

# Long Hill Green & Village District

## Enhancement Plan

Town of Trumbull, CT

June 22, 2018



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# Purpose of the Plan

## Why this Plan?

Long Hill Green District in the Town of Trumbull is a neighborhood commercial center and, as envisioned by the Town, an emerging New England style Village Center. This plan defines strategic next steps that will allow the desirable transformation to continue. The plan, championed by the Offices of Economic and Community Development and Planning and Zoning, aims to further progress and realize the full potential of the Village, as envisioned in the 2014 Plan of Conservation and Development.

Before commencement of this study, and validated by subsequent public outreach and engagement, issues related to traffic, pedestrian and bicycle (multi-modal) access improvements, signage and wayfinding, lighting, usable and flexible open space to support adjacent businesses and residents, stormwater and low impact development solutions and other aesthetic improvements were flagged as critical needs. Long Hill has experienced new development and roadway modifications within the past few years. This development has established a building scale, a center with expanding business activity, and a framework within which new traffic, pedestrian, streetscape and aesthetic enhancements can be achieved.

A comprehensive enhancement plan is needed to address these issues and establish a framework for attractive, desirable, and appropriate development and investment within the center. Early action items include the implementation of improvements facilitated by the Town’s recent



Long Hill Green (1930's) Photo: Trumbull Historical Society

success in obtaining stormwater and transportation related grants, representing approximately \$625,000 in Village Center improvements.

Stantec prepared concept renderings and support graphics to illustrate recommendations with place-making, pedestrian and driver safety, and business vibrancy in the Long Hill Village context as primary goals. As an interdisciplinary practice led by landscape architects, engineers and planners, our team assisted the Town of Trumbull in the development of this implementable and community supported plan.



2015 Birds-eye view of Long Hill Green, Trumbull



# Scope of Work

The Town of Trumbull and Stantec developed a concise scope of work to deliver the Long Hill Green and Village District Enhancement Plan. Initiated in the Summer of 2017 and scheduled for completion in the Spring of 2018, the planning process was comprised of these key tasks.

## Review Resources

Stantec reviewed and considered previously completed studies and planning documents to support the Enhancement Plan development.

- 2014 Plan of Conservation and Development
- Past traffic studies
- Business Commercial Long Hill Green Village District Zoning Regulations

## Stakeholder and Community Engagement

Stantec led a community engagement strategy to inform the Enhancement Plan. Participants included:

- Business and property owners
- Residents
- Town staff
- Elected officials
- Utility providers
- State of Connecticut Department of Transportation

## Recommendations

Stantec prepared a preferred recommendation with additional options based on review of previous resources, site assessment, and stakeholder and community engagement. Recommendations include:

- Concept plans and sections
- Opinion of cost for public realm improvements
- Implementation strategy

“Establish a vision and framework to guide future land use decisions and public investment in Long Hill Village.”

## Study Area



----- Delineates Study Area



# Existing Conditions

The following annotated photographs represent existing conditions within the Long Hill Village District study area. The conditions noted were shared with community participants with overall concurrence that these conditions need to be addressed in the Enhancement Plan.





Long Hill Village lacks a cohesive network of sidewalks linking new and long established businesses. Vehicular traffic assumes greater importance today than pedestrian connectivity. Curb cuts along the west side of Main Street, lack of street trees, an underutilized village green, though negative attributes today, present opportunities with short-term prospects for enhancements. Overhead utility wires, segregated parking areas, lack of connectivity between parking areas, periods of traffic congestion, excessive traffic speeds, and degraded landscape character present challenges commonly encountered in suburban centers.



**Stonewalls on neighboring properties bring desired character to Long Hill Village Center.**



**Stonewalls in Town right-of-way may direct pedestrian flow and provide a desirable aesthetic treatment and character in Long Hill Village.**



**Access to and egress from Village properties and businesses may be improved.**



**Recent upgrades demonstrate opportunity for further enhancements to Long Hill Village.**



**Roadways may provide opportunity for more programmed activity and aesthetic enhancements in conjunction with the existing green space.**



**A new dedicated right-hand turn lane on Whitney Avenue would alleviate some traffic congestion.**





Overhead utility wires clutter the area. Strategic relocation will enhance the Village Green.

Recent development within the Village Center has introduced a new and complementary mix of uses. Glimpses of what may be accomplished are current on Broadway South, including architectural character and public realm. Extending similar treatments throughout the Village Center may be complicated by the crossing of State Route 3 (Main Street) and the current building and site configurations on the west side of Main Street.



The Village Green provides an extraordinary opportunity for programming and place-making while continuing to provide valuable public open space.



Traffic congestion at Whitney Avenue and Main Street is a problem, particularly at peak hours of the day. Regulations may provide for building renovation, expansion, and/or reduced setbacks from Main Street.



Lack of crosswalks and continuous sidewalks compromise pedestrian connectivity.



Parking management strategies and participation by property owners in developing a new strategy for Long Hill Village may create better utilization of existing parking spaces throughout the District.



Aesthetics, use of traditional yet distinctive landscape amenities, and placement of street trees will enhance the public realm.



Space utilization may be optimized on the Village Green.



# Community Engagement

At the project start, our team crafted a four-step stakeholder and community engagement program. As the planning study progressed, we conducted the following sessions:

- Meeting with Town staff
- Interactive public meeting with invited business and property owners, held at Falafel, a Long Hill Village restaurant on Broadway.
- Meeting with business owners, property owners, neighborhood residents and elected officials at the Board of Education Administration Building (Including SWOT session)
- Meetings and conference calls with individual property owners, utility providers, and State of Connecticut Department of Transportation
- Public presentation outlining recommendations and a question and answer session with participants at Trumbull Town Hall on April 5, 2018.

Initial stakeholder engagement identified these critical concerns:



## Community Engagement



Public meeting, October 5, 2017

Recommendations emerged through this series of public engagement sessions. Stantec met with Town officials, including representatives from public safety, engineering, public works, parks, and planning and zoning. An informational presentation and discussion with local business and property owners followed, where our team gleaned valuable information about business vibrancy, access and aesthetics. Next, the Town and Stantec hosted an informational and hands-on community meeting at the Board of Education Administration Building where all 45+ attendees had an opportunity to participate and share ideas with each other and the consultant team. Based on specific recommendations that impact private property, our team engaged property and business owners in one-on-one discussions to share ideas and recommendations.

Based on the program developed through input from key stakeholders, Stantec prepared concept alternatives that we shared in a second public forum held at Trumbull Town Hall on April 5, 2017. A question and answer period with meeting participants allowed Stantec to refine concept alternatives for inclusion in this Long Hill Village Enhancement Plan.

A preferred alternative will be presented to the Town of Trumbull Planning and Zoning Commission. Modifications will be considered following discussion with Commission members.



SWOT Session

Through community engagement, our team identified priorities for the enhancement of the Long Hill Village Green. In addition to discussions with property owners, we conducted a strengths, weaknesses, opportunities and threats assessment (SWOT Assessment) with property and business owners, residents, town officials and local elected representatives. The charrette began with an informational presentation outlining our study goals and review of precedent images of successful village centers and place-making interventions. Our team prepared a worksheet for participants in workgroups to respond to, followed by individual workgroup presentations to the wider audience. Worksheet questions included:

Strengths | What are the District’s best assets?

Weaknesses | What doesn’t work?

Opportunities | What would you like to see?

Threats | What should be prevented? What will negatively impact the Village Green District?

The following tables list observations and comments shared by meeting participants. It is important to note the extensive list of opportunities demonstrating the optimism of meeting participants.

