull Board of Education, 2005

8.3 LIBRARIES

The Trumbull Library system includes two libraries: Trumbull Library on Quality Street, and the Fairchild-Nichols Memorial Library branch on Huntington Turnpike in Nichols. Trumbull Library is the Town's main library and is a 30,440 square foot building with a large meeting room that holds 200 seats, a 520 square foot conference room, and a recent addition for the children's department. The Fairchild-Nichols branch is an 8,536 square foot building with a small meeting room that holds 25 seats, an 800 square foot meeting room, and a recent addition to its entry area. Together, Trumbull's libraries serve a population of approximately 35,000 patrons and are staffed by 15 full-time and 29 part-time employees. Trumbull Library's circulation includes approximately 118,000 books, 200 periodicals, and an assortment of other materials including audiocassettes, compact discs, talking books, video cassettes, and microfiche. The Fairchild-Nichols branch carries approximately 30,000 books, 40 periodicals, as well as other reading and listening materials. Based on guidelines established by the Library Space Planning Guide published by the Connecticut State Library, Trumbull's libraries provide a sufficient quantity of most types of reading materials, including books, but provide an insufficient number of periodicals for the population served.

The libraries offer a variety of programs and services to the community, providing public computers with internet access, a book club, a writing class, a music program, movie screenings, and numerous children's programs, including storytelling, arts and crafts, and a dance club. Senior programs are also offered, including blood pressure screenings twice per month and a free weekly movie.

8.4 SENIOR SERVICES

Trumbull Senior Center, located on Priscilla Place, is a multi-purpose center with a broad range of health, education and recreational services and programs for the Town's senior residents. The center offers Medicare counseling, information and referral services, a meals program and transportation services to bring seniors to center programs, doctors' appointments, shopping and special town activities. Other programs include tap dancing, ballroom dancing, country western line dancing, quilting and knitting, art class, computer class, scrabble, billiards, bridge, canasta, ceramics, tai chi, yoga, and a walking club. The center also hosts monthly dinner dances, ice cream socials and bingo games. There is a nurse available every Wednesday and Thursday to provide height, weight and blood pressure screening, as well as wheel chair exercises and wellness coffee hours with guest speakers. The Salvation Army provides a hot lunch program, serving box lunches for a nominal fee. The center publishes a monthly newsletter that contains information on its activities and services, which is mailed to senior residents upon request and is available at the libraries, Town Hall, and local banks and stores.

8.5 UTILITIES

Water

Water in Trumbull is supplied by the Aquarion Water Company of Connecticut, which serves the Greater Bridgeport area. The majority of the Town's water comes from the Easton Lake Reservoir in Easton, although some water serving the southern section of Trumbull comes from the Trap Falls Reservoir in Shelton. The Easton Lake Reservoir is fed by Mill River and the West Pequonnock River.

Solid Waste Disposal

The Town owns a 26-acre landfill site, which straddles the Pequonnock River on the north side of Spring Hill Road, but this landfill is no longer in operation. The Town now operates a transfer station for the shipment of refuse to regional landfills in other parts of the state. Trumbull does not provide for municipal garbage pickup and residents must contract with private haulers to remove their solid waste. Private haulers also pick up recyclables at the expense of residents, but residents can bring their recyclables to the transfer station on Spring Hill Road if they so choose. Recyclables may be brought to the transfer station between 7am and 2:45pm Monday through Friday and 7am to 11:45am on Saturday.

