Town Plan of Conservation and Development

Town Plan and Zoning Commission
Adopted November 15, 2016

Town Plan and Zoning Commission

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FAIRFIELD TOWN PLAN OF CONSERVATION AND DEVELOPMENT
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DEFINITION OF A PLAN OF CONSERVATION AND DEVELOPMENT

The Town Charter assigns to the Town Plan and Zoning Commission "all powers and duties vested in or imposed upon zoning commissions and to planning commissions by the General Statutes."

Among the powers outlined in Section 8-2 of the Connecticut General Statutes is the authority to regulate and establish districts within the municipality and to regulate the permitted uses and design requirements for buildings and structures within such districts. Such zoning regulations, together with the adopted zoning map, constitute the comprehensive plan as defined by Connecticut law.

The zoning regulations and map provide the regulatory framework to achieve the goals and support the policies found in the Plan of Conservation and Development. The authority to adopt a Plan of Conservation and Development is found in Section 8-23 of the General Statutes and is quoted in part:

> **"Such plan shall show the Commission's recommendation for the most desirable use of land within the municipality for residential, recreational, commercial, industrial and other purposes . . .**
>
> **The plan of development shall be a statement of policies, goals and standards for the physical and economic development of the municipality . . .**
>
> **The plan shall be designed to promote, with the greatest efficiency and economy, the coordinated development of the municipality and the general welfare and prosperity of its people . . ."**

The Master Plan is not a set of regulations or laws. The Plan is the Commission's recommendations for the most desirable use of land. Whereas the zoning regulations express the current regulatory scheme, the Master Plan provides a longer-range (10 to 15 years) view of the town's development. It should serve as a guide to future decisions regarding development and use of land both public and private.

CHAPTER ONE

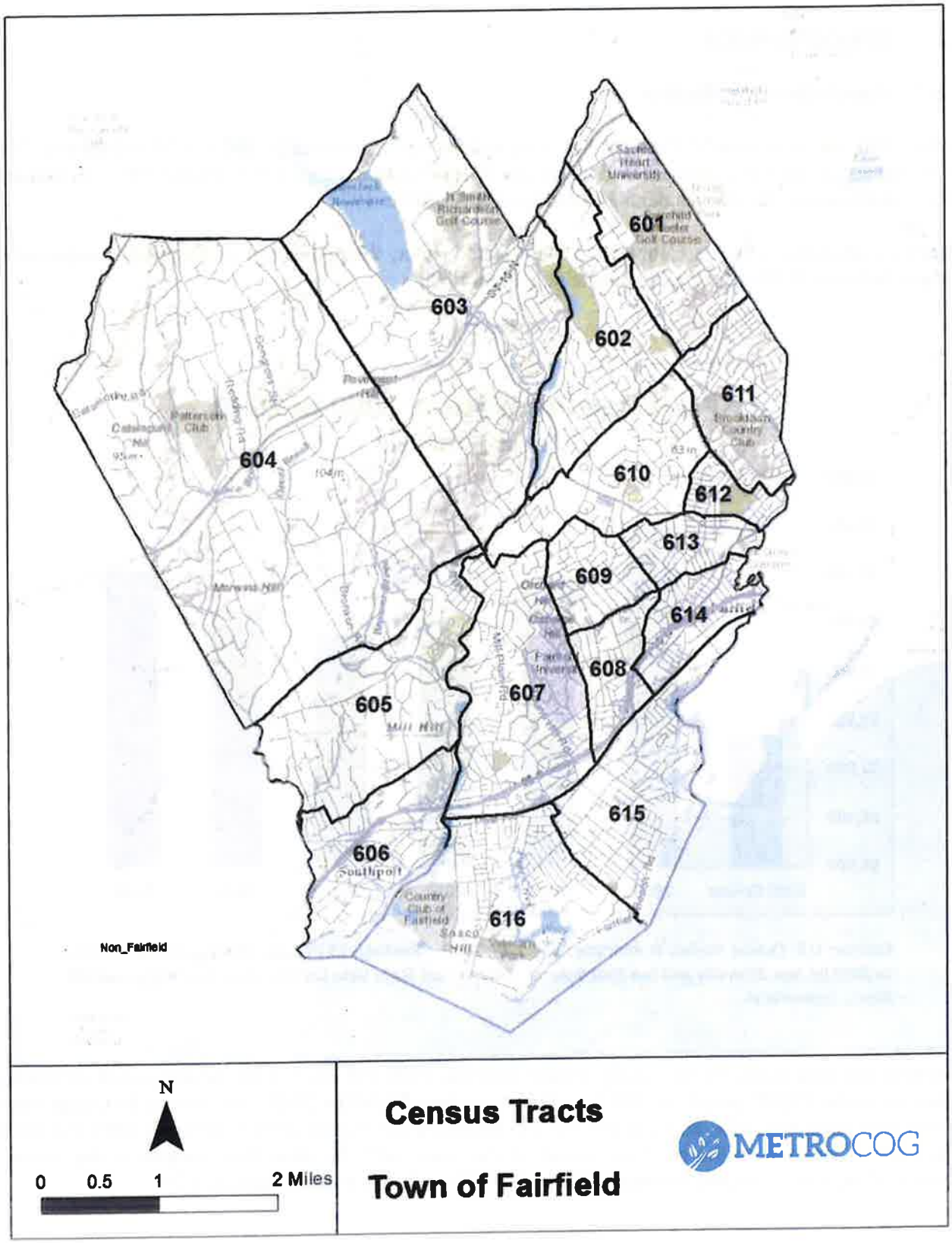
I. COMMUNITY CONDITIONS & PROJECTIONS

I.1 FAIRFIELD IN THE REGIONAL CONTEXT

The Town of Fairfield is situated in southwestern Connecticut and is one of the six towns that comprise the Connecticut Metropolitan Region (previously the Greater Bridgeport Planning Region), an area of approximately 318,000 people. The Town's location next to Bridgeport and within a one-hour drive from both New York City and Hartford closely link Fairfield's activities with the New York-Connecticut-New Jersey (Tri-State) metropolitan region. Two highways serve the town, Route 15 (Merritt Parkway) and I-95 (Connecticut Turnpike), as well as the New Haven Line of the Metro-North Railroad. Major cities within a day's drive are Boston, New York, Philadelphia, Baltimore, Washington D.C., and Montreal.

Fairfield's population of more than 59,000 resides in over 20,000 households that are dispersed throughout the town's 30.2 square miles. The community is diverse with housing types ranging from multi-family dwellings on quarter acre or smaller lots in the Shore Area to large single-family homes on two-acre lots in Greenfield Hill.

The Census Tracts within the Town of Fairfield are displayed in Map I-1.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Town of Fairfield
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Map I 1

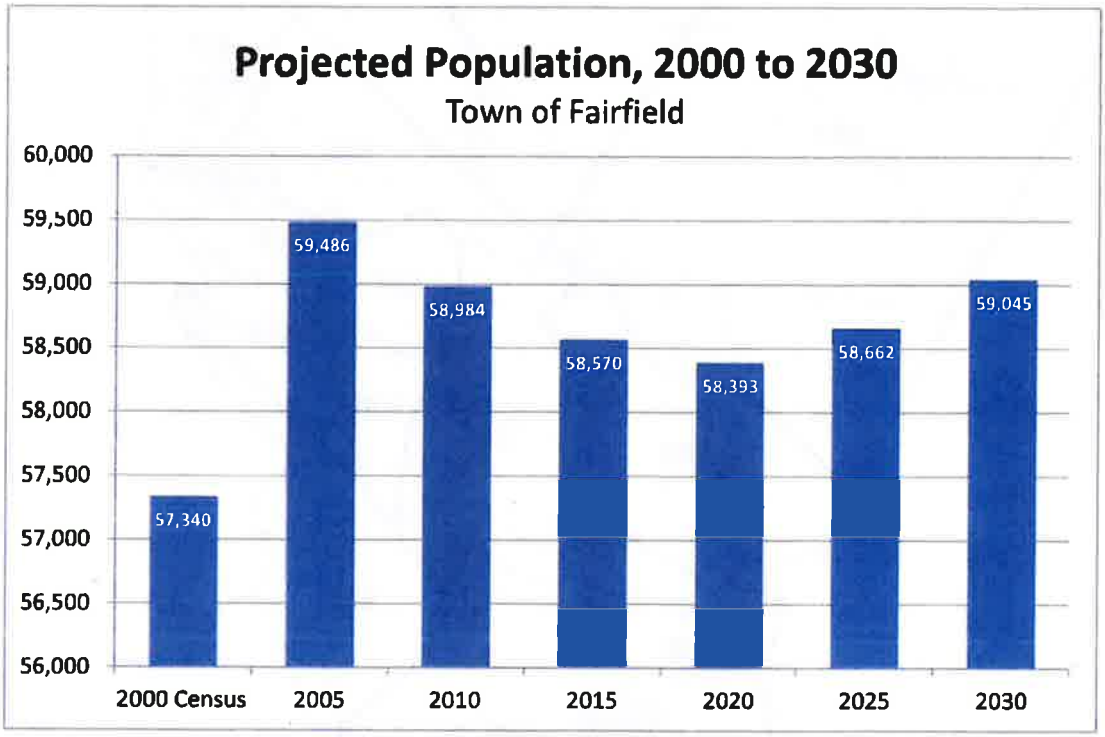
I.2 DEMOGRAPHICS

I.2.1 Population Distribution

Since 1970, the population of Fairfield has remained steady, at between 53,000 and 59,000 people. This is in contrast to the rapid increase and migration of new residents between 1940 and 1970, an increase from approximately 21,000 residents in 1940 to over 56,000 in 1970.

Based on projections by the Connecticut State Data Center, the population of Fairfield is expected to remain between 58,000 and 59,000 people (see Figure I-1).

Figure I 1



Sources: U.S. Census Bureau & Rodriguez, Orlando, 2007. Fairfield, CT Population Projection from 2010 to 2030 by Age, Ethnicity and Sex Distributions, Connecticut State Data Center, University of Connecticut, Storrs, Connecticut.

Fairfield has seen moderate but steady growth between 1980 and 2010, with the population increasing from just under 55,000 people in 1980 to a little more than 59,000 in 2010. An analysis by census tracts shows that tracts 601, 604, 605 and 607 have experienced the biggest growth between 1980 and 2010. Tract 601 is situated on the northeast corner of the town, with the other three located in the western portion of the town. Overall, between 1980 and 2010 Fairfield saw an increase of 8.3%.

Table I A

Population by Census Tract Town of Fairfield								
	Population				Percent Change			
	1980	1990	2000	2010	1980-90	1990-00	1980-00	1980-2010
601	2,899	3,052	4,233	4,152	5.28%	38.70%	46.02%	43.22%
602	4,130	3,911	3,887	4,164	-5.30%	-0.61%	-5.88%	0.82%
603	3,734	3,536	4,147	4,088	-5.30%	17.28%	11.06%	9.48%
604	3,551	3,776	4,305	4,443	6.34%	14.01%	21.23%	25.12%
605	2,106	2,089	2,704	2,841	-0.81%	29.44%	28.40%	34.90%
606	2,357	2,117	2,201	2,336	-10.18%	3.97%	-6.62%	-0.89%
607	6,519	6,692	7,117	7,675	2.65%	6.35%	9.17%	17.73%
608	1,975	1,996	2,079	2,139	1.06%	4.16%	5.27%	8.30%
609	2,684	2,427	2,352	2,447	-9.58%	-3.09%	-12.37%	-8.83%
610	3,906	3,730	3,788	3,816	-4.51%	1.55%	-3.02%	-2.30%
611	3,712	3,515	3,637	3,771	-5.31%	3.47%	-2.02%	1.59%
612	2,069	2,020	2,023	2,186	-2.37%	0.15%	-2.22%	5.65%
613	2,804	2,674	2,797	2,954	-4.64%	4.60%	-0.25%	5.35%
614	2,549	2,502	2,523	2,736	-1.84%	0.84%	-1.02%	7.34%
615	4,796	4,529	4,628	4,692	-5.57%	2.19%	-3.50%	-2.17%
616	5,058	4,852	4,919	4,964	-4.07%	1.38%	-2.75%	-1.86%
Total:	54,849	53,418	57,340	59,404	-2.61%	7.34%	4.54%	8.30%

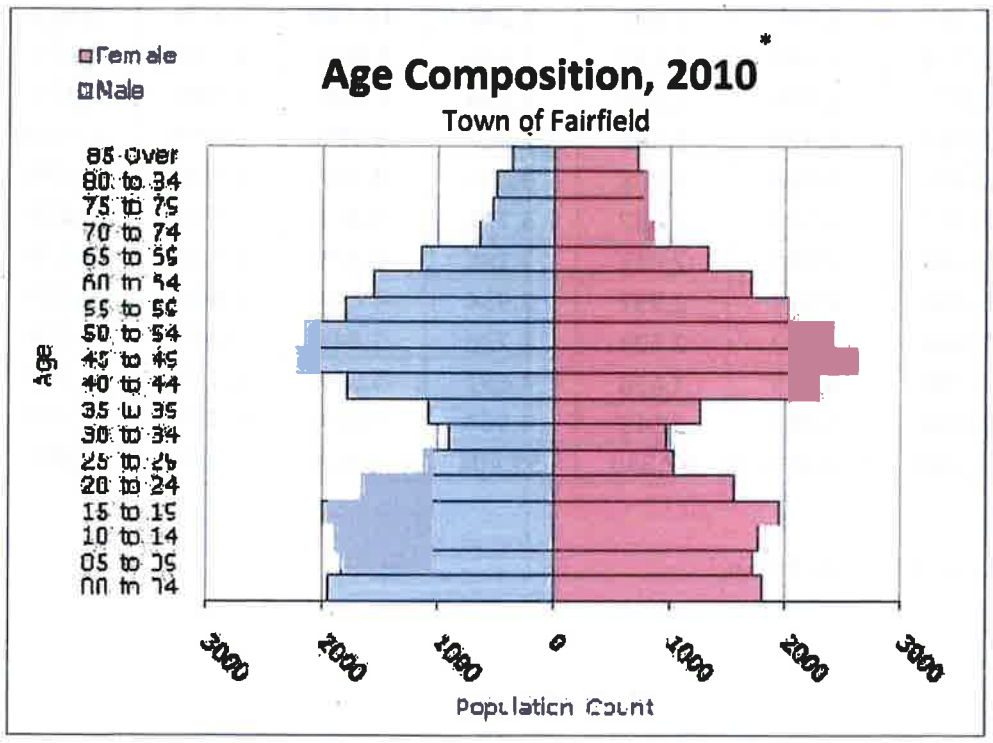
Source: U.S. Census Bureau

I.2.2 Age Composition

The Connecticut State Data Center has estimated that in 2010 almost a third of Fairfield residents were between the ages of 45 and 64 (the "baby boom" generation). This increase is consistent with 2000 information, as those between 25 and 44 made up the greatest percentage of Fairfield residents.

By 2030, it is estimated that the 25 to 44 age group will once again make up the greatest proportion of the town's residents (see Figure I-3). In addition, the baby boom generation will have substantially increased the percentage of Fairfield residents in the 65 to 74 age group.

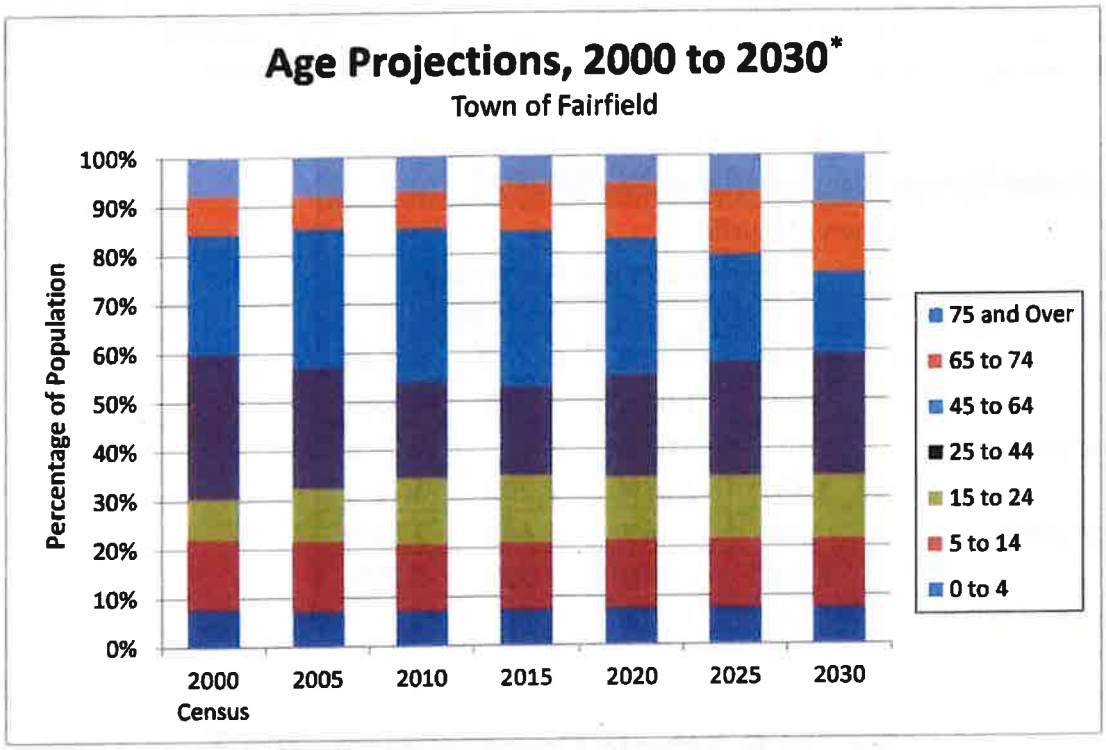
Figure I 2



**for population in households only*

Source: Rodriguez, Orlando, 2007. Fairfield, CT Population Projection from 2010 to 2030 by Age, Ethnicity and Sex Distributions, Connecticut State Data Center, University of Connecticut, Storrs, Connecticut.

Figure I 3



**for population in households only*

Source: Rodriguez, Orlando, 2007. Fairfield, CT Population Projection from 2010 to 2030 by Age, Ethnicity and Sex Distributions, Connecticut State Data Center, University of Connecticut, Storrs, Connecticut.

I.2.3 Race And Ethnic Composition

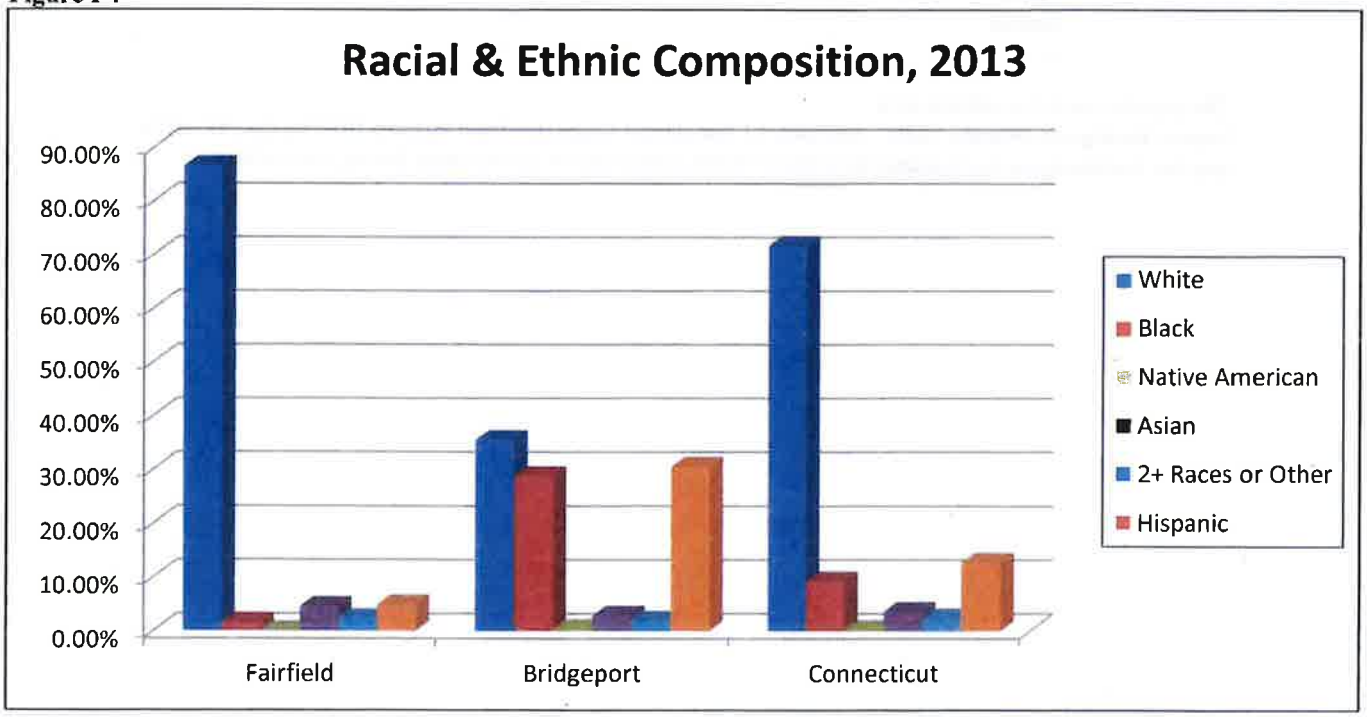
Connecticut and the Greater Bridgeport Region are both made up of a racially and ethnically diverse population (illustrated in Figure I-4). Although the majority of Fairfield residents are white, the town is gradually becoming more racially and ethnically diverse, as Table I-B indicates.

Table I B

Racial/Ethnic Characteristics, 2000-2010				
Town of Fairfield				
	Population and Percentages			
	2000		2010	
White	53,669	93.60%	51,410	86.54%
Black	598	1.04%	1,089	1.83%
Native American	30	0.05%	35	0.06%
Asian	1,157	2.02%	2,203	3.71%
2+ Races or Other	546	0.95%	1,668	2.81%
Hispanic	1,340	2.34%	2,999	5.05%

Source: U.S. Census Bureau

Figure I 4



Source: U.S. Census Bureau

I.3 HOUSING

Between 1980 and 2012, the number of housing units in the Connecticut Metropolitan Region increased by 12.52%, or from 109,446 units to 123,151 units (displayed in Table I-C). While Monroe, Trumbull and Easton each experienced a significant increase, the housing stock in Fairfield expanded by a modest 14.31%.

The housing stock greatly increased in specific areas of Fairfield. Consistent with population growth in the northern and western areas of Fairfield (census tracts 601, 603, 604 and 605), these areas also experienced an increase in housing units (Table I-F).

Fairfield has seen cyclical expansion of new housing stock between 2001 and 2014. There was a steady increase in new housing permits between 2001 and 2006, followed by an equally steady decline between 2007 and 2012. However, 2013 and 2014 saw marked increase in the issuance of new housing permits as compared to the previous six years. (see Tables I-D and I-E).

Like its neighbors, Fairfield is predominantly made up of homes with three or more bedrooms. A little over a quarter of housing units in Fairfield have two or fewer bedrooms (see Tables I-F and I-G).