Strengths	Weaknesses
<div>Quaint, quiet and safe</div> <div>Green open space</div> <div>Pedestrian bridge linking properties</div> <div>New/existing restaurants and businesses</div> <div>Proximity to Pequonnock River Trail</div> <div>Identity / Community recognition</div> <div>Walkability and accessibility</div> <div>Parade muster point</div> <div>Proximity to Route 25</div> <div>New England character</div> <div>Watercourse as an amenity</div> <div>Residential character and quality</div> <div>Unique To Trumbull</div>	<div>Traffic pattern (south end of Broadway)</div> <div>Congestion at Whitney Avenue and Main Street</div> <div>Excessive curb cuts</div> <div>Intermittent pedestrian accessibility</div> <div>Lack of bike lanes</div> <div>Lack of street trees</div> <div>Abundance of unsightly overhead wires</div> <div>New buildings disrupt possibility of expansion and reconfiguration</div> <div>Insufficient parking</div> <div>Insufficient handicap parking</div> <div>No crosswalks</div> <div>Ugly traffic control signs</div> <div>Mixed architecture</div> <div>New construction lacks quaint New England character</div> <div>Overall lack of aesthetic quality</div> <div>Lack of cohesion</div> <div>Sidewalks - not wide enough</div> <div>Lack of sidewalks on Whitney Avenue to trail and Indian Ledge</div> <div>Noise - garbage service pick-up from existing businesses and delivery trucks</div> <div>Tractor-trailer/truck access not adequate-limit size of trucks</div> <div>Light spill directed toward homes</div> <div>Traffic speeds on Main Street</div>

Note: Bold indicates the most popular comments shared by the meeting participants.



Opportunities

<b>Create a RT from Main onto Whitney Avenue</b>	Big chair folly for photo opportunities and placemaking
<b>Right turn lane on Whitney Avenue to Main Street north</b>	Portable ice rink in Green
Reconnect south end of Broadway to Main Street	<b>Bike lanes</b>
<b>Strengthen historic and New England village character</b>	Gateway to Valley - path behind Witch Hazel factory
Keep quaint	<b>Make better public use of the Green</b>
<b>Crosswalks on Main Street</b>	<b>Tie “David Mase” building to the Green across the street</b>
<b>Plant mature trees and create shade and enhance scale</b>	Holiday tree lighting
<b>Main Street sidewalks</b>	Enhance the watercourse and establish stream walkway
Reduce speed limit to 25 mph	<b>Curb cuts on west side of Main Street are dangerous</b>
Underground utilities	Add speed humps on Main Street in Village
Restaurant outdoor seating in alleys - discreet	Add a small supermarket
Archways/signage designating arrival to district	More independent businesses
<b>Eliminate south end of Broadway and expand Green</b>	Walk-in clinic
Trolley and trolley stops to bring people in	<b>Place parking to rear of new and existing buildings</b>
Brick walks / distinctive materials	Need 2 lanes on each side Main Street

Opportunities

Move current parking spaces on Broadway south
Appeal to local homeowners to add vibrancy
<b>Outdoor seating for restaurants</b>
Former Marisa’s’ site: move business closer to road
Boutique/shops to walk to when dining
Need for hub/retailer that draws community
<b>Distinctive pavement (brick, cobble, other) to establish sense of place and to direct pedestrians</b>
Former Marisa’s property and how it supports village
Better and more characteristic lighting
<b>Landscape enhancements</b>
<b>Seating</b>

Threats

Excessive traffic from outside of Trumbull	Lack of commitment to expanding sidewalk network
<b>Traffic congestion at Whitney Avenue/Main St. intersection</b>	Oversized buildings
Impact on Trumbull Center	Trying to make Long Hill a substitute for Town center
<b>Loss or lack of grant funding</b>	<b>State right of way issues</b>
Overdevelopment	Town trucks travel through Village Center
Loss of green space	Sidewalk snow removal (responsibility)
Pedestrian safety	<b>Timing for install of traffic signal at Whitney and Main</b>
<b>Increased development not supported by parking</b>	Sidewalk material choice and maintenance
Traffic and vehicle speeds	
Loss of New England village character	



# Vision for Long Hill Green

## A Vision Emerges

Following our initial public engagement and SWOT sessions, Stantec assessed the broad list of ideas and suggestions posed to develop enhancement. Recommendations gleaned from our site observations, stakeholder and public engagement, and charrette can be categorized in eight (8) distinctive categories, as follows.

- 1

Pedestrian connectivity: Safe, convenient and attractive walkway connections between local businesses and neighboring residences.
- 2

Traffic and parking: Alleviate peak-hour traffic congestion and optimize parking availability and use throughout the entire study area.
- 3

Sense of place: Create a distinct destination place, with New England charm and village character, in the Town of Trumbull and a sense of arrival to the Village Center through unique shop offerings, iconic landscape or architectural features, flexible programming, and community activity.
- 4

Business activity: Enhance visibility of and access to local businesses while integrating complementary activities in the public realm that increase sales.

# Vision for Long Hill Green

- 5

Landscape and aesthetics: Establish an attractive setting for visiting patrons and passersby with a cohesive architectural and planting strategy for the public realm and guidelines for privately owned parcels.
- 6

Space programming: Seek partnerships with private and public entities to attract neighbors and Town-wide residents to activate the Village Green with appropriately scaled events.
- 7

Utilities: Declutter, consolidate and or reduce the impact of overhead utilities and support poles.
- 8

Zoning regulations: Modify the Town of Trumbull Planning and Zoning Regulations, specific to the Village Center, that will enable unique building setback, bulk, density, parking, landscape and use provisions to achieve these recommendations.



## Enhancement Strategies

Pedestrian Connectivity  
Traffic and Parking  
Placemaking  
Business Activity

Landscape and Aesthetics  
Space Programming  
Utilities  
Planning and Zoning Regulations



Preferred Alternative Plan

Our concept for the Long Hill Village District responds to the recommendations noted previously. Specific improvements within the eight recommended enhancement strategies are as follows:

1 Pedestrian Connectivity

Pedestrian connectivity is greatly enhanced by the addition of sidewalks and crosswalks. A continuous network of sidewalks are proposed, radiating out from the Village Green. To the north, sidewalks continue on both sides of Main Street to Gisella Road. To the south, sidewalks connect to existing sidewalks on Main Street. To the west, crosswalks at a proposed signalized intersection at Whitney Avenue and Main Street will connect to businesses and residences. To the east, a sidewalk is proposed for the south side of Whitney Avenue connecting to Dunellen Road, located further to the east.

On the west side of Main Street, pedestrian connections between existing parking areas will increase utilization of parking, collectively, to the benefit of property and business owners.



View west on Whitney Avenue towards Long Hill Village Center from Dunellen Road. Sidewalk connection is proposed for the south side of Whitney Avenue at toe of embankment.

**LEGEND**

- 1 LONG HILL GREEN
- 2 PERMEABLE PAVING
- 3 PLAZA
- 4 PARKING REARRANGEMENT
- 5 BUILDING FACADE IMPROVEMENT
- 6 RIVERSIDE CLEAN-UP
- 7 SHARED USE PATH
- 8 LOW LEVEL REFLECTIVE ROADWAY SIGNS (SLOW DOWN)
- STONE WALLS
- PROPOSED TRAFFIC LIGHTS
- A ANTICIPATED REDEVELOPMENT
- B COMPLETED VILLAGE DEVELOPMENT
- C PHASE I ENHANCEMENT PLAN (PARKING, STORMWATER TREATMENT AND OUTDOOR SEATING)
- BUS STOP

100'

0 50' 100' 200' 400'