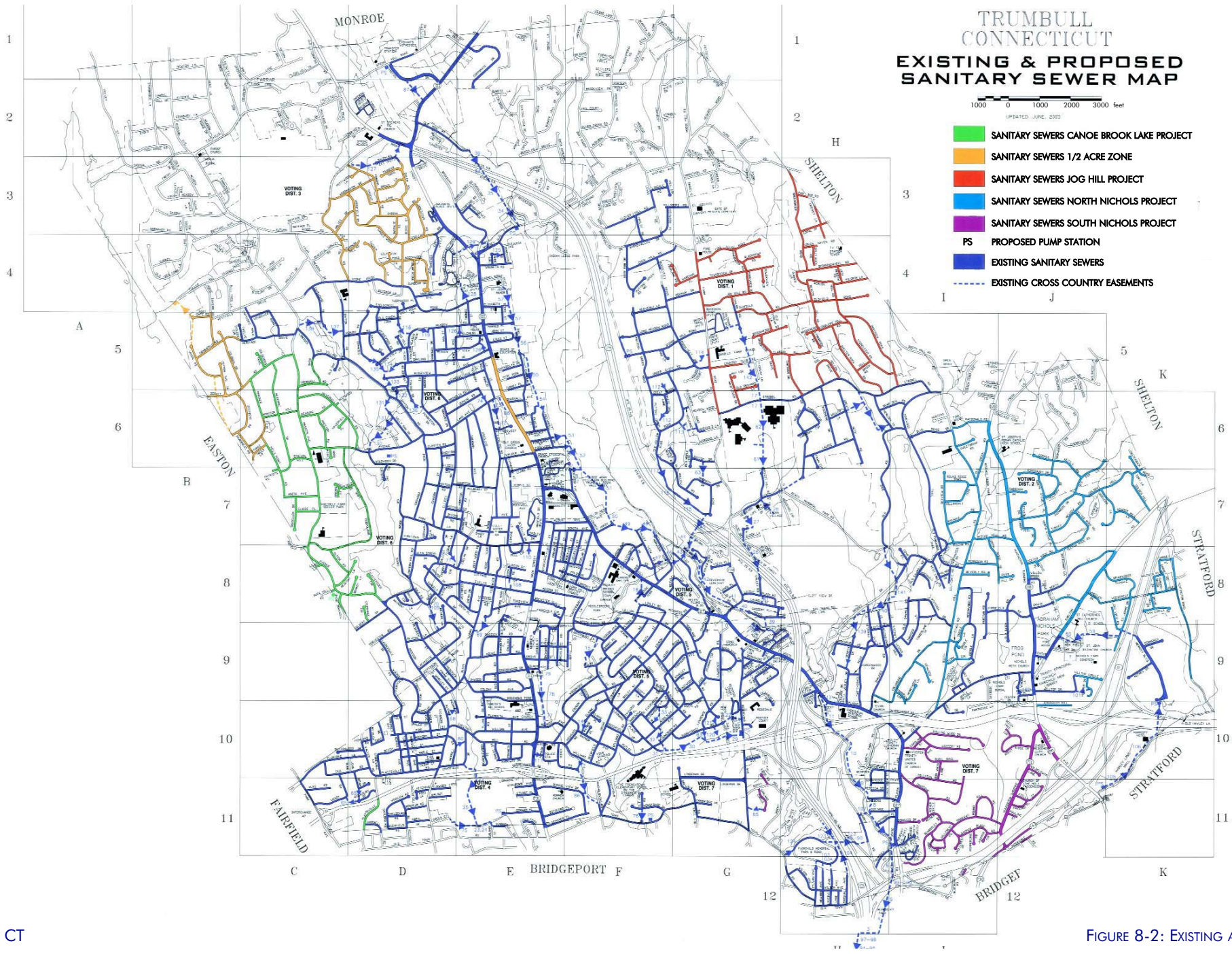
Sanitary Sewer

Trumbull's sewer system underwent a major expansion during the 1980s, nearly doubling the portion of the Town served by public sewer. According to the U.S. Census, by 1990 nearly 95 percent of Upper Long Hill, 90 percent of Trumbull Center, and 55 percent of Lower Long Hill were served by public sewer. At that time less than 30 percent of properties in Tashua, Lower Nichols, Upper Nichols, and Daniels Farm had access to the public sewer system. In these one-acre zone neighborhoods sanitary sewage was primarily handled by septic systems.

Trumbull is currently undertaking another major expansion of its sewer system, with a five phase project that will provide sewer service to the majority of the Town, with the exception of the northern parts of Tashua and Daniels Farm and the northeastern part of Upper Nichols (see Figure 8-2). The first phase of this work, "Canoe Brook Lake," was completed in October 2005, with the installation of sewer service in the western portion of the Town near Trumbull's border with Easton. Construction of the second phase of the project, "½ Acre Zone," will begin in January 2006 and will include the northern part of Upper Long Hill, the southern part of Tashua, and Main Street between Ridgeview Avenue and Walker Road. Construction of the third phase of the project, "Jog Hill," in Daniels Farm is expected to begin in Spring 2007. The final phases of the project, "North Nichols" and "South Nichols," are currently in design.

Overhead Utility Lines

Electric, telephone and cable service in Trumbull is generally provided via overhead utility lines. Consideration should be given to requiring that all new developments utilize underground utilities to enhance safety, prevent wind and ice damage, and enhance overall aesthetics in the Town.



TRUMBULL
CONNECTICUT
**EXISTING & PROPOSED
SANITARY SEWER MAP**

1000 0 1000 2000 3000 feet
UPDATED: JUNE, 2003

- SANITARY SEWERS CANOE BROOK LAKE PROJECT
- SANITARY SEWERS 1/2 ACRE ZONE
- SANITARY SEWERS JOG HILL PROJECT
- SANITARY SEWERS NORTH NICHOLS PROJECT
- SANITARY SEWERS SOUTH NICHOLS PROJECT
- PS PROPOSED PUMP STATION
- EXISTING SANITARY SEWERS
- EXISTING CROSS COUNTRY EASEMENTS

FIGURE 8-2: EXISTING AND PROPOSED SANITARY SEWER MAP

CHAPTER 9: TRANSPORTATION

Goal: Preserve, maintain and enhance an efficient, multi-modal transportation system.

Trumbull's transportation system includes state highways, town-maintained roadways, bus routes operated by the Greater Bridgeport Transit Authority, bicycle paths and pedestrian walkways. State and local roads are the most prominent feature of the system, as vehicular travel is the dominant mode of transportation in Trumbull. According to U.S. Census 2000 data, 92 percent of residents use an automobile to travel to work, while three percent use public transportation and less than one percent walk or bike. The road network includes three limited-access state highways: Routes 15 (Merritt Parkway), 8 and part of 25; 15 miles of undivided state-maintained highways: Routes 108, 111, and 127 and part of Route 25; and 200 miles of Town-maintained roads, shown on Figure 9-1.

9.1 ROAD NETWORK

Trumbull's road network is an integrated system of expressways, arterials, collectors and local streets with expressways carrying the greatest number of vehicles traveling at the fastest speeds and local streets carrying the fewest vehicles at the slowest speeds. The Town's expressways and principal arterials, which accommodate its highest traffic volumes, are shown in Table 9-1 along with their average daily traffic (ADT) as reported by the Connecticut Department of Transportation in 2004.

TABLE 9-1
Major Roadways and Traffic Volumes

Roadway Classification	Average Daily Traffic (vehicles per day)
Expressway	
Route 15 (Merritt Parkway)	70,000
Route 25 (South of Monroe Turnpike)	41,000
Route 8	56,000
Principal Arterial	
Route 111 (Main Street and Monroe Turnpike)	17,000
Route 25 (North of Monroe Turnpike)	23,000
Route 127 (Church Hill Road)	13,600
Route 127 (White Plains Road)	16,900
Route 108 (Huntington Turnpike & Nichols Ave.)	15,000