Table I C

Housing Units

Connecticut Metropolitan Region

	Total Units*					Percent Change				
Municipality	1980	1990	1996	2000	2012	1980-1990	1990-1996	1996-2000	2000-2012	1980-2012
Bridgeport	55,291	57,224	56,373	54,367	58,475	3.50%	-1.49%	-3.56%	7.56%	5.76%
Easton	1,979	2,215	2,346	2,511	2,617	11.93%	5.91%	7.03%	4.22%	32.24%
Fairfield	18,906	20,204	20,714	21,029	21,612	6.87%	2.52%	1.52%	2.77%	14.31%
Monroe	4,131	5,596	6,069	6,601	6,641	35.46%	8.45%	8.77%	0.61%	60.76%
Stratford	18,957	20,152	20,472	20,596	21,393	6.30%	1.59%	0.61%	3.87%	12.85%
Trumbull	10,182	11,090	11,800	12,160	12,413	8.92%	6.40%	3.05%	2.08%	21.91%
Region	109,446	116,481	117,774	117,264	123,151	6.43%	1.11%	-0.43%	5.02%	12.52%

** Includes owner/renter occupied and vacant (for sale, rent, or seasonal)*

Source: U.S. Census Bureau

Table I D

New Housing Unit Permit Activity

Town of Fairfield

2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
43	70	95	170	154	116	95	58	30	37	48	50	154	111

Source: Connecticut Department of Economic and Community Development

Table I E

Housing Units Demolished													
Town of Fairfield													
2001	**2002**	**2003**	**2004**	**2005**	**2006**	**2007**	**2008**	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**
35	34	38	63	78	61	60	31	21	27	27	39	87	79

Source: Connecticut Department of Economic and Community Development

Table I F

Housing Units By Census Tracts, 2013										
Town of Fairfield										
	Total Units*					Percent Change				
Tract	**1980**	**1990**	**2000**	**2010**	**2013**	**1980-1990**	**1990-2000**	**2000-2010**	**2010-2013**	**1980-2013**
601	926	985	1,055	1026	1051	6.4%	7.1%	-2.7%	2.4%	13.5%
602	1,429	1,567	1,559	1551	1568	9.7%	-0.5%	-0.5%	1.1%	9.7%
603	1,099	1,186	1,371	1339	1402	7.9%	15.6%	-2.3%	4.7%	27.6%
604	1,183	1,407	1,553	1504	1605	18.9%	10.4%	-3.2%	6.7%	35.7%
605	623	689	855	853	874	10.6%	24.1%	-0.2%	2.5%	40.3%
606	1,011	1,031	1,069	1004	1096	2.0%	3.7%	-6.1%	9.2%	8.4%
607	1,560	1,740	1,751	1755	1761	11.5%	0.6%	0.2%	0.3%	12.9%
608	693	767	786	775	770	10.7%	2.5%	-1.4%	-0.6%	11.1%
609	878	894	906	892	909	1.8%	1.3%	-1.5%	1.9%	3.5%
610	1,502	1,623	1,652	1592	1645	8.1%	1.8%	-3.6%	3.3%	9.5%
611	1,279	1,304	1,319	1288	1314	2.0%	1.2%	-2.4%	2.0%	2.7%
612	779	813	833	846	870	4.4%	2.5%	1.6%	2.8%	11.7%
613	1,091	1,148	1,174	1139	1202	5.2%	2.3%	-3.0%	5.5%	10.2%
614	1,028	1,078	1,093	1110	1203	4.9%	1.4%	1.6%	8.4%	17.0%
615	1,768	1,801	1,842	1735	1856	1.9%	2.3%	-5.8%	7.0%	5.0%
616	2,057	2,171	2,211	2048	2266	5.5%	1.8%	-7.4%	10.6%	10.2%

* *Includes owner/renter occupied and vacant (for sale, rent, or seasonal)*
Source: U.S. Census Bureau

Table I G

Housing Size by Town, 2010 By number of occupants, percent of total housing units					
	One	Two	Three	Four	Five +
Bridgeport	29.0%	25.4%	17.3%	13.7%	14.6%
Easton	15.4%	32.3%	17.7%	21.1%	13.4%
Fairfield	22.3%	31.1%	17.0%	18.3%	11.3%
Monroe	16.9%	30.0%	18.8%	21.7%	12.7%
Stratford	27.3%	31.5%	16.9%	14.4%	9.8%
Trumbull	19.0%	31.3%	18.1%	20.2%	11.4%
CT Metro Region	25.3%	28.6%	17.4%	16.0%	12.7%

Source: U.S. Census Bureau

Table I H

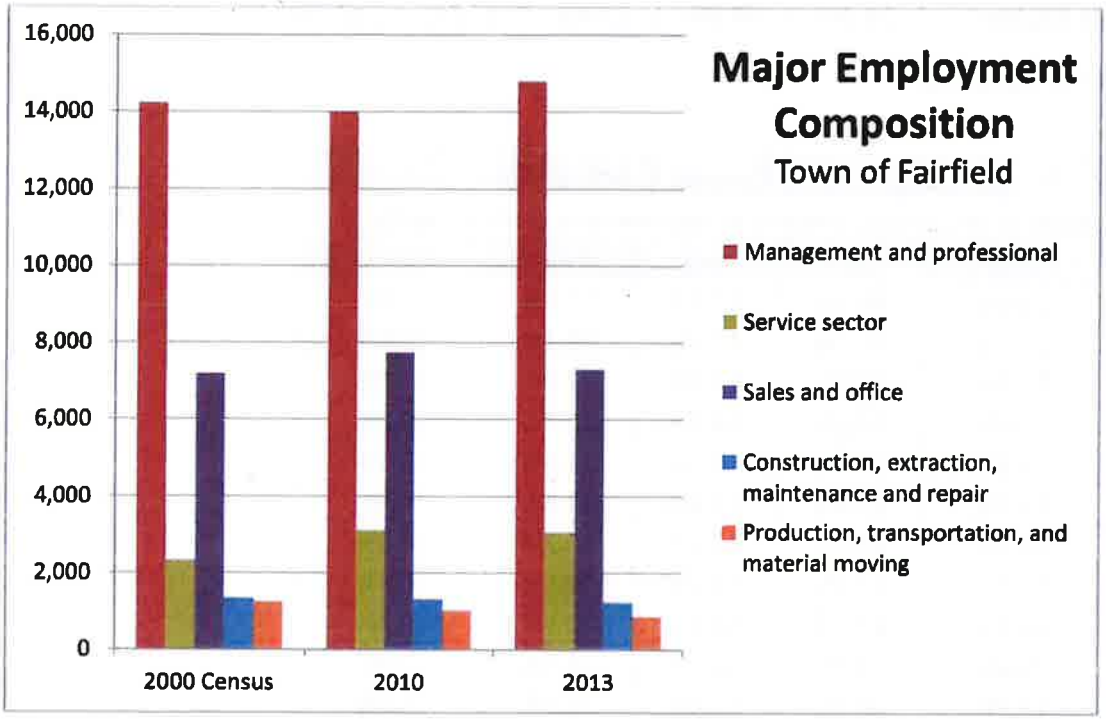
Housing Size by Census Tract, 2010 By number of occupants, percent of total housing units in Fairfield					
Tract	**One**	**Two**	**Three**	**Four**	**Five +**
601	19.9%	36.3%	17.3%	17.3%	9.3%
602	21.1%	32.1%	17.1%	19.1%	10.6%
603	11.8%	30.9%	18.6%	22.9%	15.8%
604	13.9%	34.0%	16.0%	20.3%	15.8%
605	10.8%	27.4%	18.3%	24.9%	18.6%
606	31.4%	34.9%	13.3%	12.6%	7.8%
607	19.1%	30.0%	16.6%	20.2%	14.0%
608	21.7%	27.2%	19.7%	20.5%	10.8%
609	18.8%	32.1%	18.0%	20.9%	10.2%
610	31.6%	30.2%	16.3%	14.4%	7.5%
611	18.0%	28.3%	16.4%	22.9%	14.4%
612	25.4%	29.9%	19.6%	16.0%	9.1%
613	25.7%	29.9%	18.0%	17.2%	9.2%
614	30.1%	30.6%	17.5%	12.1%	9.7%
615	23.7%	28.9%	16.6%	19.0%	11.8%
616	28.8%	33.3%	15.9%	14.5%	7.5%

Source: U.S. Census Bureau

I.4 LOCAL ECONOMY

Based on estimates made by the U.S. Census between 2010 and 2013, as well as conclusions drawn from the 2000 Census, the employment composition of Fairfield has changed very little. Figure I-5 displays the town's employment based upon five sectors from 2000 to 2013. About half of Fairfield's workers are in a management or professional occupation. Since 2000, the number of people who work in the service sector has increased from 8%, or 2,300 people to 11%, or 3,057 people. Both manufacturing and construction related occupations have experienced losses.

Figure I 5



Source: U.S. Census Bureau

I.5 COMMUNITY FACILITIES & SERVICES

I.5.1 Library

Table I I

Public Library Facilities Town of Fairfield			
	Fairfield Public Library	**Fairfield Woods Branch Library**	**Total Libraries**
Square Feet of Floor Space	57,000	19,000*	76,000
Square Feet/Meeting Rooms	3,264	1,300	4,564
Seats in Meeting Rooms	188	75	263
Children's Program Seats	40		40
Computer Lab Seats	24		24

** 2000 Data*
Source: Fairfield Town Planning and Zoning Commission, Fairfield Public Library

Fairfield also has the Pequot Library which is privately sponsored yet open to the public.

Table I J

Library System Activity Town of Fairfield	
Circulation	**Total**
Books (adult)	350,372
Books (teen)	38,188
Books (children)	258,080
DVDs/Videos	252,776
Audiobooks	43,065
Music	52,777
Other	1,339
Downloadable Media	7,882
Website Hits	1,600,000
Fairfield Cardholders	30,432
Out of Town Cardholders	5,000

Source: Fairfield Public Library

I.5.2 School Facilities

Table I K

School Enrollment Fairfield Public Schools					
	1990	**1995**	**2000**	**2010**	**2015**
Burr	0	0	0	400	418
Dwight	508	507	494	315	335
Holland Hill	409	363	359	333	405
Jennings	312	330	340	347	320
McKinley	372	455	421	471	426
Mill Hill	0	486	491	474	382
North Stratfield	279	330	483	483	415
Osborn Hill	0	0	442	538	489
Riverfield	390	455	392	451	408
Sherman	463	443	392	442	479
Stratfield	405	489	430	504	440
Elementary Subtotal:	3138	3858	4244	4758	4620
Fairfield Woods	662	711	552	668	887
Tomlinson	661	815	747	784	685
Ludlowe	0	0	590	985	803
High School	1637	1726	1926	2831	3063
Secondary Subtotal:	2960	3252	3815	5268	5438
Pre-K	0	76	40	92	158
Total:	6098	7186	8099	10118	10058

Source: Fairfield Town Plan and Zoning Commission and Fairfield Public Schools, October 2010 & October 2015
http://www.fairfield.k12.ct.us/district_information_enrollment.htm

I.5.3 Parks & Recreation

Table I L

Classification of Fairfield Parks		
Existing Parks	**Acres**	**Type of Park**
Denise A.D. Dougiello Park	9.42	Community
Dover Park	2.40	Neighborhood
Drew Park	2.00	Mini-Park
Could Manor	13.20	Community
H. Smith Richardson Golf Course	142.80	Metro/Regional
Henry Rowland Memorial Playground	4.10	Neighborhood
High Ridge Park	4.50	Neighborhood
Palmers Neck Park	1.10	Mini-Park
Lake Mohegan Beach	10.30	Metro/Regional
Lincoln Park	1.30	Neighborhood
Melville Playground	4.50	Community
Mill Hollow	10.80	Neighborhood
Sargent Murphy Memorial Playground	0.07	Mini-Park
Owen Fish Park	11.40	Community
Knapps Green	3.30	Mini-Park
Riverside Park	7.10	Community
Rugby Park	1.38	Mini-Park
Par 3 Golf Course	22.50	Metro/Regional
Sturges Park	12.50	Community
Tunxis Hill Park	28.70	Community
Veres Playground	3.20	Neighborhood
Veterans Park	8.40	Community
Birchbrook Park	1.20	Neighborhood
Bill Burr 4-H Park	0.80	Mini-Park
New England Ave Playground	0.10	Mini-Park
Pine Creek Ave. Playground	0.50	Mini-Park
Pine Creek Recreation Area	28.69	Community
Rokoczy Ave. Playground	0.14	Mini-Park
Jennings Beach	25.3	Metro/Regional
Sasco Beach	9.9	Community
South Benson Marina	21.0	Community
South Pine Creek Beach	3.0	Community
Southport Beach	2.2	Community
Ye Olde Yacht Yard	0.8	Community

Penfield Beach	10.5	Metro/Regional

Source: The FMA Parntership, P.C.; TPZ inventory

I.5.4 Open Space

The Town of Fairfield currently owns and manages approximately 1,100 acres of open space that is land comprised of upland forests, lakes, rivers, salt marsh, wetlands and meadows throughout inland and coastal Fairfield. The Town's efforts to acquire open space have provided land for residents and visitors for both active and passive recreational opportunities. The open space parcels provide opportunities for uses such as hiking, fishing, nature study, picnicking, camping, horseback riding, dog walking and other outdoor activities. In addition, they enhance and conserve natural resources, protect fish and wildlife habitats, and contribute significantly to the beautiful rural characteristics that are so much a part of the Town of Fairfield. The Town of Fairfield is well known for its unique assemblage of open space properties and efforts should to be made to expand the program to protect the natural environments in Fairfield from overdevelopment.

The Town also administers the State of Connecticut Inland Wetland and Watercourses Act. The Inland Wetland Regulations affect nearly 50 percent of the Town's 19,000 acres on 7,000 parcels of land. The law regulates activities within inland wetlands and setback areas from being impacted as a result of development proposals. The preservation and protection of wetlands and watercourse resources in Fairfield is imperative because of the direct benefits that wetlands provide in mitigating flooding, controlling sediment and erosion, protecting fish and wildlife habitat, and improving water quality.

OPEN SPACE AREA	YEAR(S) ACQUIRED	ACRES
Brett Woods Conservation Area	1941-1983	185.7
Morehouse Farmstead Open Space	2000	29.74
Greenfield Farm	1998	20.73
Binger Woods	1999	30
Cedar Meadow Open Space	1999	1.8
Sasco Creek - Kirik Open Space	1972	5.1
Sasco Creek Pond	1968	5.57
Sasco Creek Marsh	1971	2.4
Westway Road	1964	2.68
Southgate Lane	1965	1.48
Pequot Road	1946	0.11
Bilberry Trail Open Space	1993	7
Mill Hill Open Space	2002	37.77

Hoyden's Hill Open Space	1966-1973	58.5
Barbieri Open Space	1993	41.1
Grace Richardson Conservation Area	1966-1970	87.4
Quarry Pond Open Space	1997	8.05
Dawe Property	1999	2
Lake Mohegan Open Space	1967-1985	170.4
Crow Hill Open Space	1998	4
Black Rock Turnpike Property	1996	0.85
Samp Mortar Rock Historic Area	1966	7.3
Mountain Laurel Open Space	1966	23.9
Trillium Road Open Space	1970	4.6
Philbin Open Space	1933	2.3
Springer Glen Open Space	1971-1976	38
Drake Lane	1968	3.6
Millspaugh Drive	1951	2
Dudley Drive	1968	1.2
Flower House Drive	1968	1.3
Riverfield	1958	18.6
Perry' s Mill Ponds	1960-1974	81.41
Old Field North Marsh	1949-1958	21.18
Old Field South	1966-1995	34.2
Stock Property	1995	6.2
Bilyard Property	1998	0.68
Downs Property	1999	1.8
Pine Creek Marsh	1940-1979	77
One Rod Highway Marsh	1940-1953	28
Reef Road Marsh	1982-1988	7.56
Old Dam Road Marsh	1941-1982	37
Wakeman Island	1940-1953	12
Szost Property	1998	2.1
Woodside Circle	1966	1
Gypsy Springs	1966	2.5
Sanfilippo Property	1997	0.14
Mary Katona Memorial	1984	2.2
Ash Creek/Riverside Drive Open Space	1978	2.85
Ash Creek/Penfield Mills Open Space	1939-1978	25
Woods Wetland Conservation Area	1988	3
Cambridge Street Wetland Conservation Area	1998	0.5
Rickards Dune	1973	0.9
	TOTAL	1152

I.5.5 Police Protection

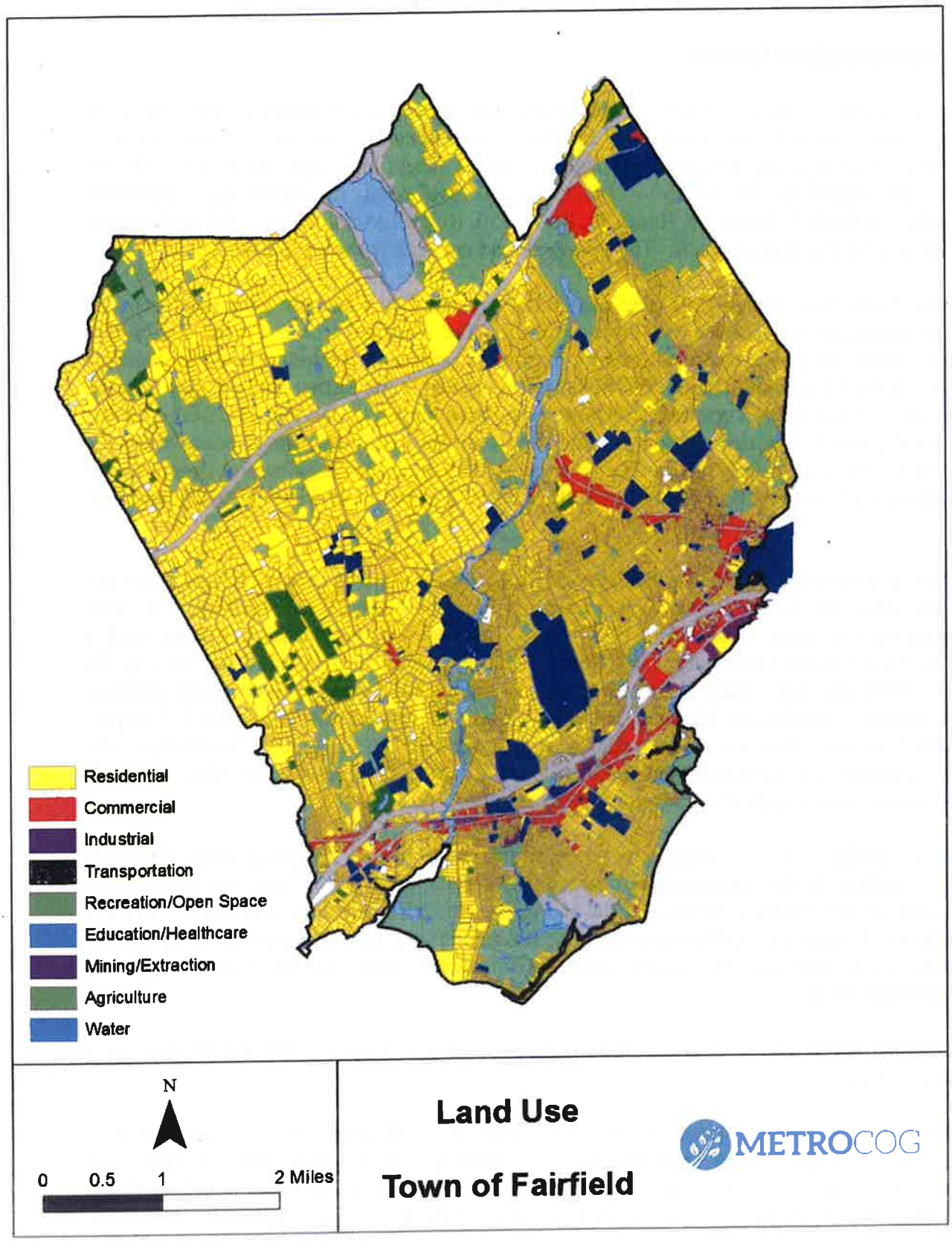
The Fairfield Police Department employs 110 sworn police officers, 70 authorized special traffic agents, 15 telecommunicators, 4 animal control officers and 7 marina guards. The police headquarters building is approximately 30,278 square feet.

I.5.6 Fire Protection

The Fairfield Fire Department employs 98 sworn members, five administrative staff and two mechanics covering five stations and a regional fire training facility. There are two volunteer fire departments (Stratfield and Southport) that share quarters with the career firefighters at two stations but only occasionally staff their apparatus and respond to calls.

I.6 Land-Use

Fairfield is predominantly a residential community, with significant commercial and industrial corridors (see Map I-2). The housing in the western half of Fairfield is predominantly low-density although there is significant medium-density housing in Southport Village. The housing in the eastern half of Fairfield is predominantly medium-density. Some high-density housing can be found along the Rt. 95 corridor, as well Easton Turnpike and Stratfield Road. High-density housing is also a notable feature of Fairfield Beach Road on the Long Island Sound. Commercial uses are concentrated along the Rt. 95 and Rt. 1 corridors as well as Black Rock Turnpike. Industrial uses are concentrated between Rt. 95 and Rt. 1 as well as in the Commerce Drive area. The most significant institutional uses are Fairfield University and Sacred Heart University.


Residential
Commercial
Industrial
Transportation
Recreation/Open Space
Education/Healthcare
Mining/Extraction
Agriculture
Water
N
0
0.5
1
2 Miles
Land Use
Town of Fairfield
METROCOG

Map I 2

I.7 TRANSPORTATION AND TRAFFIC CONDITIONS

I.7.1 Transportation System

The transportation resources of Fairfield are diverse, but somewhat dominated by the state-route highway system owned and maintained by the Connecticut Department of Transportation (ConnDOT). The highway network includes two limited access highways (Route 15 -- Merritt Parkway and Interstate Route 95 -- I-95), several undivided state-maintained highways (principally US Route 1, Route 58, Route 59, Route 130, Route 135 and Route 136), and roughly 260 miles of town maintained roads. The principal road network is shown in Map I-3.

The Metro North New Haven Rail Line passes through the Town and provides residents with access to commuter rail service via three stations. The Fairfield Town Center station and Southport station have been in operation for a number of years and are well utilized by Fairfield residents. In 2011 a new rail station, Fairfield Metro, opened at the former Bullards site near the intersection of Black Rock Turnpike and Commerce Drive as part of the Fairfield Metro Center development project. The new station provides approximately 1,500 parking spaces along the New Haven Line and is fully accessible to persons with mobility impairments. Intercity rail service along the Northeast Rail Corridor (Amtrak service) is available from the Bridgeport Rail Station.

The Town is a member of Greater Bridgeport Transit (GBT) and is served by five fixed bus routes, including the *Coastal Link* service operated between Norwalk and Milford. The other four routes operate more locally with *GBT Route 3* operating along Madison Avenue with a branch to Sacred Heart University, *GBT Route 4* running along Park Avenue and serving the General Electric site, *GBT Route 7* operating primarily along US Route 1 and reversing direction at the Carolton Convalescent Hospital, and *GBT Route 10* serving the Black Rock Turnpike commercial corridor. Bus service is available from about 5:00 am to 11:30 pm weekdays, with reduced schedules on weekends and holidays. The *Coastal Link* service provides the most frequent service with a typical headway of twenty minutes.