Preferred Concept Plan For Long Hill Green



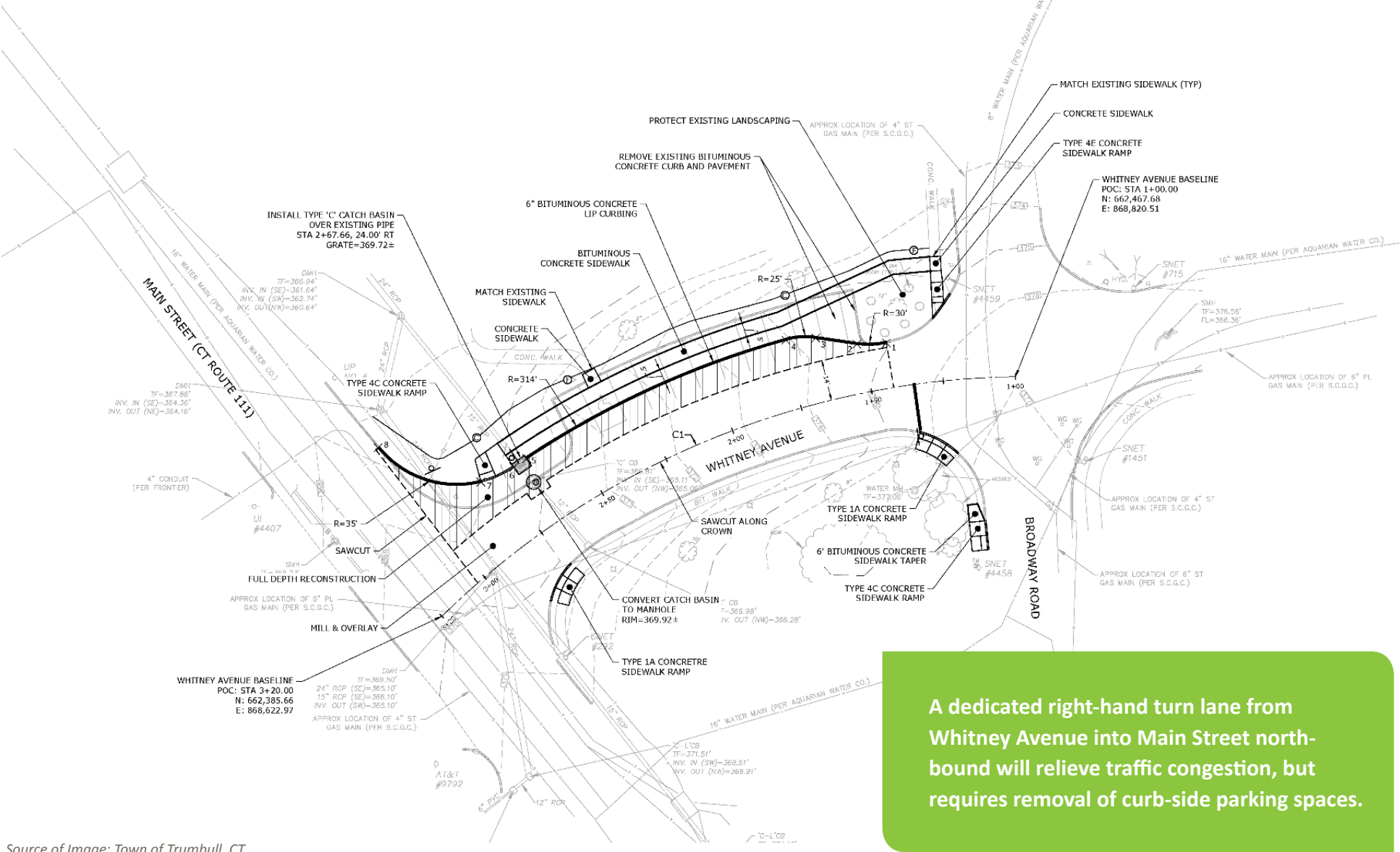
2 Traffic and Parking

A dedicated right-hand turn lane on Whitney Avenue heading north on Main Street with a traffic signal is recommended (*see page 25*). This dedicated turn lane will alleviate lengthy queuing on Whitney Avenue, allowing Main Street north-bound vehicles to proceed while south-bound Main Street motorists seek opportunity to complete their turns. A traffic signal is recommended that would create a full intersection with Whitney Avenue, Main Street, and a consolidated driveway on the west side of Main Street, also signal controlled, that would simplify access to neighboring properties (*see page 30*). In either scenario above, the existing parking stalls located on the north edge of Whitney Avenue between Broadway and Main Street would be eliminated. The State of Connecticut Department of Transportation has reviewed the turn-lane and signal alternative and, funding aside, had reasonable comments that could be accommodated by the Town of Trumbull.

Our concept reconfigures the south end of Broadway by shifting parking stalls, with no loss of parking. The new “lane” concept creates usable outdoor seating for Broadway facing businesses and shifts parking to the west curb of the Broadway. The roadway is envisioned to appear and function as a multi-purpose plaza that links business fronts to the Green, by use of distinctive pavement and landscape and the programmatic option of narrowing the lane for pop-up events and community gatherings on the extended Green.

Traffic speeds along Main Street are perceived by most to be excessive. Wide shoulders provide passing lanes for thru-vehicles when approaching vehicles making left-hand turns, however, the wider expanse of pavement encourages higher vehicle speeds. Reducing the existing shoulder widths in select areas may allow for increase street tree planting area and accommodate sidewalks on Main Street with minimal or no impact on off-street parking. In addition, the Town will pursue opportunities with the State of Connecticut Department of Transportation to reduce posted speed limits on Main Street.

Pages 26-29 illustrate roadway sections (existing and proposed) for various locations along Main Street (State Route 111).

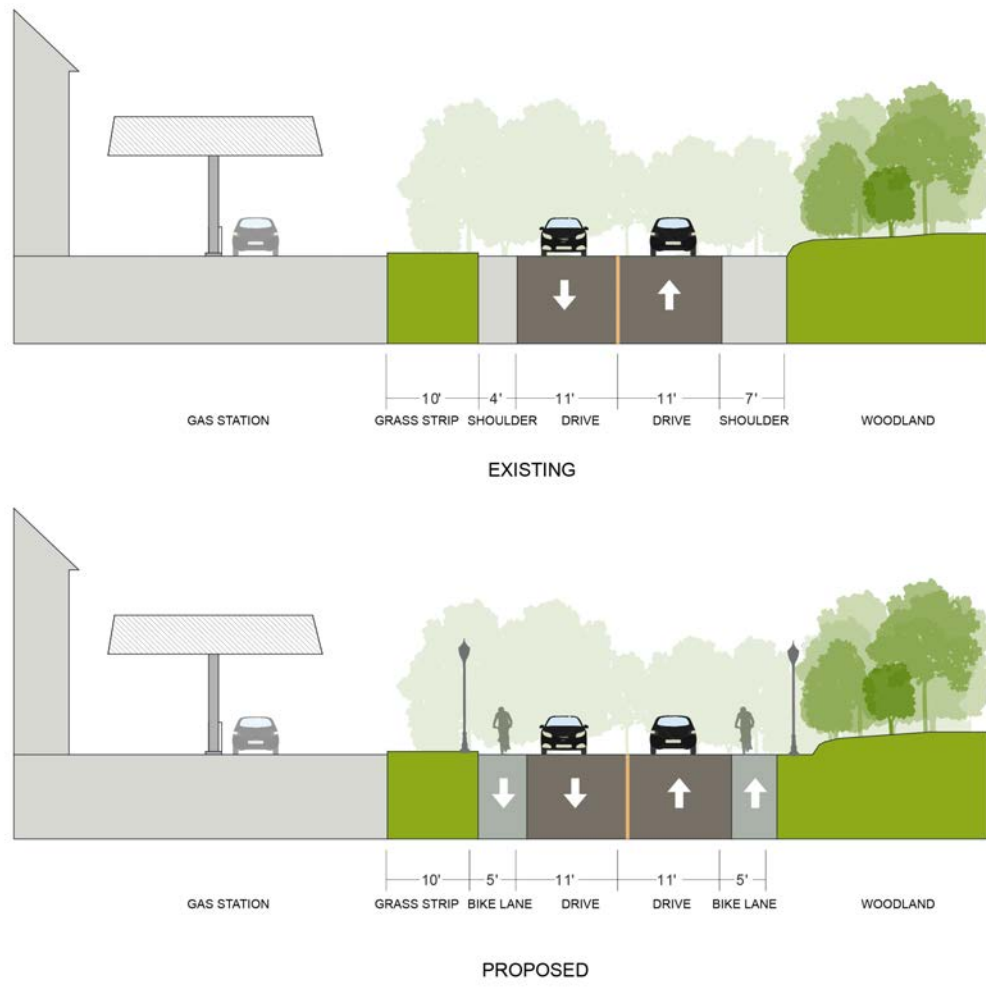


Source of Image: Town of Trumbull, CT



Vision for Long Hill Green

**Roadway Section - Type A:** Recommended roadway section entails restriping of existing pavement to capture shoulders for bike lanes. Pedestrian scale lamp posts continue along Main Street from the Village Green.