Source: CT Department of Transportation, 2004

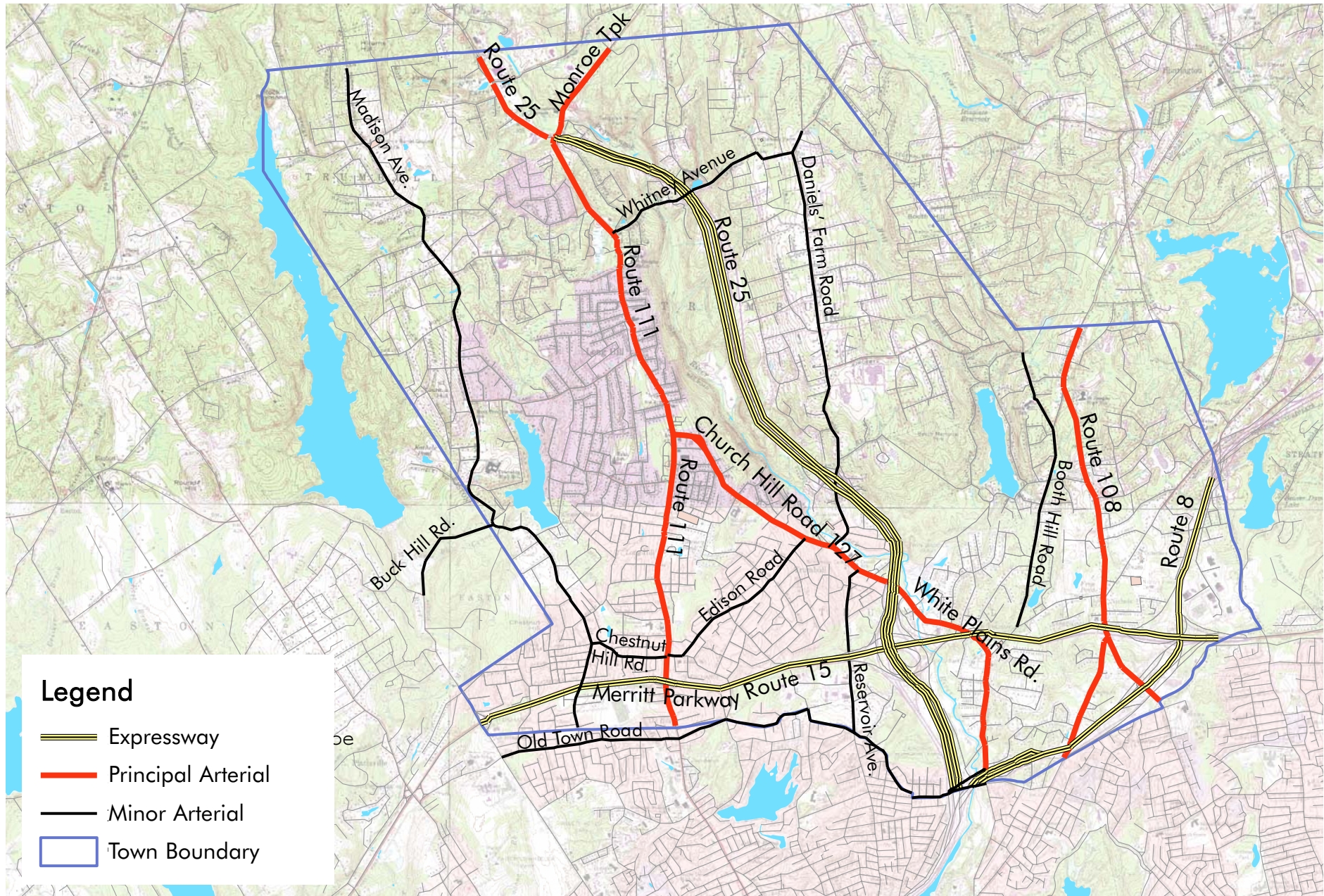


FIGURE 9-1: MAJOR ROADWAYS

SOURCE: CT DEP

TRUMBULL, CT

PLAN OF CONSERVATION AND DEVELOPMENT



Trumbull's minor arterials and collector roadways, which connect the arterials to local streets, are as follows:

Minor Arterial

- Madison Avenue
- Buck Hill Road
- Chestnut Hill Road
- Old Town Road
- Edison Road
- Whitney Avenue
- Daniels Farm Road
- Reservoir Avenue
- Booth Hill Road

While the minor arterials generally carry less traffic than the principal arterial roadways, it should be noted that Daniels Farm Road carries approximately 14,000 vehicles per day, which is a traffic volume similar to Route 127.

Collector

- Tashua Road
- Stonehouse Road
- Lake Avenue
- Park Lane
- Blackhouse Road
- Plattsville Road
- Teller Road
- Porters Hill Road
- Moose Hill Road
- Hurd Road
- Strobel Road
- MacDonald Road
- Mischa Hill Road
- Unity Road
- Shelton Road

9.2 ACCIDENT DATA

2004 accident data provided by the Connecticut Department of Transportation indicates that over 30 percent of accidents on major roadways in Trumbull occur at the Town's Merritt Parkway/Route 15 interchanges. Accident rates on other major roadways including Routes 111, 25 and 127 are relatively evenly distributed, with each of these roads accounting for approximately 15 percent of accidents.

9.3 PLANNED ROADWAY IMPROVEMENTS

The Regional Transportation Plan 2004-2008 published by the Greater Bridgeport Regional Planning Agency recommends the following transportation improvements for Trumbull:

- Major widening of Route 25 from the Monroe border to the intersection of Route 111
- Minor widening of Daniels Farm Road from Route 25 to Strobel Road
- Improvements to the intersections of Routes 25 and 111 and at Route 25 and Spring Hill Road
- Construction of an interchange at Route 25 and Whitney Avenue
- Shared-use trails along Route 15 and a portion of Route 127

9.4 PUBLIC TRANSPORTATION

While only a small percentage of people utilize public transportation as their primary mode of transit, the Town has seven local bus routes run by the Greater Bridgeport Transit Authority that operate on a fixed-route schedule, primarily along main roads, as shown in Figure 9-2. Although there is no train service within the Town, Trumbull is located in close proximity to Metro-North Railroad commuter train service between New Haven and New York City with stations located nearby in Bridgeport, Fairfield, and Stratford. Regional rail service between Boston and Washington, DC is also provided at the Bridgeport train station.

9.5 Bicycle and Pedestrian Network

Trumbull's bicycle and pedestrian network provides an alternative to vehicular travel within the Town. Currently on-road routes are the primary pathway for bicyclists and are indicated with a standard bicycle sign placed along both sides of the roadway. Cyclists share the road with motorized traffic and ride in the same direction as vehicles. A significant bicycle/multi-use trail, the Pequonnock Valley Greenway, is currently being planned for Trumbull along an abandoned rail bed through the Pequonnock River Valley (see Figure 9-3). Design of this trail has been completed and a timber bridge providing access over the Pequonnock River within the trail corridor has been constructed. The trail will be five miles long, beginning at the Monroe border and continuing south through Old Mine Park and the Pequonnock River Valley ending at Tait's Mill Road in the vicinity of Trumbull Center. Pedestrian facilities in the Town are limited and include sidewalk areas near commercial centers. There are walking and hiking paths within some of the Town's park areas, but there is currently no formal pedestrian network through the Town.

