



Final Report

# East Hartford Community Profile Housing for Economic Growth Study

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Prepared for:  
East Hartford, Connecticut



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# **East Hartford Community Housing Profile**

*Housing for Economic Growth Study, East Hartford, Connecticut*

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## Introduction

This report represents the Housing Inventory, Economic and Demographic Analysis, Affordability Profile, Existing Zoning Evaluation, and Relevant Case Studies for the Housing for Economic Growth Study for the Town of East Hartford, Connecticut. These sections reveal a distinct opportunity to meet the requirements of the Incentive Housing Zone (IHZ) program while promoting the Town's economic development goals.

The goal of the Housing Inventory is to understand the conditions of East Hartford's current housing stock. This will support future tasks in evaluating the strengths and needs of the Town's housing market. This inventory includes information on East Hartford's existing housing stock, age, condition, density, and price trends. This housing data serves as the basis of the development of Incentive Housing Zones by detailing the existing characteristics that may support future residential development. This section primarily focuses on the East Hartford's housing stock, and will include residential data on the neighboring Towns of South Windsor, Glastonbury and Manchester, as well as Hartford County.

The Economic and Demographic Analysis examines the existing and projected demographic and economic factors for the Town of East Hartford to reveal characteristics supportive of housing development and determine the Town's target markets. This analysis also puts the Housing Inventory into perspective. Similar to the Housing Inventory, the Economic and Demographic Analysis examines the characteristics of East Hartford, South Windsor, Glastonbury, South Windsor, and Hartford County. Although the Town of East Hartford is the primary analysis area, it is important to examine the characteristics of surrounding geographies since East Hartford is interested in providing workforce housing to the MetroHartford Region.

The Affordability Profile shows an opportunity for the Town to develop higher priced housing that targets young families or young professionals who work in the MetroHartford Region but pay more to live in nearby towns. A primary goal of the IHZ program is to provide housing affordable to households making at or below 80 percent of regional Area Median Income (AMI), an income group that East Hartford's housing stock is already serving. An analysis of the supply and demand for housing in this income group, as well as an assessment of homeowners' housing costs as a percentage of income show that East Hartford's housing stock already provides more workforce housing than nearby towns, but these lower housing prices are consistent with the Town's lower median household income. This discrepancy allows for East Hartford to utilize the IHZ funding for the development of market-rate housing for the Town that is affordable to the region.

To receive funding through the IHZ program, the Town's IHZ overlay zone must allow densities of six single family homes per acre, ten townhouse or duplex units per acre, or twenty multifamily units per acre. The Existing Zoning Evaluation summarizes the allowed residential uses and density restrictions for East Hartford's Residential, Business and Industrial Zones. This preliminary zoning evaluation identifies the zones which do not meet the IHZ density requirements. In some cases, the creation of an overlay zone which addresses a specific residential use not currently allowed in the underlying zoning could count for the required 25 percent density increase for IHZ approval.

The final section provides case studies for both zoning plans and development programs that relate to both East Hartford's economic development goals and the IHZ program requirements. The case studies

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describe how other cities and towns have addressed issues that East Hartford is facing, such as established high density allowances, needed infrastructure improvements, and under-utilized retail sites. Examples are also provided in which cities and towns have created mixed-use and affordable housing developments around similar assets as East Hartford's: proximity to a college or university, historic buildings, and an established downtown district. These case studies can provide valuable ideas for the development of an IHZ plan that meets East Hartford's goal of downtown revitalization through the creation of historically sensitive, high quality, mixed-use and mixed-income housing.

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## Section 1: Housing Inventory

### Residential Summary

Exhibit 1.1 compares the Town of East Hartford's housing stock to the general residential housing characteristics of adjacent Towns and Hartford County. Key characteristics of the Town's housing market include:

- The housing market for both for-sale and rental units in the Town are comparatively affordable to adjacent Towns and Hartford County.
  - The median gross rent in East Hartford's neighboring Towns are all above \$1,000 a month, while East Hartford's median gross rent is \$847 a month.
  - The median home value in East Hartford (\$179,829) is lower than all surrounding geographies. Glastonbury has the higher median home value (\$371,258).
- East Hartford has a significantly higher percentage of multifamily units (42 percent) compared to South Windsor and Glastonbury, but a similar portion as Manchester and Hartford County.
- East Hartford has a similar number of total housing units (21,273) compared to Manchester, but more than South Windsor and Glastonbury (9,635 and 12,363, respectively).

Exhibit 1.1: Residential Summary					
	East Hartford	South Windsor	Glastonbury	Manchester	Hartford County
<b>Total Housing Units</b>	<b>21,273</b>	<b>9,635</b>	<b>13,363</b>	<b>25,570</b>	<b>353,022</b>
<b>Owner-Occupied Units</b>	11,626	8,229	10,407	13,491	215,275
<b>Rental Units</b>	8,580	1,132	2,439	10,556	119,823
<b>Vacant Units</b>	1,067	274	517	1,523	17,924
<b>Vacancy %</b>	6%	3%	4%	6%	7%
<b>Median Home Value</b>	\$179,829	\$273,856	\$371,258	\$203,861	\$238,597
<b>Median Gross Rent</b>	\$847	\$1,023	\$1,146	\$1,018	\$889
<b>Single Family (attached/detached) %</b>	56%	87%	86%	54%	61%
<b>Multifamily %</b>	42%	12%	14%	46%	39%
<b>Structure Older than 1970</b>	79%	37%	42%	36%	63%

*Source: ESRI Business Information Solutions, American Community Survey, BBP LLC 2009*

### Residential Units by Type

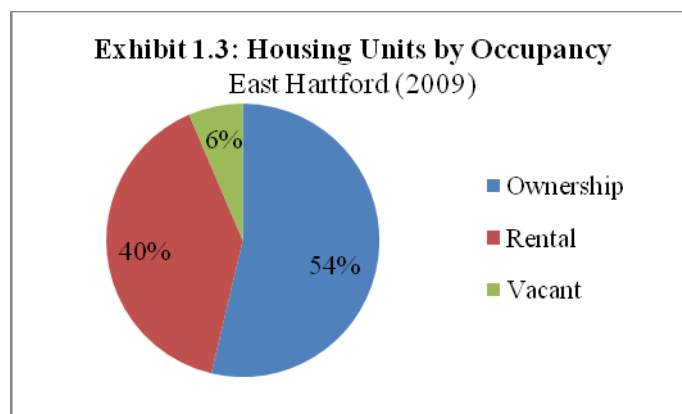
#### Occupancy

Exhibit 1.2 details the owner-occupied, rental, and vacant units in the Town of East Hartford, adjacent Towns and Hartford County.

Slightly more than half of East Hartford's housing units are owner-occupied, a similar percentage as Manchester and Hartford County, but lower than percentage of owner-occupied units in both South Windsor and Glastonbury (85 percent and 78 percent, respectively). East Hartford has a significantly higher percentage renter-occupied units (40 percent) than South Windsor and Glastonbury (12 percent and 18 percent, respectively).

<b>Exhibit 1.2: Ownership vs. Rental Units (2009)</b>						
	<b>Total Units</b>	<b>Ownership Units</b>		<b>Rental Units</b>		<b>Vacant Units</b>
	#	#	% of total	#	% of total	# % of total
<b>East Hartford</b>	21,581	11,591	54%	8,600	40%	1,390 6%
<b>South Windsor</b>	9,635	8,229	85%	1,132	12%	274 3%
<b>Glastonbury</b>	13,363	10,407	78%	2,439	18%	517 4%
<b>Manchester</b>	25,570	13,491	53%	10,556	41%	1,523 6%
<b>Hartford County</b>	370,457	222,179	60%	123,764	33%	24,514 7%
<i>Source: ESRI Business Information Solutions, BBP LLC 2009</i>						

Exhibit 1.3 shows a more detailed breakdown of the occupancy categories described above for East Hartford.



*Source: ESRI Business Information Solutions, BBP LLC 2009*

#### *Total Housing Units Growth Over Time*

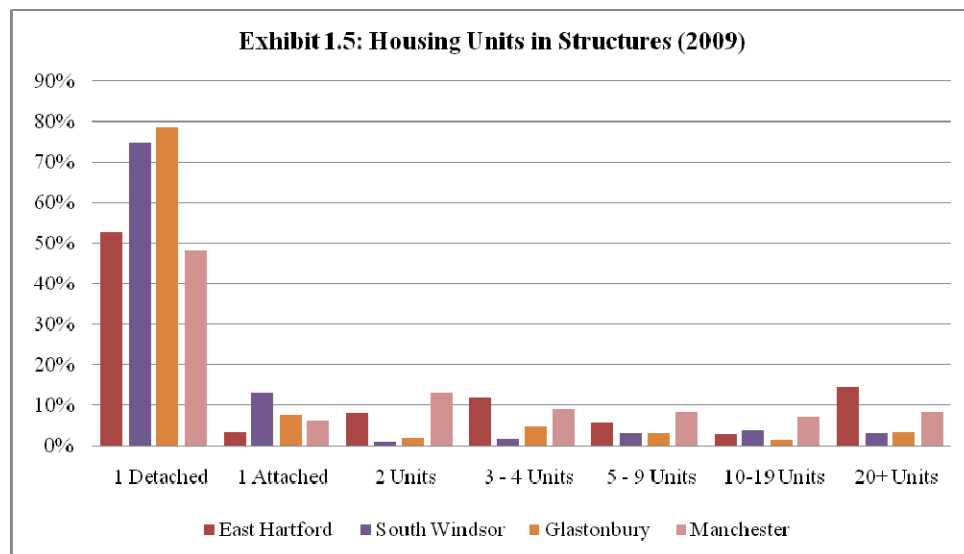
Exhibit 1.4 details the growth in residential units in the Town of East Hartford from 1990 to 2008. The number of residential units in the Town has experienced a slight growth, but in general has not fluctuated much in the last 20 years. Between 1990 and 2000, the Town saw no residential growth. Between 2000 and 2003 the number residential units grew by 1.5 percent and between 2003 and 2008, the number of residential units in the Town increased by 2.3 percent.

<b>Exhibit 1.4: Total Housing Units 1990-2008</b>		
<b>Town of East Hartford</b>		
<b>Year</b>	<b>Total Units</b>	<b>% Change</b>
<b>1990</b>	21,274	-
<b>2000</b>	21,273	0.0%
<b>2003</b>	21,590	1.5%
<b>2008</b>	22,086	2.3%
<i>Source: American Community Survey, The Warren Group, BBP LLC 2009</i>		

### *Housing Structures by Number of Units*

Exhibit 1.5 shows the breakdown of residential structures by number of units for the Town of East Hartford, South Windsor, Glastonbury and Manchester. The majority of the residential structures in East Hartford are single-unit detached (53 percent), however South Windsor and Glastonbury have higher proportions of single-family detached structures (75 percent and 78 percent, respectively).

East Hartford and Manchester offer a greater diversity of structure by number of units than Glastonbury and South Windsor. Duplexes are the most prevalent in Manchester (13 percent of the Town's housing stock), while East Hartford offers the higher percentage of structures with three-four units (12 percent) and 20 or more units (14 percent).



*Source: The Warren Group, American Community Survey, BBP LLC 2009*

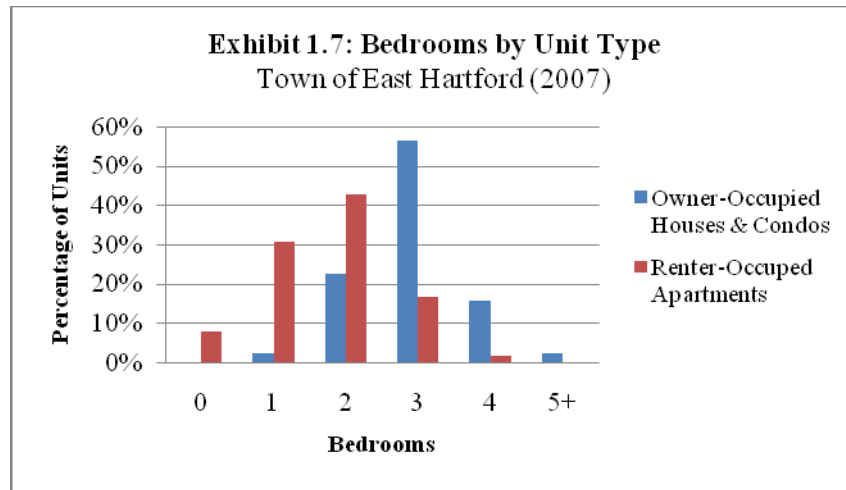
### *Number of Bedrooms*

Exhibit 1.6 shows the housing units by the number of bedrooms in East Hartford, adjacent Towns, and Hartford County. The largest portion of East Hartford housing units has three bedrooms (41 percent). East Hartford and Manchester offer a higher percentage of two-bedroom units than South Windsor and Glastonbury, while the latter Towns have a higher percentage of four-bedroom units than East Hartford.

Exhibit 1.6: Housing Units by Number of Bedrooms (2008)										
	East Hartford		South Windsor		Glastonbury		Manchester		Hartford County	
	#	%	#	%	#	%	#	%	#	%
Total housing units	21,061	100%	9,665	100%	13,005	100%	24,622	100%	363,550	100%
No bedroom	597	3%	52	1%	154	1%	333	1%	8,049	2%
1 bedroom	3,230	15%	957	10%	984	8%	3,227	13%	47,278	13%
2 bedrooms	6,553	31%	1,679	17%	2,682	21%	8,088	33%	104,885	29%
3 bedrooms	8,685	41%	4,127	43%	4,789	37%	10,410	42%	135,363	37%
4 bedrooms	1,746	8%	2,479	26%	3,718	29%	2,172	9%	55,490	15%
5 or more bedrooms	250	1%	371	4%	678	5%	392	2%	12,485	3%
Source: American Community Survey, BBP LLC 2009										

*Source: American Community Survey, BBP LLC 2009*

Exhibit 1.7 details the bedrooms by unit type for the Town of East Hartford. The largest percentage of owner-occupied houses and condos has three bedrooms (56 percent) and the largest percentage of renter-occupied apartments has two bedrooms (43 percent). There is also a significant portion of one-bedroom apartments in East Hartford (31 percent).



Source: City-data.com, BBP LLC 2009

## Age of Housing Stock

### Year Structure Built

Exhibit 1.8 categorizes East Hartford's housing stock by year built. East Hartford has an older housing stock, with 78 percent of the Town's residential structures built prior to 1970. There has been very little residential construction in recent years; only four percent of the residential structures in the Town have been built since 1990. The largest percentage of residential units in the Town was built between 1950 and 1959, with a median year of 1958.

Exhibit 1.8: Year Residential Structure Built (2007) Town of East Hartford		
Median Year Structure Built: 1958		
Year	#	% of Total
2005 or later	214	1%
2000 to 2004	125	1%
1990 to 1999	336	2%
1980 to 1989	1,598	8%
1970 to 1979	2,439	12%
1960 to 1969	4,178	20%
1950 to 1959	5,519	26%
1940 to 1949	2,494	12%
1939 or earlier	4,092	19%

Source: American Community Survey, The Warren Group, BBP LLC 2009

### *Years of Residency*

Exhibit 1.9 displays the year householders moved into their homes in East Hartford. The largest percentage of householders moved into their residences between after 2005 (30 percent). Although the majority of householders moved into their homes after 1990 (71 percent), there is also a considerable portion of householders who have lived in their homes for over 50 years (11 percent). The average turnover rate for East Hartford is three percent per year.

Exhibit 1.9: Year Householder Moved into Unit (2008) Town of East Hartford		
Year	#	% of Total
Moved in 2005 or later	3,620	30%
Moved in 2000 to 2004	5,971	23%
Moved in 1990 to 1999	3,958	18%
Moved in 1980 to 1989	1,804	10%
Moved in 1970 to 1979	1,467	7%
Moved in 1969 or earlier	2,298	11%
Source: American Community Survey, BBP LLC 2009		

### **Home Values and Rental Rates**

#### *Home Values by Price*

Exhibit 1.10 categorizes the owner-occupied units in East Hartford, adjacent Towns, and Hartford County by value. The median value for East Hartford (\$179,829) it is less than the median value for the all surrounding geographies. Manchester offers home values closest to East Hartford's; with Manchester's median home value about \$25,000 more than East Hartford's. The median home value in Glastonbury is significantly higher than surrounding geographies (\$371,258).

The largest portion of home values in East Hartford is between \$150,000 and \$199,999 (34 percent). Almost all of the homes in East Hartford are worth less than \$300,000 (94 percent), while more than a third of the homes in Hartford County are worth more than \$300,000.