Plan View

Roadway Section - Type A

Vision for Long Hill Green

**Roadway Section - Type B:** Optional roadway section repurposes shoulders and the grass strip as sidewalk, bike lanes and curb-side parking. This option requires coordination with redevelopment of future Marisa's property. This section may require additional dedicated turn lane(s) to maintain safe traffic conditions and access to existing and new development.



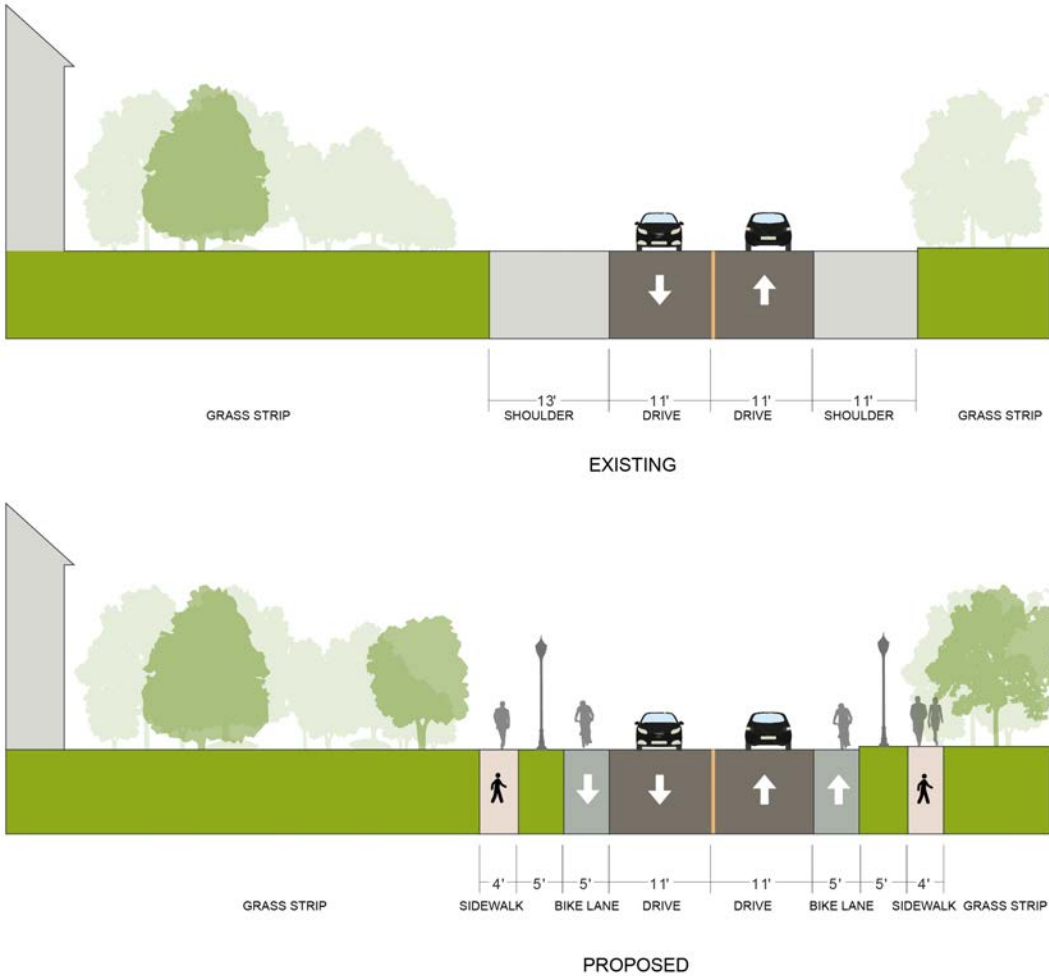
Plan View

Roadway Section - Type B



Vision for Long Hill Green

**Roadway Section - Type C:** Optional roadway section entails repurposing of existing shoulders as sidewalk, grass buffer strip, and bike lanes. Grass buffer shall contain street trees and pedestrian scale lighting. Further traffic analysis will determine need for additional and dedicated turn lanes to this section.