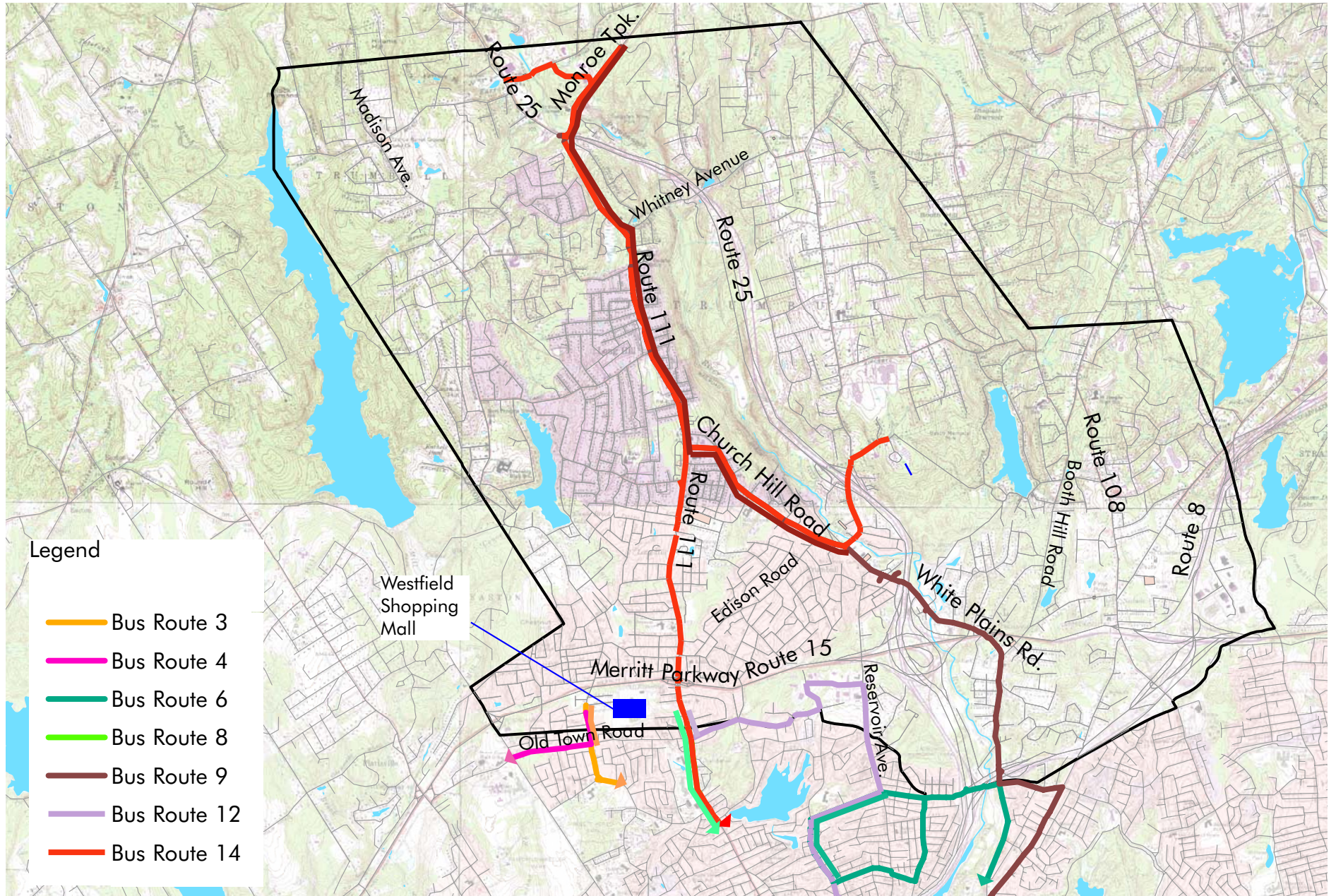


FIGURE 9-2: BUS ROUTES

SOURCE: GREATER BRIDGEPORT TRANSIT AUTHORITY



TRUMBULL, CT

PLAN OF CONSERVATION AND DEVELOPMENT

PEQUONNOCK VALLEY TO THE SOUND BICYCLE PATH PLAN

Prepared by
Greater Bridgeport Regional
Planning Agency
March, 2003

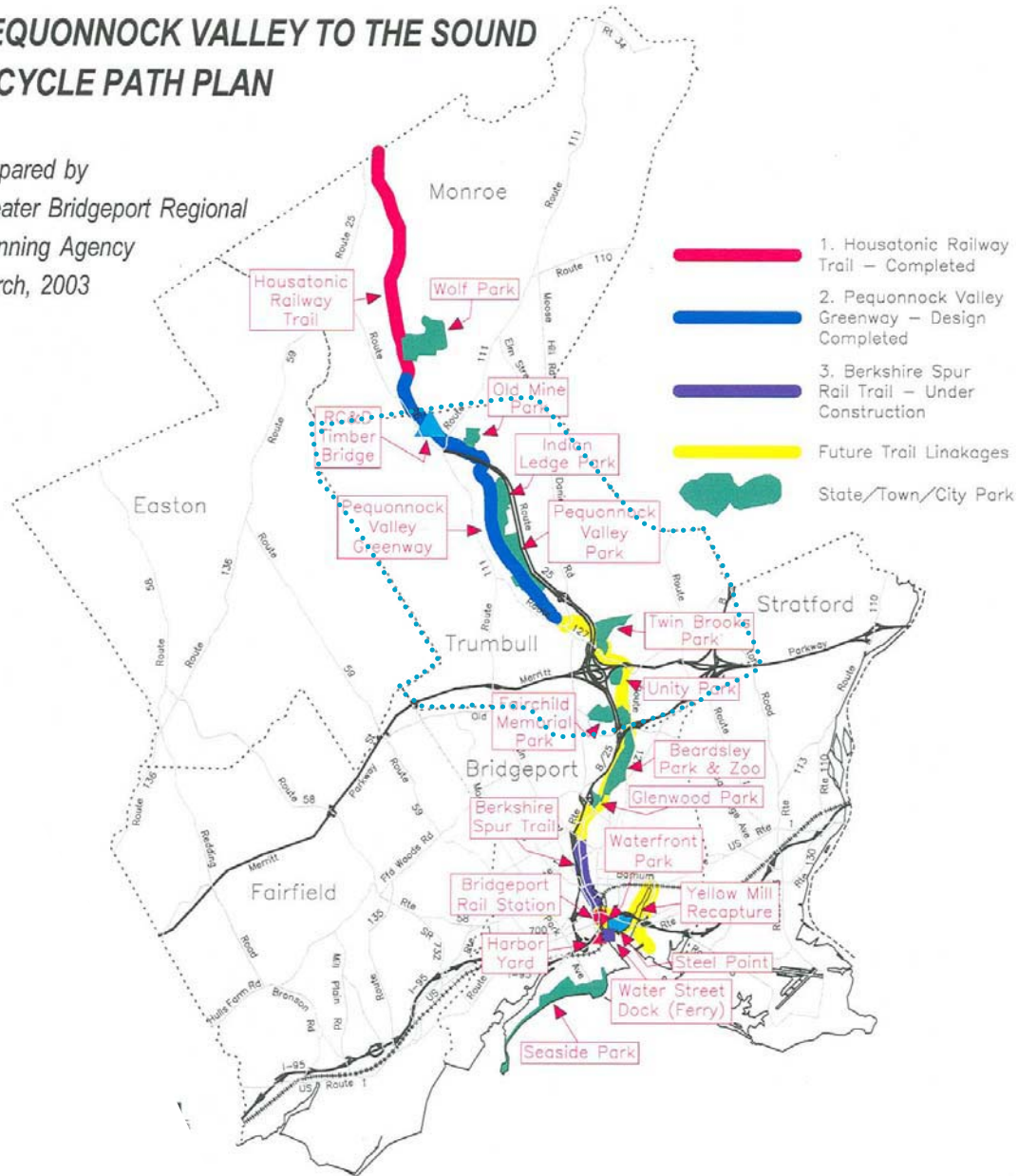


FIGURE 9-3: PEQUONNOCK VALLEY BICYCLE PATH PLAN

SOURCE: GREATER BRIDGEPORT REGIONAL PLANNING AGENCY, 2003

TRUMBULL, CT

PLAN OF CONSERVATION AND DEVELOPMENT



0 2.5 miles

April 2006

CHAPTER 10: FUTURE LAND USE PLAN

The Future Land Use Plan presented in this chapter (see Figure 10-1), brings together the various components of the Plan of Conservation and Development, illustrating the most desirable form, type and location of future development within the Town of Trumbull. As Trumbull is largely a built-out community, the Plan recognizes existing land uses, zoning, and environmental constraints and takes into consideration potential future development as well as proposed infrastructure improvements.

10.1 ELEMENTS OF THE LAND USE PLAN

Residential Uses

The land use plan shows housing, the primary land use in Trumbull, in three shades of yellow, indicating density and the presence or absence of public sewers. The plan is based on existing zoning and the Town's plans for extension of its public sewer system within the next ten years. The Plan's three residential use categories, described below, are consistent with the existing pattern of single-family residential development on one-acre lots in the majority of the Town and half-acre lots in the more dense areas of Upper Long Hill, Lower Long Hill and Trumbull Center.

Low Density Residential, Non-Sewered: This designation corresponds to the northern parts of Tashua and Daniels Farm that are in the Residence AAA and AA zones and are not proposed for public sewer service as part of the Town's current sewer extension project discussed in Chapter 8, Community Facilities and Services. These areas are not expected to receive public sewer service within the next ten years, but are proposed for public sewers at some point in the distant future. These areas have a minimum lot size of one acre (43,560 square feet) and have similar bulk requirements, although slightly larger homes are permitted in the AAA zone.