Exhibit 1.10: Owner Occupied Housing Units by Value (2009)									
	East Hartford		South Windsor		Glastonbury		Manchester		Hartford County
	#	%	#	%	#	%	#	%	# %
Total	11,591	100%	8,229	100%	10,407	100%	13,491	100%	222,156 100%
< \$50,000	489	4%	114	1%	16	0%	95	1%	2,452 1%
\$50,000 - \$99,998	382	3%	234	3%	140	1%	380	3%	4,959 2%
\$100,000 - \$149,998	2,394	21%	568	7%	377	4%	1,776	13%	24,695 11%
\$150,000 - \$199,999	3,889	34%	849	10%	593	6%	4,263	32%	43,312 20%
\$200,000 - \$299,999	3,745	32%	3,252	40%	2,321	22%	4,705	35%	76,864 35%
\$300,000 - \$499,999	515	4%	2,556	31%	4,058	39%	1,809	13%	47,811 22%
\$500,000 - \$999,999	19	0%	630	8%	2,475	24%	406	3%	16,723 8%
\$1,000,000 +	15	0%	26	0%	427	4%	57	0%	3,371 2%
Median Value	\$179,829		\$273,856		\$371,258		\$203,861		\$238,597

Source: ESRI Business Information Solutions, BBP LLC 2009

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### *Home Value by Structure Type*

Exhibit 1.11 shows the breakdown of home values by structure type in 2007 for East Hartford, adjacent Towns, and Hartford County. In East Hartford, attached single family houses, homes in two-unit structures, and homes in three-to-four unit structures all have similar values. Homes in five-or-more unit structures had the lowest value in East Hartford.

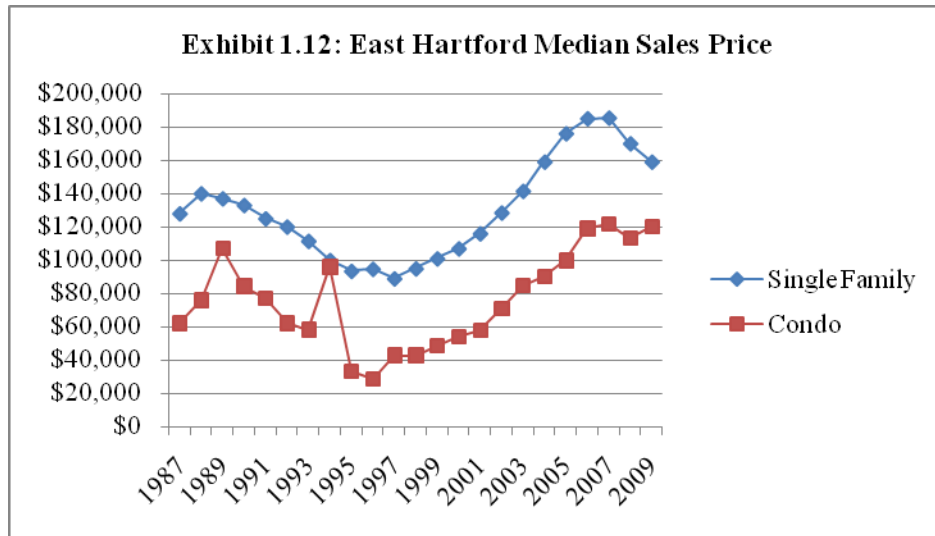
East Hartford's home prices are very affordable compared to adjacent Towns and the County. East Hartford has the lowest mean value for single family detached homes (\$200,079) compared to surrounding geographies. Manchester's home prices by type offer the most similarities to East Hartford's homes prices, and Glastonbury has the highest home prices compared to surrounding geographies.

<b>Exhibit 1.11: Mean Home Prices by Type (2007)</b>					
	<b>East Hartford</b>	<b>South Windsor</b>	<b>Glastonbury</b>	<b>Manchester</b>	<b>Hartford County</b>
<b>Mean House or Condo</b>	<b>\$200,079</b>	<b>\$312,226</b>	<b>\$434,552</b>	<b>\$243,865</b>	<b>\$247,100</b>
<b>Detached House</b>	\$206,899	\$337,379	\$461,179	\$256,757	\$313,390
<b>Attached House</b>	\$217,410	\$234,992	\$292,477	\$228,214	\$256,212
<b>2-Unit Structures</b>	\$214,410	\$294,420	\$406,084	\$217,859	\$229,987
<b>3-4-Unit Structures</b>	\$216,210	\$248,727	\$280,601	\$207,564	\$218,987
<b>5+ Units Structures</b>	\$129,154	\$151,138	\$200,737	\$128,261	\$161,026
<i>Source: City-data.com, BBP LLC 2009</i>					

### *Homes Sales Over Time*

Exhibit 1.12 shows the trends over time for the median sales price of single family homes and condos in East Hartford. The median sales price for single family homes in the Town had been steadily increasing since the mid-1990s, until 2008 when the current housing crisis began. Due to the established affordability of the East Hartford housing market the Town's decline in homes values has not been as severe as in other parts of the county.

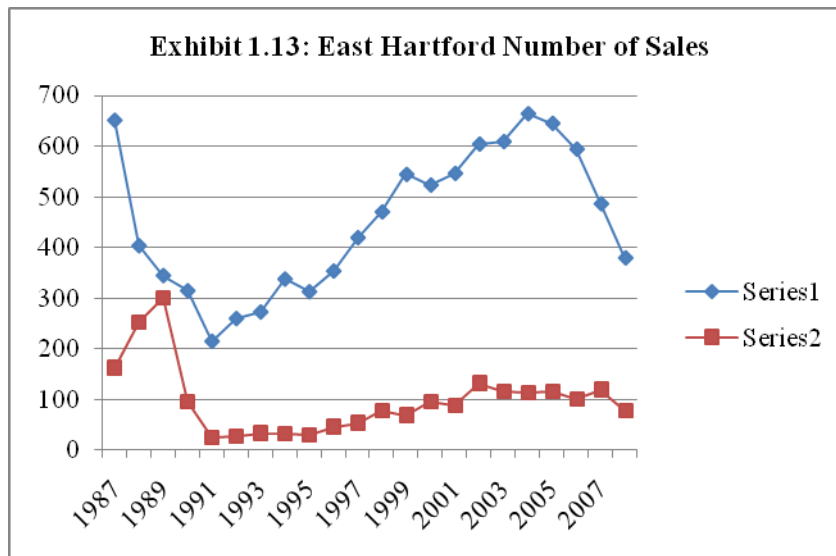
Condo prices in East Hartford had been increasing since the mid-1990s as well. Although prices also declined in 2008, the median sales prices for condos sold between January and August of 2009 have risen back almost to the median sales price seen in 2007.



Source: The Warren Group, BBP LLC 2009

Exhibit 1.13 shows the number of sales of single family homes and condos in East Hartford over time. The number of single family homes sold in East Hartford was increasing since the early 1990s until 2005. Since 2005, the number of single family homes sold in the Town has been sharply decreasing. The number of single family sales peaked in 2004 with 646 home sold. Between January and August of 2009, 241 single family homes have been sold.

Since the early 1990s the number of condo sales in East Hartford has been relatively consistent, with only slight increases, until 2008. The number of condo sales in the Town is significantly less than the number of single family homes sales. The average number of single family home sales per year in East Hartford since 1987 is 452, while the average number of condo sales per year is 98.



Source: The Warren Group, BBP LLC 2009

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### *Rental Rates*

Exhibit 1.14 categorizes the renter-occupied units in East Hartford, Manchester, and Hartford County by gross rent. Rental rates for South Windsor and Glastonbury were not available, most likely because the Towns both have a vast majority of owner-occupied housing units. The largest portion of renter-occupied units in East Hartford has a gross rent between \$750 and \$999 (37 percent). Almost 75 percent of the renter-occupied units in East Hartford have gross rents of less than \$1,000 a month, which is more than the percentage in both Manchester and Hartford County (48 percent and 61 percent, respectively).

East Hartford and Manchester offer a similar percentage of apartments in the \$750-\$999 rental range, however East Hartford offers a larger portion of apartments between \$500-\$750 a month (22 percent) and Manchester has a significantly larger proportion of apartments for more than \$1,000 a month (52 percent).

According to HUD, 80 percent of the Area Median Income for the Hartford-West Hartford-East Hartford MSA is \$68,080. If housing costs account for 30 percent of household income, \$1,702 a month is the maximum affordable gross rental rate for households at 80 percent of Area Median Income. In 2008, East Hartford's median gross rental rate was \$823 a month, which shows that the rental units in East Hartford are already affordable to households making 80 percent of the Regional Area Median Income.

Exhibit 1.4: Gross Rent for Renter-Occupied Units (2008)						
	East Hartford		Manchester		Hartford County	
Gross Rent	#	%	#	%	#	%
Less than \$200	423	5%	125	1%	3,960	4%
\$200 to \$299	255	3%	119	1%	4,183	4%
\$300 to \$499	518	7%	377	4%	8,557	8%
\$500 to \$749	1,730	22%	967	11%	19,079	17%
\$750 to \$999	2,860	37%	2,730	31%	31,791	29%
\$1,000 to \$1,499	1,791	23%	3,725	42%	35,321	32%
\$1,500 or more	108	1%	897	10%	7,418	7%
Median Rent	\$823		1,018		\$903	
Source: American Community Survey, BBP LLC 2009						

### *Rental Rates by Type*

Exhibit 1.15 shows the median rental rates for multifamily units by type in East Hartford. Logically, three-bedroom apartments have the highest median rental rate (\$933 a month) and studio apartments have the lowest median rental rate (\$485 a month). The data collected by BBP LLC for median gross multifamily rental rates are consistent with the median gross rents for all rental units, shown in Exhibit 1.14, collected through the US Census Bureau's American Community Survey.

**Exhibit 1.15: Median Multifamily Rental Rates by Type (2009)**

Type	Rental Rate
Studio	\$485
Efficiency	\$625
1 Bedroom	\$685
2 Bedroom	\$850
2 Bedroom Townhouse	\$868
3 Bedroom	\$933

*Source: MLS, BBP LLC survey of 30 apartment complexes, Oct. 2009*

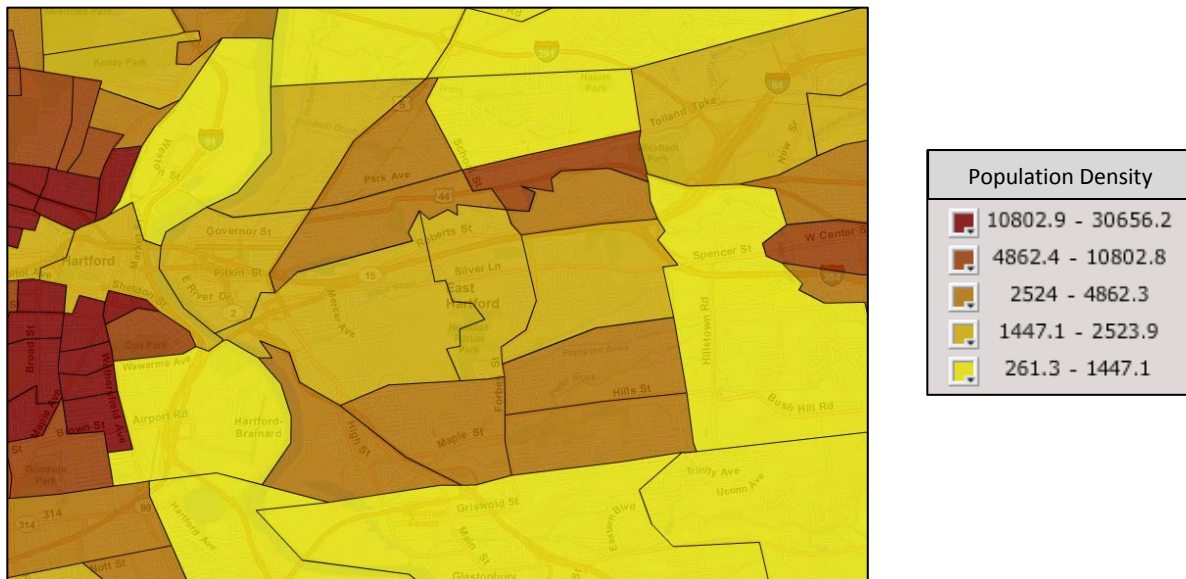
## Housing Condition

According to the Town's building conditions data, as of October there have been 443 reports of building condition or code violations in East Hartford in 2009. Out of this total, 80 reports have pertained to homes within this study's Residential Focus Area. Approximately 11 of these reports involve serious building condition problems, such as lack of heat or electricity, water damage, or exposed wires. The remainder of the reports related to issues such as overgrown grass and weeds and litter or furniture in yards.

## Density

Exhibit 1.16 maps the population density by census tract in East Hartford and the Town's surrounding census tracts. Compared to the neighboring census tracts in Hartford East Hartford has fairly low density, but East Hartford is generally denser than neighboring census tracts in Glastonbury and Manchester. The densest census tract in the Town runs along the eastern portion of Burnside Avenue. The neighborhoods along Main Street and Burnside Avenue near the Town's central business district also show higher levels of density.

**Exhibit 1.16: Population Density by Census Tract (2009)**



*Source: ESRI Business Information Solutions, BBP LLC 2009*

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## Section 2: Demographic and Economic Summary

### Demographic and Economic Summary

Exhibit 2.1 provides an overview of selected demographics for East Hartford, South Windsor, Glastonbury, Manchester, and Hartford County. Key observations include:

- The median household income in East Hartford (\$50,714) is lower than all surrounding geographies. Manchester has the closest median household income (\$61,990) and Glastonbury has the highest (\$96,994).
- The median home values correspond to median household income. East Hartford has the lowest median home value and Glastonbury has the highest (\$179,882 and \$371,258, respectively).
- The average household size in East Hartford is 2.4, which is similar to the surrounding geographies.
- Compared to its adjacent Towns, East Hartford has the highest at-place employment (32,055 employees), with Manchester not far behind (40,928 employees). South Windsor and Glastonbury have significantly lower at-placement employment (13,954 and 18,738, respectively). This is logical, because South Windsor and Glastonbury also have smaller populations than East Hartford and Manchester.
- Less than six percent of the County's at-place employment is located in East Hartford.

**Exhibit 2.1: Selected Current Demographics (2009)**

	<b>East Hartford</b>	<b>South Windsor</b>	<b>Glastonbury</b>	<b>Manchester</b>	<b>Hartford County</b>
<b>Population</b>	49,485	25,448	33,224	56,268	882,247
<b>Households</b>	20,191	9,361	12,846	24,047	345,943
<b>Household Size</b>	2.4	2.7	2.6	2.3	2.5
<b>Median HH Income</b>	\$50,714	\$86,460	\$96,994	\$61,990	\$64,632
<b>Median Home Value</b>	\$179,829	\$273,856	\$371,258	\$203,861	\$238,597
<b>Labor Force (16+)</b>	23,882	13,683	17,278	30,534	427,772
<b>At-Place Employment</b>	32,055	13,953	18,738	30,928	543,450

*Source: ESRI Business Information Solutions, BBP LLC 2009*

### Population Profiles

#### *Population by Age*

Exhibit 2.2 shows the breakdown of East Hartford, adjoining Towns, and Hartford County's population by age. All three areas have similar populations by age group. East Hartford and Manchester have slightly higher percentages of people between ages 25-34 than South Windsor and Glastonbury, likely due to East Hartford and Manchester's more affordable housing prices and rental rates. Following the same logic, South Windsor and Glastonbury have higher percentages of residents between 45-54 than East Hartford and Manchester.

Exhibit 2.2.: Population by Age (2009)										
	East Hartford		South Windsor		Glastonbury		Manchester		Hartford County	
	#	%	#	%	#	%	#	%	#	%
Total	49,485	100%	25,448	100%	33,224	100%	56,268	100%	882,247	100%
Age 0 - 4	3,217	7%	1,476	6%	2,060	6%	3,489	6%	54,699	6%
Age 5 - 9	3,068	6%	1,730	7%	2,392	7%	3,151	6%	55,582	6%
Age 10 - 14	2,969	6%	1,934	8%	2,724	8%	3,207	6%	57,346	7%
Age 15 - 19	3,167	6%	1,883	7%	2,425	7%	3,320	6%	60,875	7%
Age 20 - 24	3,217	7%	1,145	5%	1,329	4%	3,995	7%	56,464	6%
Age 25 - 34	6,235	13%	2,061	8 %	2,160	7%	7,990	14%	98,812	11%
Age 35 - 44	6,680	14%	3,512	14%	4,552	14%	7,990	14%	119,103	14%
Age 45 - 54	7,274	15%	4,759	19%	6,080	19%	8,384	15%	137,631	16%
Age 55 - 64	5,740	12%	3,435	14%	4,685	14%	6,583	12%	107,634	12%
Age 65 - 74	3,761	8%	1,883	7%	2,459	7%	3,826	7%	63,522	7%
Age 75 - 84	2,870	6%	1,196	5%	1,562	5%	2,757	5%	45,877	5%
Age 85+	1,237	3%	458	2%	831	3%	1,576	3%	23,821	3%

*Source: ESRI Business Information Solutions, BBP LLC 2009*

### *Population by Race*

Exhibit 2.3 displays population by race for East Hartford, adjacent Towns, and Hartford County. While the majority of East Hartford's population is white (57 percent), the Town has a smaller percentage of white residents compared to adjacent Towns and the County. East Hartford's residents are much more diverse than adjacent Towns and the County, with black and Hispanic residents making up equal portions of the Town's population (both 21 percent).