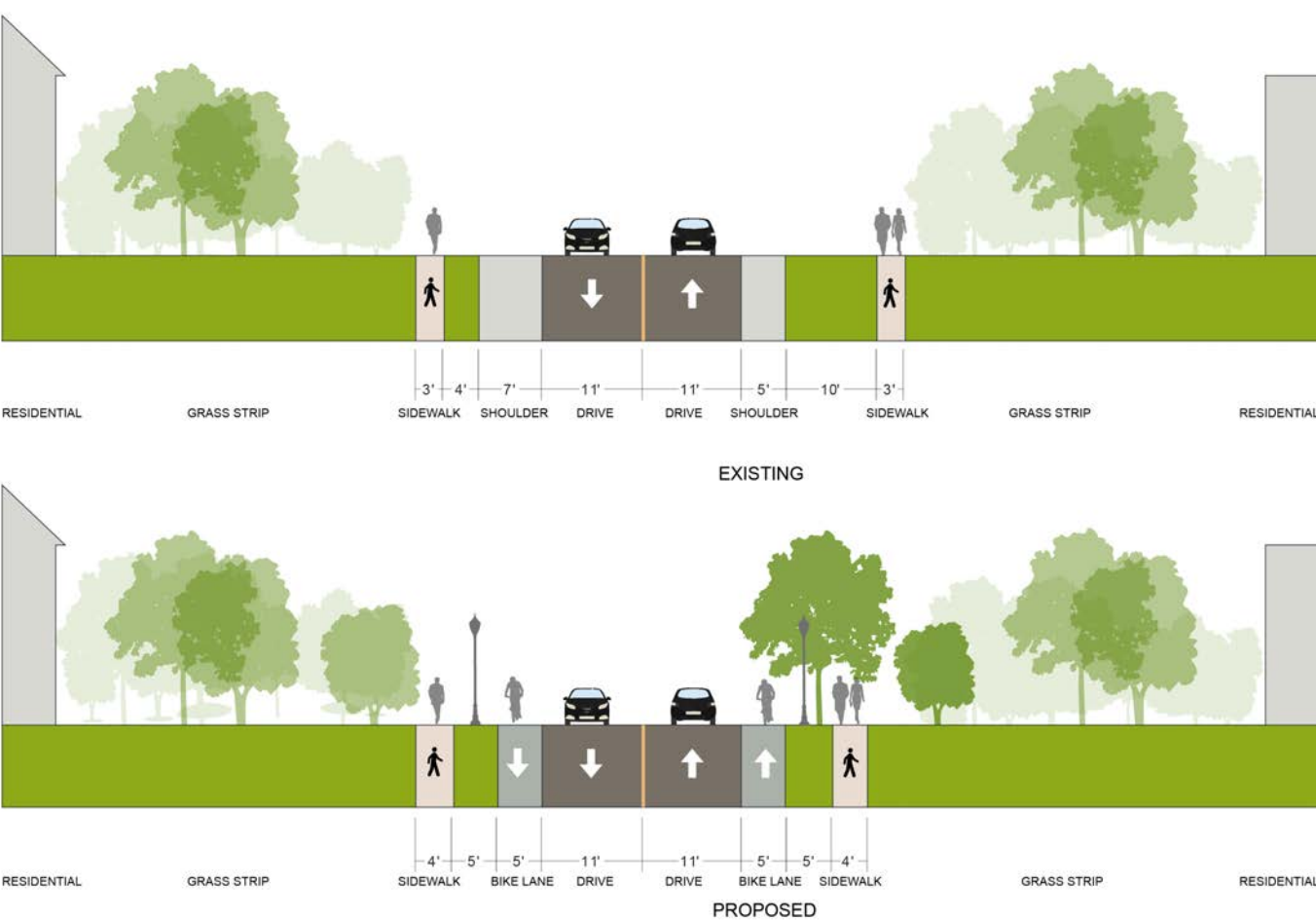


Plan View

Roadway Section - C

Vision for Long Hill Green

**Roadway Section - Type D:** Optional roadway section entails re-purposing of existing shoulders for bike lanes, with modifications to existing grass buffer and amenity strips. Existing sidewalks may remain in current locations, though narrowing of the full roadway and sidewalk section is possible. Additional dedicated turn lanes may alter section width.



Plan View

Roadway Section - D



# Vision for Long Hill Green

## Traffic and Parking (continued)

### Signalized Intersection at Main Street and Whitney Avenue:

The Town of Trumbull inquired with the State of Connecticut Department of Transportation Office of the State Traffic Administration (CTDOT) on May 10, 2017 regarding the installation of a traffic control signal at the intersection of Route 111 (Main Street) at Whitney Avenue. The CTDOT’s Division of Traffic Engineering reviewed the submitted traffic signal study prepared by the Town and offered the following comments:

- CTDOT is not opposed to the installation of a traffic control signal at the subject intersection; however, the existing geometry may not be conducive to signalization.
  - The existing perpendicular on-street parking along the north side of Whitney Avenue may cause operational and safety concerns if the intersection were to be signalized.
  - The existing stop bar and stop sign on the eastbound Whitney Avenue approach at Broadway Road may cause operational and safety concerns if the queues extend to Route 111.
  - The two private driveways on the west side of Route 111 opposite of Whitney Avenue would require the stop bars on both Route 111 approaches at Whitney Avenue to be placed significantly away from the intersection, if signalized, which may cause rear-end crashes on Route 111.
- The Department would consider this intersection for inclusion in a future traffic signal project if the Town were to address the above concerns (i.e. remove the existing on-street parking on Whitney Avenue, remove the stop bar and stop sign on eastbound Whitney Avenue at Broadway, and consolidate the two driveways opposite Whitney Avenue into one shared driveway).

For pedestrian circulation and access and egress to Broadway south, a stop bar, stop sign and crosswalk should be considered at Whitney Avenue east-bound approaching Broadway.



Intersection of Main Street and Whitney Avenue

### Shared Parking Concept:

#### Long Hill Village (West of Main Street)

Programmatic opportunities, including events, will yield the need for shared parking within the Village Center to meet potential demand and to support business use and the continuous flow of traffic through the area.

Stantec conducted a desktop study of the parking configuration and space availability on the west side of Main Street. The purpose of the study was to determine if existing parking space availability, in total, is sufficient to support current building uses at full occupancy. Per Town regulations, 126 parking spaces are required while approximately 147 spaces are available. These estimates are based on aerial observation. The parking evaluation excludes specific inventory of accessible parking spaces. This analysis supports the concept and benefit of shared parking between adjacent but physically divided properties.

Office/Commercial Area:	31,500 square feet (estimate)
Parking requirement:	4 spaces per 1000 sf
Total parking spaces required:	126
Total parking spaces available:	147+/-



- Shared Public Parking Areas
- Crosswalk Locations
- Pedestrian Access

# Vision for Long Hill Green



Existing parking areas (privately owned) on west side of Main Street are underutilized at times. Availability may benefit other commercial and event activities within the Village District.



Parallel parking concept along Main Street

## Parking Plan



# Vision for Long Hill Green

## 3 Sense of Place

Long Hill Green lacks identity and use as a multi-functional community and village-center amenity. Memorials are understated and inappropriately located. Landscape plantings are overgrown, compromised and unnecessarily restrict views to businesses. Plantings currently lack scale, shade qualities and do not mitigate the impact of overhead utility wires. There is an overall lack of cohesiveness and recognizable landscape, structure and public realm that creates a destination place for pedestrians. As an auto-centric center, human experience and sense of place are diminished.

Traffic and parking scenarios will be aided by a proposed expanded sidewalk network. Landscape, iconic elements, programmatic space and sidewalk networks are then essential to accomplishing a sense of place within the Village with greater neighborhood connectivity.



Cluster seating to encourage small group gatherings



Seating as sculpture



Seasonal seating to attract visitors and encourage longer visits to the Green.

# Vision for Long Hill Green



Preferred Concept Plan For Long Hill Green : Seating Clusters



4 Business Activity

The variety and convenience of local shops and their offerings are a benefit to the community. A key goal of this study is to increase activity to the long and newly established businesses and enhance the residential village character of the Long Hill Green and its surrounds.

To promote business, the plan includes five (5) primary and interdependent objectives.

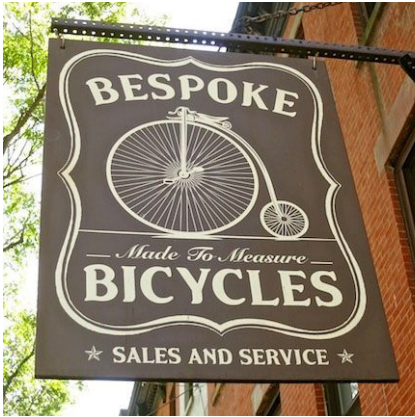
Help increase business activity through 5 objectives:

- 1 Improve shopfront visibility
- 2 Provide accessible and ample parking
- 3 Encourage complementary business uses
- 4 Attract customers to the Village Center via programming, events and enhanced open space
- 5 Enhance walkability and aesthetics

Further description of these objectives are a follows:

Improve shop front visibility

- Minimize obstructions to signage and storefronts
- Provide attractive, clear and highly visible signage
- Attract visitors via events and programming on the Village Green
- Expand outdoor dining opportunities
- Permit sidewalk amenities
- Capitalize on the recommended traffic signal placement on Main Street and Whitney Avenue for consolidated signage and wayfinding
- Capture Pequonnock River Trail users



Distinctive signage

Business Activity (continued)

Provide accessible and ample parking

- Provide connections between existing parking areas and across Main Street to increase utilization of existing parking inventory
- Recommend a memo of understanding between property owners and zoning provisions to allow shared parking throughout the Village Center. Consider pilot programs to test new ideas.
- Provide flexible space for overflow parking and event staging.
- Provide wayfinding to best utilize Village Center parking.

Encourage complimentary business uses and attract customers to the Village Center

- Consider service retail as a means to support local residents’ needs.
- Seek diversity in dining options.
- Allow outdoor dining.
- Consider mid-day and evening hour events on the Village Green for diverse user groups.

Enhance walkability and aesthetics

- Provide a complete network of connected sidewalks linking all parking spaces, businesses, residential streets and the Pequonnock River Trail.
- Remove underutilized and non-contributing site amenities and replace with new furnishings.
- Remove overgrown plant material and provide shade and flowering trees within the Village Green and along Main Street.
- Provide crosswalks, where appropriate, to cross Main Street, Whitney Avenue, and Broadway.
- Consolidate overhead wires and mitigate visual impact of aerial clutter.