Low Density Residential, Sewered: This designation corresponds to the majority of the Residence AA zone, which has a minimum lot size of one acre (43,560 square feet). This land use density is representative of the predominant suburban-rural character of Trumbull and includes areas that are currently sewered or proposed for public sewers within the next ten years as discussed in Chapter 8.

Medium Density Residential: This designation corresponds to the Residence A Zone, which has a minimum lot size of one-half acre (21,780 square feet), and is mapped in Upper Long Hill, Lower Long Hill and Trumbull Center.

While the majority of Trumbull's housing stock is single-family, owner occupied housing, it should be noted that higher density housing types, including market-rate condominiums, elderly housing developments, affordable housing developments and in-law accessory apartments, are provided throughout the Town within all three of the residential districts described above.

Commercial Uses

Commercial uses are shown on the map in red and include retail uses, restaurants and commercial businesses, professional offices, banks, post offices, automobile repair shops, gas stations, hotels, and similar uses.

Light Industrial Uses

Light industrial uses are shown on the map in purple. These areas are primarily intended for corporate offices and light manufacturing. Compatible alternate uses may include medical and professional offices, recreational facilities such as fitness centers, catering and banquet halls, stage production theaters, movie theaters, day care centers and nursery schools, and similar uses.

Parks

State parks, Town parks and public easements are shown on the Plan in dark green.