<b>Exhibit 2.3: Population by Race (2009)</b>					
	<b>East Hartford</b>	<b>South Windsor</b>	<b>Glastonbury</b>	<b>Manchester</b>	<b>Hartford County</b>
<b>White Alone</b>	57%	87%	89%	77%	72%
<b>Black Alone</b>	21%	4%	2%	11%	13%
<b>American Indian Alone</b>	0%	0%	0%	0%	0%
<b>Asian or Pacific Islander Alone</b>	6%	6%	6%	5%	4%
<b>Some Other Race Alone</b>	12%	1%	1%	5%	8%
<b>Two or More Races</b>	4%	1%	1%	3%	3%
<b>Hispanic Origin</b>	21%	4%	4%	10%	15%

*Source: ESRI Business Information Solutions, BBP LLC 2009*

### *Population by Educational Attainment*

Exhibit 2.4 shows the educational attainment levels of the populations of East Hartford, adjacent Towns, and Hartford County. East Hartford has the least educated population compared to surrounding geographies. 83 percent of East Hartford's population has at least a high school diploma, while over 90 percent of each adjoining Town's residents have graduated high school. Only 15 percent of East Hartford's residents hold a Bachelor's Degree or higher, which is significantly lower than all surrounding

geographies. Glastonbury has the best educated population, with 58 percent of the Town's residents holding a Bachelor's degree or higher.

**Exhibit 2.4: Population 25+ by Educational Attainment (2009)**

	<b>East Hartford</b>		<b>South Windsor</b>		<b>Glastonbury</b>		<b>Manchester</b>		<b>Hartford County</b>	
	#	%	#	%	#	%	#	%	#	%
<b>Total</b>	<b>33,801</b>	<b>100%</b>	<b>17,297</b>	<b>100%</b>	<b>22,299</b>	<b>100%</b>	<b>39,082</b>	<b>100%</b>	<b>596,505</b>	<b>100%</b>
<b>Less than 9th Grade</b>	2,062	6%	484	3%	401	2%	1,133	3%	31,018	5%
<b>9th - 12th Grade, No Diploma</b>	3,718	11%	588	3%	580	3%	2,384	6%	48,317	8%
<b>High School Graduate</b>	13,858	41%	3,909	23%	3,456	16%	11,490	29%	177,162	30%
<b>Some College, No Degree</b>	6,253	19%	3,252	19%	3,077	14%	7,660	20%	100,809	17%
<b>Associate Degree</b>	2,704	8%	1,263	7%	1,806	8%	3,674	9%	44,141	7%
<b>Bachelor's Degree</b>	3,380	10%	4,687	27%	7,225	32%	7,699	20%	113,932	19%
<b>Graduate/Prof. Degree</b>	1,825	5%	3,113	18%	5,775	26%	5,042	13%	80,528	14%

*Source: ESRI Business Information Solutions, BBP LLC 2009*

## Household Characteristics

### *Household Growth*

Exhibit 2.5 shows household growth since 2000 and the projected growth for 2014. East Hartford is the Town to have seen a decline in the number of households since 2000 and is the only Town projected to experience an even larger loss of households by 2014. East Hartford's adjoining Towns and Hartford County have seen a small growth in the number of households and are projected to growth at an even smaller rate by 2014. The development of Incentive Housing Zones in East Hartford could help curb this decline in East Hartford's households.

**Exhibit 2.5: Past & Projected Household Growth**

	<b>Total</b>			<b>Net Increase</b>			
	<b>2000</b>	<b>2009</b>	<b>2014</b>	<b>2000-2009</b>	<b>%</b>	<b>2009-2014</b>	<b>%</b>
<b>East Hartford</b>	49,575	49,485	49,336	-90	-0.2%	-149	-0.3%
<b>South Windsor</b>	24,412	25,448	25,955	1,036	4.1%	507	2.0%
<b>Glastonbury</b>	31,876	33,224	33,728	1,348	4.1%	504	1.5%
<b>Manchester</b>	54,740	56,268	56,912	1,528	2.7%	644	1.1%
<b>Hartford County</b>	857,183	882,247	891,004	25,064	2.8%	8,757	1.0%

*Source: ESRI Business Information Solutions, BBP LLC 2009*

### *Household Income*

Exhibit 2.6 shows the breakdown of households by income for East Hartford, adjacent Towns, and Hartford County. East Hartford's median household income (\$50,714) is lower than the County and all adjacent Towns. Manchester has the most comparable median household income of \$61,990. East Hartford and Manchester's median household incomes are lower than that of the County (\$64,632), while South Windsor and Glastonbury's median household incomes are significantly higher than the County's (\$89,460 and \$96,994, respectively).

The largest percentage of East Hartford's households makes between \$50,000 and \$74,999 a year (19 percent) and only three percent of the Town's households make \$150,000 or more a year. The household income ranges are more equally distributed within in East Hartford than in the adjacent Towns. In both South Windsor and Glastonbury, 83 percent of the Town's households make more than \$50,000 a year.

<b>Exhibit 2.6: Households by Income (2009)</b>					
<b>Household Income</b>	<b>East Hartford</b>	<b>South Windsor</b>	<b>Glastonbury</b>	<b>Manchester</b>	<b>Hartford County</b>
< \$15,000	12%	2%	4%	7%	10%
\$15,000 - \$24,999	10%	4%	4%	8%	8%
\$25,000 - \$34,999	12%	4%	3%	9%	8%
\$35,000 - \$49,999	16%	7%	7%	14%	12%
\$50,000 - \$74,999	19%	16%	14%	22%	18%
\$75,000 - \$99,999	18%	26%	20%	21%	20%
\$100,000 - \$149,999	10%	21%	18%	13%	13%
\$150,000 - \$199,999	2%	12%	15%	4%	5%
\$200,000 +	1%	8%	16%	3%	5%
<b>Median Household Income</b>	<b>\$50,714</b>	<b>\$89,460</b>	<b>\$96,994</b>	<b>\$61,990</b>	<b>\$64,632</b>
<i>Source: ESRI Business Information Solutions, BBP LLC 2009</i>					

According to HUD, 80 percent of the Area Median Income for the Hartford-West Hartford-East Hartford MSA is \$68,080. Approximately 40 percent of East Hartford's households are making at least 80 percent of the MSA's median income, compared to about 50 percent of Manchester and Hartford County's households, and about 75 percents of South Windsor and Glastonbury's households.

### *Households by Family Type*

Exhibit 2.7 categorizes households by family type for East Hartford, adjacent Towns, and Hartford County. 15 percent of East Hartford's households are married couples living with their own children. This is similar to Manchester, but lower than South Windsor and Glastonbury (36 percent and 39 percent, respectively). East Hartford has the highest percentage of households with single mothers living with their children compared to surrounding geographies (12 percent). All four Towns have similar percentages of households with people 65 or older living alone.

**Exhibit 2.7: Households by Type (2008)**

	<b>East Hartford</b>		<b>South Windsor</b>		<b>Glastonbury</b>		<b>Manchester</b>		<b>Hartford County</b>	
	#	%	#	%	#	%	#	%	#	%
<b>Total households</b>	<b>19,421</b>	<b>100%</b>	<b>9,444</b>	<b>100%</b>	<b>12,437</b>	<b>100%</b>	<b>23,592</b>	<b>100%</b>	<b>338,968</b>	<b>100%</b>
<b>Family households (families)</b>	12,578	65%	6,743	71%	9,245	74%	13,398	57%	220,368	65%
<b>With own children under 18 years</b>	5,811	30%	3,356	36%	4,817	39%	6,153	26%	102,645	30%
<b>Married-couple</b>	7,484	39%	5,760	61%	7,845	63%	9,693	41%	160,225	47%
<b>With own children under 18 years</b>	2,837	15%	2,828	30%	3,964	32%	3,698	16%	69,335	20%
<b>Male householder, no wife</b>	1,288	7%	340	4%	126	1%	976	4%	13,799	4%
<b>With own children under 18 years</b>	627	3%	188	2%	91	1%	520	2%	6,140	2%
<b>Female householder, no husband</b>	3,806	20%	643	7%	1,274	10%	2,729	12%	46,344	14%
<b>With own children under 18 years</b>	2,347	12%	340	4%	762	6%	1,935	8%	27,170	8%
<b>Nonfamily households</b>	6,843	35%	2,701	29%	3,192	26%	10,194	43%	118,600	35%
<b>Householder living alone</b>	5,513	28%	2,316	25%	2,788	22%	8,132	34%	99,491	29%
<b>65 years and over</b>	1,878	10%	964	10%	1,098	9%	2,791	12%	37,612	11%

*Source: American Community Survey, BBP LLC 2009*

## Labor and Industry

### Labor Force

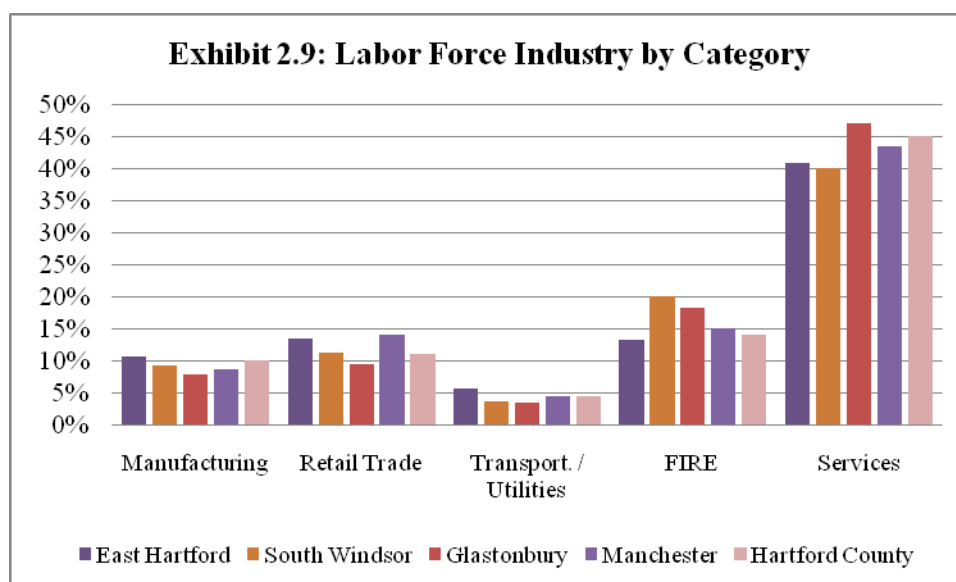
The labor force represents the number of residents employed or seeking employment. As shown in Exhibit 2.8, East Hartford's labor force totals 23,882. The service industry dominates the labor force in the Town (over 40 percent of the labor force), followed by retail trade and finance/insurance/real estate (both 13 percent). East Hartford has a higher percentage of residents working in the manufacturing and transportation/utilities industries than surrounding geographies (11 percent and six percent, respectively). East Hartford's breakdown of labor force industries is almost identical to that of Manchester and Hartford County, and very similar to Glastonbury and Manchester. The primary difference between East Hartford's labor force and those of South Windsor and Glastonbury is the latter Towns have a higher percentage of residents who work in the finance/insurance/real estate sector. Glastonbury also has the highest percentage of residents in the service industry (47 percent) and South Windsor has the highest percentage of residents in the construction industry (nine percent).

**Exhibit 2.8: Employed Labor Force Industry Mix by Employment (2009)**

	<b>East Hartford</b>		<b>South Windsor</b>		<b>Glastonbury</b>		<b>Manchester</b>		<b>Hartford County</b>	
	#	%	#	%	#	%	#	%	#	%
<b>Total</b>	<b>23,882</b>	<b>100%</b>	<b>13,683</b>	<b>100%</b>	<b>17,278</b>	<b>100%</b>	<b>30,534</b>	<b>100%</b>	<b>427,772</b>	<b>100%</b>
<b>Agriculture/Mining</b>	24	0%	41	0%	69	0%	31	0%	1,283	0%
<b>Construction</b>	1,242	5%	657	9%	657	4%	1,252	4%	19,678	5%
<b>Manufacturing</b>	2,531	11%	1,245	9%	1,365	8%	2,626	9%	42,777	10%
<b>Wholesale Trade</b>	836	4%	547	4%	570	3%	1,008	3%	13,689	3%
<b>Retail Trade</b>	3,200	13%	1,532	11%	1,624	9%	4,275	14%	47,055	11%
<b>Transport. / Utilities</b>	1,337	6%	479	4%	587	3%	1,343	4%	18,822	4%
<b>Information</b>	454	2%	233	2%	346	2%	580	2%	8,555	2%
<b>FIRE</b>	3,129	13%	2,737	20%	3,145	18%	4,611	15%	59,888	14%
<b>Services</b>	9,768	41%	5,487	40%	8,121	47%	13,252	43%	192,497	45%
<b>Government</b>	1,337	6%	725	5%	812	5%	1,557	5%	23,100	5%

*Source: ESRI Business Information Solutions, BBP LLC 2009*

Exhibit 2.9 further illustrates the breakdown of labor force categories for East Hartford, adjacent Towns, and Hartford County. This graph shows that the labor force characteristics are generally very similar for each geogreaphy, with the few variances described above.



*Source: ESRI Business Information Solutions, BBP LLC 2009*

As shown in Exhibit 2.10, the majority of East Hartford's labor force is made up of white collar jobs (57 percent), but this percentage is lower than the percentage of white collar jobs in surrounding geographies. East Hartford's higher percentage of blue collar jobs (24 percent) than surrounding geographies illustrates the prevalence of East Hartford's working class population. Manchester and Hartford County have the next largest percentage of blue collar jobs (both 17 percent). Glastonbury has the highest percentage of white collar jobs compared to surrounding geographies (83 percent).

Exhibit 2.10: Employed Labor Force Mix by Occupational Category (2009)					
	East Hartford	South Windsor	Glastonbury	Manchester	Hartford County
<b>White Collar</b>	57%	76%	83%	68%	66%
<b>Services</b>	20%	11%	9%	15%	16%
<b>Blue Collar</b>	24%	12%	8%	17%	17%

*Source: ESRI Business Information Solutions, BBP LLC 2009*

### *At-Place Employment*

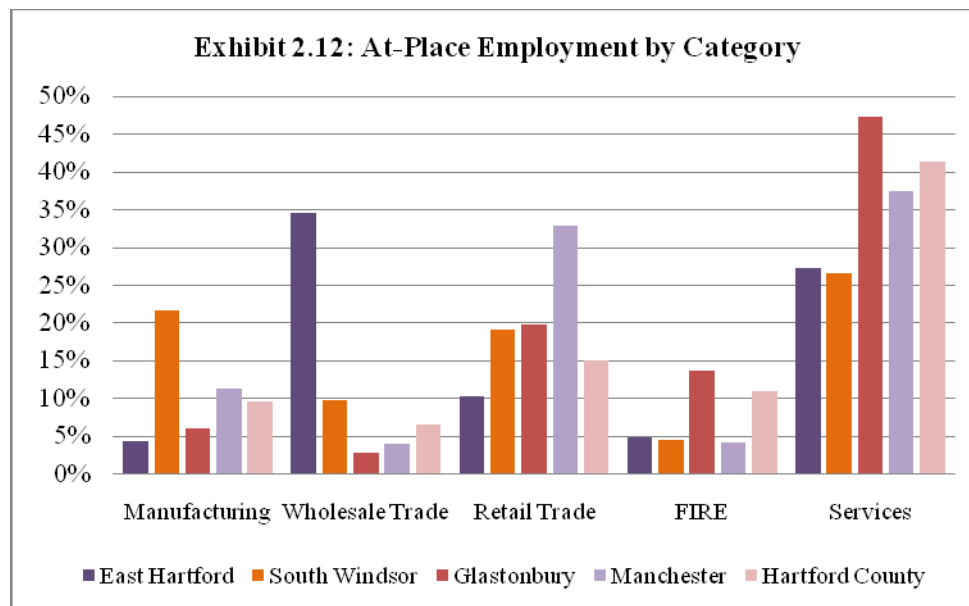
At-place employees are those that work within a specified area, but do not necessarily live there. As shown in Exhibit 2.11, East Hartford has 32,055 employees. As shown, the highest number of East Hartford employees work in wholesale trade (35 percent), followed by services (27 percent), and retail trade (10 percent). East Hartford has a significantly higher percentage of wholesale trade employees than surrounding geographies (35 percent). Although the service and retail trade industries are the next highest employment sectors in East Hartford, these percentages are less than in surrounding geographies.

Glastonbury has the highest percentage of employees in the services industry (47 percent) and the highest percentage of employees in the retail trade industry work in Manchester (33 percent).

Exhibit 2.11: At-Place Employment by Category (2009)										
	East Hartford		South Windsor		Glastonbury		Manchester		Hartford County	
	#	%	#	%	#	%	#	%	#	%
Total Employees	32,055	100%	13,953	100%	18,738	100%	30,928	100%	543,450	100%
Ag. & Mining	203	1%	233	2%	221	1%	121	0%	5,097	1%
Construction	1,263	4%	979	7%	719	4%	971	3%	23,816	4%
Manufacturing	1,365	4%	3,017	22%	1,100	6%	3,475	11%	51,495	10%
Transportation	735	2%	626	5%	236	1%	759	3%	11,275	2%
Communication	268	1%	26	0%	37	0%	169	1%	2,807	1%
Utility	620	2%	120	1%	19	0%	111	0%	3,039	1%
Wholesale Trade	11,078	35%	1,350	10%	509	3%	1,198	4%	34,918	6%
Retail Trade	3,278	10%	2,650	19%	3,700	20%	10,189	33%	81,292	15%
FIRE	1,523	5%	627	5%	2,552	14%	1,281	4%	58,617	11%
Services	8,706	27%	3,702	27%	8,847	47%	11,556	37%	224,437	41%
Government	1,393	4%	520	4%	789	4%	1,071	4%	44,469	8%
Other	1,623	5%	103	1%	9	0%	27	0%	2,188	0%

Source: ESRI Business Information Solutions, BBP LLC 2009

Figure 2.12 displays the primary at-place employment categories graphically.