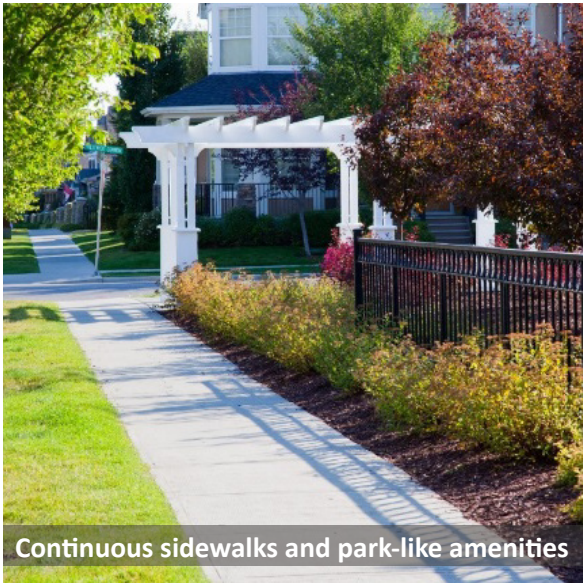
Long Hill Green and surrounds



# Vision for Long Hill Green

## 5 Landscape and Aesthetics

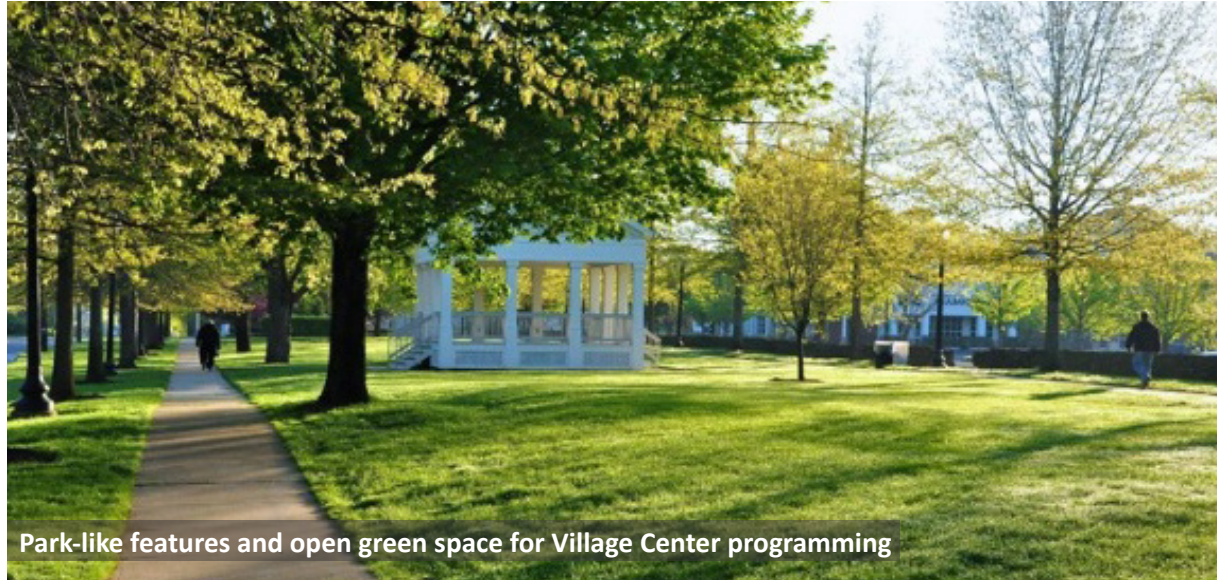
Enhancement of the Main Street streetscape with new sidewalks and street trees, the renovation of Broadway South to a multi-use and distinctive lane, and landscape and programmatic improvements to the Village Green, will transform the character of Long Hill Village. Establishing a traditional yet distinctive character with architecture, landscape and amenity enhancements will re-cast the image of the Village Center, along with the redevelopment of the former Marisa’s Restaurant location on Main Street.



Continuous sidewalks and park-like amenities



Expand use of recognizable and desired materials and features like New England fieldstone stonewalls



Park-like features and open green space for Village Center programming

# Vision for Long Hill Green

## Landscape and Aesthetics (continued)

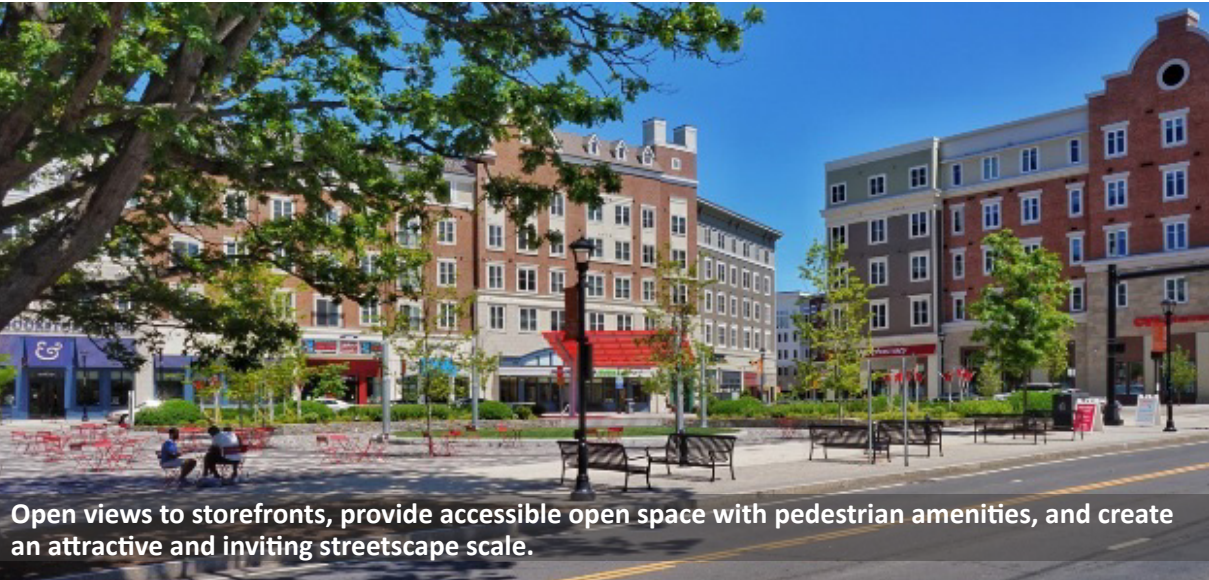
Landscape and aesthetics, programming, place-making, and business vibrancy are all inter-dependent. Encouraging and permitting the use of distinctive signage; providing architectural guidelines and highly programmable and interconnected public space; and creating places where people want to be will create a distinctive village green at Long Hill and a unique destination in the Town of Trumbull.



Distinctive pavement suggests uses beyond vehicles alone.



Distinctive storefronts may greatly enhance neighborhood character.



Open views to storefronts, provide accessible open space with pedestrian amenities, and create an attractive and inviting streetscape scale.



# Vision for Long Hill Green

## Landscape and Aesthetics (continued)

The Long Hill Village Green and Broadway “Lane” function as one cohesive space for events and related programming. The roadway continues to provide access to the commercial center with an equivalent quantity of parking spaces.

## Long Hill Green: Landscape Concept (Night View)



## Long Hill Green: Landscape Concept (Day View)



See page 51 for Preferred Concept

Pedestrian level lighting illuminates sidewalks with low-level but uniform light levels, greatly enhancing accessibility and evening character of Long Hill Village Green.

# Vision for Long Hill Green

## Landscape and Aesthetics (continued)

At the curve in Main Street, heading north bound, the CTDOT has placed four (4) unsightly chevron signs to direct motorists to the left. These signs were installed to alert motorists to a changed condition, i.e. the elimination of the Broadway connection to Main Street. While these signs provide a necessary function, they detract from the aesthetics of the Long Hill Green Area. At the time of the installation, the pavement for Broadway was still visible beyond Main Street and could be confusing to drivers. This issue was discussed with DOT and they felt comfortable in removing the signs if vegetation and trees could be planted behind the State’s ROW so that the pavement was less visible and it was clear that the proper travel path was to the left. An advanced warning sign, alerting drivers to the curve would still likely be required.