Functional classification is the process by which streets and highways are grouped into classes or systems according to the function and character of service provided. There are three broad classes: arterials (interstate, principal arterial and minor arterial); collectors; and local. The three broad classes of roads are stratified into subgroups depending on area designation. For purposes of transportation planning, the entire town is considered urban by the Federal Highway Administration (FHWA).

The functional classification of roads in Fairfield is shown in Map I-4, and the breakdown is illustrated in Figure I-6.

Fairfield's road system is comprised of about 292 miles of which about 28% are classified as at least a collector street. Three principal arterials, totaling slightly more than 16 miles and accounting for about 6% of the total mileage, traverse the town in an east-west direction. These include Interstate 95, Route 15 – Merritt Parkway and US Route 1, locally known as Post Road, Kings Highway Cutoff and Kings Highway East. Roads classified as minor arterials or collector

streets account, combined, for about 23% of the road mileage (±67 miles). Several minor arterials accommodate travel north-south via Route 58 (Tunxis Hill Road, Tunxis Hill Cutoff and Black Rock Turnpike), Route 59 (Stratfield Road and Easton Turnpike), Route 135 (North Benson Road and Stillson Road) and Park Avenue. The linked combination of Bronson Road, Brookside Drive and Fairfield Woods Road supplements the east-west minor arterial network of state roads.

Local roads not classified as at least a collector total about 209 miles and comprise the largest class of road. These roads serve to distribute traffic from the arterial and collector street network to residential neighborhoods.

The state of Connecticut is responsible for maintaining about 10.4% of the highway mileage in Fairfield while the town is responsible for the remainder. Roads under state jurisdiction, however, are much more heavily used and account for the greater portion of vehicle travel into, out of and through the town.

Figure I 6

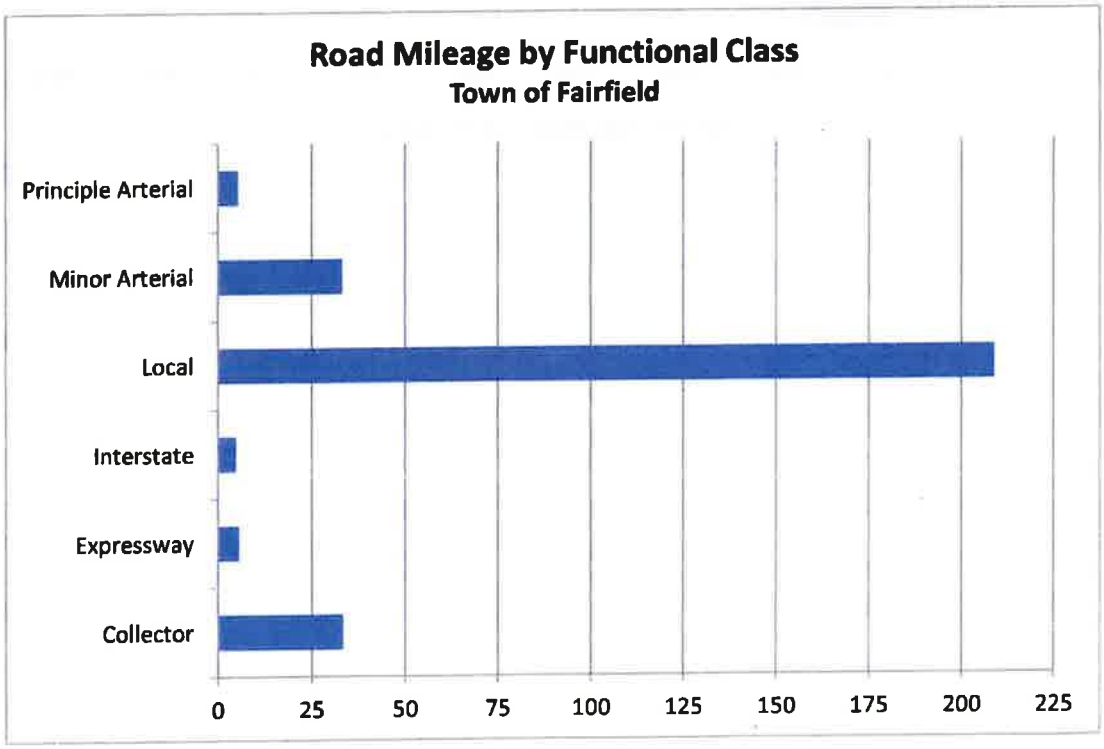
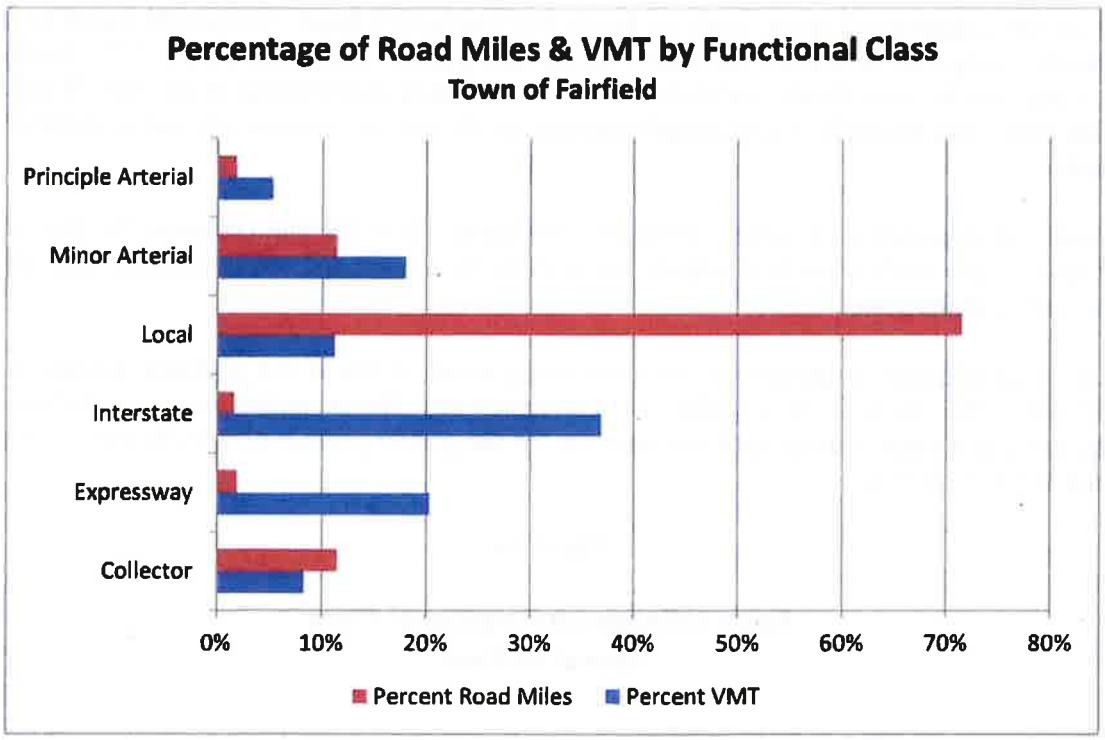
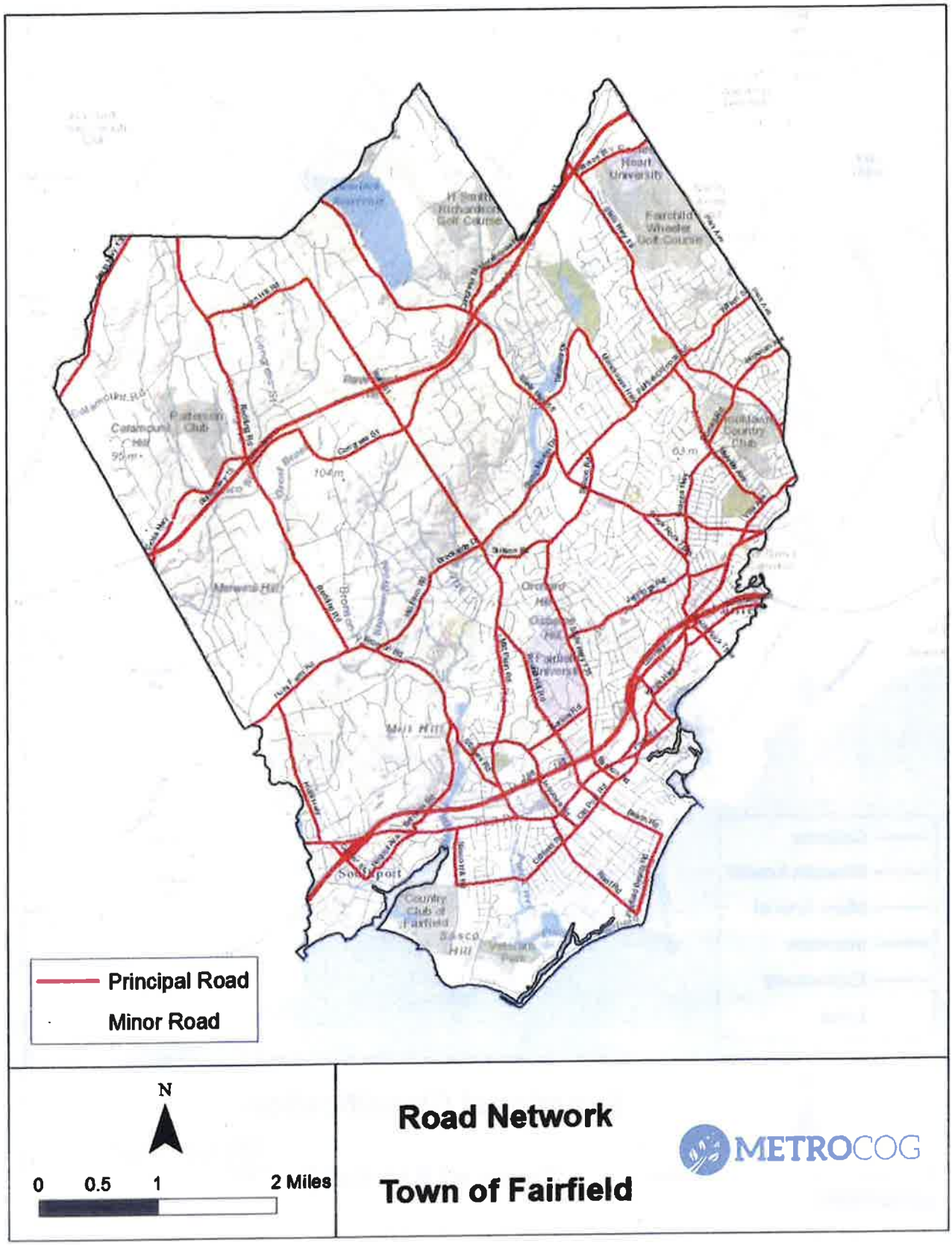


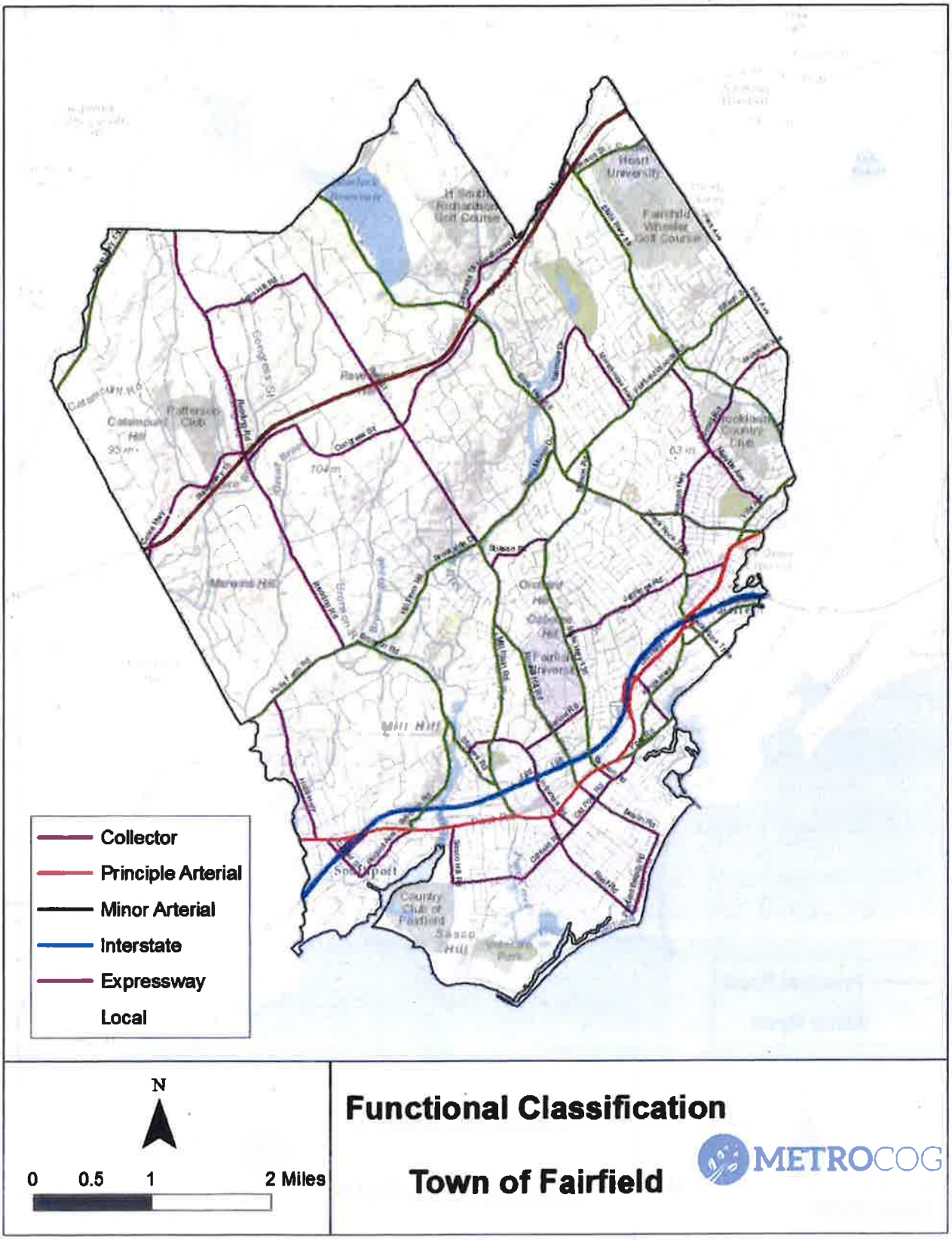
Figure I 7


Percentage of Road Miles & VMT by Functional Class
Town of Fairfield
Principle Arterial
Minor Arterial
Local
Interstate
Expressway
Collector
0%
10%
20%
30%
40%
50%
60%
70%
80%
Percent Road Miles
Percent VMT

Map I 3


Principal Road
Minor Road
N
0
0.5
1
2 Miles
Road Network
Town of Fairfield
METROCOG

Map I 4


Collector
Principle Arterial
Minor Arterial
Interstate
Expressway
Local
N
0
0.5
1
2 Miles
Functional Classification
Town of Fairfield
METROCOG

I.7.2 Travel Patterns

Table I M

Mode Choice Town of Fairfield		
	Total	**Percent**
Auto - Drive Alone	269,600	67.62%
Auto - Shared Ride	119,337	29.93%
Bus	1,462	0.37%
Rail	8,275	2.08%
Total Trips 2010	398,674	100%

Based on 2010 ConnDOT computer modeling results

Almost all of Fairfield's residents have access to a private vehicle while bus service is only available to those who live within proximity of a bus route, typically limited to about one-quarter mile. Rail service is available to Fairfield residents, but access typically requires the use of an additional mode. Walking and bicycle modes are limited by trip distance, weather conditions and availability of safe and convenient facilities to accommodate these modes.

Table I N

2010 Estimated Trips Town of Fairfield		
	Total	**Percent**
Home-Based Work Trips	92,528	23.21%
Non Work Trips	306,146	76.79%
Total Trips 2010	398,674	100%

Based on 2010 ConnDOT computer modeling results

Nearly all of the vehicle trips made to, from and within Fairfield involve the use of a private vehicle. Based on the statewide travel model maintained by ConnDOT, almost 98% of all vehicle trips that take place every day are made using a private vehicle. Of these trips, the vast majority are made with only the driver as the sole occupant. Even though the town has three commuter rail stations and the town center station is one of the busier stations on the New Haven rail line, only slightly more than 2% of all trips are made by rail. The number of trips made via local bus service is small and accounts for less than one-half percent of the total (see Table I-M). While walking and bicycling are important modes of transportation, the characteristics of these movements do not lend themselves for inclusion in the statewide travel model. National travel surveys suggest that about 7% percent of all trips are by walking and 0.7% by bicycling. In addition, some portion of all trips involves walking, whether to travel from a parking lot or to a bus stop.

Figure I 8

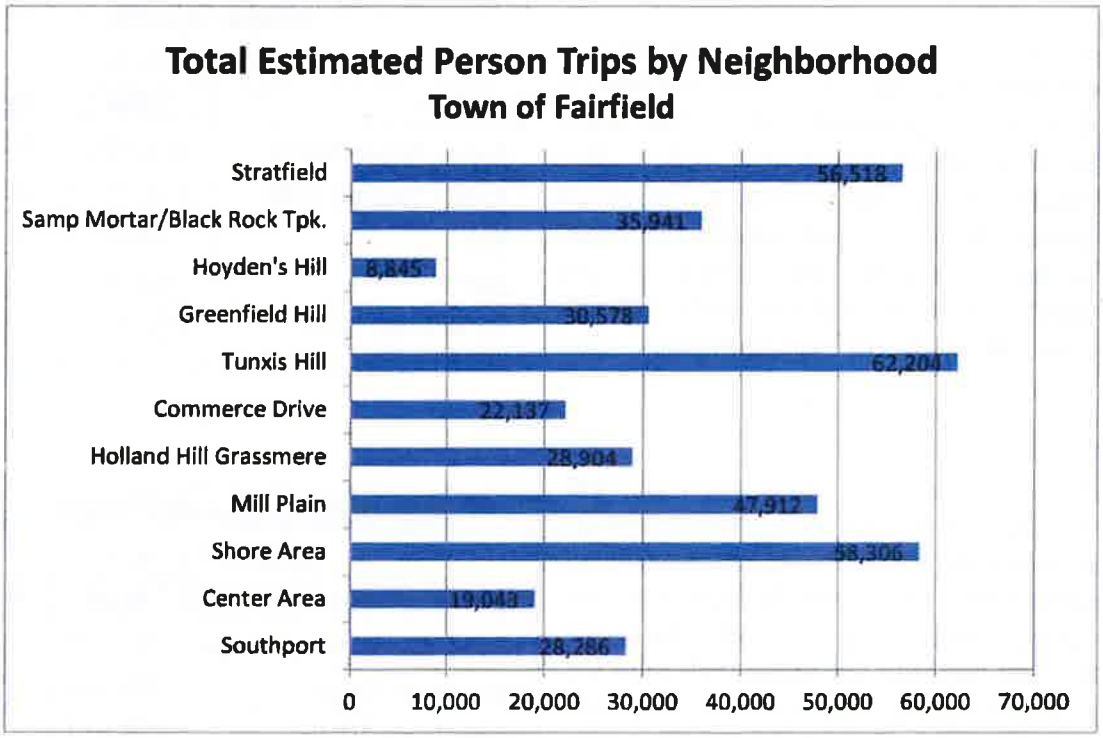
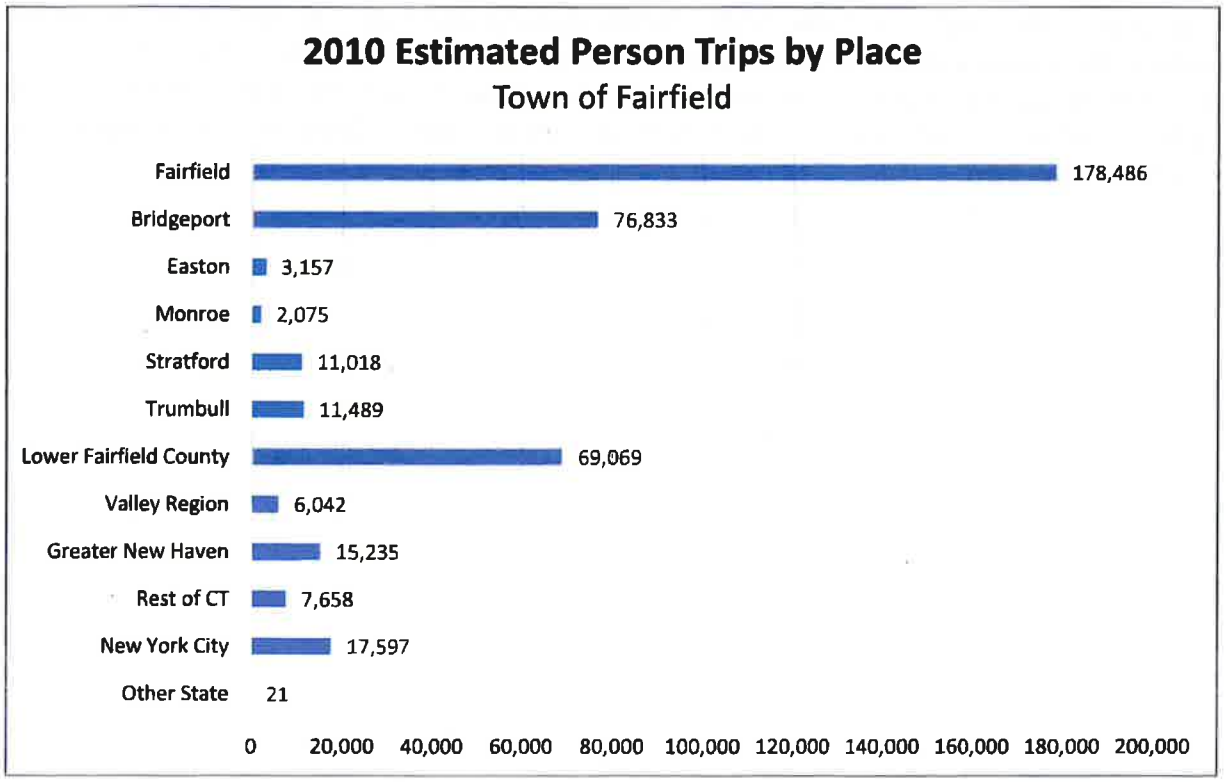


Figure I 9



I.7.2.B Average Daily Traffic Volumes

Travel to, from and within Fairfield reflects the functional classification of streets with higher classed roads handling the greater portion of daily traffic. Typically, traffic volumes are heaviest on state highways which serve as the main through roadways and provide connections to neighboring towns. This emphasis on the state road network is pronounced in Fairfield because I-95, US Route 1 and Route 15 cross the town in an east-west direction, and Route 58 and Route 59 connect these three highways in a north-south direction. Because of these roadways and the function they serve, traffic is attracted by a greater extent to the state route system than to locally maintained roads.

Traffic volume data for state routes were extracted from the ConnDOT traffic log. The most recent local road traffic count program in Fairfield was in 2001. These data were reviewed and compared with the ConnDOT data to derive growth rates. All volume data were extrapolated to a 2013 base year total. This review indicates that average daily traffic (ADT) volumes in Fairfield are relatively stable, growing along I-95 and Route 15 at about one percent per year and only about 0.6% annually on all other roads.