Source: ESRI Business Information Solutions, BBP LLC 2009

### *Largest Employers*

To further illustrate East Hartford's at-place employment categories, the largest employers in Town are displayed in Exhibit 2.13.

<b>Exhibit 2.13: Top Employers (2009) East Hartford</b>		
<b>Name of Employer</b>	<b>Nature of Entity</b>	<b># of Employees</b>
<b>Pratt &amp; Whitney</b>	Jet Engine Manufacturer	8,000
<b>Town of East Hartford</b>	Municipality	1,717
<b>Bank of America</b>	Financial	650
<b>Coca-Cola Bottling</b>	Beverage Mfg. and Distrib.	550
<b>United Technologies Corp</b>	Research Lab	467
<b>Riverside Health Center</b>	Medical Care and Rehab	465
<b>Oakleaf Waste Management</b>	Waste Management	430
<b>Connecticut Natural Gas</b>	Energy Utility	292
<b>CT Dept of Info Technology</b>	State of CT	283
<b>Cabela's</b>	Outdoor Experience Retail	260
<b>BKM Total Office</b>	Office Furniture Retailer	254
<b>CSC Financial, Inc.</b>	Software Services	200
<b>Goodwin College</b>	Educational Institution	169
<b>CT Children's Medical Center</b>	Medical Administration	110
<b>Cellu Tissue</b>	Paper Manufacturer	88
<i>Source: Town of East Hartford., 2009</i>		

### *Commuting Patterns*

As displayed in Exhibit 2.14, the majority of East Hartford residents drive to work alone (78 percent), with an average commute of 21 minutes. A higher percentage of residents in adjacent Towns drive to work alone than East Hartford residents. More East Hartford residents carpool and use public transportation than in adjacent Towns. All Towns and the County have similar travel time to work (about 20 minutes).

Exhibit 2.14: Commuting Pattern to Work (2008)										
	East Hartford		South Windsor		Glastonbury		Manchester		Hartford County	
	#	%	#	%	#	%	#	%	#	%
Workers 16 years and over	23,350	100%	13,732	100%	17,287	100%	30,451	100%	426,618	100%
Car, truck, or van -- drove alone	18,145	78%	12,219	89%	15,050	87%	25,476	84%	346,654	81%
Car, truck, or van -- carpooled	2,664	11%	788	6%	967	6%	2,596	9%	36,533	9%
Public transportation	1,396	6%	65	0%	253	1%	569	2%	13,341	3%
Walked	388	2%	96	1%	154	1%	406	1%	10,045	2%
Other means	206	1%	0	0%	158	1%	600	2%	6,175	1%
Worked at home	551	2%	564	4%	705	4%	804	3%	13,870	3%
Mean travel time to work (min.)	21		22		21		22		22	
Source: American Community Survey, BBP LLC 2009										

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## **Preliminary Housing and Demographic Findings and Observations**

This Housing Inventory and Demographic and Economic Analysis reveal that East Hartford's current housing stock is already affordable for the region's blue collar workers and overall meets the affordability requirements for residents making 80 percent of the Regional Area Median Income (AMI). Key observations include:

- According to HUD, 80 percent of the AMI for the Hartford Region is \$68,080. If housing costs account for 30 percent of household income, \$1,702 a month is the maximum affordable gross rental rate for these households at 80 percent of AMI. In 2008, East Hartford's median gross rental rate was \$823 a month, which shows that the rental units in East Hartford are already affordable to households making 80 percent of the Regional AMI.
- Slightly more than half of East Hartford's housing units are owner-occupied, a similar percentage as Manchester and Hartford County, but lower than percentage of owner-occupied units in both South Windsor and Glastonbury.
- The median value for East Hartford is less than the median homes values in South Windsor, Glastonbury and Manchester. Manchester's home values are closest to East Hartford's, while the median home value in Glastonbury is significantly higher than surrounding geographies.
- The number of residential units in East Hartford has experienced a slight growth since 1990, but in general has not fluctuated much in the last 20 years.
- East Hartford has an older housing stock, with 78 percent of the Town's residential structures built prior to 1970.
- Approximately 40 percent of East Hartford's households make at least 80 percent of the Area Median Income for the Hartford Region, compared to about 50 percent in Manchester and almost 75 percent in Glastonbury and South Windsor.
- East Hartford has seen a decline in the number of households since 2000 and is projected to experience an even larger loss of households by 2014.
- East Hartford has the highest percentage of households with single mothers living with their children compared to Glastonbury, South Windsor and Manchester.
- The service industry dominates the labor force in East Hartford, followed by retail trade, finance/insurance/real estate, and manufacturing.
- The highest number of East Hartford employees work in wholesale trade, followed by services and retail trade. East Hartford has a significantly higher percentage of wholesale trade employees than South Windsor, Glastonbury or Manchester.
- East Hartford has a higher percentage of blue-collar jobs than South Windsor, Glastonbury, and Manchester, illustrating the Town's working-class population.

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### Section 3: Affordability Profile

The Incentive Housing Zone (IHZ) Program aims to provide housing affordable to households making at or below 80 percent of regional Area Median Income (AMI), as determined by the Department of Housing and Urban Development (HUD).

This section utilizes a number of methods to assess the affordability of East Hartford's current housing stock for this IHZ target income group. The attached tables evaluate the affordability of East Hartford's housing stock through an examination of the following information for East Hartford and (when applicable) adjacent towns and the region:

- Household income
- Percentage of housing units valued at or below the IHZ definition of affordability
- Affordability gap – the difference between the Town's median home prices/rental range and the IHZ affordability requirements
- Monthly housing costs as a percentage of income

#### *What the data shows:*

East Hartford's housing costs are already meeting the affordability requirements of the IHZ target income group. Homes in East Hartford are comparatively more affordable than the homes in adjacent towns and the region. However, these lower housing prices are consistent with the Town's lower median household income. This has resulted in East Hartford having a higher percentage of households paying more than 30 percent of their incomes on housing costs than adjacent towns.

#### *Implications for IHZ:*

Through this program, East Hartford can meet the affordability needs of the Hartford Metro Region while fostering economic growth within the Town. The affordability criteria of the IHZ program present the opportunity for East Hartford to generate housing options that are priced higher than the Town's current housing stock, while still meeting the IHZ Program's affordability requirements. Given East Hartford's established affordability, new housing units' sales prices or rental rates can be above the Town's current prices and offer comparatively affordable prices to surrounding towns. These new housing developments have the potential to attract new residents (e.g. young professionals, young families) who already work in the region but pay more to live in nearby towns.

The key determinant that supports housing prices in a region is income. Exhibit 3.1 displays the Town's households by income range. Approximately 64 percent of East Hartford's households make at or below the IHZ target income for the region. This percentage is much higher than adjacent towns, which shows that East Hartford has a greater demand for affordable/workforce housing than neighboring Towns. Future analysis in this section shows that East Hartford has also has a higher supply of affordable housing.

Exhibit 3.1: Households by Income (2009)		
East Hartford		
Income Range	#	%
\$15,000 - \$24,999	1,938	10%
\$25,000 - \$34,999	2,322	12%
\$35,000 - \$49,999	3,271	16%
\$50,000 - \$74,999	3,877	19%
\$75,000 - \$99,999	3,695	18%
\$100,000 - \$149,999	2,059	10%
\$150,000 - \$199,999	343	2%
\$200,000 +	262	1%
East Hartford Median Income	\$50,714	
80% of Area Median Income	\$68,081	
Source: HUD, ESRI Business Information Solutions, BBP LLC 2009		

Exhibit 3.2 shows the HUD Income Limits for the IHZ Program's target income range. In terms of income available for housing costs, a benchmark of 30 percent household of income is used widely to assume a manageable level of housing expenses for the average household.

The affordable home price for the IHZ target income group \$249,800 and the affordable gross rental rate is \$1,702 a month. These numbers represent the home price and rental rate that are affordable to households making at least \$68,081 a year, assuming that affordability is defined as devoting 30 percent of income to housing costs.

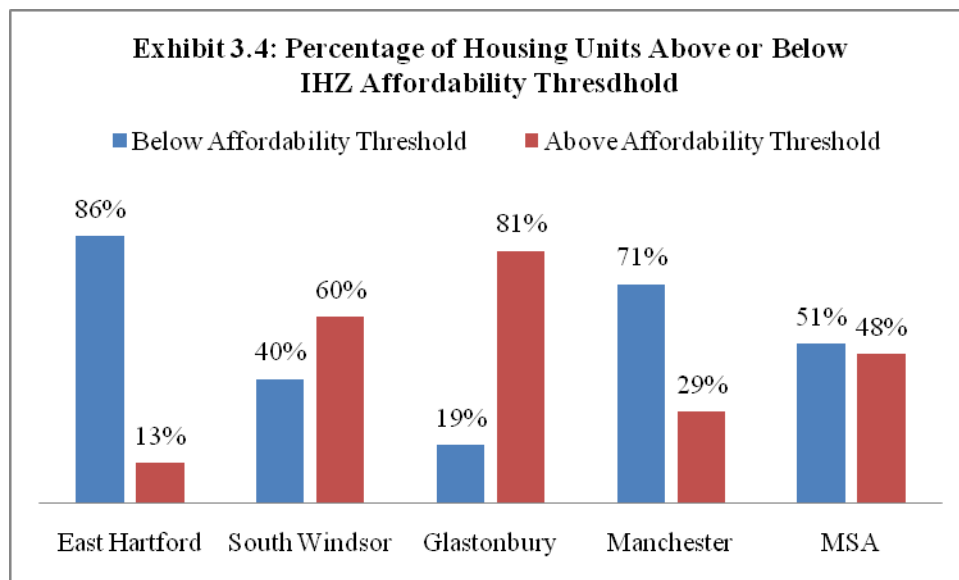
<b>Exhibit 3.2: Affordability Thresholds for 80% of AMI (2009)</b>			
<b>Area Median Income (AMI): \$85,100</b>			
	<b>HUD Income Limit (at 80%)</b>	<b>Affordable Home Price(1/)</b>	<b>Affordable Monthly Gross Rent</b>
<b>AMI</b>	<b>\$68,080</b>	<b>\$249,800</b>	<b>\$1,702</b>
<b>1 Person Family</b>	\$44,900	\$157,959	\$1,076
<b>2 Person Family</b>	\$51,200	\$180,525	\$1,230
<b>3 Person Family</b>	\$57,600	\$203,091	\$1,384
<b>4 Person Family</b>	\$64,000	\$225,656	\$1,538
<i>1/Housing price approximations are based on a 30 year, 5.5% mortgage with 20% down. Since this excludes taxes, insurance and utilities, affordability assumption is based on 25% of income spent on housing.</i>			
<i>Source: HUD, BBP LLC, 2009</i>			

The vast majority of East Hartford's housing stock is currently valued at or below the IHZ affordability threshold for the Hartford region, as shown in Exhibit 3.3. Slightly more than half of the housing in the region is valued at or below this affordability threshold, demonstrating the Town's affordability when compared to the region.

Exhibit 3.3: Owner Occupied Housing Units by Value (2009)											
		East Hartford		South Windsor		Glastonbury		Manchester		MSA	
		#	%	#	%	#	%	#	%	#	%
Below Affordability Threshold	Total	11,591	100%	8,229	100%	10,407	100%	13,491	100%	309,968	100%
	< \$50,000	489	4%	114	1%	16	0%	95	1%	3,363	1%
	\$50,000 - \$99,998	525	3%	234	3%	140	1%	380	3%	6,367	2%
	\$100,000 - \$149,998	2,394	21%	568	7%	377	4%	1,776	13%	29,551	10%
	\$150,000 - \$199,999	3,889	34%	849	10%	593	6%	4,263	32%	57,061	18%
	\$200,000 - \$249,998	2,809	24%	1,526	19%	832	8%	2,998	22%	62,631	20%
Above Affordability Threshold	\$250,000 - \$299,998	936	8%	1,726	21%	1,489	14%	1,707	13%	49,238	16%
	\$300,000 - \$499,999	515	4%	2,556	31%	4,058	39%	1,809	13%	71,870	23%
	\$500,000 - \$999,999	19	0%	630	8%	2,475	24%	406	3%	22,774	7%
	\$1,000,000 +	15	0%	26	0%	427	4%	57	0%	4,660	2%

Source: ESRI Business Information Solutions, BBP LLC 2009

Exhibit 3.4 further depicts the percentages of housing units valued at or below the IHZ affordability threshold in East Hartford, adjacent towns and the region.



Source: ESRI Business Information Solutions, BBP LLC 2009

The fact that East Hartford's sale prices and rental rates exceed the IHZ affordability requirements presents an opportunity for the Town to produce higher-end housing than currently offered while still meeting the IHZ program requirements. Although Hartford County, South Windsor and Manchester's

housing prices and rental rates all also exceed the IHZ affordability threshold, East Hartford has the largest affordability gap, as shown in Exhibits 3.5 and 3.6.

<b>Exhibit 3.5: Ownership Affordability Gap Adjacent Town Comparison</b>		
<b>Affordable Purchase Price (1/)</b>		<b>\$249,800</b>
	<b>Median Sales Price Sep-Nov 2009</b>	<b>Gap +/-</b>
<b>East Hartford</b>	\$154,000	\$95,800
<b>South Windsor</b>	\$225,000	\$24,800
<b>Glastonbury</b>	\$293,000	(\$43,200)
<b>Manchester</b>	\$170,000	\$79,800
<b>Hartford County</b>	\$211,250	\$38,550
<i>1/Housing price approximation based on a 30 year, 5.5% mortgage with 20% down. Since this excludes taxes, insurance and utilities, affordability assumption is based on 25% of income spent on housing.</i>		
<i>Source: HUD, Trulia, BBP LLC 2009</i>		

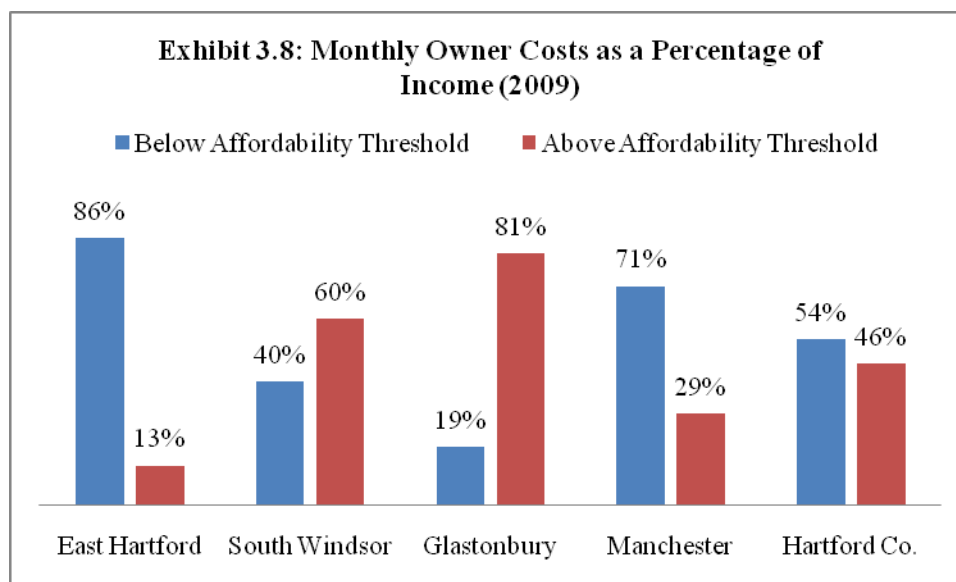
<b>Exhibit 3.6: Rental Affordability Gap Adjacent Town Comparison</b>		
<b>Affordable Gross Rental Rate (1/)</b>		<b>\$1,702</b>
<b>Town</b>	<b>Median Gross Rental Rate</b>	<b>Gap +/-</b>
<b>East Hartford</b>	\$823	\$879
<b>Manchester</b>	\$1,018	\$684
<b>Hartford County</b>	\$903	\$799
<i>1/ Based on 30% of the 80% range of HUD's AMI.</i>		
<i>Rental rates not available for South Windsor and Glastonbury, most likely due to the low number of apartments in the towns.</i>		
<i>Source: HUD, American Community Survey, BBP LLC 2009</i>		

A key measure of an area's affordability is the percentage of income homeowners spend on housing costs. East Hartford's household incomes correlate with the Town's lower housing prices, therefore despite the Town's relatively low homes prices and rental rates, a substantial portion of East Hartford residents spend more than 30 percent of their incomes on housing costs. This implies that the higher-end housing created in East Hartford through the IHZ program should target the Hartford Metro Region workforce, not just Town residents.

Exhibit 3.7 shows the monthly owner costs for owner-occupied units in East Hartford (both with a mortgage and without) as a percentage of household income. Exhibit 3.8 further depicts the affordability of homeowners' monthly expenses as a percentage of income for East Hartford, adjacent towns and Hartford County.