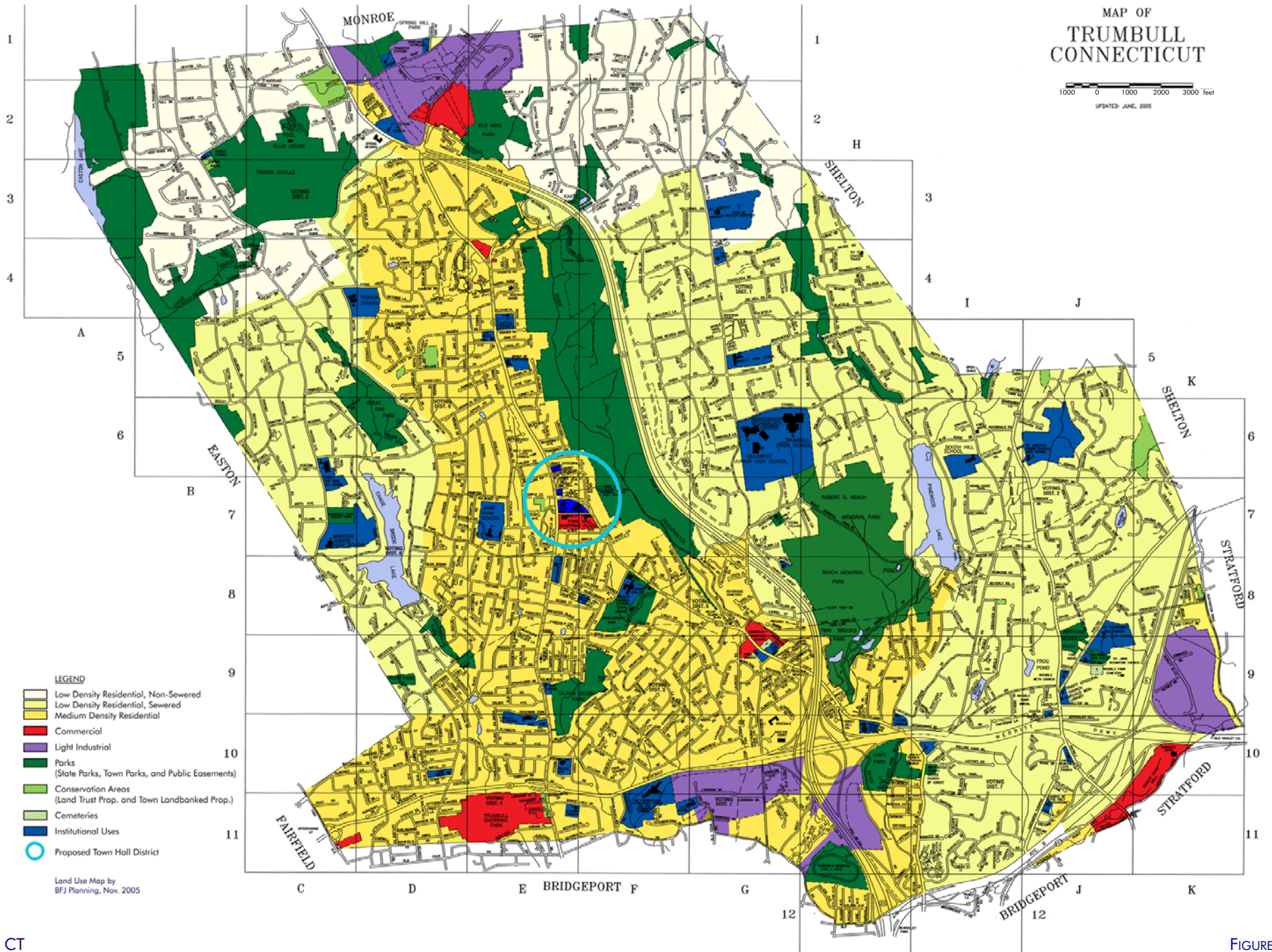


FIGURE 10-1: FUTURE LAND USE PLAN

Conservation Areas

Open space areas that are not official State or Town parklands are shown on the Plan in light green. They include Land Trust property, existing landbanked areas, and potential future landbanked areas.

Institutional Uses

Institutional uses include the Town's police station, fire stations, schools, libraries, senior center, and Town Hall and are shown on the Plan in blue.

10.2 GOALS AND RECOMMENDATIONS

A. Regional and Local Setting

Goal: Protect the region and Trumbull's public health, safety and welfare by communicating and cooperating with neighboring communities in order to promote the efficient provision and utilization of housing, transportation, and economic resources and utility infrastructure.

Recommendations:

- Work with neighboring municipalities to encourage complementary land uses on both sides of municipal boundaries.
- Become an active participant in a regional effort to develop a viable and workable revision to the State's affordable housing statute.
- Work with neighboring municipalities to solve common education, training, employment, housing, sewer service and solid waste disposal issues.
- Work with neighboring municipalities to enhance watershed management and protect the water supply.

B. Community Character, Land Use and Zoning

Goal: Maintain and enhance the colonial New England character of Trumbull, including its architectural quality and residential main roads, and maintain the residential character of all major roads within the Town.

Recommendations:

- Consider designation of historic districts in historic parts of the Town in order to preserve Trumbull's character and protect existing residences from being demolished and replaced with larger homes.
- Maintain existing residential zoning along main roads to preserve the Town's residential character.
- Establish architectural guidelines for high density uses such as multifamily housing developments and commercial and industrial buildings, including standards for landscaping, lighting, building facades, and signage.
- Develop a strategy for eliminating billboards.
- Undertake a pedestrian connectivity study identifying locations for new or improved sidewalks, enhanced streetscapes including landscaping and lighting, and pedestrian easements to enhance pedestrian connections throughout the Town.
- Undertake a study to develop a plan for the creation of a Town Hall District within the vicinity of the Town Hall in order to develop this area as Trumbull's Town Center. The plan for this area should include recommendations for sidewalks, streetscape improvements, lighting, a town green and compatible uses.
- Undertake a study to develop a plan to improve safety, aesthetics, and the historic character of the residential and business-commercial areas surrounding Long Hill Green.

The Commission believes that the 1984 Plan of Development was a valuable predecessor in its vision of locating commercial and industrial uses on the town's borders, away from residential neighborhoods. The Commission believes that the I-L2 zone in the area of Reservoir Avenue, Lindeman Drive, and Old Town Road presents an excellent opportunity for the community. The Commission, therefore, recommends that this area of town be examined for a comprehensive, upscale revitalization plan to provide for compatible alternate uses that serve the citizens of Trumbull, and also serve an already skilled workforce currently located in this area. Just as the Commission

makes recommendations in this plan for examining the northern portion of the town by way of the Rte. 111 corridor, the Commission believes this southerly portion of the town should be studied in the same fashion. A study of such a plan should be conducted with strong consideration for the town's residential character and colonial nature.

The Trumbull Planning and Zoning Commission recognizes that Westfield Shoppingtown is among one of our largest taxpayers and a valuable resource to the community and the regional setting. Nevertheless, the Commission is of the position that any reclassification of the zone where the current facility is located be conducted through a review process of the town's zoning regulations. Any proposed reclassification of the zone, and any proposed site plan expansion should also include a detailed revitalization plan of the existing facility to ensure that the facade and overall character is uniform to any proposed expansion. Such revitalization plan should take into strong consideration our town's colonial character, and the emphasis that we have placed for generations on maintaining the appearance of a residential Main Street.