Despite the slow growth in traffic over the years, highways and roads throughout Fairfield carry a substantial amount of vehicles. On average, about 143,700 vehicles travel along I-95 each day. In the vicinity of exits 22 through 24, the daily traffic approaches 150,000 vehicles. The Merritt Parkway also handles a high volume of traffic with ADTs averaging about 62,300 vehicles per day (vpd).

US Route 1 is the other principal arterial in Fairfield and the daily volume reflects this classification. The average ADT over the entire length of the road is 21,000 vpd, ranging from a low of 9,400 vpd along the section between exits 23 and 24 to a high of 31,500 vpd east of Route 135. Between 20,300 vpd and 24,500 vpd traverse the town center area on US Route 1. High daily traffic volumes are also recorded along most sections of Route 58. Between its start at US Route 1 and the Merritt Parkway, traffic ranges between 7,300 vpd near US Route 1 to 19,400 vpd along the commercial shopping corridor. North of the Merritt Parkway,

Table I O

2013 Average Daily Traffic Volumes State Roads

Town of Fairfield

Road	2013 ADT
Interstate 95	143,700
Route 15-Merritt Parkway	62,300
US Route 1	21,000
Town Center Area	19,800
S. Benson Rd-Rte 130	24,300
Route 58	15,300
Tunxis Hill Road Section	10,200
Commercial Corridor	19,400
South of Route 15	17,500
North of Route 15	7,700
Route 59	15,000
Route 130	13,700
Route 135	13,400
Route 136	12,100
SR 732-Black Rock Turnpike	13,900

Source: ConnDot 2013 ADT Traffic Count

Table I P

2013 Average Daily Traffic Volumes Selected Locally Maintained Roads

Town of Fairfield

Road	2013 ADT
Black Rock Turnpike	13,900
Commerce Drive	13,200
Fairfield Woods Road	13,200
Mill Plain Road	8,700
Old Post Road	4,800
Park Avenue	12,800

Source: ConnDot 2013 ADT Traffic Count

the volume on Route 58 drops to about 7,700 vpd, indicating a substantial interchange point as the volume south the Parkway is 17,500 vpd.

Average daily volumes on the other state routes in Fairfield are:

- Route 59 – 15,000 vpd
- Route 130 – 13,700 vpd
- Route 135 – 13,400 vpd
- Route 136 – 12,100 vpd
- SR 732 (Black Rock Turnpike) – 13,900 vpd

Typically, non-state routes carry lower traffic volumes than the state route system. However, there are several locally maintained roads that have relatively high daily traffic volumes. These roads generally provide a good cross town connection or provide access to a high activity area, such as a retail or commercial corridor.

The highest volumes on locally maintained road are recorded on Fairfield Woods Road. This road serves as an east-west cross town connector and links with the Black Rock Turnpike commercial corridor. Daily volumes reflect this function, averaging about 13,200 vpd, although volumes drop to about 5,200 vpd west of the intersection with Stillson Road.

Other local roads with ADTs over 10,000 vpd include Black Rock Turnpike, Commerce Drive, Mill Plain Road, Old Post Road, Park Avenue and Villa Avenue. The local section of Black Rock Turnpike south of the US Route 1 traffic circle carries about 11,400 vpd and the intersecting Commerce Drive handles about 10,600 vpd. The section of Old Post Road in vicinity of the town hall complex has an ADT of about 11,300 vpd.

Despite the high traffic volumes recorded on the state roads and several local roads, the majority of streets in Fairfield carries traffic in the 1,000-to-5,000 vpd range. Lower volumes are typically recorded on roads classified as a collector. Local or principally residential streets handle the fewest number of vehicles.

I.7.2.C Public Transportation

Greater Bridgeport Transit (GBT) provides fixed-route local bus transit service in the Connecticut Metropolitan Region. The Town of Fairfield is a member of GBT. The other member communities are the city of Bridgeport and the towns of Monroe, Stratford and Trumbull. The GBT system, which annually carries 4.7 million passengers, consists of 19 routes. The transit agency also operates the ***Coastal Link***, an inter-jurisdictional route that provides one-ride service from Milford, through the Region, to Norwalk, generally along US Route 1. The local bus system is oriented toward Downtown Bridgeport as all routes either begin, end, or pass-through the Downtown.

Fairfield is served by five of the 19 GBT routes. The routes primarily serve the commercial and retail developments along the main travel corridors, such as US Route 1 (Post Road) and Route 58 (Black Rock Turnpike). The bus service does not penetrate many residential neighborhoods, and only those persons who live along these corridors have reasonable access to local bus service.

- *Coastal Link* – Westfield Connecticut Post Mall to the Norwalk Hub via US Route 1. In Fairfield, the route follows US Route 1 from the Westport town line to the traffic circle with Route 130. It continues along Route 130 (Post Road) into Bridgeport. Forty-four trips are provided in each direction on a weekday, typically at a 20-minute headway. Reduced service is operated on weekends and holidays. Service begins at about 5:30 am and ends at 11:42 pm.
- *GBT Route 3* – Downtown Bridgeport to the Westfield Trumbull Shopping Mall via Madison Avenue. This route is aligned along Madison Avenue from Old Town Road to Downtown Bridgeport. Twenty-nine trips are made in each direction; however, service to Fairfield is limited to one morning and one evening connection to Notre Dame High School and nine trips to Sacred Heart University. These connections are made by off-route branch lines. The typical headway is 30 minutes. Reduced weekend and holiday service is provided and the connection of Notre Dame High School is eliminated.
- *GBT Route 4* – Downtown Bridgeport to the Westfield Trumbull Shopping Mall via Park Avenue. This route is aligned along Park Avenue from Old Town Road to State Street in Bridgeport. Twenty-eight trips are made in each direction. The typical headway is 30 minutes. A branch route to serve General Electric's headquarters is made twice in the morning peak period and twice in the evening. Reduced weekend and holiday service is provided.
- *GBT Route 7* – Downtown Bridgeport to Carolton Hospital via Commerce Drive. This route follows Commerce Drive and Kings Highway to US Route 1 and makes loop around Mill Plain Road, Unquowa Road and North Pine Creek Road before reversing direction back into Bridgeport. Seven trips are provided in each direction on a weekday, typically at a 60-minute headway. No weekend or holiday service is operated on this route.
- *GBT Route 10* – Downtown Bridgeport to Fairfield Woods Road via Black Rock Turnpike. This route provides service through Downtown Bridgeport between the retail and commercial corridor along Black Rock Turnpike to the Dock Shopping Center in Stratford. Off-route connectors provide service to Trumbull Corporate Park. Within Fairfield, the route continues along Tunxis Hill Road and Black Rock Turnpike with a loop around Stillson Road and Fairfield Woods Road. Thirty-one trips are made in each direction. The typical headway is 30 minutes. Reduced weekend and holiday service is provided.

GBT also operates specialized paratransit service to Fairfield residents who are unable to use regular fixed route buses because of a mobility impairment. This service is known as GBT Access and provides door-to-door service to those that live within a ¾ mile radius of a fixed bus route. For those living outside this radius, service can be provided on an available basis only. Persons requiring service need to call and reserve a trip. Service is not restricted by trip purpose. The GBT also provides supplemental services for the elderly and disabled in Fairfield as part of the state Municipal Grant Program. This program provides enhancements and extensions of the paratransit service provided by the town.

Greater Bridgeport Transit is currently developing a long range transit plan detailing how the transit district should grow over the next few decades. The plan will detail both short and long term implementation strategies. One of the initial short term strategies is to enhance the Coastal Link and potentially work with the neighboring transit districts to increase service and extend service hours. Longer term implementation strategies include adding a cross Fairfield route along North Benson Road, Fairfield Woods Road and connecting to other GBT routes along Park Avenue. Additionally, the plan had recommended increased service between the rail stations, as well as more frequent service for the two universities in town.

Rail services in the Connecticut Metropolitan Region represent a vital alternative for meeting intra- and interstate travel. Fairfield residents have access to rail service operated by the Metro-North Railroad over the New Haven Main Line at stations located in the Commerce Drive area (Fairfield Metro) Fairfield Town Center and Southport. Metro-North's commuter rail service is oriented toward New York City with peak schedules in affect in the westbound direction in the morning and in the eastbound direction in the evening. The number of train stops at the Southport station is significantly less than for the Fairfield Metro and Fairfield Town Center stations.

The Fairfield Center Station is located within the downtown and is almost five miles west of the Bridgeport rail station. This station is centrally located between the two other Fairfield stations. The distance to Grand Central Terminal is about 51 miles. Vehicular, pedestrian and bicyclist access to the Fairfield rail station is via several short, narrow local roads from US Route 1. These local roads include Cater Henry Drive, Sanford Place, Miller Street, Unquowa Road and Unquowa Place. The station consists of two wooden structures that date from the initial construction of the New Haven line. The inbound (NYC bound) building provides an in-door waiting area. High level platforms provide direct boarding access to the trains. Only bus-type shelters are in place along the platforms to protect passengers waiting for trains. Staircases from Unquowa Road provide connection between the inbound and outbound platforms.

A total of 80 trains stop at the Fairfield Center Station each day: 38 inbound toward New York and 42 out-bound to New Haven. Fifteen of the inbound trains operate during the morning peak period and 15 outbound trains stop during the evening peak period. Another six morning trains traveling towards New Haven are considered peak period trains.

Daily passenger boardings at Fairfield total about 3,009 persons, with about 75% traveling during the AM peak period. Roughly 74% of the passengers live in Fairfield with another 17% living in the surrounding towns of Bridgeport, Easton, Monroe, Stratford, Trumbull, and Westport. The primary destination is New York City with approximately 75% of all passengers trips starting at the Fairfield station ending in the City.

Approximately 75% of commuters drive to the station and park while an additional 15% are dropped off by someone else driving a vehicle. Because of the station's proximity to residential neighborhoods, about 12% of the commuters walk to the station each day. Due to the high percentage of commuters using their own vehicle, parking demand at the station is also high. The two available surface lots are generally filled to capacity each day, with some commuters forced to use a satellite lot or park along Mill Plain Road. A parking permit, good for six months, is required to use these lots. The town over-subscribes its permits by about 70% and still maintains an extensive waiting list with over 2,000 names. One of the benefits of the Fairfield Metro station is the additional 1,500 parking spaces that have alleviated some overcrowding at the Fairfield Town Center Station.

ConnDOT has designated the Fairfield Center rail station as a "key" station for ADA purposes but the need for substantial improvements and upgrades to the station to achieve compliance with ADA regulations resulted in the town and state formulating plans for a new station. The new rail station was finished in December 2011 on the site of the former Bullards property and is part of a large, joint-development project with initial plans for general office space, hotel, and a specialty retail center which has since been modified but has not received town approval. The site is located near the intersection of Commerce Drive and Black Rock Turnpike and at the Bridgeport town line. The location has the advantage of allowing the construction of additional rail commuter parking (±1,500 spaces) to meet a substantial portion of the unmet demand and the potential for adding a parking garage in the future without negatively impacting the surrounding land use. Longer platforms also provide the capability of accommodating 10-car train-sets to reduce dwell time.

The existing station at the Fairfield Town Center would continue to function as a major stop and is expected to continue to receive Metro-North trains at current service levels.

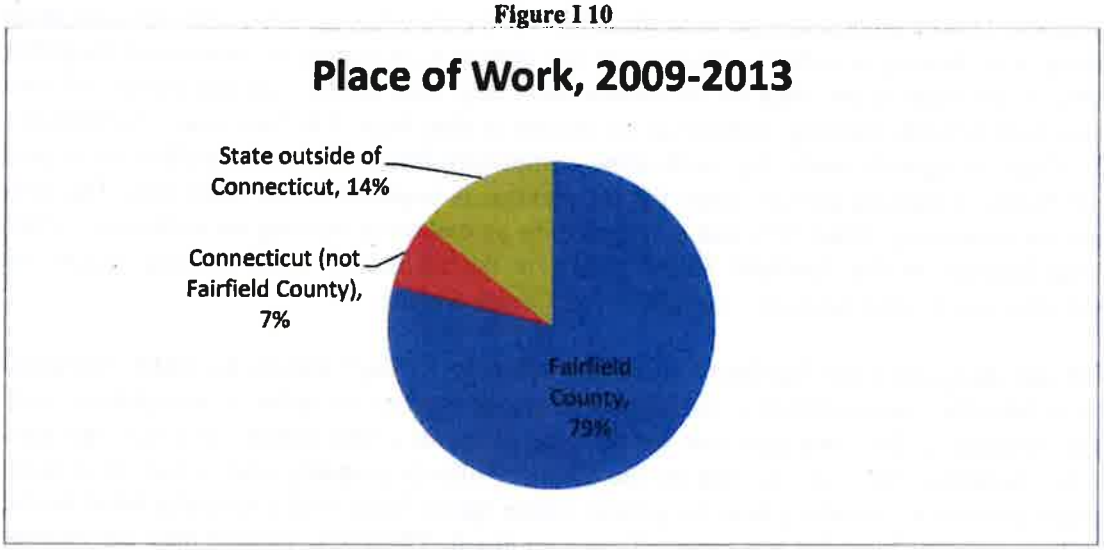
The Southport Rail Station is located in the Southport section of Fairfield within a predominately residential area and within walking distance of the area's center. It is about two miles west of the Fairfield rail station and about two miles east of the Green's Farm rail station in Westport.

The station consists of two wooden structures that date from the initial construction of the New Haven line. The buildings are offset by about 700 feet and the pedestrian connection between them is via Railroad Street and an underpass. No in-door waiting area is provided. High level platforms provide direct boarding access to the trains, but they can only accommodate four cars at a time. Only bus-type shelters are in-place along the platforms to protect passengers waiting for trains.

Service to and from the Southport station is the least frequent of the region's stations, with a total of 48 train stops, 21 inbound and 27 outbound. Passenger boardings from Southport total about 341 persons each day with about 83% occurring during the morning peak period.

Two surface parking lots, one on each side of the tracks, provide a combined capacity for 97 vehicles and an additional 120 spaces are available at a nearby satellite parking lot, Demand is high as about 66% of the commuters drive to the station and park. Because of its situation within residential neighborhoods, about 24% of the passengers walk to the station.

Figure I 10



Source: 2009-2013 American Community Survey, US Census

I.7.3 Summary of Census Data

The US Bureau of the Census is a valuable source of information on a wide range of questions and provides a general description of the character of a community. Data related to a number of transportation-related questions were extracted from the summary files.

I.7.3.A Place Of Work And Journey-To-Work

Information on where persons living in Fairfield worked was obtained from the US Census (2009-2013 American Community Survey). The Town's work force totaled 26,836 residents. Slightly over three quarters of the work force worked in Fairfield County, while 7% worked in the state of Connecticut, but not Fairfield County. About 14% of Fairfield residents worked outside of the state.

I.7.3.B Means Of Transportation To Work

The predominant mode of transportation to work was the private vehicle. Over 76% of Fairfield's work force either drove alone to work or shared a ride with someone else. The majority of those commuting via private vehicle (71.8%) drove alone. Public transit modes captured 11% of the Town's work-related trips. Walkers accounted for 3.5% of all work trips, while only .2% of residents bicycled and .9% of residents used some other mode of transportation. Persons who worked at home represented a relatively large portion of Fairfield's total workforce, at 7.5%.

Table I Q

I.7.4 Future Travel Patterns and Roadway Operating Conditions

Based on ConnDOT modeling, traffic volumes in Fairfield are expected to increase by about 13% on non-expressway roads between 2010 and 2030 and by about 24% on I-95 and Route 15.

Estimated 2030 Average Daily Traffic Volumes - State Roads	
Town of Fairfield	
Road	**2030 ADT**
Interstate 95	170,100
Route 15-Merritt Parkway	79,100
US Route 1	20,200
Town Center Area	24,300
S. Benson Rd-Rte 130	32,100
Route 58	17,300
Tunxis Hill Road Section	11,500
Commercial Corridor	24,900
South of Route 15	20,300
North of Route 15	7,800
Route 59	12,700
Route 130	16,400
Route 135	16,800
Route 136	7,500
SR 732-Black Rock Turnpike	15,000

Source: ConnDot Congestion Management Screening Report

I.7.4.A Existing and Future Roadway Operating Conditions

Congestion on roads in Fairfield is generally recurring and predictable, but its location, duration and timing are influenced by incidents that may occur. The principal roads of Fairfield generally operate at good levels of service during most times of the day, and problems during the peak periods are somewhat limited. Operations tend to be the worst during the evening peak hour when hourly volumes are typically the highest. Between six and ten percent of the daily traffic volume occurs in the PM peak hour with the peak direction carrying about 55% of the flow.

The determination of operating conditions was based on a comparison of a road segment's peak hour volume to its estimated capacity. This results in a calculated volume-to-capacity ratio for the road segment. Calculated V/C ratios of between 0.90 and 1.10 indicate operations near or at the capacity of the road. Moderate congestion and marginal operations are indicated by V/C ratios between 1.10 and 1.25, while V/C ratios greater than 1.25 are symptomatic of very poor operations with excessive congestion. V/C ratios less than 0.90 suggest acceptable operations during the peak hour.

Overall, over 95% of the roads in Fairfield operate at a good and acceptable level of service. However, this is somewhat misleading because the breakdown is overrepresented with local neighborhood streets that carry low volumes of traffic and function to provide access to these neighborhoods. By their nature, these roads would operate with little congestion.

Table I R

Base Year & Projected Operating Conditions			
V/C Ratio Range	**Miles**	**2008 Percent**	**2030 Percent**
Under Capacity: <0.90	277.72	95.14%	92.92%
At Capacity: 0.90-1.10	5.92	2.03%	2.48%
Over Capacity: 1.11-1.25	8.07	2.76%	1.12%
Forced Flow: > 1.25	0.2	0.07%	3.47%

Based on ConnDOT Congestion Management Screening Report, 2010.

Table I S

Road Mileage by Functional Classification and Operating Conditions, 2008				
Town of Fairfield				
V/C Ratio Range	**Less than 0.90**	**Between 0.91 and 1.10**	**Between 1.11 and 1.25**	**Greater than 1.25**
Interstate	0	3.24	1.71	0
Principal Arterial: Expressway	0	0.15	5.55	0
Principal Arterial: Other	4.51	0.58	0.34	0
Minor Arterial	30.69	1.95	0.47	0.2
Collector	33.46	0	0	0
Total	68.66	5.92	8.07	0.2
Percent	82.90%	7.10%	9.70%	0.20%

Based on ConnDOT Congestion Management Screening Report, 2010.

A more critical approach is to determine the operating levels of service only for those roads classified as at least a collector street. These roads form the foundation of the road network on which most travel occurs. It is important to determine how well this portion of the network works.

The breakdown of current operating conditions by functional classification reveals generally good levels of service throughout Fairfield. About 83% of the collector and arterial road network operates at a good level of service with V/C ratios less than 0.90. Only about 7% of the road network is moderately congested with peak hour traffic consuming between 90-to-110% of the road's capacity. Nearly 10% of the road mileage experiences severe operating problems with V/C ratios greater than 1.10.

Almost all of the observed congestion occurs on the arterial network, including I-95. Not unexpectedly, none of the collector streets operate at a congested level. By contrast, the entire length of I-95 and Route 15 operate under congested conditions, with severe levels occurring along almost entire section of Route 15 and about 1.7 miles of I-95. Only a few short section of US Route 1 (principal arterial: other class) experiences congested operations. Most minor arterials in Fairfield operate at an acceptable level of service. Less than three miles of the total 31 miles of minor arterials (about 8%) operate under

constrained conditions.

Despite a projected stable population, the number of vehicle trips produced in and attracted to Fairfield is expected to grow over the next twenty years. Almost all of this growth will be in the form of additional private vehicle traffic on the roadways. As discussed above the increase in travel will result in growth in traffic volumes along the town's roadway network. A 13% growth is projected along non-expressway roads while traffic on I-95 and Route 15 is expected to increase by 24% over the next twenty years.

Table I T

Road Mileage by Functional Classification and Operating Conditions, Estimated 2030				
Town of Fairfield				
V/C Ratio Range	**Less than 0.90**	**Between 0.91 and 1.10**	**Between 1.11 and 1.25**	**Greater than 1.25**
Interstate	0	0.33	1.01	3.58
Principal Arterial: Expressway	0	0	0.15	5.55
Principal Arterial: Other	4.24	0.36	0.49	0.34
Minor Arterial	24.57	6.47	1.6	0.67
Collector	33.38	0.08	0	0
Total	62.19	7.24	3.25	10.14
Percent	75.10%	8.70%	3.90%	12.20%

Based on ConnDOT Congestion Management Screening Report, 2010.

The projected increase in traffic will result in a deterioration of operating conditions on several key highways. Generally, those road sections that are currently operating poorly will experience worsening conditions and roads that are operating under marginal conditions will deteriorate to a congested condition.

By 2030, the local or residential street system will continue to experience unconstrained operations and it will be on the higher class system (principal arterial and above) that congestion will be most pronounced. Nearly 25% of the collector and arterial network will experience some level of congestion. Almost all sections of I-95 and Route 15 through Fairfield will experience severe levels of congestion with the calculated V/C ratio over 1.25. About 86% of the mileage of these two expressways will be severely congested by 2030. A number of additional sections of US Route 1 will become more congested, but 78% of the highway will continue to operate at acceptable levels of service. Between 2008 and 2030, about six more miles of minor arterials will operate under constrained conditions. Not a significant change is anticipated on the collector street system, as almost all will continue to experience good operations.

I.7.5 Fairfield Bicycle and Pedestrian Master Plan

Streets are an integral part of our cities and towns, providing and facilitating the movement of people and goods. The road network in Fairfield is extensive, totaling about 292 miles. It serves to connect neighborhoods and provides access to businesses, jobs, schools and a wide range of public and private services. Connections to neighboring cities, towns regions and interstate travel are facilitated by the highway system.

The goal of transportation improvement programs has usually been to make the highway system as efficient as possible, with efficiency defined as making the flow of traffic better. This has resulted in overbuilt roadways, exclusive turn lanes that increase the walk distance across an intersection, additional travel lanes that reduce shoulder area available to bicyclists and traffic signal timing and phasing that favors vehicle movements. The needs of pedestrians and bicyclists have often been either ignored or only considered minimally. However, streets are an important part of a community's livability and help define it as a special place. The emphasis on vehicle movement has resulted in street environments unfriendly to bicyclists and pedestrians and land uses dependent on the automobile.

The intent of the Fairfield Bicycle and Pedestrian Master Plan is to effectuate a change in how the street environment is planned, designed and built and, as a consequence, change how it is used. In essence, the street environment is altered from one where vehicles dominate to one where all users are accommodated. It also encompasses not just the area between the curbs but extends beyond the pavement to include space along the roadway as well. While a complete street implementation embraces many common elements, each application is unique and the features selected reflect the land use, needs and characteristics of the area.

As part of the Bicycle and Pedestrian Master Plan a Complete Streets Policy was developed. The policy encourages the Town of Fairfield to provide for the needs of all users including bicyclists, pedestrians, transit users, and drivers. Special attention is given to vulnerable populations such as children, the elderly and person with disabilities. The principal goal is to convert roadways to accommodate all users, not just automobiles, and make the street environment more livable. Implementation of this Complete Streets Policy will reduce energy consumption, greenhouse gas emissions and driving, while enhancing mobility and safety for all and encouraging walking and bicycling for transportation, recreation, exercise and quality of life.