Exhibit 3.7: Monthly Owner Costs as a Percentage of Income (2008)							
		TOTAL		With a Mortgage		Without a Mortgage	
	Owner Costs as a % of Income	#	%	#	%	#	%
Below Affordable Threshold	Total Owner Occupied Units	11,337	100%	7,373	100%	3,964	100%
	Less than 20 percent	4,118	36%	1,892	26%	2,226	56%
	20 to 24.9 percent	1,556	14%	1,105	15%	451	11%
	25 to 29.9 percent	1,141	10%	871	12%	270	7%
Above Affordable Threshold	30 to 34.9 percent	1,013	9%	698	9%	315	8%
	35 percent or more	3,527	31%	2,807	38%	720	18%

Source: American Community Survey, BBP LLC 2009



Source: American Community Survey, BBP LLC 2009

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## Section 4: Existing Zoning Assessment

The Town of East Hartford adopted its Zoning Ordinance in 1927 and was last revised in December of 2008. The Town is divided into the 19 zones: six Residential, six Business, three Industrial, one Comprehensive Downtown Rehabilitation Zone, two Design Development District Zones and one Incentive Development Zone.

To receive funding from the IHZ program, the IHZ overlay zone must allow six (6) single family homes per acre, ten (10) townhouse or duplex units per acre, or twenty (20) multifamily units per acre. The IHZ overlay zone must also increase density allowances of the underlying zone by at least 25 percent. The Town's existing high density allowances makes it difficult to increase the density allowances by 25 percent in those zones already meeting the requirements. Opportunities do exist, however, to create overlay districts in zones that do not permit residential uses or do not meet the IHZ density requirements for all residential types. In some cases, the creation of an overlay zone that addresses a specific residential use not currently allowed in the underlying zoning could count for the required 25 percent density increase for IHZ approval.

The following tables summarize the allowed residential uses and density allowances for East Hartford's Residential, Business and Industrial Zones. This preliminary zoning evaluation identifies the zones which do not meet the IHZ density requirements and therefore provide an opportunity to create an IHZ overlay zone. This analysis will also provide examples of zoning districts within the Town which already meet the IHZ density requirements and could serve as a model for the IHZ regulations.

This section also summarizes the key findings relevant to this study from the East Hartford 2003 Update to the Plan of Conservation and Development. Specific recommendations regarding housing type, maximum build-out and specific locations for the IHZ overlay zones will be detailed in the future sections of this study.

### Residential Zones

#### R-1 Zone:

- Does not meet IHZ density requirements
- Only permits single-family units
- Minimum lot area of 30,000 square feet and minimum width of 150 feet, translates to 1.452 single family units per acre

#### R-2 Zone:

- Does not meet IHZ density requirements
- Only permits single-family units
- Minimum lot area of 15,000 square feet and a minimum width of 100 feet, translates to 2.904 single family units per acre

#### R-3 Zone:

- Does not meet IHZ density requirements
- Only permits single-family units

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- Vacant or occupied lots which legally existed prior to September 30, 2001 shall have a minimum area of 8,000 square feet and a minimum width of 75 feet, which translates to 5.445 single family units per acre
  - All other lots have a minimum lot area of 10,000 square feet and a minimum width of 85 feet, which translates to 4.356 single family units per acre

R-4 Zone:

- Meets IHZ density requirements for single family and townhouse/duplex units
- Permits single-family units, two-family units, three-family units
- Minimum lot area of 3,800 square feet for each dwelling unit and a minimum width of 75 feet per lot, translates to 11.463 units per acre
- Does not permit multifamily dwelling units

R-5 Zone:

- Meets IHZ density requirements for single family and townhouse/duplex units
- Does not meet IHZ density requirements for multifamily units
- Same allowances as R-4, but allows multifamily units with special permit, provided that:
  - The minimum lot area is 2,500 square feet per dwelling unit, translates to 17.424 multifamily units per acre
  - The minimum average lot width is 75 feet, plus 4 feet for each dwelling unit, with a maximum width for 400 feet

R-6 Zone:

- Meets IHZ density requirements for single family units
- Does not meet IHZ density requirements for townhouse/duplex units
- Same allowances as R-3, but also permits mobile home parks by special permit with a density limit of 3,000 square feet per mobile home space and a minimum lot size of ten acres and a minimum of 75 mobile homes per mobile home park

Business Zones

B-1A Zone:

- Meets IHZ density requirements for single family, townhouse/duplex and multifamily units, but allows these uses for housing for senior citizens by special permit only
- Housing for senior citizens is allowed with special permit, provided that:
  - The minimum lot area is 1,000 square feet per dwelling unit, translates to 43.56 units per acre
  - The minimum average lot width is 75 feet, plus 4 feet for each dwelling unit, with a maximum width of 400 feet

B-1 Zone:

- Meets IHZ density requirements for single family and townhouse/duplex units
- Does not meet IHZ density requirements for multifamily units
- Permits one-family, two-family and three-family dwelling units, provided that:

- 
- Minimum lot area of 3,800 square feet per dwelling unit, translates to 11.463 units per acre
    - Minimum total lot area of 7,600 square feet and minimum lot width of 75 feet
  - Allows multifamily units with special permit, provided that:
    - The minimum lot area is 2,500 square feet per dwelling unit, translates to 17.424 units per acre
    - The minimum lot size is 10,000 square feet and the minimum average lot width of 75 feet, plus 4 feet for each dwelling unit, with a maximum width for 400 feet

#### B-2 Zone:

- Meets IHZ density requirements for single family and townhouse/duplex units
- Permits one-family, two-family and three-family dwelling units, provided that:
  - Minimum lot area of 3,800 square feet for each dwelling unit, translates to 11.463 units per acre
  - Minimum total lot area of 7,600 square feet and minimum lot width of 75 feet
- Does not meet IHZ density requirements for multifamily units
- Allows multifamily units with special permit, provided that:
  - The minimum lot area is 2,500 square feet per dwelling unit, translates to 17.424 units per acre
  - The minimum lot size is 10,000 square feet and the minimum average lot width of 75 feet, plus 4 feet for each dwelling unit, with a maximum width for 400 feet

#### B-3 Zone:

- Does not permit residential uses

#### B-4 Zone:

- Does not permit one-, two- or three-family residential units
- Meets IHZ density requirements for multifamily units by special permits only
- Allows multi-family dwellings by special permit, provided that:
  - Structures are one to four stories high
  - The minimum lot area per dwelling unit is 2,500 square feet for buildings less than 50 feet high, translates to 17.424 units per acre (does not meet IHZ density requirements)
  - The minimum lot area per dwelling unit is 500 square feet for buildings taller than 50 feet, translates into 87.12 units per acre (meets IHZ density requirements)
  - The minimum average lot width of 80 feet, plus 4 feet for each dwelling unit, with a maximum width for 425 feet
- Allows high density, mixed use high-rise development consisting of office/retail, restaurants and/or multifamily dwellings in one or more buildings by special permit, provided that:
  - The site shall have frontage on the Connecticut River
  - The minimum development site shall be 5 acres
  - The minimum livable floor area shall be 500 square feet for each efficiency unit, 650 square feet for each one-bedroom unit, and an additional 125 square feet of floor area for each additional bedroom

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#### B-5 Zone:

- Does not meet the IHZ density requirements
- Allows work studio/dwelling (a combination of work place and dwelling unit for artists consisting of one or more floors which are arranged, designed and used as a dwelling unit and adequate working space for the persons residing therein) by special permit only
- The minimum lot size is 10,000 square feet with a minimum width of 80 feet

#### Industrial Zones

##### I-1 Zone:

- Does not permit residential uses

##### I-2 Zone:

- Does not permit residential uses

##### I-3 Zone:

- Does not permit residential uses

#### Plan of Conservation and Development

According to the Town's Plan of Conservation and Development (POCD), updated in 2003, only the R-2 and R-3 zones have a considerable number of vacant parcels with the potential to contribute new dwelling units. It was estimated in the POCD that approximately 350 acres are vacant and an additional 400 acres are underutilized or able to accommodate additional development in the R-2 and R-3 zones. In 2003, the results of a residential development potential analysis showed the potential for approximately 900 additional dwelling units within the Town's residential zones under existing zoning. Between 2003 and 2008, 158 single family building permits issued in East Hartford. This leaves the potential for approximately 740 additional dwelling units in the R-2 and R-3 zones under the existing zoning.

The POCD notes the lack of vacant, developable land in the Town. However, since the POCD was updated in 2003, the Town has zoned the approximately 650 acre developable site at Rentschler Field as a Design Development District, a mixed-use zone. The site is in the center of Town and borders Interstate 84 to the north and the Connecticut River and Route 2 to the west. Cabela's sporting goods store opened an 185,000 square foot store at Rentschler Field in 2007. This easy highway access and proximity to both downtown East Hartford and the surrounding suburban neighborhoods gives the Rentschler Field site great potential for additional new development.

The declining amount of vacant land in the rest of Town indicates that future growth will likely involve infill development projects that fill in the gaps in the existing land use pattern. In addition, many of the new developments in East Hartford will most likely involve redevelopment projects. The POCD also notes that future development will be dependent on the Town's infrastructure capabilities. Details of the Town's capacity to accommodate additional development can be found in the forthcoming Infrastructure Assessment of this study.

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The IHZ overlay zone will address the Town's economic development goals identified in the POCD. The economic development goals stated in the POCD include: revitalizing Main Street, restoring the historic character of downtown, emphasizing redevelopment, and modifying traffic patterns for pedestrians. There are definite opportunities to meet both the requirements of the IHZ program and the economic development goals of the Town through the redevelopment of existing structures or vacant parcels into mixed-use, mixed-income buildings that are sensitive to the Town's historic character.

The IHZ program also presents the opportunity to address the economic development goals for specific corridors in the Town, such as the Silver Lane Corridor, an area to the north of Rentschler Field that has the potential for higher density residential and mixed-use development. The zoning in the Silver Lane Corridor is reflective of a truly mixed-use area. The western part of the corridor is composed of residential R-3 and R-4 zones, bounded by B-1, B-2 and B-3 commercial zones to the north, and by the I-2 and I-3 industrial zones associated with Pratt & Whitney to the south. There are several successful residential developments within the Silver Lane Corridor, including an active adult community and an apartment complex at Gould Drive. Several vacant or underutilized commercial sites also exist throughout the corridor.

The POCD suggests aggressively addressing the issue of commercial vacancies in the Silver Lane Corridor through innovative economic development approaches. The POCD recommends rezoning the B-1 zone in the corridor to B-1A zone. The larger lot requirement of the B-1A zone (20,000 square feet) is more appropriate for the character of the development in the corridor. The POCD also suggests offering density bonuses to help stimulate reinvestment in the corridor's older shopping centers. Creating an IHZ overlay zone that includes similar provisions as the B-1A zone and allows for higher density development will allow the Town to build upon the corridor's existing residential areas by facilitating higher density mixed-use redevelopment on the corridor's struggling commercial sites. The POCD also suggests regulating site design and access management in new developments in the corridor. The IHZ program's design standards will allow the Town to closely manage the design of new developments in the corridor to assure that the corridor's redevelopment projects reflect a more visually pleasing style than the excessive parking areas and obsolete building typologies which are currently prevalent throughout the corridor.

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## Section 5: Relevant Case Studies

This section provides case studies relevant to the development of East Hartford's IHZ Plan. The included case studies give examples of both zoning plans and development programs which relate to East Hartford's housing and economic development goals. These examples from comparable regions address issues East Hartford is facing such as existing high density allowances, necessary infrastructure improvements and under-utilized retail sites. Examples are also provided in which cities and towns have initiated their mixed-use and residential development programs utilizing comparable assets as East Hartford's, such as proximity to a college or university, historic buildings, and an established downtown fabric. These examples from other towns and cities can provide valuable ideas for East Hartford to develop an IHZ plan that focuses on the Town's economic development goals while meeting the IHZ program requirements.

### **Incentive Housing Zoning**

#### ***Wallingford, CT***

*Focus: Mixed-Use and Historically Sensitive Downtown Overlay Sub-District*

The main goal of Wallingford's Incentive Housing Zone is to promote the revitalization of downtown Wallingford by encouraging mixed-use development that will provide for a variety of housing and business opportunities. The overlay district also aims to ensure high quality site planning, architecture and landscape design that is consistent with the distinct visual character of the historic structures in downtown Wallingford. The underlying zones of the IHZ overlay zone are either Commercial or Industrial which do not permit residential uses, or a Residential zone which permits residential uses at lower densities than IHZ requirements.

In the IHZ overlay zone, 20 percent of the housing units are required to meet the affordability requirements. The price points for IHZ points in Wallingford are targeted to households at 80 percent of the income limits for the New Haven-Milford MSA. Based on the 2009 HUD AMI for the New Haven-Milford MSA, the maximum gross rent for Wallingford's IHZ units is approximately \$1,550, depending on utility expenses, and the maximum sales price is around \$270,000, depending on mortgage interest rates.

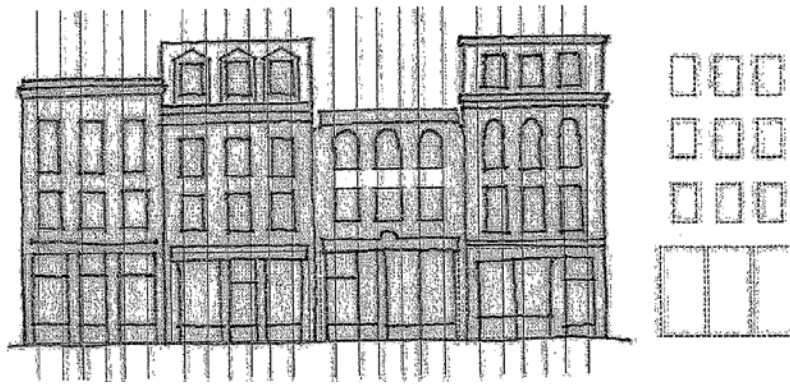
The Town's IHZ overlay zone is divided into three sub-districts, the primary being the Downtown Core Sub-District. The guiding principle for this sub-district is to promote a mix of uses with retail on the street level and office and residential uses above street level. This increase in residential units is intended to provide "round the clock" downtown population, helping to invigorate the downtown core with activity, including retail, office and passive recreation. The guidelines of the sub-district also require the protection and preservation of the historic character of specific buildings in the downtown core, as well as strict design guidelines.

Wallingford's IHZ design guidelines were developed to create buildings and sites that fit the character of a New England town. The following diagram from Wallingford's IHZ application illustrates the concept of window alignment and rhythm in mixed-use buildings. The diagram shows how the first floor is separated from the upper floors with larger windows, strong lintels, and alignment with adjacent

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buildings. This is an example of how to institute design guidelines which facilitate mixed-use development and conforms to the town's existing urban fabric.

**Exhibit 5.1: Façade Diagram**



*Source: Town of Wallingford Application to Connecticut OPM, April 2009*

**Massachusetts Chapter 40R**

Chapter 40R is very similar to Connecticut's IHZ program. Chapter 40R provides an incentive-based, optional program for encouraging affordable housing and concentrated development. Any Massachusetts municipality can take advantage of Chapter 40R incentives; but first, the municipal government must approve an overlay district that satisfies the program's requirements. The new zoning district does not replace the existing zoning requirements, rather it allows developers to build residential and mixed use developments "as-of-right," at higher densities than normally permitted as long as the development meets municipality's Chapter 40R plan and design standards.

**Chelsea, MA**

*Focus: Affordable Housing for Metro Region, Infrastructure Improvements, and Overlay Zoning with Established High Density Allowances*

The City of Chelsea has very similar characteristics to East Hartford. Chelsea is a small city located directly across the Mystic River from Boston and is the second most highly densely populated city in the state. Its housing stock offers more two, three and four unit structures and multifamily housing than adjacent cities and towns. Most Chelsea households are renters and while rents are low relative to Boston, so are incomes. Over half of the City's working residents work in either Chelsea or Boston. Like East Hartford, Chelsea also struggled to attract developers to its newly zoned residential areas due to lack of funds to address infrastructure issues.

Chelsea's 40R overlay zone is a useful example of how East Hartford can meet the IHZ program's 25 percent density increase requirements and how to utilize the state funds from an incentive overlay zone for infrastructure improvements. Developers in Chelsea sought to convert and redevelop buildings in a vacant mill complex into housing. After discussing zoning approval options with City officials, the developers decided to start the first phase of development while pursuing the creation of a 40R overlay district for the rest of the project. While the City had the zoning tools necessary to allow dense residential development (e.g. R3 Zones allowed 12 units per acre as-of-right and up to 45 units per acre by special

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permit), none quite fit the proposed development given the small land area and higher density requested (20-55 units per acre). The 40R funding was helpful in persuading the City's Planning Board to give up its discretion in the approval process, because state funding provided a way to help pay for needed infrastructure improvements in the area (the City also received a state transit oriented development grant for that purpose). In June 2006, the Chelsea City Council adopted the Gerrish Avenue Smart Growth Overlay District (also known as the Box District), allowing the construction of 125 new residential units on a 2.82-acre former light industrial site. The three resulting residential complexes are now complemented by new roads, sidewalks, lighting and trees. Infrastructure improvements were financed through CDBG funds, a MA Transit Orient Development Pedestrian Grant, and 40R funding.

**Exhibit 5.2: Janus Highland Apartments and Box Works Homes**



*Source: Janus Highland Apartments and Box Works Homes*

These developments are a useful example for East Hartford of how to create aesthetically pleasing mixed-income housing units which offer affordable options for a greater metro region. One apartment complex within the district, the Janus Highland Apartments, offer a total of 41 one-, two-, three- and four-bedroom units on a former industrial site. The two- and three-story apartment buildings have the rhythm and feel of traditional Chelsea architecture. All units are affordable to households with incomes at or below 60 percent of Boston's AMI and some units are supported by project based rental assistance. This project's Investor/Limited Partner is MMA Financial and the Massachusetts Housing Partnership provided a \$1.58 million long-term loan commitment from its bank-funded loan pool. Additional financing was provided by the state Department of Housing and Community Development's HOME and TOD funds, Citizen's Bank, MassDevelopment, the North Suburban Housing Consortium's HOME funds, and NeighborWorks America.