C. Housing

Goal: 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.

Recommendations:

- Evaluate and amend existing bulk standards for Residence Zones, as appropriate, to ensure that new residential development is in keeping with the scale of existing neighborhoods.
 - Add maximum lot coverage requirements for the Residential AAA and AA zones through floor area ratio (FAR) provisions that will provide a formula for calculating appropriate building size in relation to lot size.

- Develop a comprehensive affordable housing policy that can be incorporated as one article into the Town of Trumbull's zoning regulations.
 - Identify parcels appropriate for elderly or workforce housing.
 - Encourage in-law accessory apartments that do not alter the outward appearance of single family homes in order to help address affordable housing needs.
- Conduct a study of large lots along main roads that would support the residential character of such roads and prevent commercialization while providing alternate forms of housing for all Trumbull citizens.

D. Economic Development

Goal: Maintain compact commercial centers and strive to improve the appearance, traffic circulation and pedestrian environment of existing commercial areas and prevent strip development and the commercialization of the Town's main roads.

Recommendations:

- Amend zoning regulations to encourage creative site planning and design in the BC zone.
 - Require that parking and service areas be located in the rear portion of building lots and that these areas be well screened
 - Require that a minimum of 20 percent of a site be preserved as green space
 - Develop design standards for building facades
- Evaluate and amend bulk requirements in the BC zone to control big box development.
- Maintain commercial centers with a colonial appearance if they meet the needs of the Town's population and continue to discourage commercial strip development.
- Conduct a study assessing the impacts of allowing additional height/stories for buildings in the Trumbull Industrial Park. This study should include visual renderings of buildings with additional height and views from Route 8.

Goal: Establish a growth management policy for industrial uses that promotes efficient land use within existing industrial districts. Allow for limited vertical growth in order to increase tax revenues and provide jobs and services to Town residents while limiting the need to increase existing industrial boundaries.

Recommendations:

- Amend IL zoning regulations to better control land uses in the light industrial areas:
 - Specify permitted uses rather than prohibited uses
 - Encourage corporate office park development in the IL zones
 - Enhance landscaping and buffering requirements within industrial areas and between residential and industrial zones and require that at a minimum 20 percent of the total site area be naturally wooded and/or landscaped to create campus-like sites
 - Consider limited increases in building height in the I-L zones, provided that 30 percent of the site contains open space and/or landscaping.
- Evaluate the impacts associated with rezoning vacant property in the vicinity of the Route 111 Trefoil industrial park from the Residence AA zone to an Industrial or mixed-use zone. Amend zoning regulations as appropriate, in accordance with this evaluation.
- Evaluate the impacts associated with the rezoning of residential properties in the vicinity of the two industrial areas near the interchange of the Merritt Parkway and Route 25 and the Town's border with Bridgeport to industrial use.

E. Environmental Protection, Recreation and Open Space

Goal: Preserve and maintain natural resources, including streams, rivers, wetlands, steep slopes and woodlands.

Recommendations:

- Amend and strengthen zoning and site plan regulations to address protection of environmentally sensitive areas such as steep slopes, wetlands and floodplains.
- Amend the site plan approval process to provide the Town with greater control over the clear cutting of trees and the removal of trees around existing lakes.
- Enhance watershed management.

Goal: Preserve passive recreational open space areas and improve active recreation facilities, including parks and playing fields, for the enjoyment of Town residents.

Recommendations:

- Acquire open space and develop trails along the Town's rivers and streams for a range of recreational activities.
- Complete the Pequonnock River Valley regional "rails-to-trails" project to connect Trumbull's major park and recreation areas, including Booth Memorial Park, Old Mine Park, Unity Park, and Indian Ledge Park, to one another.
- Develop and pursue a small park/recreation program within older residential areas with little existing open space.

F. Community Facilities and Services

Goal: Upgrade and expand services and facilities to enhance their function and appearance for the benefit of Town residents and business owners.

Recommendations:

- Maintain a Capital Improvement Program (CIP) for all Town agencies and departments.
- Develop a plan for the reuse of surplus Town facilities for other community uses.
- Complete the current proposed sanitary sewer expansion program and evaluate the possibility of expanding service to other areas.
- Build sidewalks along main roads in the business-commercial and light industrial areas and in the vicinity of parks, schools, and civic buildings to encourage walking and reduce vehicular traffic.

In the 21st Century when it is critical that we protect our nation's homeland, the Trumbull Planning and Zoning Commission recognizes the vital importance of our police, fire, emergency, and first-responder personnel in responding to emergencies. Emergency personnel must be able to communicate with one another efficiently and effectively. Cellular communication is a secondary means of communication for our emergency personnel and in some situations could become a primary means of communication. The Commission believes that the town should explore how cellular coverage could be improved by smaller, less-intrusive cellular antennas that are placed on existing structures to repair coverage gaps versus larger stand-alone towers. The Trumbull Planning and Zoning Commission recommends that the Town of Trumbull establish a committee to study and recommend the placement of cellular towers and/or antennas in areas of the town where there is a clear, identifiable need. The Commission recommends that the towers and/or antennas be placed in commercial or industrial locations. The town should try to avoid the placement of telecommunications facilities and/or apparatus in or immediately adjacent to residential neighborhoods.

G. Transportation

Goal: Preserve, maintain and enhance an efficient, multi-modal transportation system.

Recommendations:

- Roadway and Intersection Improvements

The Greater Bridgeport Regional Planning Agency recommends the following roadway improvements in Trumbull in its Regional Transportation Plan 2004-2008:

- Major widening of Route 25 from the Monroe border to the intersection of Route 111
- Minor widening of Daniels Farm Road from Route 25 to Strubel Road
- Improvements to the intersections of Routes 25 and 111 and at Route 25 and Spring Hill Road.
- Improvement of the interchange at Route 25 and Whitney Avenue

Additional roadway and intersection improvements that would enhance the efficiency of Trumbull's road network include:

- Install actuated and interconnected traffic signals at Tashua Road and Spring Hill Road intersections with Route 25 and operate signals under one controller.
- Replace the existing intersection of Route 25 and Old Turnpike Road with a new 90-degree intersection by extending Owl Hill Trail to meet Route 25.
- Close Broadway at its intersection with Route 111 and landscape the area, relocating existing traffic to Whitney Avenue in order to improve safety and eliminate high travel speeds in front of stores.
- Address traffic problems along Daniel's Farm Road in cooperation with the State and the Trumbull School Board.