Landscape and Aesthetics (continued)

Governors Ridge Pond is a tributary to the Pequonnock River, located to the east of Long Hill Village Center. Water flows through a culvert and then a densely vegetated and often obscured brook, nearly parallel to Whitney Avenue to its north.

The brook may be a more attractive and environmentally functional feature in the Village Center. As an aesthetic amenity, aquatic habitat, and storm water management measure, the brook may serve a unique and educational function.

Manipulating water courses requires regulatory approvals. The long-term benefits and requisite regulatory procedures should be investigated further.



Existing water course provides opportunity for stormwater management improvements, education and aesthetic enhancements.



Stone vanes in an attractive and functional water course.

6 Space Programming

Activating public space requires walkability, parking, site amenities, support infrastructure such as utilities and restrooms, and effective programming. Long Hill Village Green may accommodate over 240 people for an outdoor event. We envision the last section of Broadway, south of Whitney Avenue, being reconstructed as a multi-use lane. Predominantly a road, providing circulation around the commercial center, the lane may be utilized for public gathering, festivals, or pop-up retail for permitted special events. Use of the lane would effectively extend the Village Green to existing storefronts.



Pavilions, open lawn space with supporting utilities, and portable and interactive play amenities facilitate programming, vibrancy, and business activity.



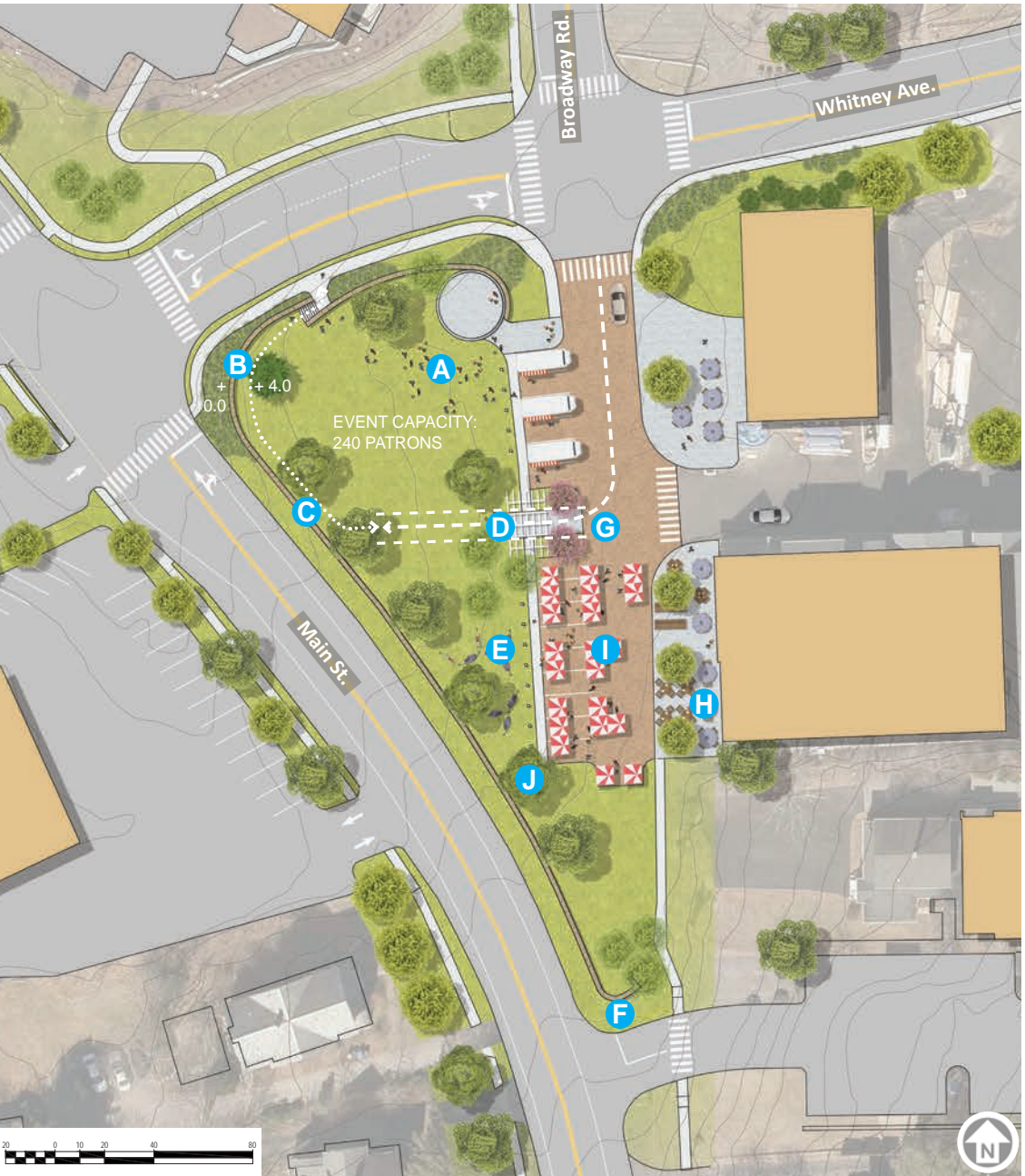
# Vision for Long Hill Green

## Space Programing (continued)

The accompanying plan (*page 43*) illustrates how Long Hill Green may operate during an event. Areas for people to congregate for events, positioning of performers, access to parking, through-circulation for emergency and service vehicles, location of pop-up features, and vital services such as restrooms, may all contribute to programming and elevated business activity.



# Vision for Long Hill Green



## Preferred Concept Plan (Event Operations)



# Vision for Long Hill Green

## Space Programming (continued)

Pop-up vendors, festivals, winter activities, outdoor dining, and an engaged business and resident community are key contributors to successful year-round programming.



Winter programming creates a year-round destination.



Pop-up vendors and markets



Outdoor dining

# Vision for Long Hill Green

## 7 Utilities

We have become so accustomed to the unsightly and chaotic arrangement of overhead utility wires in our communities. The prevalence of overhead wires and utility poles in Long Hill Village are hard to ignore.