Box Works Homes is second residential development created within Chelsea's Smart Growth Overlay Zone. This mixed-income project consists of 26 newly constructed townhouse-style two- and three-bedroom homes, 14 affordable and 12 market rate units. Market rate units are between \$199,900 and \$249,900 and affordable units are priced between \$135,000 and \$170,000. Box Works Homes was funded through the MassDevelopment Brownfields Fund, the state DHCD Commercial Area Transit Node Housing Program, the state DHCD Housing Stabilization Fund, the North Suburban Consortium HOME Funds, Citizen's Bank Construction Loan, and sales proceeds. Additional before and after pictures of the Box District project are included in the Appendix.

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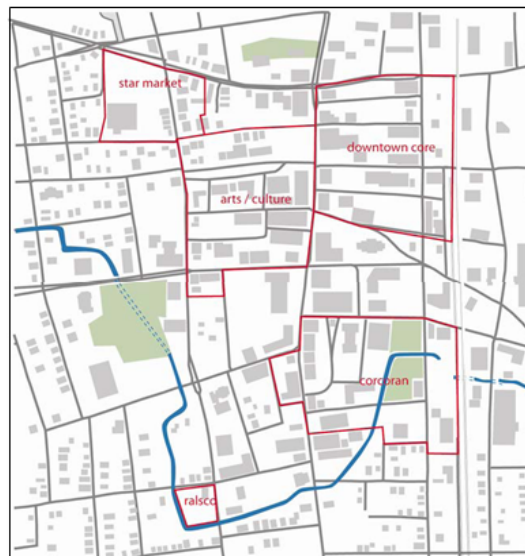
The primary developer for the Box District, Chelsea Neighborhood Developers, considers the project to be quite successful, with development continuing to be planned and permitted even in the current market economic conditions. Rental absorption was very fast and condo sales have been reasonable given the market, but slower than hoped. The public investment in the Box District has also spurred substantial private development. For example, Mitchell Properties has joined Chelsea Neighborhood Developers as a partner. Mitchell Properties, a private developer, is creating market-rate apartments and condos to increase housing choices in this area of Chelsea that has benefited from increased property values. Jim D'Amico, of North Shore Century 21, has also completed construction of 12 new condominiums spurred by the success of the Box District.

### ***Brockton, MA***

*Focus: Sub-Districts to Address Varying Site Potential throughout Town*

Brockton has a diverse housing stock, less than half the homes in the City are single family. The City's planning office initiated the 40R district to help achieve downtown redevelopment goals. The City's 40R overlay zoning has five sub-districts with different allowed uses based on the City's vision for each. The concept of developing separate overlay zoning districts can be used in East Hartford to address the different opportunities on the potential development sites throughout the Town.

**Exhibit 5.3: City of Brockton 40R Smart Growth District**



*Source: City of Brockton Smart Growth Design Standards*

Brockton's Corcoran Sub-District is currently a mixed commercial and residential area with public parks, river frontage and a public library. It is an entryway to the City from the south and much of the land is City owned. The City hopes to spur residential or mixed-use development, including townhomes and artist lofts. The City's vision for the future Corcoran sub-district allows multi-family housing at 45 units per acre; up to 60 units addition density per acre; two- and three-family homes at 12 units per acre; single family homes at 8 units per acre; and mixed-use development incentives.

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#### **Exhibit 5.4: Corcoran Sub-District**



*Source: City of Brockton Smart Growth Design Standards*

The Star Market Sub-District in Brockton includes a long vacant parking lot in a neighborhood with both stable and vacant retail sites and stable residential uses. Brockton hopes to attract mixed-use development to this sub-district. The City intends to develop mixed-use projects with up to 20 residential units per acre, which front directly on one or both of the primary streets with parking located at the side and rear of the building(s). Many people drive past this location on their way into Downtown Brockton, therefore the City will create design guidelines which respect the style and quality of architecture and site design that characterizes Downtown Brockton. This sub-district is similar to the under-utilized retail sites on Silver Lane in East Hartford.

#### **Exhibit 5.5: Star Market Sub-District**



*Source: City of Brockton Smart Growth Design Standards*

The Downtown Sub-District includes commercial, office and industrial uses. Most buildings were built before 1940 and there are eight publically owned parcels. A developer has filed a plan for approval for a 308-unit mixed-use rental/retail/parking project on a 3.4 acre site in the Downtown Brockton area, which has similar potential as the five acres of vacant land on Burnside Avenue in East Hartford. In addition to the 308-unit residential use, the proposed development also includes 7,700 square feet of commercial space, 4,600 square feet of retail, and a 460-space parking garage. Preliminary plans call for a mix of adaptive reuse and new construction, with residential units starting out as rental and converting to condominium use when market condition permit.

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### Exhibit 5.6: Downtown Sub-District



*Source: City of Brockton Smart Growth Design Standards*

Since Brockton's Smart Growth Overlay Zone was adopted in 2007, the City has not yet had any project complete the 40R process. One project began the process, but ran into financial difficulties and withdrew their application. The City believes that the success of the Smart Growth Overlay Zone is difficult to judge with the current state of the economy, and expects one project to begin the development process within the overlay zone by April or May 2010.

### ***Lynnfield, MA***

*Focus: Overlay Zone to Promote Public/Private Partnership and Mixed-Use Design Guidelines*

Lynnfield is included in the Boston Metropolitan Area (BMA) for purposes of calculating affordable housing income limits. In 2005, 80 percent of the BMA median income was \$66,150, very comparable to the income limits for East Hartford's IHZ program. Through the creation of 40R overlay zones, Lynnfield aimed to create affordable housing units for households not making more than 80 percent of AMI. Similar to East Hartford, one of Lynnfield's goals in adopting these inclusionary zoning measures was to maintain the Town's affordability.

The Town pursued a public/private partnership with National Development, a development and investment firm, to create an overlay zone for the redevelopment of a site on the Colonial Golf Course. The primary goals of utilizing overlay zoning on this site were to support economic development, minimize public costs, promote attractive design, and ensure mixed-income housing. After two community visioning workshops, public hearings, and working meetings with municipal officials and staff, the Town approved the 40R district bylaw in April of 2007. The Planning Board adopted accompanying Design Standards for the development to ensure consistency with the Town's existing character. The 80-acre site is now zoned for up to 180 mixed-income housing units and will be a walkable mixed-use development including nearly 500,000 square feet of retail and office space centered around a new village green.

The design standards promote tiered building sizes to ensure a mix of uses and a "village concept," with strong pedestrian concepts. The design standards also address the scale, proportion and exterior appearance of buildings; the location and design of on-site open space, and the landscaping of the

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development. The following animation shows the visualization for Meadow Walk, a mixed-use retail and residential development which is a portion of the Colonial Golf Course Redevelopment. Although this development is much larger than any redevelopment possibilities in East Hartford, this example is helpful in demonstrating traditional neighborhood development design standards. Lynnfield's design standards are included in the Appendix.

**Exhibit 5.7: Meadow Walk Design Visualization**



*Source: National Development*

***Haverhill, MA***

*Focus: Downtown and Waterfront Overlay Zones to Promote Revitalization*

Haverhill, MA is a municipality of approximately 59,000 people located on the banks of the Merrimack River, once a thriving industrial center. In the latter half of the 20<sup>th</sup> century, the downtown suffered from disinvestment after the loss of manufacturing jobs. In 2006, the City adopted a Downtown Overlay District that allows for mixed use development in the heart of downtown. While this helped to make the downtown more attractive for development, the land on the western side of the downtown was still zoned for industrial and commercial uses, hindering the redevelopment of old mill space. The City therefore initiated the 40R Smart Growth Zoning process to spur the redevelopment in a 53 acre former industrial area.

The 40R zoning has proved to be a major asset in attracting development to the downtown. Two notable planned redevelopment projects in the 40R zone include:

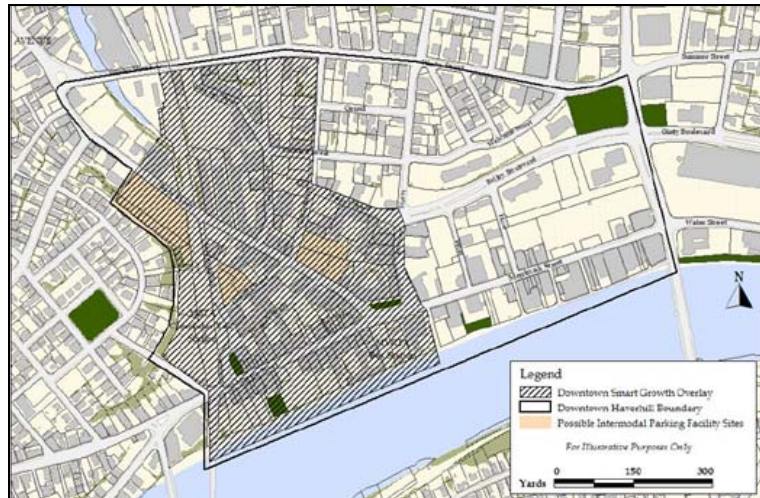
- **Hayes Building** – Nine-story former industrial building is currently being converted into a mixed-use project with three ground floor commercial spaces and 57 apartments. Construction is scheduled to complete in the summer of 2010. Thirty-three of the residential units are designated to be affordable to families making 80 percent or less of AMI. The balance of the units will initially be rental and then convert to homeownership after approximately five years. Eighty percent of AMI in Haverhill for a family of two is \$47,700 and \$53,700 for a family of three. These income levels are comparable to East Hartford's 80 percent income range.
- **Hamel Leather Complex** – Encompasses a four acre site two blocks from train station. Forest City Development plans to preserve the historic façade while converting the space into 305 apartment units, with some affordable units, as well as 2,700 square feet of retail. This project utilized

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\$140,000 from a federal EPA Brownfields Assessment grant, \$49 million in tax exempt bonds through Mass Development, state and federal historic tax credits, and HOME funds.

Creative zoning played an important part in the redevelopment of downtown Haverhill. The adoption of a downtown overlay district and later the 40R district helped to expedite development where it made sense. One of the goals of these zoning changes was to attract a mix of active young professional and empty-nesters to the downtown. To date, the new projects have been successful in attracting younger residents, many of whom have moved north from Boston.

**Exhibit 5.8: Haverhill Downtown 40R Smart Growth Overlay Zone**



*Source: "Zoning for Density: Haverhill's 40R District," Essex County Forum.*

In addition to the redevelopment of the City's old industrial areas, Haverhill has also recognized a need to recapture the river as a major focus of the downtown through both creating a second front for downtown businesses, and by providing public access to the river itself. The proposed Waterfront Overlay District, if passed, will provide incentives to developers who orient their projects toward the river, meet prescribed design criteria, and provide public access to the river. The Haverhill Waterfront Interim Planning Overlay Zoning District is included in the Appendix. The purpose of the Waterfront Interim Planning Overlay District is to provide a temporary zoning and regulatory system for the development of land within the district while the City engages in comprehensive planning studies. It also provides a mechanism to allow for growth that promotes the City's land use planning goals and objectives during the course of the City's comprehensive planning studies and it construed as an overlay district.

### **International House / International Place**

#### ***Harrisburg, PA***

*Focus: Mixed-Use Development in Association with Local Community College*

International Place (IPlace) is a \$7 million mixed-use project in the downtown historic business district of Harrisburg, Pennsylvania designed to blend in with downtown's existing urban fabric. IPlace combines new construction with rehabilitation and streetfront improvements. IPlace is a 32,000 square foot mixed-use development, which combines 22,000 square feet of student housing with a 1,500-square-foot student

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lounges, and a 160-seat restaurant and culinary arts school; it also comprises a bakery and meat and cheese shop, each measuring 1,000 square feet. The project combined two vacant parcels with the rehabilitation of four abandoned row buildings that were constructed during the early 1900s. Planning for the project began in 2003 and the project was completed in November 2005.

**Exhibit 5.9: International House**



*Source: ULI Development Case Studies*

International House (IHouse), the housing component of the project, comprises 34 housing units for 64 students from the colleges and universities located in the area. The student housing is designed to accommodate the growing number of international and American students attending regional colleges and universities, as well as interns at local businesses, visiting scholars, and resident artists. To be eligible to live at IHouse, you must be a student, professional intern or trainee, or affiliated with an institution of higher education. The rent charged for units at IHouse is considerably less than that charged for private rental units in the Harrisburg downtown market. Residents at IHouse pay an average of \$2,450 for a single unit based on a 3.5-month rental period to coincide with school semesters.

Programming for the Olewine School of Culinary Arts and the Bricco restaurant was developed by the Harrisburg Hotel Corporation and the Harrisburg Area Community College (HACC). These facilities include a display kitchen and private dining room. HACC's expansion of its culinary arts program at Bricco adds hands-on experience and restaurant management to the curriculum, attracting students from throughout the Mid-Atlantic region.

IPlace was created through community involvement; public, private, and foundation funding; and partnerships among businesses and academic institutions. The HDC oversaw the cooperation among city, county, and commonwealth governments. The HDC received public funding from county and state grants and was responsible for profit and loss. Blackberry LLC, a taxable, Limited Liability Company, is the owner of IPlace and was created to bring in private equity. IPlace cost \$7 million to complete, with \$5.3 million going toward hard construction costs and \$1.7 million going to land acquisition, financing, and soft costs. A bank lent HDC and Affiliates \$2.1 million. Blackberry LLC, acting as private equity, brought in \$1.4 million. Other private investment brought in an additional \$1.47 million. Harrisburg Realty Improvements Corporation (one of the tenants in the project) contributed \$260,000 and utilized state grant funding of \$670,000 for residential renovations and streetscape improvements; and the Olewine Foundation and the John Crain Kunkel Foundation contributed \$1.1 million to the HACC

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Foundation. Additional public funds were made available through a partnership with the city and the commonwealth to pay for streetscape improvements adjacent to the development project.

IPlace is an example of a public/private partnership designed to bring a new residential demographic to a downtown area and establish a collaboration with local academic institutions. The IPlace project also intended to help revitalize the area by providing an increased tax base for the city, county, and school district. The HDC and its business affiliates helped form a partnership with institutions, including Messiah College (located within the block), HACC, Harrisburg University, the State System of Higher Education, and Pennsylvania State University. The participation of academic institutions in the partnership was crucial in defining the project and ensuring success.

To date, over 600 students and interns from around the world have come to IPlace. It has created more than 50 new jobs and is estimated to contribute \$3 million a year to the local economy. As of early 2008, the HDC is breaking even. Noting that the definition of success for nonprofit organizations is broader than for the private sector, the HDC considers IPlace a success. Further, the culinary arts program serves as a model for similar ventures. A similar mixed-use development or housing development aimed at students attending Goodwin College and other local educational institutions could be applied to East Hartford.

### **Crawford Square Development** **Pittsburgh, PA**

*Focus: Affordable Housing Units which Blend in with Existing Urban Fabric and Market-Rate Units*

Crawford Square is an 18-acre residential development located on the eastern edge of downtown Pittsburgh that provides a gateway between the downtown business district and the nearby Hill District, and creates a new and vital neighborhood recalling the architectural traditions of the neighborhoods to which it is connected.

During the planning process, a project committee composed of the development team and local community leaders and residents was formed, and the master-planning process was heavily influenced by public input. Through numerous meetings a plan emerged to develop a traditional Pittsburgh residential neighborhood evoking the scale, density, and architectural style of existing East End neighborhoods. Urban Design Associates, the architectural firm hired for this project, conducted surveys to determine the defining characteristics of those neighborhoods and incorporated their best aspects in its master plan. The development team also sought to establish a mixed-income neighborhood that included multiple housing types—multifamily, townhomes, and single-family homes—in a wide range of prices.

The Crawford Square development provides quality mixed-income housing in a pedestrian-oriented neighborhood to residents with a wide range of incomes. New Urbanist design principles were employed in both neighborhood and housing design to create a safe and stable neighborhood. The project's street grid is an extension of the Hill District street grid, stitched into the fabric of the existing community. The urban design creates a series of streets and public spaces that not only serve the development itself, but also provide new linkages for the rest of the Hill to the City. Front porches and short setbacks encourage interaction among residents while allowing them to claim "ownership" of neighborhood spaces; the

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design of the neighborhood leaves no "unclaimed" space. Public spaces and sidewalks are well-lit. Despite some initial concerns, crime has been practically nonexistent; as a further deterrent, a few city police officers were encouraged to relocate to the neighborhood by an offer of reduced rents. The master plan for Crawford Square provides detailed guidelines and covenants meant to foster development of a coherent, attractive community. These design standards offer important example of connecting new development projects near Main Street with East Hartford's existing downtown fabric.