In 2000, the Town of Trumbull created an ad hoc Sidewalk Committee to study, analyze and recommend solutions (as appropriate) for the placement of sidewalks throughout the town to address and improve pedestrian and citizen safety. Recognizing the important and valuable contributions of this ad hoc committee, the Commission recommends that the scope and charge of this committee be extended, or that another ad hoc committee be created to study, analyze and make recommendations as appropriate in the area of traffic calming. The committee created or charged with examining these issues should make recommendations to and work in conjunction with the Trumbull Police Commission, the town's traffic authority, and the Connecticut Department of Transportation. It is also recommended that an esplanade be added on White Plains Road between Reservoir Avenue and the Merritt Parkway, based on previous studies and recommendations of the Town of Trumbull.

■ Congestion and Access Management

Congestion and access management strategies can help manage traffic volume without increasing the size and capacity of existing roadways. An effective congestion management technique is the computerization of traffic signal equipment so that signal timing can be adjusted according to traffic volumes and time-of-day. Such traffic signal upgrades are recommended for intersections between Route 25 and Purdy Hill Road, Route 111 and Middlebrooks Avenue. Effective access management techniques include adding turn lanes, installing traffic signals, controlling access to properties, establishing minimum spacing for driveways, consolidating adjacent driveways, constructing frontage service roads, installing medians and channeling traffic flow. Recommended access management strategies to control movement between development and adjacent streets and protect the Town's gateways are as follows:

Route 25

- Set minimum driveway spacing and require that access roads of two adjacent lots be shared. New driveways should be located

directly opposite existing driveways and should not be offset.

- Where practical, require access roads to be located on a side street rather than on Route 25.
- Increase the landscaped buffer requirement on Route 25 and prohibit parking in the buffer area.
- Require developers to widen Route 25 in the vicinity of any new access road into a proposed development and require them to install a left turn lane into their property.
- Require developers to conduct a traffic study for submission to the Planning and Zoning Commission as part of the site plan application process for projects over 2 acres. Such studies should include an analysis of the vehicular traffic that will be generated by the proposed development, an evaluation of the need for a new traffic signal, and an explanation of how access to the site will be managed.

Route 127

- Prohibit left turns into and out of new commercial driveways on Route 127 from Reservoir Avenue to Daniels Farm Road.
- Reconstruct existing driveways to prevent left turns onto Route 127 from Reservoir Avenue to Daniels Farm Road.
- Construct a landscaped median on Route 127 from Daniels Farm Road to Old Town Road in order to restrict left turns into driveways.

■ Public Transportation

In its Statewide Bus System Study conducted in 2000 the Connecticut Department of Transportation recommended the follow-

ing improvements to bus services in and around Trumbull:

- Provide a direct connection between the Hawley Lane Mall, Trumbull Industrial Park, and downtown Bridgeport.
- Provide a new cross-town route connecting outlying area malls.
- Expand weekday evening service, increase weekend service, and establish transit centers in outlying areas.

■ Bicycle and Pedestrian Network

Improving Trumbull's bicycle and pedestrian network will encourage people to cycle and walk to destinations in the Town, which could potentially decrease automobile traffic and increase physical fitness. This can best be accomplished through a planning study to identify potential bicycle routes throughout the Town and the development of a pedestrian connectivity plan to enhance the pedestrian network. Improvements to the bicycle and pedestrian network should include:

- Construction of sidewalks along major town roads that lead to municipal and commercial areas.
- Construction of the Pequonnock Valley Greenway.
- Construction of shared-use trails along Routes 15 and along Route 127 from the Bridgeport border to Daniels Farm Road.
- Upgrading of on-street bicycle routes, including installation of bicycle safety grates, ensuring adequate shoulder width, and cleaning sand and debris from roadways.
- Development of an on-street bicycle network that provides safe connections with the Pequonnock Valley Greenway and other Town attractions such as schools, parks and shopping centers. Standardized bicycle route signs should be installed at intervals to direct bicyclists along the route path and provide information about distances to key attractions. Pavement markings should also be installed to delineate such routes.

10.3 IMPLEMENTATION PLAN

This Plan of Conservation and Development documents existing conditions, presents goals for Town land use planning, and provides recommendations for land use issues in Trumbull. It is meant to serve as a guide for land use decision-making over the next decade; however, by itself it does not assure implementation of the recommendations that it describes. A necessary first step in moving the Plan forward is for the Planning and Zoning Commission to officially adopt the Plan. Once adopted, the Town must then work towards implementing its recommendations made in the Plan. In order to put the Plan into action the following implementation strategies are proposed:

1) Update Zoning Regulations

In Section 10.2 numerous recommendations are proposed regarding changes that should be made to the Town's zoning regulations. Zoning controls the way that land is used and developed in Trumbull and serves as the major instrument for carrying out the recommendations of this Plan of Conservation and Development. Following its adoption, the Town's zoning regulations should be revised in order to ensure that its provisions are in accordance with the Town's land use policies as stated in this Plan. In addition, updating the zoning regulations to ensure that they are user-friendly, clear and consistent will better protect the Town from legal loop-holes that can lead to litigation on land use decisions.

2) Update Subdivision Regulations

Subdivision regulations guide the layout and design of new roads, lots and buildings and can be a powerful tool for facilitating the implementation of the recommendations of the Plan of Conservation and Development. Following revisions to the Town's zoning regulations, revisions to the subdivision regulations should be considered in

order to ensure that these regulations are consistent with the updated zoning regulations and that they support the realization of the goals and recommendations of the Plan.

3) Prepare a Town Hall District Study

Unlike many other colonial New England towns, Trumbull does not have a "town center" focused on a green that serves as a focal point and gathering place for residents. However, the area in the vicinity of the Town Hall could potentially serve this function as this area is centrally located and contains a mix of municipal and commercial uses as well as open space. A study of this area should be undertaken to develop a plan for this area as Trumbull's town center. This plan should include recommendations for sidewalks, streetscape improvements, lighting, a town green and compatible uses.

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