The key elements of a Complete Streets Policy include:

- Bicycle facilities, including designating bicycle routes, installing bicycle signs, providing bicycle racks and adding appropriate pavement markings;
- Bus features and amenities, such as pull-outs, bus shelters and accessible paths to bus stops;
- Pedestrian enhancements, including installing crosswalks, upgrading pedestrian signal equipment and timing, such as countdown clocks, and providing sidewalks that are well maintained, meet width needs and are interconnected;
- Traffic calming actions, including using textured material at crosswalks, bumping-out intersection curbs to shorten the walk distance, and installing center refuge islands;

- Streetscape environment, including planting urban appropriate trees, landscaping, installing bio-swales and rain gardens, using permeable paving material, and providing a buffer between the street and sidewalk;
- ADA compliant features, including curb ramps, detectable tactile cues and warnings, accessible pedestrian signals that emit audible sounds, have a locator tone at the pushbutton and increasing the walk time to accommodate persons with disabilities;
- On-street parking treatments, including designated spaces delineated by a unique pavement treatment (textured material, concrete pavers) and curb/sidewalk bump-outs; and
- Access management actions to manage and control ingress/egress at commercial driveways, including consolidations, reduction in the number, closures, modifying allowed movements, and incorporating good sidewalk design across driveways.

Bicycling and walking have become more recognized as important non-motorized modes of travel. Highways were built from the centerline with the number of traffic lanes needed to accommodate existing and future traffic volumes. Space was provided at the edges for breakdowns. Beyond that, little thought was given to facilities for bicyclists, pedestrians, environmental mitigation, accessibility, community preservation and aesthetics. The resulting highway environment discouraged bicycling and walking, made the street environment dangerous for those modes and people felt insecure biking and walking along high speed, multi-lane arterials

The Bicycle and Pedestrian Committee prepared a vision of what the plan is intended to accomplish and establish the goals, objectives and policies that will realize this vision. The goals and objectives shape the long-term vision of the plan, and offer insight to the needs of local residents. The vision of the plan is:

"The Town of Fairfield recognizes the need to encourage walking and bicycle travel for transportation, recreation, exercise and quality of life. Walking and bicycle use conserves energy, improves air quality, reduces traffic and the need for parking, improves health and fitness, and improves the local economy through a better quality of life, increased access to local businesses, and greater potential for tourism in the area. These goals will be achieved through education, encouragement, enforcement, and infrastructure."

The goals and objectives of the plan cover five broad functional areas:

- **Transportation** – The goal is to expand opportunities for bicyclists and pedestrians throughout the town. To achieve this goal, the town would adopt nationally recognized design standards for bicycle and pedestrian facilities, educate businesses and residents on the benefits and opportunities for biking and walking when making local trips in town and ensuring that all road and redevelopment projects consider the needs of bicyclists and pedestrians.
- **Environment** – The goal is to protect and preserve the environment and Fairfield's natural resources by educating people about the positive effect their decision to bike and walk throughout town can have on the environment, enforcing conservation and zoning rules that promote connecting bicycle and pedestrian paths to open space, public lands and recreation facilities, as recommended on the Trail Map Guide developed by the town's Conservation Department.

- **Economy** – The goal is to improve the local economy by providing high quality recreational and multi-modal facilities by encouraging tourism through recreational linkages from the center of town to the shoreline and to neighboring towns, working with local businesses to develop a strategy to improve bicycle and pedestrian connectivity between commercial properties and removing barriers to pedestrian traffic between commercial properties and improve pedestrian linkages between such properties to reduce excessive vehicle movements.
- **Health** – The goal is to increase opportunities for bicycling and walking as a means to achieve improved physical fitness by educating residents and decision makers on the public health benefits of biking and providing safe and convenient bicycle and pedestrian routes to encourage walking and biking for local trips and identifying public health as an integral component of community design.
- **Safety** – The goal is to reduce the frequency and severity of vehicular, bicycle, and pedestrian-related accidents by educating people on the rules of the road for motorists, bicyclists and pedestrians, enforce the rules of the road against motorists, bicyclists, and pedestrians and, periodically, surveying residents on whether they feel safer.

As part of the bicycle and pedestrian planning process, the feasibility of developing a system of bicycle routes throughout the town is being investigated. The proposed network of interconnected on-street bicycle routes will consist of roads that can safely accommodate current bicycle use and provide access to various activity centers. Selected bicycle routes will be evaluated relative to the following criteria:

- Accessibility
- Directness
- Continuity
- Attractiveness
- Level of conflict

The on-road bicycle routes will also be evaluated by the road's traffic volume and geometric characteristics, such as, operating speeds, traffic mix, on-street parking, number of lanes, pavement width, and number of commercial driveways.

The Committee conducted a survey of town residents asking input on which roads they currently use and ones they would like to see enhanced to accommodate bicycle travel. The preliminary results suggest the residents want bicycle facility connections to the beach area, Southport, Greenfield Hill and the commuter rail stations. Specific roads suggested as candidates for inclusion in the bicycle route network include:

- Park Avenue from Sacred Heart University to Edgewood Road;
- From Park Avenue along Edgewood Road, Cornell Road, Knapps Highway, Rakoczy Avenue, High Street, Holland Hill Road, Barlow Road, Unquowa Road, Old Post Road, and Rowland Road to the beach area;
- Old Post Road, Old Field Road, Sasco Hill Road, Harbor Road, Westway Road, and Pequot Avenue to Beachside Avenue in Westport;
- From Southport along Bronson Road and Hillside Road to Greenfield Hill;
- Along Congress Street and Cross Highway to Westport;

These concepts represent possible route alignments. Additional investigations will be conducted to determine suitable for bicycling.

For pedestrian facilities the basic design elements need to consider the road type, the cross section, and intersections and other crossings. On low-volume, low speed residential streets, the design should encourage sharing the space. There is not a need to over design the road or pedestrian facilities. Instead, the residential road should be scaled so that people are comfortable walking in the road and sharing the space with vehicles. This means narrower lanes and less pavement. By contrast, on high volume streets, there should be good separation from the road and traffic, but the road design should not encourage or promote excessive speeds. On a higher capacity arterial, medians and creating boulevards provide a more welcoming area for pedestrians and serve as a refuge while crossing.

Although wide travel lanes and shoulders provide space for bicyclists, they promote high traffic speed, send the wrong signal to drivers and take space away from the pedestrian area. There needs to be a balance in the use of the road right-of-way between motorized traffic, bicyclists and pedestrians. How the right-of-way is configured will influence how friendly it will be to pedestrians to walk and how many people will be willing walk in the area.

To improve the pedestrian environment and enhance safety, various engineering devices and treatments can be considered. Pedestrian treatments are most appropriate where pedestrian activity is high, although all areas can benefit when the needs of pedestrians are considered. A wide range of "tools" exist that can provide a safer path for walking along and across a street and encourage people to walk instead of driving their car. These "tools" include: sidewalks, painted crosswalks, pedestrian signals, traffic signal enhancements, center island medians, intersection bump-outs, textured pavement, landscaping and driveway modifications, Whichever "tool" is selected and implemented, it is critical that the feature be properly maintained. This requires repairing sidewalks when the surface deteriorates, repainting crosswalks when they become faded, and trimming tree limbs and controlling vegetation along sidewalks.

CHAPTER TWO

II. DEVELOPMENT POLICIES

II.1 1979 MASTER PLAN

The planning goals listed in the 1979 master plan include: environment and ecology, community appearance, housing, population density, recreation and conservation, community safety, education, government, transportation, economics and social services.

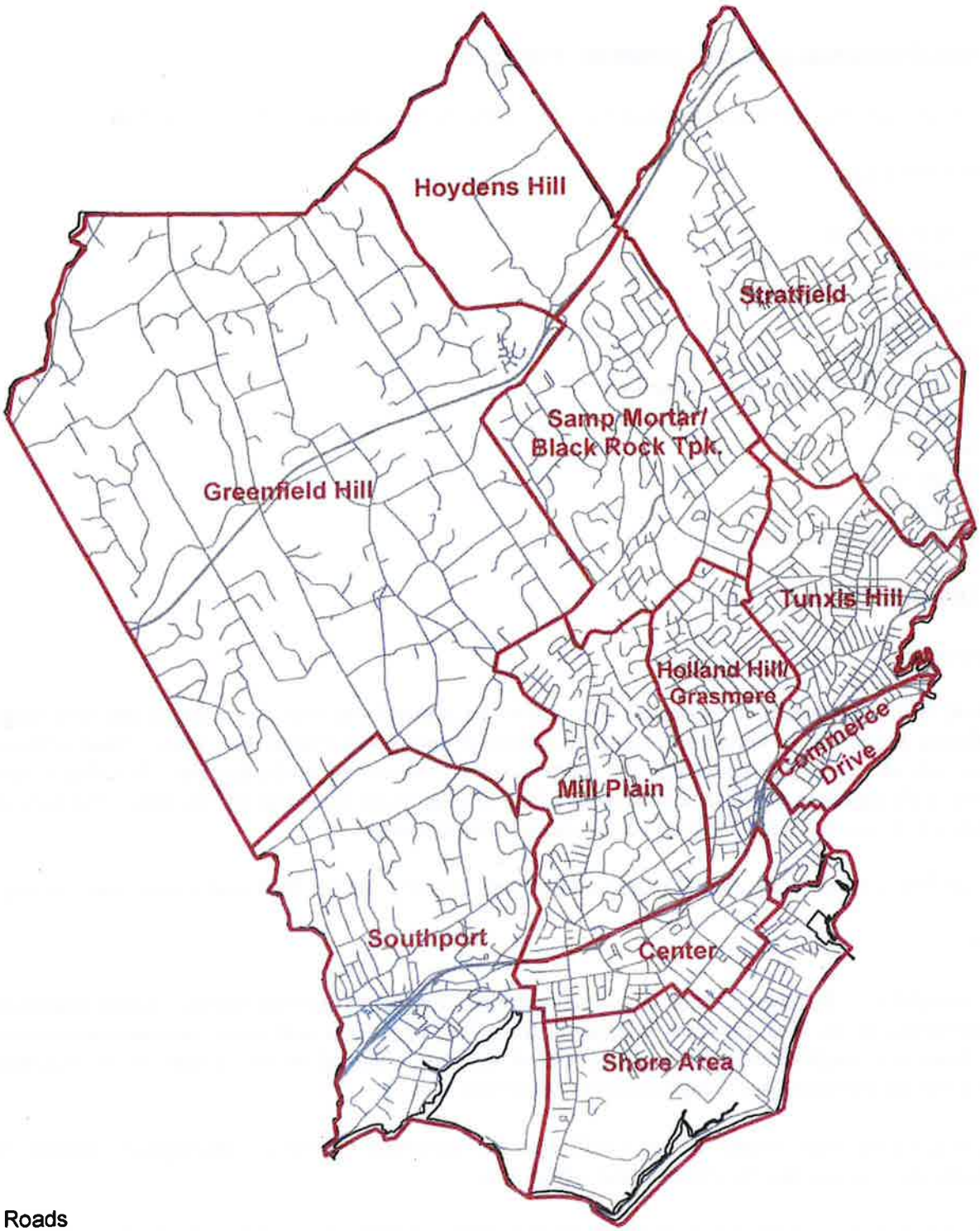
The 1979 planning development policy included: town centers, area centers, neighborhood centers, regional centers, historic centers, community appearance, shore area, open space, watershed planning districts and transportation.

The planning goals listed in the shore area plan (a 1983 amendment to the 1979 master plan) include: coastal boundary criteria and shore area components, coastal resources, shore area issues, shore area future growth and the shore area management plan.

II.2 OUTLINE OF COMMON CHARACTERISTICS AND POLICY STATEMENTS

Section IV of the 1979 Master Plan entitled "Planning Development Policy" identifies and describes five types of "Centers" in Fairfield: Town, Area, Neighborhood, Regional and Historic. The locations of these "Centers" are represented on the 1979 Master Plan map by circles of various styles (by type of Center) and different sizes (by size of Center). This Plan recommends the elimination of the identification and description of Centers and their corresponding map circles. Instead, the Plan has identified and described the eleven areas which make up Fairfield based on their locations, historic development and characteristics. These areas are designated and shown on a map which is part of the Plan's recommended Development Policies. Policies for each area to preserve and sustain its positive characteristics and to support and guide its development complete this section.

The areas shown on the enclosed map and discussed herein are not intended to exclude any neighborhoods encompassed within an area. The intent of the plan is to identify areas which have commonality of characteristics to which the goal and policies can be applied. The Commission recognizes that there is likely to be broad ranging opinion as to the borders depicted on the area map.



Roads

Planning Area Boundaries

N

0 0.5 1 2 Miles

Planning Area Boundaries

Town of Fairfield

METROCOG

II.3 RECOMMENDED DEVELOPMENT POLICIES

The following lists the Characteristics and Policies for the eleven areas identified by the Plan.

The eleven areas are:

- Greenfield Hill
- Stratfield
- Holland Hill/Grasmere
- Tunxis Hill
- Hoyden's Hill
- Samp Mortar/Black Rock Turnpike
- Southport
- Mill Plain
- Shore Area
- Center Area
- Commerce Drive Area

II.3.1 Greenfield Hill

Characteristics

Greenfield Hill is essentially a residential area composed primarily of two-acre wooded lots with large single-family colonial-style homes and substantial areas of public and private open space. Most of these residences are serviced by private wells and septic systems, rather than public services. Winding scenic roads and rambling stone walls are reminiscent of the original rural landscape of this area. The lack of an entrance to or exit from the Merritt Parkway adds to its ambiance.

Greenfield Hill is home to the annual Dogwood Festival, drawing visitors from many states each spring.

Policies

The Greenfield Hill Business Center is a Neighborhood Designed Business District, which promotes uses appropriate to the area, provides safeguards from over-expansion and limits business/commercial uses to those of a neighborhood scale. Only uses of this nature should be encouraged in this business center so that the business uses complement the residential area.

Zoning Regulation amendments which would increase permitted density of development should be discouraged in order to preserve the character of the area.

New residential construction should be designed to preserve existing mature trees, minimize changes in grade and maintain reasonable proportions with the other dwellings in the area.

The existing Historical District is an appropriate safeguard to protect the historical integrity of the original New England village which existed in this location.

The construction of an entrance to or exit from the Merritt Parkway in this area should be discouraged.

Undeveloped areas should be examined for potential acquisition by the Town or designation as open space, especially if such areas link other open space areas together or abut existing Town holdings.

II.3.2 Stratfield

Characteristics

Stratfield has a wide diversity of housing, including luxurious to modest single-family homes usually on one-half and one-third acre lots, a substantial number of condominium units and other multi-family housing. This area also has some public and private institutional facilities and a vast amount of public and private recreational open space. Development in Stratfield has been influenced by ready access to the Merritt Parkway. The Brooklawn neighborhood is considered to be a part of the greater Stratfield area.

Policies

The business area at the intersection of Stratfield Road and Fairfield Woods Road, as well as the Brooklawn business area, are classified as Neighborhood Designed Business Districts. This designation promotes uses appropriate to the surrounding residences and provides safeguards against over development. Streetscape and other beautification measures to visually improve this section of Town should be encouraged.

As nearly a third of the area identified as Stratfield is used for recreational purposes and/or open space, the character of this area and the Town, in general, would be altered dramatically if the Fairchild-Wheeler Golf Course or Brooklawn Country Club properties were to be developed for other uses. Maintenance of their current uses should be encouraged; if their current use cannot be continued, they should be preserved as open space. Strategies to consider include:

- recommending Town acquisition of these properties
- modification of the underlying R-3 zoning to decrease permissible density

Some institutional uses have developed in the Jefferson Street area. The General Electric corporate headquarters, convalescent facilities, high school, university and Fairchild Wheeler Golf Course are naturally bounded which should prevent over-expansion of these uses. Any future development in this area should be sensitive to the residential uses within this neighborhood, with preference given to residential development and, for the golf course, open space.

Access to the Merritt Parkway has greatly influenced the development of northern Stratfield and has contributed to traffic congestion, especially when motorists use Jefferson Street and Stratfield Road as commuting alternatives during the morning rush hour. It is recommended that state activities, including the use of state-owned property, focus on efforts to alleviate congestion and not exacerbate it. Uses of a commercial and industrial nature should be discouraged.

II.3.3 Holland Hill/Grasmere

Characteristics

The Holland Hill/Grasmere area is one of the more diverse sections of Fairfield with large areas devoted to homogeneous single-family residential development and smaller areas used for post-World War I multi-family housing, industrial and commercial development and mixed uses.

The construction of the Connecticut Turnpike bisected the section historically considered to be the Grasmere neighborhood. The area north of the turnpike has followed a largely homogeneous pattern of single-family residential development on quarter-acre lots, whereas the area to the south, which has been impacted by the railroad as well as the turnpike, has undergone a far more diverse development ranging from single and multi-family residential uses to commercial and industrial uses. The northern portion of Grasmere shares many characteristics with the Holland Hill neighborhood making them essentially indistinguishable.

Most of the Holland Hill/Grasmere area has achieved stability through a nearly complete development of available land.

Policies

Revitalization and redevelopment along the Post Road is needed to upgrade visual quality and promote reinvestment in this area.

Mixed-use commercial/residential development should be encouraged in existing commercially- zoned sections.

The residential neighborhoods south of the turnpike which offer more affordable housing should be preserved and upgraded and encroachment of commercial development resisted.

The maintenance and protection of Gould Manor Park as a recreational resource is vital to this densely developed neighborhood.

II.3.4 Tunxis Hill

Characteristics

Most of Tunxis Hill was developed during the first wave of population growth after World War I. As a result, most of its subdivision layouts pre-date the establishment of planning and zoning regulations. The area is characterized by relatively small lots (5,000 to 10,000 square feet), a high concentration of two, three, and four-family dwellings and a dense network of grid-pattern streets unrelated to its topography. Commercial enterprises have developed on a limited regional scale along or close to the State highways: Tunxis Hill Road, Route 1 and the Connecticut Turnpike.

Policies

Revitalization and redevelopment of the Kings Highway section are needed to upgrade its visual quality and to promote reinvestment. More landscaping and greenery are needed to upgrade the Tunxis Hill Road/Villa Avenue commercial area for the same reasons.

The maintenance and protection of Melville Park as a recreational resource is vital to the densely developed Tunxis Hill neighborhood.

To preserve and expand affordable housing, the Town should preserve the existing multi-family housing stock and support efforts to upgrade existing units, promote utilization of Residence C zoning for rental units, discourage commercial zone encroachment into residential areas, encourage mixed-use commercial/residential development, and encourage additional sweat-equity housing developments.

II.3.5 Hoydens Hill

Characteristics

The Hoydens Hill area consists primarily of large expanses of undeveloped land with over 60 percent of the area devoted to open space, recreational areas, such as the H. Smith Richardson Golf Course and Bridgeport Hydraulic Company reservoir property. While this area has seen recent subdivision activity and BHC may sell additional holdings, the majority of this land is likely to remain undeveloped. This area also includes scattered residential development on one to two-acre lots. The area is serviced by few roads due to topography, the percentage of undeveloped land and low population density.

Policies

The expansion of recreational opportunities should be encouraged.

Open space and recreation facilities should be connected via bicycle and pedestrian paths.

Undeveloped parcels should be considered for acquisition by the Town for open space, especially Bridgeport Hydraulic Company parcels.

II.3.6 Samp Mortar/Black Rock Turnpike

Characteristics

Samp Mortar consists primarily of single-family residential development on one-half to one-acre lots with condominium development adjacent to the Black Rock Turnpike commercial area. The area is bisected by Black Rock Turnpike, a state highway, which is bordered by substantial commercial development serving Fairfield and surrounding communities and carries commuter through-traffic as well as local traffic.

This area includes privately owned lakes and recreation spaces and public open spaces along the Mill River as well as areas of steep rocky terrain.

Policies

Encourage and support efforts of commercial property owners to upgrade the visual quality of Black Rock Turnpike with building, landscape and sign improvements.

Encourage opportunities for shared parking and vehicle access on Black Rock Turnpike to reduce the number of driveways.

Eliminate barriers to pedestrian traffic between commercial properties and encourage better pedestrian linkages between such properties to reduce excessive vehicle movements.

Encourage diversity of commercial uses including mixed residential/commercial uses to maintain and increase the vitality of the business corridor.

Encourage the creation of a pedestrian/bicycle path along the Mill River corridor to link existing open spaces.

Require parking lot shade trees for new commercial construction and redeveloped sites and encourage them for existing sites.

Resist expansion of commercial districts.

II.3.7 Southport

Characteristics

Southport is almost a town-within-a-town, with a wide range of diverse activities and land uses.

The Connecticut Turnpike and the Post Road bisect Southport with the traditional Southport Village to the south and the primarily residential area to the north. The Post Road corridor development is a typical narrow band of highway commercial development which serves through-traffic.

Southport Village has the visual character of an old colonial waterfront, which is reminiscent of its past as the Village evolved from the activities of the harbor and maritime commerce between 1760-1919. Commercial development and uses in the Village are neighborhood in scale and serve the immediate surrounding area. With many old historic homes, much of Southport Village has been designated as a historic district.

The northern section of Southport originally contained rural pastures and farms which eventually yielded to residential development.

The area north of the Post Road exemplifies a classic progression in land use as one travels north. Beginning with highway commercial development, the landscape shifts to multi-family and small-lot residential use, leading first to half-acre and then to one-and two-acre residential lots, ultimately blending into lower Greenfield Hill, making a definitive boundary difficult to distinguish.

Narrow streets with large mature trees serve both the southern and northern sections of Southport.

Policies

Integrity of the Neighborhood Design Business District should be maintained by continuing commercial uses of a neighborhood scale and residential mixed uses.

Development along the Post Road corridor should be encouraged to reflect architectural features that enhance the visual appeal of the commercial and adjoining residential area and help create a sense of place. Despite this area's unique character, current development along the western end of the Post Road lacks visual cues that one is entering a new town.

Recommend rezoning Designed Industrial District land along the Post Road to Designed Commercial District.

The transition of industrial properties in the Village area to uses appropriate for a Neighborhood Commercial District should be supported.

New development should not put further demand on already limited on-street parking. Designation of on-street loading areas to prevent double parking should be considered.

Encroachment of commercial zones into residential areas should be discouraged.

Design of commercial development and redevelopment should include the following architectural elements common to the area: use of brick or clapboard, low building profile, divided windows, colonial style and appropriate scale.

The historic character of the Village and harbor area should be preserved.

Open space and public lands should be connected by pedestrian and bicycle paths.

Undeveloped parcels should be considered for acquisition by the Town for open space.

II.3.8 Mill Plain

Characteristics

Mill Plain consists primarily of single-family residential development on one-quarter to one-acre lots and contains especially attractive areas of fairly large older homes, set close to the street and surrounded by mature trees. Mill Plain also has significant areas of open and recreational space, including Sturges Park, historic Mill Plain Green and open spaces along the Mill River and a relatively high percentage of institutional uses, including educational facilities (Fairfield University and public schools) and a nursing home.

Fairfield University is the Town's largest employer and provides cultural opportunities to the community. Although the University maintains a sizable campus, its impact on surrounding residential uses is limited to those in close proximity.

Policies

Fairfield University should be encouraged to provide on-campus housing for its students and to develop its facilities within existing campus borders.

The historic character around Sturges Cottage Green should be preserved.