**Exhibit 5.10: Crawford Square Development, Before and After**



*Before*



*After*

*Source: Urban Design Associates*

A total of 500 units of mixed-income housing have been built, including a mix of rental and for-sale housing, with a wide range of prices. Phase I of the development, completed in 1993, consists of 203 rental apartments and townhomes; 50 percent of the units are subsidized. In the second and third phases of the development, completed in 1995, the rental program was scaled back in favor of more for-sale housing due to resident and market pressure. In Phase II, 72 new rental units and 30 for-sale units were developed. In Phase III, to be completed in 2000, 74 rental units and 30 for-sale units will be developed. Although over 50 percent of the units are affordable, there is no apparent distinction in either the architecture or the character of the neighborhood.

The financing package, particularly for Phase I, was complex and multilayered. In addition to the equity contributed by the developer and obtained through the sale of low-income housing tax credits, four other financing sources were used: the Urban Redevelopment Authority of Pittsburgh (loans and grants); the Pennsylvania Housing Finance Agency (loans and bond proceeds); a consortium of four local lenders, PNC Bank, Mellon Bank, Dollar Bank, and Integra Bank (loans and grants); and a consortium of local foundations (grants).

The market-rate units in Crawford Square leased up faster than subsidized units and demand for for-sale housing has been exceptionally strong. Pent-up demand for quality in-town housing combined with Crawford Square's exceptional location and downtown views have worked to attract a strong economic and racial mix of residents. Rents range from less than \$300 per month for some one-bedroom apartments to \$1,200 per month for a three bedroom townhome. For-sale housing starts at about \$89,000, and some four-bedroom units in the final phase of development are selling for as much as \$200,000. About 80 percent of residents are African American, many of them former Hill District residents who returned to

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their old neighborhood because new, quality housing was available. This project has also spurred further revitalization in the rest of the Hill District.

#### **Exhibit 5.11: Crawford Square Development**



*Source: DesignAdvisor.org, Urban Design Associates*

#### **Capen Green**

##### ***Dorchester, MA***

*Focus: Affordable Housing in Triple-Decker and Single Family Context*

The goal for Capen Green was to build fee-simple homes -- residents own both the house and the land on which it stands -- for families with incomes of 50 to 80 percent of AMI. Units are targeted to first time homebuyers making between \$23,000 and \$44,000 a year. The ten attached-townhouses have 20 units with partially unfinished third floors and basement spaces to enable owners to create in-law apartments.

The buildings were designed to fit with the neighborhood's traditional triple-decker and single-family houses. To vary the appearance of the housing from the street, the buildings were placed on their sites with either the end or the side elevation facing it. The unit types were developed using modular construction, which reduced on-site costs of labor, theft of materials, and vandalism, while speeding up the construction process. Porches and entrances were built on the site to individualize the units.

Community support for the goal of restoring single-family home ownership to the neighborhood was crucial to moving the development through the city approval process. The participation of community members in the planning process changed the program by eliminating a central playground and re-distributing the land to increase the private yard space of the townhouses. Developer David Goldman commented that as soon as construction started, the community began to revitalize as neighbors started to repair and improve their own homes.

#### **Exhibit 5.12: Capen Green**



*Source: DesignAdvisor.org*

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## Elm Brook Homes

### Concord, MA

*Focus: Affordable Housing Sensitive to a Historic Context*

Elm Brook Homes is a suburban infill residential project located on a 12.9 acre site in historic Concord, Massachusetts. The development's 12 single-family detached houses are situated on a cul-de-sac atop on land contributed to the developer by the Town of Concord. Its completion in 2002 set a precedent for high-quality, modular, workforce housing in a premium housing market with sensitive historical design considerations.

#### Exhibit 5.13: Elm Brook Homes



*Source: Urban Land Institute*

This project was collaboration between New Atlantic and the Concord Housing Trust, a non-profit organization dedicated to increasing the diversity of the Town of Concord through the sponsorship of high quality affordable housing development. The village-like clusters of new homes were designed by the architecture firm Linea 5, Inc. to reflect historic house forms found in older New England communities like Concord. The team proposed a project design featuring three historically appropriate, New England–style vernacular houses. The residences were to be developed on a site plan that would be sensitive to the natural surroundings and character of the neighborhood, which consists of clapboard- and colonial-style homes. The individual houses themselves, as well as driveways, fencing, walks, and plantings, were carefully designed to emulate historically appropriate New England character and to relate to each other in a way that ensures privacy and a sense of individual identity.

The new three-bedroom homes were sold at prices between \$150,000 and \$300,000 to families earning between 80% and 140% of Boston area median income. All units were deed restricted to control resale to future buyers at the same AMI level. This project is an excellent example of high-quality, modular, workforce housing with sensitive historical design considerations. Consideration for the historic context of East Hartford's existing housing stock will be an important factor in determining the design guidelines for new mixed-use and residential development within the IHZ overlay zone.

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## Section 6: Preliminary Recommendations

### *Interface IHZ housing requirements with Town's economic development goals*

- Promote Main Street and downtown revitalization through rehabilitation of vacant structures and/or new development of vacant sites proximate to Main Street.
- Encourage mixed use development while meeting IHZ density requirements.
- Provide market rate housing for the Town and affordable housing to the region by meeting the IHZ income requirements and targeting young professionals and/or young families who live in the region.

### *Focus on specific sites throughout the Town with potential for mixed use development*

- Downtown – vacant buildings on Main Street and vacant five acre site on Burnside Avenue.
- Silver Lane - underutilized shopping centers offer potential for mixed use development.
- Goodwin College – new development and/or rehabilitation of existing housing proximate to River Campus.

### *IHZ Overlay Zones*

- Apply for density increase exemption.
- Meet the IHZ program's 25 percent density increase requirement by creating overlay zones that permit a broader range of housing types without increasing the density allowances in those Zones.
  - Example: the B-1A Zone meets the density requirements for multifamily housing, but only permits the IHZ densities for senior housing. By allowing the same densities for a broader range of residential uses, the Town could meet IHZ's 25 percent density increase requirement without increasing the allowed density, only amending the type of housing allowed.
- IHZ overlay zones should be subject to design review with an expedited review process. This will guarantee new developments will adhere to the Town's existing aesthetic without scaring off developers with the prospect of a lengthy review period.
- Important to note that to receive IHZ funding, the State requires a 25 percent increase only in the density allowance, not for the actual residential development located in the overlay zones.

### *Prioritize development areas*

- Focus near-term development on sites which already have adequate infrastructure in place
- Initiate necessary actions to address infrastructure issues in remaining sites

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## Section 7: Calculation of Maximum Build Out

### *Burnside Avenue*

Per the Town's recommendation, we have analyzed residential development on the Burnside Avenue site for townhouse development. For townhouse development the IHZ legislation requires a minimum of 12 units to the acre, therefore, the maximum townhouse build out on the three acre Burnside Avenue site is 36 units. The following tables summarize the development program and projected economic impacts for the development of townhouses on the Burnside Avenue site.

<b>Exhibit 7.1: Townhouse Build Out Analysis Programmatic Summary</b>	
	<b>Burnside Ave</b>
<b>Rehab/New Construction</b>	New
<b>Acreage</b>	3 acres
<b>Density</b>	12 units/acre
<b>Build-Out</b>	36 units

<b>Exhibit 7.2: Townhouse Build Out Analysis Economic Impact Summary</b>	
	<b>Burnside Ave</b>
<b>New Households (1/)</b>	34
<b>Increase in Assessed Value</b>	\$3,111,248
<b>Annual Increase in Real Property Tax</b>	\$105,222
<b>Total Annual Household Income</b>	\$2,328,336
<b>Estimated Annual Consumer Expenditures</b>	\$956,356

*1/ Assumes a 5% vacancy rate*

The table below details the analysis for determining the new taxes generated from the townhouse development on Burnside Avenue. We have assumed this townhouse project would include 60 percent three-bedroom units and 40 percent two-bedroom units, operating expenses account for 30 percent of the rental income, a vacancy rate of five percent, and a capitalization rate of 7.8 percent. The net new taxes generated for this townhouse development with the above assumptions would be \$105,222.

Exhibit 7.3: Net New Taxes Analysis Burnside Avenue Townhouse Development			
Acres	3	Current Assessed Value	\$221,200
IHZ Required Units/Acre	12	Current Taxes Generated	\$7,481
Total Units	36		
2-bedroom (40%)	14	<b>New Market Value</b>	<b>\$4,760,640</b>
3-bedroom (60%)	22	Assessment Ratio	70%
Target Monthly Rate (2br)	\$1,230	New Assessed Value	\$3,332,448
Target Monthly Rate (3br)	\$1,384	Mill Rate	33.82
Monthly Rental Income	\$47,606	New Taxes Generated	\$112,703
2-bedroom units	\$17,712		
3-bedroom units	\$29,894	<b>Net New Taxes</b>	<b>\$105,222</b>
Annual Rental Income	\$571,277		
Operating Expenses Rate	30%		
Operating Expenses	\$171,383		
Vacancy Rate	5%		
Vacancy	\$28,564		
Net Operating Income	\$371,330		
Capitalization Rate	7.8%		

#### *Downtown Area/Main Street*

We analyzed residential development on the downtown/Main Street area for the development of apartments on the upper floors of underutilized buildings. For multifamily development the IHZ legislation requires a minimum of 20 units to the acre, therefore, the projected maximum build out in the downtown area is 40 units. The following tables summarize the development program and projected economic impacts for the development of upper floor apartments in the downtown/Main Street area.

<b>Exhibit 7.4: Apartment Build Out Analysis Programmatic Summary</b>	
	<b>Downtown/Main Street</b>
<b>Rehab/New Construction</b>	Rehab
<b>Acreage</b>	1-2 acres
<b>Density</b>	20-40 units/acre
<b>Build-Out</b>	40 units

<b>Exhibit 7.5: Townhouse Build Out Analysis Economic Impact Summary</b>	
	<b>Downtown/Main Street</b>
<b>New Households (1/)</b>	38
<b>Increase in Assessed Value</b>	\$3,026,016
<b>Annual Increase in Real Property Tax</b>	\$102,340
<b>Total Annual Household Income</b>	\$2,587,040
<b>Estimated Annual Consumer Expenditures</b>	\$1,062,618

*1/ Assumes a 5% vacancy rate*

To illustrate the tax effects of infill development in the downtown, with assistance from the Town we have prepared an illustrative example of infill development in the downtown/Main Street area. The following table shows the illustrative building type of a multistory building with retail on the first floor and underutilized upper floors on Main Street.

<b>Exhibit 7.6: Main Street Illustrative Infill Building Type</b>	
Acres	0.5
Total Floors	3
Retail Floors	1
Residential Floors	2
Gross SF	10,200
Floor Plate	3,400

The table below details the analysis for determining the new taxes generated for this illustrative Main Street upper floor infill apartment development. We have assumed this townhouse project would include five total units, with three one-bedroom units and two two-bedroom units. We also used the same assumptions as our Burnside Avenue analysis for operating expenses accounting for 30 percent of the rental income, a vacancy rate of five percent, and a capitalization rate of 7.8 percent. Based on these assumptions, the net new taxes generated for this apartment development in one building would be \$13,466.

Exhibit 7.7: Net New Taxes Analysis Downtown Upper Floor Infill Apartment Development			
Ground Floor Retail		Upper Floor Apartments	
Gross SF	3,400	Gross SF	6,800
Efficiency Ratio	85%	Efficiency Ratio	85%
Net SF	2,890	Net SF	5,780
Triple Net Rent	\$12	Total Units	5
Annual Retail Rental Income	\$34,680	1 bedroom	3
Vacancy/Collection/Expense Allowance	15%	2 bedroom	2
NOI	\$29,478	Rental Rate (1 bedroom)	\$1,076
Cap Rate	8.6%	Rental Rate (2 bedroom)	\$1,230
Market Value	\$342,767	Total Monthly Rent	\$5,688
		1 bedroom	\$3,228
Assessment Ratio	70%	2 bedroom	\$2,460
Assessed Value	\$239,937	Annual Rental Income	\$68,256
Mill Rate	33.82	Vacancy Rate	5%
Current Taxes Generated	\$8,115	Vacancy	\$3,413
		Operating Expenses (30%)	\$20,477
		NOI	\$44,366
		Cap Rate	7.8%
		Market Value	\$568,800
		Assessed Value (70%)	\$398,160

Total Assessed Value (Retail + Res)	\$638,097
Mill Rate	33.82
New Taxes Generated	\$21,580
<b>Net New Taxes</b>	<b>\$13,466</b>

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## Section 8: Incentive Housing Zone Plan

### Overview

The Incentive Housing Zone (IHZ) is a land tool intended to overlay existing zoning to give an additional layer of development rights for property owners to create workforce housing, 20 percent of which would be deed-restricted as “affordable” at or below market rates of sale or rent. Through an IHZ, the Town of East Hartford desires to solidify the Town’s affordable housing while attracting new residents of diverse income groups and skills that support the local and regional industry base. The Town’s goal is to develop a program that will support investment in residential neighborhoods surrounding the Town’s central business districts.

An IHZ can apply to residential or mixed-use development that is:

- Sales or rental
- New or rehab
- Targets Households at 80% of regional Area Median Income (AMI)
- Meets density threshold requirements of:
  - 6 units/acre single-family detached
  - 12 units /acre townhouse or duplex
  - 20 units/acre multifamily
- Includes a 25% density increase from existing zoning

East Hartford’s IHZ should create opportunities for historically sensitive infill and new development of neighborhoods in and around the central business district. Incentives to property owners under in the IHZ higher density, stream-lined permitting, and lessened bulk regulations that the underlying district. The benefit of the IHZ to the Town is a payment for adoption of the zone and for permitting of the buildings (subject to availability of State funds). Additionally, the IHZ may enable adaptive reuse of existing, historic or underutilized buildings or properties in the Town’s central business district.

The IHZ Program gives the Town of East Hartford an opportunity to:

- Address the Town’s economic development objectives
- Generate higher-end market rate housing
- Provide workforce housing for the Hartford Metro Region
- Attract higher-income residents while meeting IHZ requirements
- Infill in existing neighborhoods (i.e. Main Street/Burnside Avenue)

The two main neighborhoods that this IHZ Plan focuses on the neighborhoods run adjacent to Main Street and Burnside Avenue. There is an opportunity to understand the feasibility of Incentive Housing Zones to provide workforce housing for the region. Given East Hartford’s established affordability, new housing units’ sales prices or rental rates can be above the Town’s current prices and offer comparatively affordable prices to surrounding towns. These new housing developments have the potential to attract new residents (e.g. young professionals, young families) who already work in the region but pay more to live in nearby towns.

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## Incentive Housing Zone (IHZ) Plan Focus Areas

### *Burnside Avenue*

The main focus of the IHZ on Burnside Avenue is the 3 acre vacant site at 550 Burnside Avenue. This site presents an opportunity for new residential development, either townhouses or apartments. The site is bound by Moore Avenue to the west, Elmer Street to the east, and Tolland Street to the north. This site has some major infrastructure issues related to stormwater run-off, but a potential solution to this problem is a tie-in with Route 44 (Burnside Avenue).

### **Exhibit 8.1 Burnside Avenue:**



### *Downtown/Main Street Area*

The focus of the Main Street Incentive Housing Zone is in East Hartford's main downtown area, from "bridge to bridge" on Main Street and Burnside Avenue up to Tolland Street. There are several opportunities for context-sensitive infill and rehabilitation, especially on the upper floors of underutilized multi-story buildings.

### **Exhibit 8.2: Downtown/Main Street Area:**



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## **Section 9: Identification of Funding Sources and Historic Preservation**

The following funding options are offered nationally and through the state of Connecticut to assist in historic preservation. Main Street is a historic district and therefore infill and rehabilitation efforts in the downtown area could be eligible for the funding assistance programs. We have included details on tax incentives or tax credits; loans and mortgages; and grants.

### **TAX INCENTIVES OR TAX CREDITS:**

#### **Connecticut Historic Homes Rehabilitation Tax Credit:**

The Historic Homes Rehabilitation Tax Credit aims to spark revitalization and stabilization in Connecticut's urban neighborhoods and preserve the historic character of communities by providing a tax credit for the rehabilitation of owner-occupied historic residential buildings containing 1-4 units. The tax credits also encourage new homeownership opportunities and assist existing homeowners to maintain or renovate their property.

*The program provides a tax credit equal to 30 percent of the eligible rehabilitation costs up to a maximum of \$30,000 per unit of housing. For example, a four-family house could qualify for up to \$120,000 in tax credits. The owner must incur qualified rehabilitation costs of at least \$25,000 to qualify for the credits. Eligible costs include interior and exterior work to the historic home but exclude site improvements or soft costs, such as architect's fees or loan-processing fees.*

Properties that are listed on the National Register of Historic Places or State Register of Historic Places are eligible. Targeted areas in East Hartford are eligible and any owner, including private developers and non-profit housing corporations, can apply for the credits. If applicable, the owner can claim the credits against the owner's business corporation taxes due or the owner can assign the tax credit to a business corporation that is providing funds to help finance the rehabilitation. A lender, for example, might agree to accept the tax credit as partial payment against the principal of a loan. At least one unit of the building must be the personal residence of the owner for five years after the credit voucher is issued. Private developers and non-profit housing corporations are required to sell the property to a new owner who will make the historic home the new owner's personal residence during the occupancy period.

To apply for the tax credits, an owner is required to submit a rehabilitation plan and cost estimate to the State Historic Preservation Office and obtain approval before beginning work. Upon approval, the Commission will reserve the tax credits. Work must conform to the Secretary of the Interior's Standards for Rehabilitation. It is recommended that owners seek funding before applying.