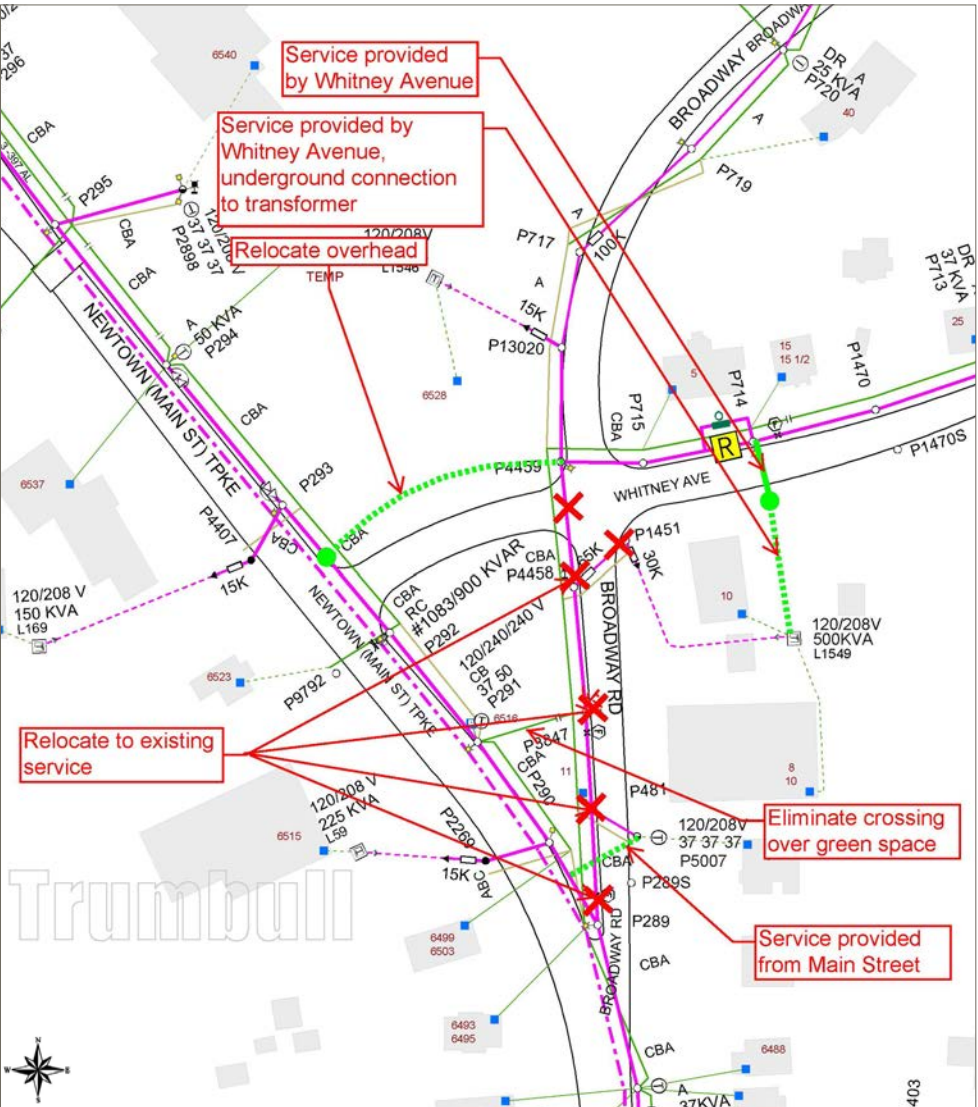
Our team explored opportunities to reduce the visual impact of these utilities. The images below represent “before” and “after” scenarios of relocating wires to the perimeter of the Village Green, essentially along the east side of Main Street and north side of Whitney Avenue. The relocation will shift an array of wires from above the Village Green, greatly enhancing the appearance and functionality of the space.



View west across the Village Green from Broadway.



View west on Whitney Avenue from Broadway.





8 Town of Trumbull Planning and Zoning Regulations

The Town of Trumbull has engaged a separate consultant to review and propose revisions to the existing Town of Trumbull Planning and Zoning Regulations. To facilitate the specific recommendations presented herein, we offer the following ideas for consideration by the Town for possible inclusion in the amended Regulations.

Considerations

- Permit Food vendors within the Village Center. Further qualifications may include temporary conditions, jurisdiction, utility support, noise and sanitation controls, regulations on alcohol sales, and local preference.
- Consolidate curb cuts with connected and shared parking lots
- Zero or modified front setbacks between sidewalks and/or property lines and buildings
- Provisions for sidewalk and broad planting strips between on-site parking and streets
- Parking relocated to rear and/or side of property upon new construction permits and certificates of occupancy
- Multi-story, mixed-use buildings with active retail/commercial on ground floor and residential above
- Building height modifications and allowance for additional floors
- Include good transparency on the ground floor to front doors and signage
- New architecture should read as “contextual” to Trumbull and “urban village” in character
- Landscape should focus on robust planting specifications (min. height and/or tree caliper) and green/ permeable surfaces, and avoiding dense, mid-height shrubbery that obscures views.



Recent development complementary to Village character

- Modifications to lot coverage requirements
- Stormwater quality and quantity provisions that allow district-wide performance metrics, not site-specific metrics.
- On-street parking within the district may count toward commercial parking space requirements
- Shared parking between complementary uses can reduce aggregate parking count requirements
- Bicycle racks generously provided along streetscape and at the Village Green
- Encourage and entitle parking maximums, not minimums
- Signage provisions to allow fastened, independent, assorted dimensions, and consolidated units appropriately detailed by applicants
- Site lighting guidelines (standards, heights, foot-candle levels [min. and max. levels])
- Public street use for permitted events
- Long Hill Green permitted uses and events
- Outdoor dining (permitted hours, allowed dimensions, lighting, noise control provisions)



# Implementation Strategy

### Public Realm Enhancements: Opinion of Cost

To achieve the goals of this Plan, funding and phasing are a must. Funding may be gained through transportation enhancements via the State of Connecticut, MetroCOG, or private investment. Improvements must be coordinated and carefully planned so that each subsequent implementation project does not negate the benefits gained previously. The process of funding and phasing begins with an understanding of the potential project costs.

Phase	Implementation / Early Action	Opinion of Probable Cost	Funding Source
A	Whitney Avenue RT lane onto Main Street	Town of Trumbull	TBD
B	Main Street sidewalks	\$525,000	Grant, Private, Town
C	Whitney Avenue sidewalk connection to Dunellen Road	\$475,000	Grant, Town match
D	Broadway stormwater quality with parking enhancements and shop-front entry space (included in Broadway Lane, item “F” below)	\$166,000	Grant, Town match
E	Selective overhead utility relocations and utility pole removals	\$650,000	TBD
F	Broadway Lane streetscape, parking, and roadway reconstruction	\$625,000	TBD
G	Main and Whitney traffic signal (Allowance with driveway realignments and landscape enhancements)	\$875,000	TBD
H	Long Hill Village Green landscape enhancements	\$450,000	TBD
J	Trail Connection: Dunellen Road to PRT Trail	\$750,000	TBD
*	Town-wide zoning regulations update	Town of Trumbull	TBD

\* Subject to Town of Trumbull Planning and Zoning Commission. Consider revisions in 2018 code update.

## Implementation Strategy

### Early Action / Applicable Grants

The Town of Trumbull has obtained grants from the State of Connecticut Departments of Transportation and the Department of Energy and Environmental Protection. Transportation grants totaling \$475,000 will be allocated to sidewalk and public realm improvements between Whitney Avenue and Dunellen Road, partially completing the connection to the Pequonnock River Trail. CTDEEP Grants are in two parts, both 319 Grants issued in 2013 and

2015, The two grants inclusive of a Town match equals \$166,000. The funding will be allocated to design and implementation of stormwater quality measures along the south end of Broadway, resulting in expanding sidewalk space and repositioned parking in this vital space linking storefronts and the Green.

The following plan on the right illustrates the location of each phase (Phases A-H) within the Long Hill Village study area.



Phasing Plan





Preferred Concept Plan

Preferred Concept Plan

The preferred concept plan emerged through a study area assessment; coordination of ongoing private- and public-sector development and enhancement projects; stakeholder, resident and Town staff reviews and open discussion; evening public forums; outreach and discussion with utility providers and the State of Connecticut Department of Transportation; and a presentation to and comment by the Town of Trumbull Planning and Zoning Commission. The Plan encapsulates a myriad of ongoing and potential projects that will enhance Long Hill Village. Through outreach and assessment of ongoing initiatives, aesthetics, historic character, neighborhood connectivity, business vibrancy, parking access and pedestrian circulation, and the capacity to bring community programming and cross-generational activities and attractive amenities to Long Hill Village ranked as highly desirable.

In crafting this Plan, we considered implementation and the ever-increasing challenge of securing funding for the desired improvements. The Town of Trumbull has successfully leveraged and gained initial funding for key improvements. The Long Hill Village Plan sets the course for further success and sustained public and private engagement and investment.

Conclusion

The success of the Long Hill Green and Village District Enhancement Plan will be measured by successful implementation and the sustained commitment and dedication of stakeholders who helped define these recommendations. The recommendations are modest and capture and enhance what is best of the district. The residents of Trumbull will support a local Village Green in Long Hill, helping to create a whole new sense of place in the community and a new destination for dining, entertainment, convenience, employment, and gatherings so close to home.