Connections between open space and public land with bicycle and pedestrian paths should be encouraged.

II.3.9 Shore Area

Characteristics

The Shore Area is a densely developed residential area of one-quarter acre or smaller lots, with many two-family dwellings, as well as several neighborhood commercial uses. This section contains large areas of Town-owned land for recreational and institutional uses, including the Old Dam Road recreational area, three beaches, Public Works facilities, school property and senior center and several neighborhood parks. The vast majority of the area is within the 100-year flood plain.
A portion of the Shore Area, comprised mainly of Fairfield Beach Road and Pine Creek Avenue, is distinctly different from any other part of Town and has a density of development so unusual it warrants its own regulatory scheme (the Beach District). Historically, this portion consisted of densely clustered summer beach cottages. The seasonal occupancy partially justified the density of development. Over the years the conversion and expansion of these cottages to year-round occupancy has led to significant challenges to manage the infrastructure, population density, and public safety and flooding concerns.

Policies

The specific recommendations of the Shore Area Plan as well as the recommendations prepared by the Shoreline Advisory Committee to update the plan should be supported.

A maximum floor area ratio requirement in the Beach District should be considered.

Town acquisition of military housing on Reef Road for elderly or moderate-income housing, if the Federal Government decides to sell, should be considered.

Rigorous enforcement of Flood Insurance Program requirements should continue.

A special taxing district to support particular needs of beach maintenance and protection should be considered.

Development on the Pine Creek side of Fairfield Beach Road should be discouraged.

Opportunities for public access, recreation, and open space should be explored.

Elimination of the Neighborhood Designed Business District on College Place and Reef Road residential properties should be considered.

II.3.10 Center Area

Characteristics

The Center Area is Fairfield's "downtown." Most of the Town's governmental services, including the Town Hall, Police and Fire headquarters and Main Library, as well as the YMCA and various other community and club facilities are located here. The Center offers commercial diversity including a medical center, banks, restaurants, locally-owned specialty shops and mixed-use complexes such as the "Brick Walk," in a pedestrian-oriented and visually appealing setting with high-quality store fronts and signs and a Town "common," Sherman Green. There is a range of retail, office and manufacturing employment opportunities.

The Center also is Fairfield's transportation center with a large commuter railroad facility and multiple points of access to the Connecticut Turnpike. The proximity of the railroad and the Turnpike has resulted in the development of a largely industrial/commercial strip between them. This strip also supports a cluster of multi-family condominiums between Unquowa Road and Mill Plain Road.

The Center Area has approximately 1,000 residences within a three-quarter mile radius and includes diverse types of housing, from single-family residences to condominiums, and varying densities, from one to thirteen units per acre. A substantial portion of the residential area along the Old Post Road has been designated a Historic District.

Policies

Major zoning and regulation changes have been made in response to the needs of this area since the adoption of the last Master Plan in 1979. The "Historic Business Center Improvement Plan" was published in 1984 as a result of the collaborative efforts of the business community, the Economic

Development Commission, the Town Plan and Zoning Commission and other municipal agencies. Its recommendations resulted in the following actions:

Establishment of the Center Designed Business District distinguishing the Center area from other business districts;

Requirement of customer/client- oriented first-floor commercial uses in this district;

Modification of parking standards;

Easing of alcoholic beverage regulations for restaurants; and

Creation of a transitional zone for multi-family housing to stem the spread of business uses into residential neighborhoods.

Continued support of these policies and continued collaborative efforts by the business community and Town agencies are necessary to maintain the viability and adaptability of the Center Area as conditions change.

A maximum size limitation for a single retail use in the Center Designed Business District should be considered.

Outdoor activities such as summer concerts, occurring in and around Sherman Green, add vitality to the Center and should continue to be supported. Seasonal outdoor seating at food service establishments may be allowed within reasonable limits designed to prevent visual clutter and pedestrian hindrances on public sidewalks.

Exemption of the Center Area from the 1500-foot rule for restaurant liquor permits should be maintained. This policy has encouraged the establishment of several new restaurants that add evening vitality to the Center.

Consider revising the required parking for restaurant uses in this area to that required for retail. Also, consideration should be given to allow some amount of seasonal outdoor seating without requiring additional parking.

Public and private off-street parking within the Center must be comprehensively managed for the benefit of the entire area. Joint or shared parking should be encouraged. Current regulations allow residential parking requirements to be reduced by 50 per cent in commercial/residential mixed-use sites, where the commercial use is primarily a daytime one. Similar allowances should be considered for other "after-hours" uses, such as restaurants, which share sites with daytime commercial enterprises.

Due to the pedestrian scale of the Center, shoppers tend to park their cars once rather than drive from shop to shop. Providing employee parking at Sherman Green and at the terminus of Sanford and Miller Streets has created more parking for shoppers in the Center. Improved signage and promotional materials detailing an inventory of available parking in the area would be beneficial. Center merchants

should view the issue of parking in a cooperative fashion rather than a competitive one. Opportunities for shared parking and access should be encouraged.

Consider requiring all off-street parking be at the rear of buildings.

Encourage signal timing and other traffic control and enforcement measures that foster pedestrian safety.

Maintenance of existing industrial uses along the railroad should be encouraged and retail development north of the railroad should be discouraged. Housing development may be an appropriate alternative in the area between the Turnpike and the railroad if and when existing commercial use is no longer viable.

Upgrade the Designed Industrial District fronting the Post Road to Designed Commercial.

Diversification of activities in the Center should be encouraged.

Expansion of the Historic District should be supported where appropriate.

Additional housing opportunities in the Center should be encouraged through existing mixed-use provisions of the Zoning Regulations.

Incentive zoning and taxing techniques which would allow a higher intensity of use in exchange for public improvements, such as open space or general-use garages, should be examined.

Commercial renovation and construction should adhere to the comprehensive design guidelines for facilities, storefronts, and signs found in the Center Improvement Plan, including:

Use original building elements, such as clapboard, brick, stone, window and door trim, lintels, cornices, and columns; retain original materials wherever reasonably possible;

Incorporate brick, glass, clapboard, copper and cedar shingles in new construction; avoid mirrored glass, exposed metal, stucco, concrete block, and artificial brick;

Use façade materials that match the historical and architectural character of the building;

Treat facades facing streets, walkways and parking lots in a compatible fashion using similar design features;

Use windows, doors, signs, lighting and other building features compatible with the building style;

Design individual storefronts to harmonize with other storefronts in a building and with the building as a whole; and

Construct signs of natural materials or materials that simulate natural materials;

Extensive expansion of railroad parking should be discouraged to keep the Center from becoming the regional hub for rail use.

Continuation of "street-scape" improvements initiated by the Center Improvement Program should be encouraged. Expansion of these improvements into additional areas not included in the initial program also should be considered.

Opportunities for Designed Research District-type uses, such as research and development facilities or single-tenant office buildings, in the Designed Industrial District, or the creation of a hybrid industrial district should be examined.

II.3.11 Commerce Drive Station Area

Overview

The construction of Fairfield's third train station near the intersection of Black Rock Turnpike and Commerce Drive will lay the foundation for a new walkable, mixed-use, and transit-oriented neighborhood. This district has seen greater transformation over the decades than most areas of town as a rail-oriented industrial zone transitioned to a commercial/office/industrial zone oriented around the new highway interchange. A commuter rail station will be the impetus for the next transformation; demand for housing, office, retail and amenities near the station will drive amendments to the town's zoning to enable land uses for which there is a market in this area. New mixed-use and transit-oriented zoning will enable this district to evolve over time without allowing land uses that will be regional draws or those that will lead to significant traffic increases. As redevelopment occurs, site plans and development designs will work towards a common goal of balancing the transportation system in the southeast portion of town to encourage walking, bicycling, and transit use.

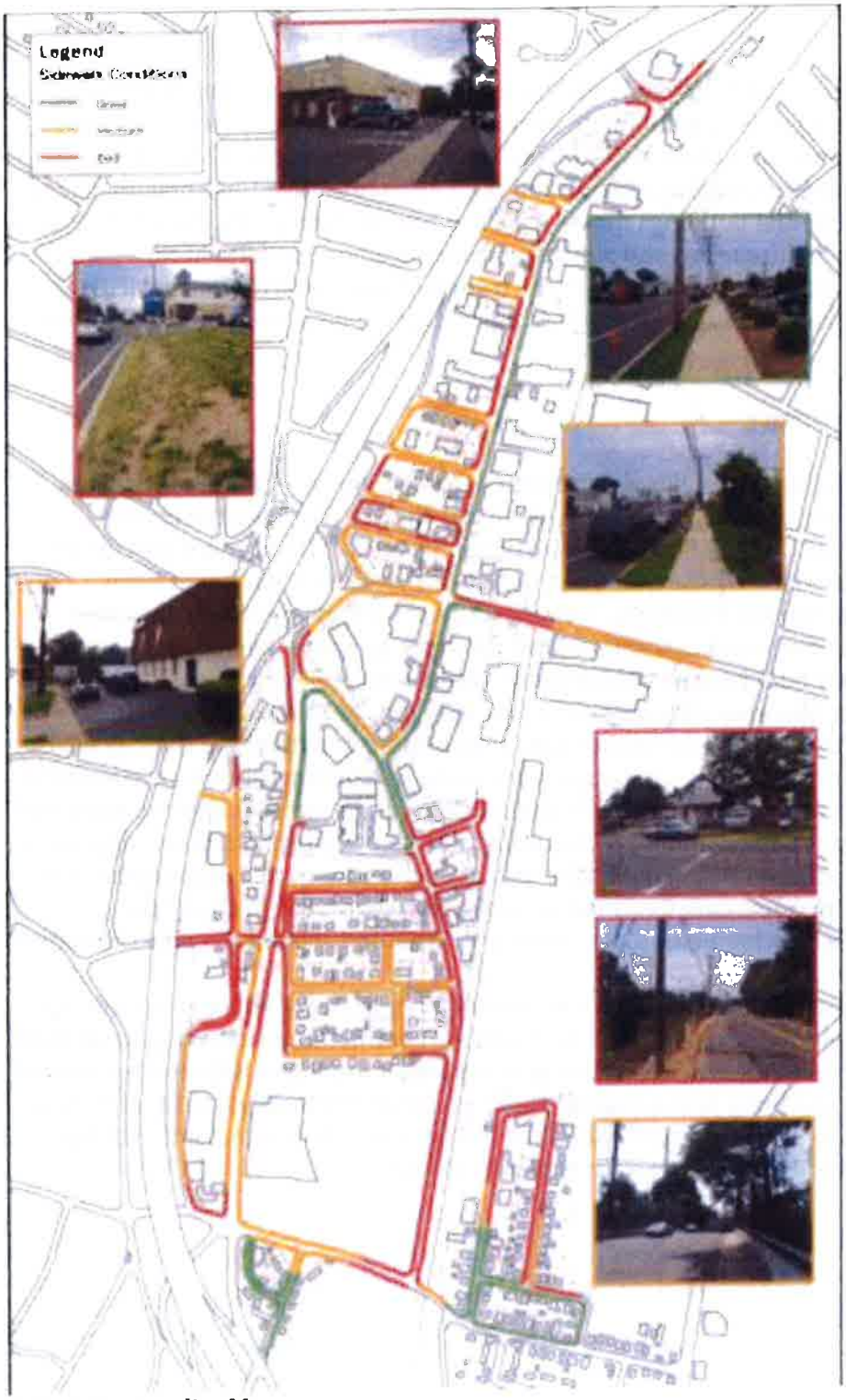
Existing Conditions (Characteristics)

Land uses in this area of town are incredibly diverse. There exists two residential neighborhoods: Grasmere and New England. Grasmere is located predominantly to the west of this district, though it extends into the area as it crosses east of Grasmere Boulevard along Kenwood and Ardmore. This block is a cul-de-sac off of Grasmere Blvd and backs onto the large redevelopment parcel located adjacent to the train tracks. Despite its proximity to the station, there currently does not exist a connection to the east from this neighborhood. New England is located on a hill in the heart of the study area surrounded on all sides by commercial land uses. It is physically close to both the train station and to retail uses in the area and connected to both by New England Avenue. Transitional uses between this neighborhood and adjacent mixed-use and commercial development are crucial to maintaining the character of this neighborhood. Though predominantly industrial in character, the district has seen retail infiltration along Kings Highway Cutoff and proximate to the interstate 95 interchanges 23 and 24. The eastern portion of Commerce Drive currently contains automobile related land uses on a majority of the land area with industrial, restaurant, office, and residential uses scattered in between. Some of the land uses across the district are transit supportive though many of the current land uses would never likely result in transit trips. Because of underdevelopment of many sites in the area in relation to their current highway access and their future transit access, there are significant opportunities for redevelopment.

Existing Land Use

Site Condition Map

The transportation system in the area is almost exclusively automobile oriented. It is one of the least pedestrian-friendly districts in the town despite new sidewalks on the south side of Commerce Drive and sidewalks in the vicinity of the exit 24 traffic circle. Sidewalks do not exist throughout the majority of the area and where they do exist development is often not designed in a way to be pedestrian friendly. There is no bike infrastructure in the district. Though roadway improvements have been made in recent years and additional improvements are slated in relation to the train station, the traffic circle continues to be a barrier to pedestrian and bike traffic and a confusing series of intersections for drivers. In addition to the pending MetroNorth commuter rail service, the only transit in the area is a single bus route linking downtown Fairfield with downtown Bridgeport. Bus routes do not currently exist that link the future station area with the likely source neighborhoods of commuters.



Pedestrian Quality Map

Policies

The policies described below fall into three broad categories: green infrastructure, connectivity, and creating a complete community. They cumulatively enable the incremental transition of this district from an automobile-oriented mix of residential neighborhoods, industrial, and retail uses to a mixed-use neighborhood with more residential buildings that is transit-oriented. Green infrastructure covers the open space, landscaping, and stormwater management policies of the neighborhood. Connectivity describes the transportation policies for the district. And creating a complete community lays out the future land use and development policies.

Green Infrastructure

Locally, this neighborhood has a significant natural amenity in the river that has traditionally been viewed as the backside of the district. Marking the border between Fairfield and the Black Rock section of the city of Bridgeport, Ash Creek served an industrial purpose in the district's early years that has never been forgotten in its current treatment. Commercial uses are located along the river despite the fact that none currently utilize its water or power and all buildings have the river in their backyard. A fundamental aspect of the plan for this neighborhood is that the river becomes the center of a new neighborhood straddling political borders. To that end, policies must exist to ensure the quality of the river as well as buildings' relationship to it and peoples' access to it. Additionally, as a certain level of climate change becomes inevitable and locally specific impacts become more well understood, any redevelopment in this area must be responsive to increasing storm intensity and sea level rise. Finally, the lack of open space in this neighborhood of town must be incrementally rectified through redevelopment to create the amenities necessary for a complete community oriented around the new rail station.

> Riverfront access should be a necessary component of all parcels along Ash Creek with the eventual goal of creating a continuous riverfront path on both sides extending from the railroad overpass on the inland side to the Fairfield harbor and Long Island Sound. This path could eventually link to St. Mary's-by-the-Sea and Capozzi Park on the Bridgeport side and to Ash Creek Open Space and Jennings Beach on the Fairfield side.

Potential Trail Loops Around Ash Creek

This waterfront trail should include parkland at intervals that increase the park reservoir in this neighborhood (the least well served by public open space outside of those neighborhoods consisting predominantly of large lot single family homes) and are located at targeted spots to act as flood mitigation during heavy rains and in the event of sea level rise so that no new development is vulnerable.

Open Space Access Map – Red Areas Beyond 10 Minute Walk to Public Park

No new development should be located in the 100 year floodplain (that is predicted to become approximately the 10 year floodplain with increasing storm intensity caused by climate change) or below elevations reasonably assumed to be inundated by sea level rise.

100 Year Floodplain and Potential Sea Level Rise

A tree canopy should be incrementally planted in this neighborhood through private redevelopment and by the town on public property in order to capture some rainwater before hitting land surface, to cool this district currently dominated by pavement and mitigate the urban heat island effect limiting the need for air conditioning in the summer, and creating habitat while adding value to adjacent properties.

Existing habitat and wetlands should be conserved wherever possible in order to maintain the coastlines resilience to sea level rise and storms while strengthening the local biosphere.

In order for the river to become a focal point of this neighborhood, non-point source pollution originating in the district must be limited. As storm intensity is projected to increase over the next several decades, measures will need to be implemented within the public realm and as components of new private development that manage stormwater passively and retain as much as possible on-site, enabling infiltration before being discharged into Ash Creek. Private development should include such measures as green roofs, rain barrels, greywater utilization for non-potable needs, and permeable pavement. Public works investments in the districts road network and public realm should include rain gardens, permeable pavement, swales, and other measures to enable the public realm to function to retain and filter stormwater rather than just pass it through to the river as quickly as possible.

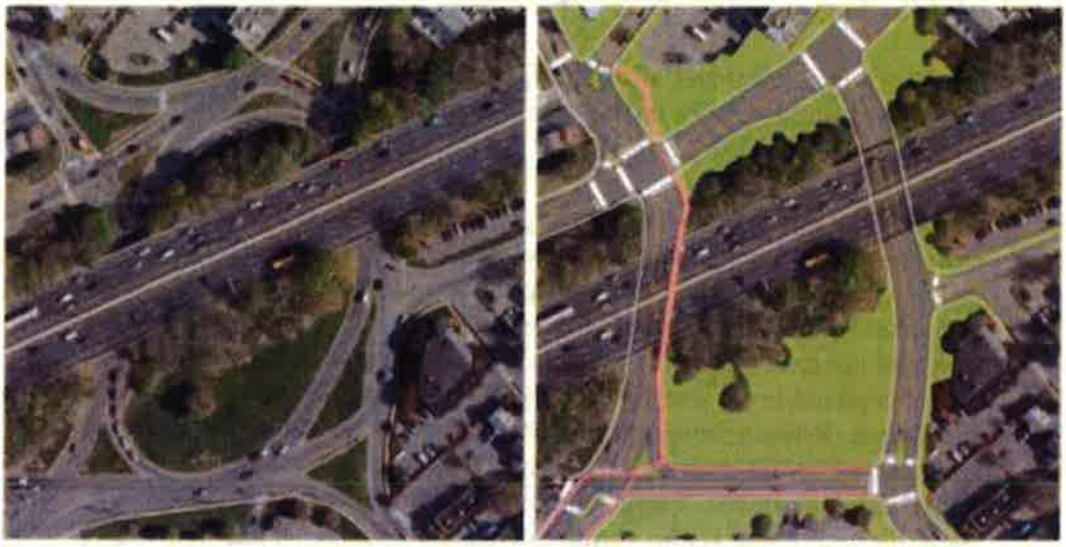
Connectivity

The transportation system of the district is currently designed to meet the needs of drivers at the expense of all other modes of transportation. Even in an attempt to facilitate traffic flow, current best practices in road design present alternatives to the amorphous rotary design currently in place at exit 24 of Interstate 95. While redevelopment can incrementally add aspects of the pedestrian realm to encourage walking, many of the transportation infrastructure interventions that will form the foundation of this neighborhood will require public sector investments.

Automobile Improvements

First and foremost, the traffic circle needs to be rationalized. Currently, it requires dangerous lane shifts across multiple lanes of traffic, does not enable direct routes, and is designed over capacity and for fast speeds mutually exclusive of an intersection designed to both ease automobile through-put and pedestrian connectivity across is. Within the existing footprint of the publicly owned right-of-way, the circle can be reconfigured into a square, converting each leg for two-directional traffic, with signalized intersections at each corner of the new square block. This configuration will

ease traffic flow by limiting waiting time at lights and increasing clarity. It will improve pedestrian access by enhancing sidewalks and providing more crossing opportunities while limiting each of their individual lengths. It will facilitate redevelopment by providing square blocks at this key cluster of parcels with visibility and passers-by.



Black Rock Circle Before and After

A more significant reconfiguration of the local road pattern should facilitate traffic flow to and from the station and surrounding development that will be the new traffic generator in the district. The station area should be the focal point of this neighborhood and its transportation system. Following or in conjunction with the reconfiguration of the traffic circle, the Black Rock turnpike roadway continuation heading south beneath the highway that is currently aligned with Kings Highway Cutoff should be realigned to link with Kings Highway. Rather than Kings Highway coming to a "T" intersection with Black Rock Turnpike / Kings Highway Cutoff, the Cutoff would come to a "T" intersection with Black Rock Turnpike / Kings Highway. This would create a continuous roadway linking neighborhoods north of the highway (where the majority of station parking demand will be generated) with the station. Subsequently, Kings Highway Cutoff could be continued east across Kings Highway / Black Rock Turnpike to come to a "T" intersection at the eastern section of Black Rock Turnpike and the highway off ramp could be realigned with Johnson Drive and the highway on ramp to the east. This would serve to limit the unusable land adjacent to the southern edge of the highway and maximize space within developable blocks at the gateway to the station area.

Phasing of the Local Street Network into a Grid

Traffic calming measures such as road narrowing, bumpouts, chicanes, and/or speed humps should be implemented on New England Avenue to prevent the utilization of this residential neighborhood as a cut through to access the train station.

Pedestrian and Bike Improvements

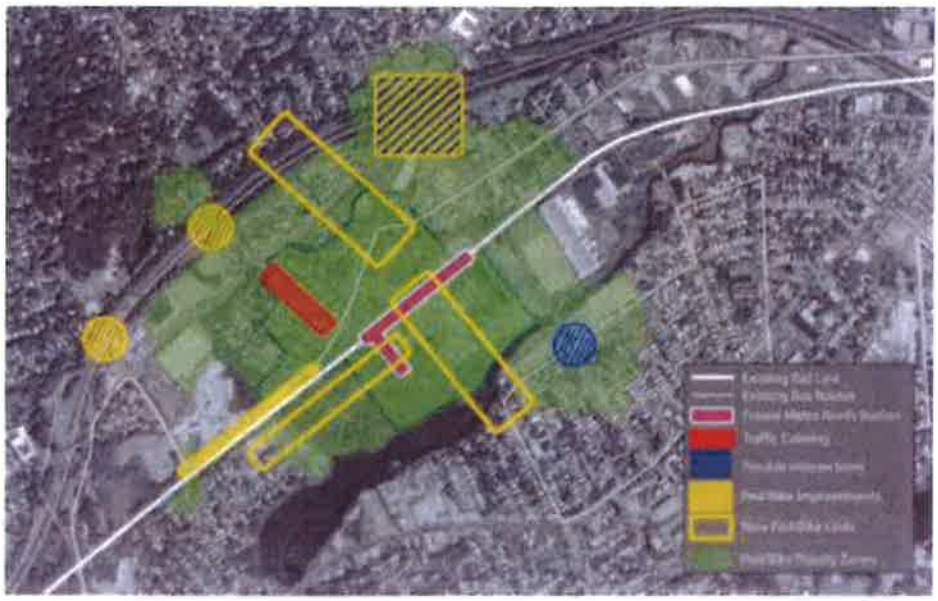
To enable increased pedestrian activity in the neighborhood, sidewalks should be constructed wherever possible where they do not currently exist with priority given to corridors where pedestrian demand will be higher such as Kings Highway between Frank Street and Grasmere Avenue and along streets leading to neighborhoods north of the highway.

To encourage pedestrian access of the station area from north of the highway, the overpasses should be made as attractive as possible by implementing (in addition to sidewalk enhancements) lighting, landscaping, shielding, and artwork so that the space beneath the roadway feels safe, secure, and is attractive.

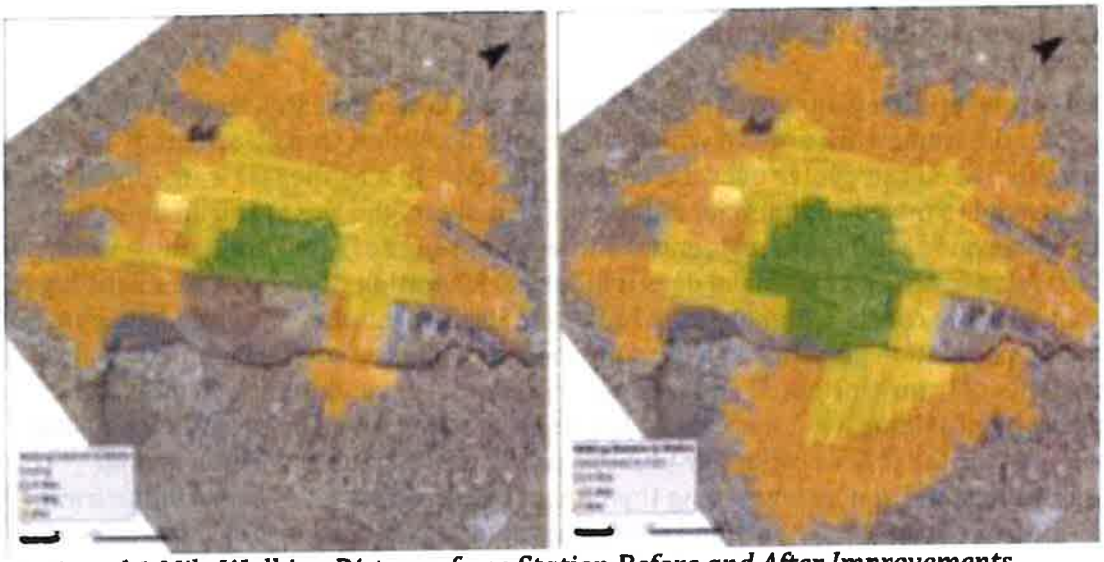
A Pedestrian Friendly Underpass Treatment in Stratford, CT

A pedestrian bridge linking the station area and the riverfront paths to Bridgeport in the vicinity of Fox Street should be constructed. This bridge would shorten walking distances for several blocks of residents in Black Rock, bringing them within reasonable walking distance of the station. By providing them with a viable alternative for station access to the automobile this bridge will alleviate traffic congestion along Brewster Street and Black Rock Turnpike from the South where there are physical constraints to increased volume. The bridge would also provide direct access to a Greater Bridgeport Transit bus line (in addition to the one currently traveling along Commerce Drive) and will facilitate a linkage between the train station and the Coastal Link bus route that connects communities from Norwalk to Milford (with connections to New Haven and Stamford via local employment and housing centers).

Several targeted pedestrian improvements on private property through redevelopment and/or targeted partnerships should be implemented to shorten walking distances between the train station and surrounding residential neighborhoods. The path planned to link the station with Grasmere neighborhood via Kenwood Avenue should be made more direct so that it could serve as a commuter pedestrian linkage from the west in addition to a recreational path through the natural area. A pedestrian connection should be enabled between the western terminus of Commerce Drive and Sunset Avenue providing a more direct connection with the neighborhoods around Jennings Road. Measure should be implemented that link the eastern edge of the train platforms with the areas of this district east of Black Rock Turnpike.



Proposed Mobility Improvements



¼, ½, and 1 Mile Walking Distance from Station Before and After Improvements

As a component of the ongoing town-wide bike study, a set of primary east-west and north-south routes through the Commerce Drive station area should be identified to provide a bike connection between the station area and residential neighborhoods. Special attention should be given to the east-west route and heading south given the topographical constraints heading north.

Transit and Other Improvements

To encourage utilization of the existing bus route that traverses the district and provides access to the station area, redevelopment of properties adjacent to bus stops should provide additional amenities to transform bus stops into transit stations. Improved station conditions will facilitate ridership. Buses should be accommodated at the train station itself in order to enable inter-modal transfers with MetroNorth railroad.

Large employers or residential developments beyond walking distance from the station area and not currently along transit routes should be encouraged to provide shuttle service linking their developments to this transit node.

Short-term car rental facilities and car share spaces should be provided for so that the largest range of options for bridging the "last mile" between the station area and a users origin or destination can be achieved without the use of a private, single occupancy automobile.

Creating a Complete Community

The green and grey infrastructure policies for the Commerce Drive station area create the framework around which a new mixed-use and transit-oriented neighborhood can evolve over the coming decades. Just as the last transition from industrial to mixed commercial did not happen overnight, the next transition to a neighborhood with more residential and a wider range of retail and dining options alongside office and industrial uses will take a generation or more. One might argue that with the construction of Stone Ridge, this transformation has already begun. While population growth can have some negative impacts on the community, the benefits of transit-oriented and compact residential development will outweigh these by providing a net increase in tax revenue to the town, by providing housing options for the town's college graduates, young professionals, workforce, and empty-nesters, and by leveraging the impact of the transit investment in the train station to create a neighborhood of lasting value for generations to come.

Interestingly, while the population growth in the town has slightly exceeded projections reaching 54,346 in 2007 (American Community Survey estimate by US Census Bureau), it is still 4% below the peak population of the town at 56,487 in 1970. Given changing demographic and growth trends over time coupled with the inevitable property transfers in any given year beyond the control of the town, zoning cannot control the age breakdown of the town's population or the number of school aged children. It can, however, anticipate some of these changes and enable the development of neighborhoods that provide a range of housing, employment, and mobility options. This strategy will increase the resiliency of the town's building stock and neighborhoods to those changes in the future that are currently unpredictable. Just as individuals and companies diversify their investments, towns are increasingly diversifying the types of neighborhoods they offer in an attempt to increase the likelihood of having neighborhoods of lasting value regardless of future trends.

Land Use

Land uses within easy walking distance (1/2 mile) of the train station should be exclusively those that are transit supportive including but not limited to residential, office, retail of smaller merchandise, restaurants and bars, industrial uses with high job density, hotels, and commuter amenities and should preclude those uses that are not transit supportive including but not limited to gas stations, automobile dealerships and repair, drive through restaurants, and large scale industrial uses such as warehousing, mechanized manufacturing, and distribution.

The neighborhood within easy walking distance of the train station should be mixed with multiple uses on each parcel, and within each structure where appropriate, to foster neighborhood character, enable needs to be met

locally, and facilitate walking as a viable transportation option between different uses.

Residential uses should be located within easy walking distance of the train station, should be located within multifamily buildings and constructed at a minimum density to support transit, should consist of a range of unit types from duplexes and townhouses to apartments and condos, should consist of a range of sizes with a focus on single bedroom units and studios to target young professionals and empty-nesters, should consist of both rental and purchase stock, and should be phased into the neighborhood such that they create a critical mass necessary as the foundation of the neighborhood without overwhelming the town's ability to provide supporting services in a timely manner.

Given that this neighborhood and the broader southeast portion of town is currently the most affordable section of town and given that the new train station will have positive impacts on the property values within walking distance of the station area, new residential development should incrementally replace some level of the affordability projected to be lost.

Retail uses should be limited to those that do not carry merchandise unable to be transported on transit, to those that are not significant enough in scale or draw to become regional destination spurring traffic generation, and should be not of a boutique type in direct competition with the traditional downtown.

Industrial uses should be maintained on Commerce Drive approximately east of Fiske Street and at the end of Scofield Avenue on the southern side of the railroad right-of-way.

Office uses should be encouraged within easy walking distance of the train station though this area of town should not be enabled to evolve over time into a major office hub of the scale of Merrit-7 and comparable centers because of the impact of traffic on local roads.

Massing and Orientation

Consolidation of smaller parcels should be facilitated by the town along both sides of Commerce Drive in order to enable larger format office, residential, and other transit-supportive land uses, but intensification should be limited to those areas within easy walking distance to the train station and parcels closer to the train station should be prioritized for redevelopment.

All new site plans should be designed so that buildings are oriented to the sidewalk and so that primary entrances are prioritized for pedestrian access and so that parking, driveways, loading areas, and other automobile and

truck infrastructure is located in a way that it does not detract from the public realm or the pedestrian experience within or adjacent to the redevelopment site.

Residential and commercial densities should be enabled that provide the return necessary for private development to occur given land costs, demolition costs of existing structures, and construction costs compared to the potential return from rents or sale.

Within easy walking distance of the train station, the height of future buildings should be such that it allows for the necessary densities to enable redevelopment without exceeding the height of the tallest existing buildings. The allowable height should diminish on parcels further from the train station eventually reaching the low height context of surrounding neighborhoods. In no instance should the height of new buildings enabled directly adjacent to existing residential neighborhoods be such that they create significant shadows or other conflict with these neighborhoods.

Taller buildings should be set back such that, depending on street width, they do not create a canyon feeling and in no instance exceed a building height to right-of-way width ratio of 1:1. To ensure that new development frames the public realm in a way that structures create an urban room, building height to right-of-way width ratios should not be less than 0.3:1.

Parking should not be located in a way that detracts from the pedestrian character of the streetscape. Surface parking lots should never be located between a building façade and the sidewalk and should avoid being located adjacent to a building such that it fronts along a sidewalk. Structured parking should be screened with landscaping or other mask where facing other land uses, should contain active uses on their ground floors along the street line, and where possible should be completely wrapped by structures along the street line.

Energy

Existing structures should be reused wherever possible maximize the utility of the embodied energy within the structure and to minimize additional materials necessary for new construction.

Onsite wind and solar electricity generation and other distributed generation facilities should be enabled as a component of redevelopment to minimize reliance on the existing power grid, to limit electricity loss from longer distance distribution, and to facilitate transition to renewable energy sources for electricity.

District heating should be enabled so that the compact nature of the new neighborhood and mixture of land uses therein can be capitalized on to maximize the efficiency of electricity generation through the utilization of waste heat for thermal needs.

Energy efficiency and renewable generation should be incentivized through density bonuses, expedited permitting or other appropriate measure.

CHAPTER THREE

III. REVISED PLANNING GOALS

Section III of the current Master Plan entitled Planning Goals was reviewed and revised by the Master Plan Review Committee. The following outline lists the recommended actions to be taken to support each goal. The titles of the Planning Goals are:

- Environment and Ecology
- Community Appearance
- Housing
- Population Density
- Parks & Recreation/Open Space/Conservation
- Community Safety
- Education
- Government
- Transportation
- Economics
- Social Services

III.1 ENVIRONMENT AND ECOLOGY

The wetlands and watercourses of our natural environment are an interrelated web essential to an adequate supply of surface and underground water; the hydrological stability and control of flooding and erosion; the recharging and purification of ground water; and the existence of many forms of animal, aquatic, and plant life. These wetlands and watercourses are indispensable and irreplaceable but fragile natural resources with which this Town has been endowed. The natural features of Fairfield, such as wooded areas and habitats for wildlife, rock outcropping, and clean air, enhance the environment in which we live. Our goals, aimed at preserving these resources, would include serious consideration of the following:

III.1.1 Review development proposals considering all possible impacts on the coastline and resources for proper ecological management of the coastal areas;

III.1.2 Review development plans based on soil and water characteristics of the entire watershed area;

III.1.3 Enlist the cooperation of adjoining towns for proper watershed management, as Fairfield would be on the receiving end of upstream mismanagement;

III.1.4 Preserve and maintain the special natural features and resources of the Town for all generations;

III.1.5 Assure control of pollution, including non-point source pollution, and maintain a high standard of environmental quality in all relevant aspects -- air, water, noise, appearance -- by appropriate action of local, state or federal government;

III.1.6 Emphasize improving the quality of discharge from the sanitary sewer treatment system to reduce the impact of waste disposal in Long Island Sound. Support current sewer avoidance policies;

III.1.7 Require environmental studies for decisions on all major land use activities;

III.1.8 Continue participation in a solid waste recycling system on a local and regional basis;

III.1.9 Direct development away from fragile portions of our land environment -- particularly the shore, wetlands and the natural flood plain;

III.1.10 Support programs that encourage the participation of citizens, particularly our youth, in environmental education on Open Space lands;

III.1.11 Assure maximum beneficial use of Open Space lands for people in harmony with the environment;

III.1.12 Emphasize the preservation of the environment and conservation of natural resources in Town health, building, and zoning codes and regulations;

III.1.13 Coordinate development review with other town agencies to ensure implementation of Best Management Practices to reduce or prevent the discharge of pollutants to ground and surface waters;

III.1.14 Codify a storm water management ordinance.

III.2 COMMUNITY APPEARANCE

A plan is a guide for decisions that provides for the reasonable allocation of space for various activities. The result should be a satisfying visual experience. The following goals are recommended to achieve the best community appearance:

III.2.1 Assure a satisfying community design through proper relationship of factors such as materials, scale, site, function, landscape and location;

III.2.2 Preserve the valuable visual character of an area and prevent inappropriate construction;

III.2.3 Maintain public and private property;

III.2.4 Recognize that codes and regulations have an effect on the appearance of the town and ensure that aesthetic considerations be part of all regulations and codes;

III.2.5 Ensure strong enforcement of codes and regulations;

III.2.6 Encourage cluster developments which enhance community appearance and discourage those that do not;

III.2.7 Encourage the establishment of an architectural review board for commercial development and redevelopment;

III.2.8 Emphasize importance of landscaping in site plan review process;

III.2.9 Emphasize appearance standards in requirements for off-street parking;

III.2.10 Require special design emphasis for town entrances;

III.2.11 Continue to encourage the installation of underground utilities;

III.2.12 Designate scenic sites and require review to assure harmonious development;

III.2.13 Improve basic character of existing neighborhoods and commercial centers;

III.2.14 Continue adherence to sign regulations which require continuity of design to improve appearance and avoid visual clutter. Require businesses to maintain signs and landscaping in good condition;

III.2.15 Designers of development should respect the topography of the land; houses should relate to the slope of the hill;

III.2.16 Support efforts of civic groups to adopt town green spaces, traffic islands and other areas for maintenance and beautification and encourage similar efforts on the part of owners of private properties;

III.2.17 Emphasize preservation of historic buildings and grounds. Mechanisms to preserve historic structures outside the historic district, such as tax relief for preserving landmark structures, should be encouraged;

III.2.18 The pace of development for small and mid-size parcels has recently accelerated dramatically. Oversized yards are being subdivided and developed, as are many "vacant lots" and old fields. This informal open space is disappearing rapidly. Once developed it is gone forever. Fairfield should fund the Land Acquisition Commission to aggressively buy up as many of the remaining parcels as possible while they still exist. This Commission should also buy or accept donations of development rights to large parcels when the property owner wishes to keep the property but also wants to assure that it will remain open in perpetuity.

III.2.19 Building elements that reflect the Town's colonial heritage shall be encouraged. Building design should complement the attractive architectural features of buildings around them in order to develop a cohesive, attractive visual appearance. The emphasis on colonial style is particularly important to introduce into areas which lack visual cohesion.

III.3 HOUSING

The major emphasis of any community must be on the present and future residents. The primary use of land will be for housing. We must seek goals that will provide:

III.3.1 Housing opportunities to people of all ages, creeds, races, incomes and physical disabilities;

III.3.2 Diversification of housing accommodations for the many individual desires of our population;

III.3.3 Viable neighborhood structures within a strong community framework to maintain town identity;

III.3.4 Residential development on a density and cluster framework compatible with natural environmental limitations and opportunities. Although current zoning regulations promote cluster development at current densities, residents have been reluctant to embrace such developments because of a "perceived" increase in density. This reluctance may stem from past regulations that allowed increased unit densities, a factor eliminated in current requirements. Density increases are allowed, however, for elderly or affordable developments;

III.3.5 Continuation of community initiatives to provide and promote housing opportunities;

III.3.6 Implementation of a neighborhood improvement program to assure the long-term maintenance and stability of neighborhoods;

III.3.7 Utilization of Designed Residence District as a transition from commercial uses to single-family residential use;

III.3.8 Continuation of current limitation on the maximum height of buildings and prevention of high-rise apartments;

III.3.9 Clustered development at current density in harmony with the surrounding area;

III.3.10 Housing for low and moderate-income families, as needed, within current infrastructure constraints. Apartment development should relate to facilities for shopping, transportation, school, recreation, and parks;

III.3.11 Housing for senior citizens to include innovative and supportive options, such as assisted living;

III.3.12 Encouragement for institutions of higher learning to provide housing on campus for all students and discourage off-campus housing except under University auspices;

III.3.13 Encouragement for residential units on upper floors in commercial areas to bring added vitality to business districts;

III.3.14 The Town recognizes the obligation to provide affordable housing and should continue to pursue appropriate options to supply affordable housing, in all areas of Town.

III.4 POPULATION DENSITY

Since 1980, the Town experienced an increase of 2,700 dwelling units. During the same period the Town's population increased by 8.3% from 54,849 in 1980 to 59,404 in 2010. Household size, currently an average of averages 2.74 people, will be the primary determinant in total population. If household size remains constant, the total projected number of future dwelling units permitted under existing zoning (approximately 1,000) will not significantly increase the population.

Even with the leveling trend in population, a reduction in density along the shore should be considered to protect coastal resources and to reduce flood risk. Additionally, environmental and ecological limitations should be considered in all areas to prevent degradation of sensitive resources.

Fairfield Population – Housing Units – School Enrollment Data				
Year	**Population**	**Housing Units**	**School Enrollment**	**Enrollment/ Housing Unit**
1970	54,487	17,231	12,172	.71
1980	54,849	18,906 (+9.7%)	8,631 (-29.1%)	.46 (-35.2%)
1990	53,418	20,204 (+6.9%)	6,152 (-28.7%)	.30 (-34.8%)
2000	57,340	21,029 (+4.1%)	8,042 (+30.7%)	.38 (+26.7%)
2010	59,404	21,648 (+2.9%)	10,118 (+25.6%)	.47 (+23.7%)

While housing unit growth has steadily slowed over 40 years, there has been tremendous fluctuation in the decline then growth in school enrollment. This is indicative of the generational life cycle change in household demographics. In the twenty years after 1970 there were consecutive ten year periods of 35% decline in the number of students per housing unit. Those declines were followed by consecutive ten years periods of 25% growth. Enrollment is expected to gradually decline in the next ten years to a projected 9,838 in 2024 (-2.8% from 2010)

III.5 PARKS & RECREATION/OPEN SPACE/CONSERVATION

The present inventory of open space, town parks, historic areas, and recreational facilities. These include

Town Parks	193 acres
Public Golf Courses	485 acres
Town Beaches	49 acres
Town Open Spaces	1109 acres
Private Open Spaces	472 acres
Private Open Space with Public Access	179 acres

Historic Areas 88 acres

These areas constitute approximately 13 percent of the Town's entire area.

The approximately 1,600 acres of open space and recreation areas owned by the Town are governed by several boards and commissions and utilized by a wide spectrum of the Town's population. The challenge is to achieve an appropriate balance between active and passive uses.

The Master Plan for Fairfield accepts the inevitability of future growth and recognizes the importance of open space in fulfilling the following three broad objectives.

III.5.1 Recreation The provision of excellent recreational facilities to serve the present and future population of Fairfield as follows:

a. *Children's Play.* Playgrounds and small local parks within short walking distances of residential areas, sometimes as part of a larger park, with enough space for swings, seesaws and slides, ponds for ice skating and hills for sledding.

b. *Major Land Sports.* Play fields and athletic fields with sufficient space for baseball diamonds, football fields, soccer fields, tennis courts and tracks, golf courses and wooded areas for hiking and climbing. School grounds will often serve some of these purposes.

c. *Water Sports.* Inland lakes, ponds and streams for swimming, boating and fishing; beaches and coastal waters for swimming, boating, marinas, fishing and water-skiing; wetlands for fishing.

d. *Passive Recreation.* Woods, beaches, fields, streams, ponds, formal parks and greens for strolling, hiking, sitting, sunbathing, picnicking and nature study.

e. A Town-wide recreational master plan should be established and updated every five to ten years and should include capital improvements including the proper maintenance of existing facilities.

f. Consider a Town pool and ice rink for community use.

III.5.2 Conservation The conservation of natural and scenic resources, wildlife habitat, water supply and other natural resources; the protection of soil from erosion; the conservation of historic areas; and the conservation of human and man-made structures from the danger of floods as follows:

a. *Scenic Areas.* Woodlands, streams, inland and coastal water bodies, ridge tops and similar features having natural or scenic beauty that can be enjoyed by the community;

b. Wildlife Habitat. Woodlands, fresh water wetlands, ponds, streams and coastal estuaries, and wetlands for fish, shellfish, water fowl, small animals and birds;

c. *Water Supply.* Woodlands, fresh water wetlands, streams and inland water bodies to absorb and detain water, for the protection of supply and resources from pollution;

d. *Soil Erosion.* Areas of woodland and other ground cover and wetlands that retain drainage water and prevent rapid runoff causing soil erosion;

e. *Flood-Prone Areas.* Coastal and fresh water flood plains, marshes and wetlands, drainage retention basins, and land encompassed within established river channel lines, all of which provide space for drainage and flood, and, if occupied, would endanger man-made structures and human life, increase flood dangers to other areas, or require replacement by high cost flood control structures.

III.5.3 Community Character The protection and enhancement of the desirable physical and visual character of the Town and preservation of appropriate lands from future development.

a. Emphasize comprehensive security and maintenance of existing recreation facilities and open spaces;

b. Support policy encouraging the acquisition of land for open space;

c. Support and encourage neighborhood and community-wide efforts to maintain and renovate existing playgrounds and pursue the establishment of neighborhood parks where facilities are lacking;

d. The provision of open space through land development can be achieved by:

- encouraging clustered development which enables portions of the site to remain undisturbed or set aside for common recreation spaces

- strengthening existing open space set aside requirement in subdivision regulations and support fee in lieu of open space option

e. Continue open space system along rivers, streams, and the shore including provision for expanded public access;

f. Continue Shore Area Management activities through the application of the Shore Area Plan and the Beach District Zoning Regulations along with the requirements of the Coastal Management Act;

g. Encourage private conservation efforts by dedication of easements and land for preservation. Identify appropriate properties to recommend for open space to qualify for local property tax reduction, to relieve development pressure, or for possible acquisition;

h. Pursue a stronger education program for environment and conservation through the schools, civic groups, and individuals;

i. Encourage the provision of hiking and biking trails, including the Regional Plan Association plans for a Merritt Parkway greenway.

j. Support the preservation of open lands containing, related to, or enhancing historic sites or areas of established historic interest.

k. Establish a volunteer force to maintain and provide stewardship of previously and recently acquired open space.

III.6 COMMUNITY SAFETY

An attractive town must also be safe for its citizens. It is essential to pursue goals that will result in a safe human environment. These include:

III.6.1 Strengthening the neighborhood system which is basic to human values. Encourage expansion of neighborhood watch programs;

III.6.2 Supporting improvement of existing fire stations;

III.6.3 Continuing citizen participation in public safety;

III.6.4 Supporting adoption of appropriate fire sprinkler legislation;

III.6.5 Continuing interregional safety cooperation;

III.6.6 Providing adequate system for naming and clearly marking streets to avoid confusion. Require the display of large and legible address numbers which are clearly visible from the street: particularly in commercial areas.

III.6.7 Maintaining effective police and fire training facilities;

III.6.8 Providing adequate street lighting;

III.6.9 Encouraging construction of sidewalks where appropriate, especially in areas between existing walks;

III.6.10 Encouraging the development of better and safer pedestrian and bicycle access and passage throughout town.

III.6.11 Reviewing and revising evacuation and shelter plans.

III.7 EDUCATION

Education is a continuing experience for all people. The Town is fortunate to have a rich variety of fine educational opportunities ranging from a highly regarded public school system to a wide assortment of private institutions, all offering a broad range of programs and facilities to fulfill the needs of our population.

Community education goals include:

III.7.1 Assuring facilities, equipment, and personnel necessary to achieve a quality educational experience;

III.7.2 Continuing involvement of universities in the activities of the community and region;

III.7.3 Supporting recommendation of Committee on School Space for appropriate remedies to the anticipated overcrowding at Fairfield High School;

III.7.4 Supporting periodic analysis of and planning for changes in student population;

III.7.5 Supporting regional technical, vocational, and magnet schools to offer alternative educational choices and training for employment opportunities;

III.7.6 Continuing support for the public library system.

III.8GOVERNMENT

Governmental procedures and facilities require continual evaluation to ensure that services are properly delivered to the citizens. The cornerstone of Fairfield's success is the wide range of participation of volunteer citizens on boards, commissions, and committees and their non-partisan approach to addressing the Town's needs.

The general goals to be pursued are:

III.8.1 Continuing to encourage active public participation in all areas of Town government;

III.8.2 Continuing an ongoing process of review and improvement to provide high-quality services in the most cost-effective manner;

III.8.3 Implementing five-year capital improvement program with annual review;

III.8.4 Encouraging user-friendly Town services and increase coordination among various agencies.

III.9 TRANSPORTATION

A transportation system is the network of physical facilities that provides for the movement of people and materials. This system accommodates many means of travel. Goals for Fairfield are to:

III.9.1 Encourage a mass transit system for the region;

III.9.2 Assure that the transportation system continues to operate safely and conveniently;

III.9.3 Provide a proper system of roads designed for safe movement of traffic;

III.9.4 Establish a town-wide system of sidewalks and bicycle paths which are safe and convenient and which connect residential areas with public, private, educational, commercial and open space areas;

III.9.5 Improve the buildings at the Fairfield train station, in keeping with the Town's historical character, but discourage further expansion of parking so as not to become the regional rail hub;

III.9.6 Develop a comprehensive parking plan for Fairfield Center;

III.9.7 Direct industrial activities and related truck traffic to sites with accessibility to Connecticut Turnpike;

III.9.8 Improve intersection design, including left-turn lanes where appropriate, rather than road widening;

III.9.9 Discourage commercial traffic (particularly trucks) from historic districts.

III.9.10 Commercial activity on Black Rock Turnpike warrants review for seasonal control for traffic signal at Black Rock Turnpike/Stillson Road intersection.

III.9.11 Development review should look for opportunities for shared parking and elimination of curb cuts.

III.9.12 Consider effects of additional truck traffic particularly potential impacts to residential neighborhoods during development review.

III.9.13 Encourage Best Management Practices such as detention basins and chambers and grit and oil separators to reduce non-point source pollution.

III.10 ECONOMICS

Business and industrial areas are an essential part of a community and provide jobs and services for the residents. Goals are:

III.10.1 Encourage economic development that provides jobs and services for our population;

III.10.2 Seek balanced development and redevelopment of commercial and industrial uses;

III.10.3 Support the Economic Development Commission in its efforts to encourage proper range of economic activities and long-term economic development and renewal;

III.10.4 Assure economic stability and growth in cooperation with adjoining Bridgeport area towns;

III.10.5 Designate sites with proper access for appropriate economic use that will not be detrimental to established residential areas;

III.10.6 Many times it is in the Town's economic interest to acquire land and/or development rights to that land rather than have it developed. A Land Acquisition Commission has been established for this purpose. In addition to the obvious economic benefits such as not having to provide school, fire, police, water, sewer and other such support to the undeveloped site, there are numerous intangible benefits derived from better quality of life and higher property values associated with living in an area that is not and will not be developed to the absolute maximum.

III.11 SOCIAL SERVICES

Although each goal promoted in this plan may be an expression of social concern, these particular goals should be pursued to support the human and social needs of our citizens:

III.11.1 Ensure assistance to families and individuals in dealing with problems of behavioral, mental or physical health;

III.11.2 Pursue a combined public/private program to develop our human resources;

III.11.3 Coordinate health facilities within the region to meet the needs of the people;

III.11.4 Continue to improve public health services within the community.

CHAPTER FOUR

IV. SHORE AREA MANAGEMENT PLAN

The Shore Area Management Plan Revision was prepared by the Shoreline Advisory Committee. The committee, an ad hoc body to the Town Plan and Zoning Commission, was established by the Board of Selectmen for the purpose of evaluating the Town of Fairfield's Coastal Planning Program.

As part of the Master Plan Review Committee's development policies for the Shore Area section, the Committee agrees to "support and endorse the specific recommendations of the Shore Area plan as well as the recommendations proposed by the Shoreline Advisory Committee to update the Plan."

SHORE AREA MANAGEMENT PLAN

REVISED OUTLINE

INTRODUCTION

I. Description of the Shore Area

II. Goals

- A. Residential
- B. Commercial and Industrial
- C. Open Space
- D. Recreation
- E. Coastal Waters
- F. Beachfront Areas
- G. Transportation
- H. Historic Visual

III. Specific Shore Area Management Plan Recommendations

SHORE AREA MANAGEMENT PLAN

Fairfield's Shore Area. A plan is needed in order to preserve the unique character of Fairfield's coastal resources for the benefit of all Town residents and for future generations. The Shore Area Management Plan will serve as a guide for future land use planning along the shore area. It will provide an orderly development framework for the Town of Fairfield to implement the Connecticut Coastal Area Management Program.

This document is meant to update the Shore Area Management Plan section (pages 83-91) of the Shore Area Plan for Fairfield, Connecticut, which was adopted by the Fairfield Town Plan and Zoning Commission on April 12, 1983. Fairfield's current Shore Area Plan was the subject of four public hearings in the months of January, February, and March, 1983. Public response was received on a number of issues ranging from sanitary sewer installation to marsh restoration to landfill disposition. Written comment was received from Town Departments, Regional Planning Agencies, and the State CAM office. On April 12, 1983, the CAM Shore Area Plan program was approved unanimously by the Fairfield Town Plan and Zoning Commission. The published Shore Area Plan was passed out to the Town Plan and Zoning Commission at its November 13, 1984 meeting. The published Shore Area Plan was presented to the State CAM representatives on November 15, 1984. On April 10, 1984, a summary report of review of Fairfield's regulations and plans for compliance with the State law was sent to the State CAM, Hartford.

This Shore Area Management Plan revised outline was prepared by the Shoreline Advisory Committee. The Committee, an ad hoc body to the Town Plan and Zoning Commission, was established by the Board of Selectmen in September, 1986, for the purpose of evaluating the Town of Fairfield's coastal planning program.

I. DESCRIPTION OF THE SHORE AREA

The Shore Area is defined as the land lying within the Coastal Area Management (CAM) boundary which was developed by the Department of Environmental Protection and adopted by the Town of Fairfield in its Coastal Boundary Map dated March 19, 1983. The location of the line was established by either the interior contour of the 100-year flood zone, 1,000 feet landward of the mean high water mark or 1,000 feet of the inland boundary of tidal wetlands, whichever of these is furthest inland. Coastal escarpments; rocky shorefronts; beaches and dunes; intertidal flats; tidal wetlands; freshwater wetlands and watercourses; coastal hazard areas; developed shorefront; shellfish concentration areas; shorelands; coastal waters and estuarine embayments. The land use in the coastal area is predominately residential. The commercial and industrial areas generally lie at the northern border of the CAM line along the Post Road with a heavy concentration of industrial land uses being located on the eastern side of Fairfield adjacent to Ash Creek. Detailed information on the coastal resources and land uses within the coastal area can be found in the Shore Area Plan adopted April 12, 1983.

GOALS.

A. Residential

To recognize existing residential conditions, preserve and enhance the residential character, while insuring that the intensity of development does not increase.

To disallow any further incursion of multi-family development in the shore area.

To promote the requirement of conservation easements through the site plan and subdivision review process as a means of protecting valuable coastal resources along the waterfront.

To support the requirements of the existing Beach District regulations along Fairfield Beach Road and the Pine Creek area in order to protect the coastal resources and reduce the degree of non-conformity and protect coastal uses from flood hazards by reducing, whenever feasible, the potential damage to life and property.

To acknowledge the importance of the coastal site plan review process in protecting coastal resources.

To continue to participate in the Federal Flood Insurance Program.

To encourage appropriate provisions for improved public access.

B. Commercial and Industrial

Encourage water dependent uses which are compatible with the coastal resources in the commercial and industrial zones.

Encourage any new development or redevelopment to include provisions for public access.

Acknowledge the importance of the coastal area management review process in protecting coastal resources and continue to carefully review each new commercial and industrial development and redevelopment for consistency with CAM policies.

C. Open Space

Protect Fairfield's tidal wetlands from further degradation.

Protect Fairfield's shoreline inland wetlands from further degradation.

Continue marsh restoration, where appropriate, in order to re-establish marshlands. Any marshland restoration must be in a manner consistent with concurrent goals of providing flood control.

Acquire environmentally sensitive and/or significant parcels so as to preserve and protect coastal resources for future generations and enhance and complement existing Town-owned open space parcels.

Establish a priority list for land acquisition to prevent the loss of valuable parcels to development. Priority for acquisition should be given to areas that would complement existing Town or private open space parcels or provide multi-purpose uses, such as preservation of coastal resources, improvement of flood control and enhancement of public access and scenic vistas.

Preserve and protect open space and coastal resources by pursuing alternative options to land acquisition, including securing conservation or scenic vista easements, obtaining rights of first refusal, purchasing developing rights and obtaining land gifts.

The Land Acquisition Commission should consider coastal sites for acquisition.

Support and encourage the implementation of the goals outlined in the "Multiple Use Management Plan For Coastal Open Space." adopted by the Conservation Commission.

D. Recreation

Continue to maintain and improve the parking areas, facilities, public access and beach conditions at Fairfield's five beach areas and seek to increase capabilities of public access and parking areas.

Continue to maintain and improve the field conditions and recreational facilities at the Town parks located within the shore area.

Recognize the unique location and relationship of the Town-owned landfill property to Long Island Sound and Pine Creek coastal resources.

Consider land along Long Island Sound as a high priority for land acquisition.
Recognize the right of all citizens to have use of designated public access to lands held in the public trust, (i.e., land below mean high water).

Increase the number of designated public access areas to lands held in the public trust while still protecting the rights of private property owners.

Strive to provide adequate signing and readily accessible parking for those wishing to use the lands held in the public trust.

Conduct a study to determine future demands for boating facilities. If additional facilities are required, alternative solutions that are consistent with CAM policies should be evaluated.

Develop a small boat launching area to service the upper reaches of Ash Creek.

Evaluate any proposed expansion of the Par 3 Golf Course as to consistency with CAM policies. Expansion is recommended if it is determined that marsh restoration is infeasible and/or inappropriate and if water dependent uses are also determined to be infeasible or inappropriate.

E. Coastal Waters

To make every effort to improve the quality and viability of Long Island Sound and its adjacent waters.

To recognize critical wetlands as providing natural habitat for fin fish, shellfish and a variety of mammals and birds, as well as maintaining water quality and offering natural flood control protection.

To do everything possible to prevent the remaining wetlands from further degradation and development, including encouraging Town acquisition of sensitive parcels and pursuing alternative options such as securing conservation easements, obtaining rights of first refusal, purchasing development rights and obtaining land gifts.

To restore degraded marshes through marsh restoration programs.

To recognize the value of both recreational and commercial shell fishing.

To note that the Shellfish Commission feels that the greatest potential for improving recreational shell fishing opportunities is linked to the activities of commercial shell fishing and their transplanting/purification program and that increasing the population and quality of shell fisheries is directly linked with protecting/enhancing water quality of both estuarine and tidal marsh habitats.

To support the goals and objectives of the Shellfish Management Plan (adopted September 14, 1987) and monitor plan to assure that it remains consistent with the Shore Area Management Plan.

To properly maintain the Sewage Treatment Plant and collection system and to perform needed repairs and extensions in a timely manner in order to protect surrounding coastal resources and recreational use of the waters.

To scrutinize all residential, industrial and commercial developments and re-developments to ensure that proper erosion and sedimentation controls have been taken, and to implement Best Management Practices to reduce non-point source pollution.

F. Beachfront Areas

Recognize inherent dangers of flooding and erosion in beachfront areas.

Pursue, where possible, non-structural beach erosion control and flood control.

Recognize importance of beach system in providing protection to coastal development on the beach, as well as wetlands and interior flood lands in the event of coastal storms.

Establish a beach management program.

Recognize the importance of the groins along Fairfield in helping to stabilize the beach area and protecting waterfront structures from shore sand drift.

Recognize that the key to the successful operation of the groins is to have them properly maintained in conjunction with a regular program of beach nourishment via sand replacement.

Recognize mobility of beach systems and that any maintenance program must reflect the natural system dynamics in order to be successful.

Initiate a study of the existing groins to determine the adequacy of the existing structures and recommended improvements.

Pursue the concept of rebuilding Penfield Reef. This rebuilding would provide many benefits, including: protecting the western part of Fairfield Beach from northeasters; enhancing beach areas by serving as a "sacrificial" reef; providing additional recreational area and possibly by providing a place to dispose of dredge spoil, understanding that rebuilding materials must be compatible with existing materials, i.e., sand, small stones – no large boulders.
Continue to evaluate all residential, commercial and industrial projects as to their conformance with F.E.M.A. flood standards.

Acknowledge the importance of the coastal area management review process in protecting coastal resources and to continue to carefully review each new beachfront area land use proposal for consistency with CAM policies.

G. Transportation

Provide safe access to the shore area, its recreational and open space facilities.

Investigate areas for bike paths, jogging and walking trails.

Implement Best Management Practices for reduction of non-point source pollution such as retrofitting catch basins with hooded outlets, removing curbing to allow for vegetative filtration when appropriate and allowing for lesser width of pavement to reduce runoff.

H. Historic Visual

Preserve the historic character of the historic districts located within the shore area.

Evaluate any new development at the shore as to its impact on existing views of the coastal waters and preserve existing views.

Prepare a study which identifies scenic vistas and ways of preserving the vista for future generations.

III. Specific Shore Area Management Plan Recommendations.

A. **Residential.** Zoning regulation controls are of particular importance when attempting to accomplish the goals listed in the Residential category. Through Zoning Administration and Enforcement, the Town can promote the type of policies which ensure that development within the shore area will not occur at the expense of the stated residential goals.

Recommendations:

A 1. A new residential zoning district and regulations for coastal areas that better address the characteristics of these areas has been established. The purpose of these regulations is to provide zoning guidelines that promote a Shore Area residential land use that does not adversely impact the coastal resources and preserves and protects the quality of life that has developed. These regulations provide a basis for administering the goals and objectives of the CAM Act. These regulations prohibit degradation and encroachment on the shore front in order to ensure that the beneficial characteristics inherent to the shorefront remain intact.

A 2. Maintain careful scrutiny of all applications for consistency with CAM policies, the Federal Flood Insurance Program and the Town's excavation and fill permit requirements and look for opportunities to implement Best Management Practices for reduction of non point scope pollution.

B. **Commercial and Industrial.** Ten percent of the Town of Fairfield CAM area is currently zoned for commercial and industrial uses.

Recommendations:

B 1. Amend the zoning regulations by including, as permitted uses, water dependent uses. Establish design requirements that require development which is compatible with the Coastal resources.

B 2. Fairfield should not permit the expansion of commercial and industrial zoning districts in the CAM area for any use other than water dependent uses.

B 3. Fairfield should not permit the expansion of commercial and industrial zoning districts into area with sensitive coastal resources.

C. **Open Space.** The Town of Fairfield has an active land acquisition program and has obtained many properties suitable for storm water retention, tidal wetland restoration, open space and recreation. The cost of outright acquisition may now be prohibitive, however, more innovative ways of securing land for Open Space purposes should be investigated.

Recommendations:

C 1. In support of the Open Space goals, the Town should investigate acquisition options which can include conservation or scenic vista easements, obtaining rights of first refusal and purchasing developing rights.

C 2. Town should actively support State legislation which would enable municipalities to develop a Land Bank Program and outlined in the goals statement.

C 3. Town should create a formal process for actively enlisting private gifts of property or funds for land acquisition, i.e., Town sponsored Open Space Acquisition Association for private membership and/or contributions.

C 4. Create an annual Town budget line item for acquisition funds.

C 5. To maintain and enhance certain existing Open Space, the Town should continue a marsh restoration program. This restoration program, which addresses problems of mosquitoes, fire, fisheries and wildlife, as well as the restoration of the lost marsh land, must not adversely affect flood protection to Town roads and increase/or create flooding of yards and basements of homes built after the dikes were constructed. To this end, it is recommended that any proposed expansion of the marsh restoration program must be referred and reviewed for consistence with CAM Act policies and Town flood and erosion priorities by the appropriate boards and commissions.

D. **Recreation.** Fairfield's existing recreation facilities have been found to meet the demands of the community with few exceptions. Continued maintenance and improvement of these facilities along with planning for future needs and circumstances are essential.

Recommendations:

D 1. The Town owns nearly 300 acres in and around the former landfill between Reef Road and South Pine Creek Road. Half the area is nearly 300 acres of Town-owned land. Half the property is in its natural state, a combination of salt marshes, tidal inlets, inland wetlands and uplands; the other half supports a variety of public works facilities, including the sewage treatment plant, the transfer station, the fire training center and the Town garage. Past plans have considered park uses and expansion of the Par Three Golf Course.

Any new uses to be made of this area must be consistent with the CAM policies and priorities. Uses to be developed must be reviewed and uses given highest priority by the CAM Act can be established. Any other uses of lesser priority can only be established if it is determined that uses of higher priority are not feasible.

D 2. The CAM Act's recommended first priority for this area would be to restore this marsh. The second priority would be the establishment of a water dependent use, i.e., a marina, and the final priority would include uses that would not permit any increase in use intensity. The golf course expansion is a less intensive use here. The feasibility and/or

appropriateness of any use must be determined by enforcement of and adherence to the CAM Act by the Town Boards and Commissions responsible for this area of Town.

D 3. Support maintenance of existing and creation of new public access to coastal areas by (1) providing additional parking in areas near Penfield Reef and Pine Creek and improve parking at Southport, Sasco, South Pine Creek and Jennings Beaches. (2) review and locate additional public boat launching areas and review possible areas of marina expansion, i.e., landfill site area, south of existing Par 3 Golf area and expansion of existing area in Ash Creek.

E. **Coastal Waters.** Two of the most important developments which can have a very positive effect on a large portion of the coastal waters in Fairfield is the creation of Shellfish Management Plan and the Southport Harbor Management Plan.

Recommendations:

E 1. As directed by the Town's Board of Selectmen and empowered by State Statute, the Fairfield Shellfish Commission has drafted a plan "to enhance public opportunities for harvesting shellfish in Fairfield." The two major points outlined in this plan are (1) the greatest potential for improving recreational shellfishing opportunities is directly linked to the activities of commercial shellfishing and their transplanting/purification program, (2) improving the population and quality of shellfisheries is directly linked with protecting/enhancing water quality and both estuarine and tidal marsh habitats. The proposed goals and objectives stated in this plan are consistent with, and supportable by the CAM Act. The four main categories stated in the Plan are: (1) develop a shellfish assessment and natural resource management program, (2) develop policies that address legal access, ownership and use issues which presently impede the use of shellfish beds, (3) develop a program to improve local water quality to foster the use of recreational shellfish beds, and develop a public information/education program.

E 2. The Southport Harbor Management Plan required to dovetail with the Town's Municipal Coastal Program and with the goals and policies of the CT Coastal Area Management Act. It is also the objective of this plan to give sufficient guidance in order to encourage greater coordination between the land use and water use planning of the various regulatory agencies active in Southport Harbor. This Management Plan outlines an integrated management framework designed to accomplish the stated goals and objectives through coordination between local, state and federal government activities. To achieve this objective the Plan will (1) evaluate the effect of existing, often uncoordinated, regulatory programs (municipal, state and federal government), (2) evaluate existing conditions, man-made and man-altered coastal resources in light of the unique constraints existing in the specific waterfront, (3) to evaluate potential problems, (4) identify local maritime goals and objectives. The general stated goals of the Plan are (1) to protect the Town's marine historic resources and sensitive natural resource areas found along its harbor and near shore coastal water, (2) to provide greater public opportunities for water-based recreational activities, (3) to maintain and enhance navigational facilities for the benefit of

all harbor users, (4) to allocate land and water resources in an economically and environmentally sound manner.

E 3. As outline in C 1, C 2, C 3, and C 4, the Town must pursue acquisition and/or alternative options to help prevent any further degradation and development of coastal water areas.

F. **Beachfront Areas**. Significant erosion is occurring along much of Fairfield's shoreline. This erosion is a function of several factors: storm and wave actions, destruction of dunes and dune vegetation, and increased development along the beach. The consequences of beach erosion include: increased flooding in areas adjacent to the beach and along coastal water ways, reduced beach frontage and reduced land area to absorb and minimize storm action. The following recommendations would help alleviate beachfront problems.

Recommendations:

F 1. Town must continue to maintain existing and establish additional non-structural beach erosion control methods. These can include beach stabilization by use of appropriate planting to stabilize the soil and trap sand; snow fencing to trap wind-blown sand, creating dunes in the process, create dunes by brush piles buried with sand fill, then stabilized.

F 2. Realize that these non-structural methods are most effective when they are established in combination and encompass large unbroken lengths of beach front areas, therefore, the Town must actively elicit easements onto and over private property to help guarantee the effectiveness of this type of beach stabilization.

F 3. Groins have been proven an effective way of stabilizing the beach front in Fairfield. Aerial photos show that the groins appear to be slowing down along the shore sand movement. In 1959 the State constructed two groins east of Shoal Point, and 140,000 cubic yards of sand was brought in to nourish a 440 foot area. In 1964 seven groins were constructed west of Shoal Point (five by the State and two by the Town) and 165,000 cubic yards of sand were brought in to nourish a 5,600 foot area.

The Fairfield shore groin system must be inspected and it must be determined if are all the current groins needed, (2) are these groins orientated correctly, and (3) are they the correct height. The Town must also realize that the key to the successful operation of the groins is the establishment of a long term sand replenishment program.

F 4. Consider the reconstruction of Penfield Reef. The benefits to the shorefront would include absorption of the initial impact of storm waves and it could provide an erodable source of sand.

F 5. Inventory all existing flood control structures including dunes, dikes, beach components and other structures (i.e., bulkheads) on both public and private property for the entire shoreline.

G. **Transportation and Historic Visual.** These final two categories are supported by the recommendation already stated, i.e., maintenance and enhancement of existing Open Space and public access; review of options available for acquisition and/or development easements of coastal land and creation and enforcement of zoning regulations that better address and support the unique character of Fairfield's Coastal area and the State's Coastal Area Management Act.