#### **Connecticut Historic Structures Rehabilitation Tax Credit Program**

The Connecticut Historic Structures Rehabilitation Tax Credit Program provides a tax credit for the conversion of historic commercial and industrial buildings to residential use, including rental or condominium units. Partial tax credits are available for buildings converted to mixed residential and commercial uses.

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The program provides a 25 percent tax credit of the total qualified rehabilitation expenditures. Buildings must be listed on the National or State Register of Historic Places, either individually or as part of an historic district. State tax credits may also be combined with the 20 percent federal historic preservation tax credits provided the project qualifies under federal law as a substantial rehabilitation of depreciable property as defined by the Internal Revenue Service.

The program has an annual aggregate cap of \$15 million in tax credit reservations and a per building cap is up to \$2.7 million in tax credits. Tax credit vouchers are issued after completion of rehabilitation work or, in phased projects, completion of rehabilitation work to an identifiable portion of the building placed in residential use. Tax credits are available for the tax year in which the building or, in phased projects, an identifiable portion of the building is placed in service.

Governor Rell expanded this program in 2007 to make mixed-use projects also eligible for rehabilitation tax credits. The expanded program also allows a higher credit for affordable housing projects in historic buildings, 30 percent instead of 25 percent.

### **Federal Rehabilitation Investment Tax Credit**

This Federal program allows owners of depreciable residential, commercial, and industrial buildings that are listed on the National Register of Historic Places to elect a 20 percent investment tax credit in conjunction with the certified rehabilitation of certified historic structures. Owners or long-term lessees of historic buildings used for income producing purposes are eligible for these tax credits. The tax credit may apply to properties such as a retail stores, industrial or office buildings, apartment buildings, or vacation rental buildings. Private homes, which do not generate income, are not eligible for the credit.

The incoming producing properties must follow the Secretary of the Interior Guides to Rehabilitation. The process involves review and comment by the State Historic Preservation and certification by the National Park Service regarding the historic character of the property, and the proposed and completed rehabilitation work. In order to obtain the historic preservation tax credit, the following requirements must be met: the property is listed on the National Register of Historic Places; the property will be depreciable residential, commercial or industrial property after completion of the rehabilitation project; the property is a certified historic structure; the work to the building is a certified rehabilitation; the project costs qualify as a substantial rehabilitation.

Since 1977, the Connecticut Commission on Tourism and Culture has reviewed over 600 Tax Act projects, representing a total investment of more than \$600 million. Buildings have been rehabilitated under the Tax Act program in more than 50 towns and cities throughout the state. In Connecticut, the use of federal tax credits for historic rehabilitation projects has resulted in several thousand units of housing, through either the upgrading of existing substandard buildings or the creation of new residential units by conversion of school and factory buildings.

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## **Low Income Housing Investment Tax Credit**

The Tax Reform Act of 1986 established an investment tax credit for acquisition, construction or rehabilitation of low-income housing in order to encourage the development of rental housing for low income households. Tenants housed in properties generating tax credits must earn 60 percent or less of median family income for their county and state housing agencies may impose lower income limits. The program has been very successful, creating over 100,000 units annually and spawning hundreds of millions of dollars in investment. Typically used in multi-family housing development, the equity created by the sale of tax credits allows a reduction of the property's mortgage, which in turn allows the property owner to lower rents, rendering the property affordable to lower-income households. For now, the credit only applies to rental properties, although expanding the program to facilitate home ownership has been suggested.

The credit offers a dollar for dollar reduction of the investor's federal income tax liability. The credit is approximately 9 percent per year for 10 years for each unit acquired, constructed, or rehabilitated without other Federal subsidies and approximately 4 percent for 10 years for units involving the 20 percent rehabilitation tax credit, Federal subsidies or tax exempt bonds. Credits are earned over ten years, although the property must remain affordable for at least fifteen years and state housing agencies may impose longer affordability periods. Credits are allocated by State Housing Credit Agencies.

## **National Trust Community Investment Corporation**

The National Trust Community Investment Corporation (NTCIC) is the for-profit subsidiary of the National Trust for Historic Preservation. NTCIC's guiding principle is that the rehabilitation of historic properties can stimulate economic development and protect a community's unique sense of place. Their primary business is investing in certified rehabilitation projects that qualify for federal and state historic tax credits and the New Markets Tax Credit, when applicable.

NTCIF consists of single-investor funds with major U.S. corporations that invest in historic and New Markets Tax Credits as a continuous line of business. NTCIC provides equity to the rehabilitation of landmark commercial properties. Investment property types include multifamily housing, office buildings, mixed-use properties, museums, theaters and community service facilities. NTCIF will syndicate tax credits in equity amounts as small as \$1.5 million in combined credits. Two-thirds of its transactions have been with for profit developers and one-third with nonprofit sponsors. The net profits from NTCIC's operations support the advocacy and educational programs of the National Trust. NTCIC also provides syndication services for "one-off" investments either with first-time or small volume HTC investors or to accommodate historic/new markets-leveraged transactions.

## **New Markets Tax Credits**

The New Markets Tax Credit (NMTC) is a 39 percent credit on an equity investment to a Community Development Entity, such as from the National Trust Community Investment Corporation, that is claimed over a 7-year compliance period (5 percent over the first 3 years and 6 percent over the last 4 years). The Community Development Entity must then make a Qualified Equity Investment or loan to a Qualified Business in a Qualified Low-Income Community. Most commercial and mixed-use real estate development projects located in Qualified Low-Income Communities are Qualified Businesses, although

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residential projects without a commercial component do not qualify. The NMTC Program is designed to encourage investments in Qualified Low-Income Communities that historically have poor access to equity and debt capital.

The NMTC and the Historic Tax Credit work very well together. Qualified Low-Income Communities are defined as a U.S. census tract with a 20 percent poverty rate or one with household incomes at or below 80 percent of the area or statewide median, whichever is greater. Due to this liberal definition, 40 percent of all U.S. and most central business district census tracts qualify for the NMTCs. Since older buildings are often located in disinvested parts of a city or town and most rehab tax credit projects are located in central business districts, NMTCs and Historic Tax Credits are often be used together. The IRS provides specific guidance that allows for the twinning of the Historic Tax Credit and NMTC.

Unlike the federal Rehabilitation Tax Credits, the annual dollar volume of New Markets Tax Credits allocated by the U.S. government is capped. That means that Community Development Entities must compete against each other to receive an allocation of NMTCs during each annual funding round. Once a Community Development Entity wins an allocation, it partners with an investor who is attracted by the tax benefits offered by the NMTC. In order to claim the credit, the investor must make an equity investment in a Community Development Entity.

For example, consider the existing investment partnership between Bank of America and the National Trust Community Investment Corporation (NTCIC). NTCIC won a \$53 million NMTC allocation in 2006. Bank of America provides equity to NTCIC's National Trust Community Investment Fund which it invests in an historic commercial rehabilitation project that is eligible, by virtue of its location in a Low-Income Community, for both the federal Historic Tax Credit and the NMTC. In exchange, the project transfers its Historic and New Markets tax credits to NTCIF and ultimately, Bank of America. In addition to its usual investment return on the historic tax credit, Bank of America is also earning 39 cents (the value of the NMTC) on the dollar amount of its initial RTC equity investment. Bank of America is therefore willing to make a higher aggregate equity investment to reflect the value of both credits. This so-called "twinning" of rehabilitation and NMTCs on the same real estate transaction has a net effect of adding 25-30 percent more equity to the transaction. This equity boost helps offset the more difficult economics of developing historic properties in disinvested communities.

### **Small Deal Fund**

The National Trust Community Investment Corporation (NTCIC) entered into a partnership with Tax Credit Capital, LLC of New Orleans to form the National Trust Small Deal Fund (SDF). SDF provides a unique service within the Historic Tax Credit industry by investing in very small Historic Tax Credit projects generating as much as \$650,000 in tax credit equity (about \$3.5 million in total development costs) or as little as \$200,000 in tax credit equity (about \$1.2 million in total development costs). Projects of that size are typically overlooked by conventional tax credit investors despite the sheer number of them. In 2005, more than half of the 1,030 rehabilitations certified by the National Park Service earned less than \$500,000 in credits.

Investments in these smaller deals are often considered undesirable because their transaction costs are typically just as high as larger projects yet the credit value is much lower, making the investment's cost-benefit ratio unattractive. To address this issue, SDF uses standardized investment terms and documents,

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reduces its due diligence requirements, and keeps its closing costs very low. SDF uses a delayed equity pay-in model wherein the first major equity payment is deferred until the receipt of a cost certification and final project approval from the National Park Service.

SDF operates in all 50 states. All types of properties, including hotels, offices, restaurants, entertainment uses, cultural and nonprofit facilities, retail and mixed-use projects are eligible. As an SDF partner, NTCIC helps locate and refer deals through its national network of historic preservation partners including its Community Revitalization Networks, Historic Hotels of America, National Trust Regional Offices and its State and Local Partners Program. To date, SDF has committed or closed on 42 projects totaling approximately \$22.5 million in Federal Historic Tax Credits.

## **GRANTS:**

### **CT Trust Historic Building Finance Fund (HBFF)**

A pilot program, HBFF is funded through Public Act 228, a measure which is expected to raise \$5.8 million for historic preservation by a state transfer tax on real estate. The CT Trust is using \$100,000 of its \$200,000 allocation from this state funding for HBFF.

HBFF provides gap funding for historic rehabilitation projects. To assist in evaluating and underwriting projects, the CT Trust has selected the Connecticut CDFI Alliance. The Alliance is composed of seven community development lending organizations. The Hartford and statewide organizations are the Connecticut Housing Investment Fund, the Corporation for Supportive Housing, and Local Initiatives Support Corporation.

### **National Trust Preservation Funds**

National Trust Preservation Funds provide two types of assistance to nonprofit organizations and public agencies:

1. Matching grants from \$500 to \$5,000 for preservation planning and educational efforts, and
2. Intervention funds for preservation emergencies.

Matching grant funds may be used to obtain professional expertise in areas such as architecture, archeology, engineering, preservation planning, land-use planning, fund raising, organizational development and law as well as to provide preservation education activities to educate the public.

## **LOANS AND MORTGAGES:**

### **National Trust Loan Fund**

The National Trust Loan Fund (NTLF) supports preservation-based community development projects across the country. Its mission is providing financial and technical resources to organizations that use historic preservation to support the revitalization of underserved and distressed communities.

NTLF specializes in predevelopment, acquisition, mini-permanent, bridge and rehabilitation loans for residential, commercial and public use projects. Eligible borrowers include not-for-profit organizations,

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revitalization organizations or real estate developers working in certified Main Street communities, local, state or regional governments, and for profit developers of older and/or historic buildings.

### **203(k) Mortgage Rehabilitation Program**

The 203(k) Mortgage Rehabilitation Insurance Program is a loan program offered by HUD that encourages the purchase of historic properties in need of restoration.

When an older home needs significant repair, a buyer must often secure two mortgages, one for the purchase price and a second, at a higher rate, for the repairs: two closings, with attendant costs. 203(k) offers the advantage of covering both acquisition and rehab costs. It also addresses the problems of appraisal barriers and prohibitive down payment and closing costs. The program applies to one-to-four family dwellings at least one year old which need at least \$5,000 in repairs. Virtually any repairs qualify except luxury items. This includes conversions from single occupancy to multi-unit or the reverse.

Eligible applicants include owner-occupants, local governments or non-profit organizations. After rehabilitation the building can be occupied by the owner, rented or resold. The down payment is low-3% or the first \$25,000 and 5% of the balance-and closing costs can be wrapped into the mortgage.

Money to cover the rehabilitation is escrowed at closing and disbursed by the lender directly to the contractor. All work must be inspected and approved, so contractors must be able to wait at least two weeks for payments. Loans offered through this program are 30 year fixed rate mortgages, but because of the extra costs of administering them lenders ask about 1.5% more than the market rate.

### **Surdna Foundation**

Nonprofit organizations may apply to the Surdna Foundation for support for projects related to a range of philanthropic purposes including community revitalization, the environment, effective citizenry, the arts, a nonprofit sector support initiative, and organizational capacity building. The Foundation strongly recommends that prospective applicants submit a letter of inquiry before a full proposal is sent. Grants range between \$1000 and \$1,000,000.

# **Appendix I:**

## **Chelsea, Massachusetts Box District Before and After Photos**

## Appendix I – Chelsea, Massachusetts Box District Before and After Photos

Chelsea Box District, Before:



*Source: Chelsea Neighborhood Developers*

## Chelsea Box District Development Plan



### CHELSEA BOX DISTRICT DEVELOPMENT PLAN

#### Phase 1

1. Chelsea Neighborhood Developers  
Offices over Retail – 22,000 GSF
2. Janus Highland Apartments  
5 Buildings – 41 Rental Units.  
Total Parking – 36 Spaces
3. Box Works Town Homes  
3 Buildings- 26 Mixed Income Ownership  
Units. Total Parking – 25 Deeded Spaces  
and 5 Guest Spaces.
4. Atlas Lofts  
53 Loft Style Rental Units.  
Total Parking – 64 Spaces

#### Phase 2

5. Sudbury Brass Site  
1 Building- 24 Rental Units, 20-24 Rental  
Units, 10-16 Town House Units and  
Neighborhood Park  
Total Parking – 36-48 Spaces
6. Standard Box Site  
4 Buildings.  
34 Home Ownership Townhouse Units  
and 33 Rental Units.  
Total Parking – 101 Spaces
7. Shawmut Printing Site  
4 Townhouse Buildings with 8 Units and  
Parking

#### Box Works Public Infrastructure Upgrade Project

New sidewalks, street trees and  
repaving of streets.

#### Other New Development

D'Amico -12 units, new construction

Source: Chelsea Neighborhood Developers

Chelsea Box District, December 2008



*Source: Chelsea Neighborhood Developers*

# **Appendix II:**

## **Lynnfield, Massachusetts Meadow Walk Design Standards**

# **Lynnfield 40R Planned Village Development District Design Standards and Procedures**

**Adopted by vote of the Lynnfield Planning Board**

prepared by Concord Square Development Company, Inc  
with assistance from Geller DeVellis Inc.  
and Spagnolo Gisness & Associates, Inc.

April 16, 2007

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1. Introduction.

These Design Standards are adopted pursuant to the authority of Mass. Gen. Laws Ch. 40R “Smart Growth Zoning” and 760 CMR 59.00, and Section 9.5.9 of the Town of Lynnfield Zoning Bylaws (the “District Bylaw”). They complement the District Bylaw, and provide the Town of Lynnfield with a regulatory framework that will define the site design requirements for the development within the Town’s Planned Village Development District.

This document is organized into subject headings based on the areas of regulation. Each section includes both non-binding Guiding Principles and binding Standards for Compliance. The Guiding Principles identify the Town’s goals and aspirations for the District and provide focus to the project’s planning and design. The Standards for Compliance include specific design requirements. Where it provides greater clarity regarding desired design outcomes, illustrative images have been used to complement these Design Standards. In some instances, where noted, images have been used to illustrate design features that are not permitted within the District. Captions have been added to images as necessary to clarify the intent of the illustration and to reinforce the Standards for Compliance included in the text.

2. Purpose.

These Design Standards supplement Section 9.5 Planned Village Development District (“District”) of the Town of Lynnfield Zoning Bylaws (“District Bylaw”) and include both non-binding Guiding Principles and binding Standards for

Compliance as more fully described herein.

This document shall be used by the Planning Board of the Town of Lynnfield (the “Planning Board”) in their review and consideration of Development Projects proposed pursuant to Section 9.5 of the Zoning Bylaws.

These Design Standards shall be in effect upon adoption by a majority of the Planning Board and approval of the Massachusetts Department of Housing and Community Development (“Department”). The Design Standards as authorized by Mass. Gen. Laws Ch. 40R may be amended from time to time with the approval of the Department.

A Development Project shall be approved by the Planning Board upon a finding that it complies with the District Bylaw and the Standards for Compliance included in these Design Standards. In the case of inconsistency between the District Bylaw and these Design Standards, the District Bylaw shall govern. In the case of inconsistency between applicable state or federal laws, including, without limitation, state building codes or life safety codes, and these Design Standards, the applicable state and federal laws, rules and regulations shall govern.

3. Applicability.

The Standards for Compliance contained herein shall apply to Development Projects within the District that are subject to Site Plan Review under the District Bylaw. The Applicant shall comply with the Standards for Compliance contained herein, unless otherwise waived pursuant to the District Bylaw.

4. Definition of Terms.

Definitions of technical or other capitalized terms used in these Design Standards can be found in Section 9.5 of the Town of Lynnfield Zoning Bylaws, as supplemented by additional definitions as follows:

**DEVELOPMENT PROJECT** – A residential or commercial development undertaken under Section 9.5 of the District Bylaw.

**DISTRICT** – The Lynnfield Planned Village Development District defined in Section 9.5 of the Town of Lynnfield Zoning Bylaws.

**DISTRICT BYLAW** – Section 9.5 of the Town of Lynnfield Zoning Bylaws.

**DESIGN STANDARDS** – Regulations adopted pursuant to Section 9.5 of the District Bylaw and approved by the Department pursuant to M.G.L. c.40R, § 10 and applicable regulations. Design Standards are applicable to all Development Projects within the District that are subject to

Site Plan Review by the Planning Board under the District Bylaw.

**GATEWAY** – A portion of the District which serves as a vehicular and pedestrian entrance to the District and connects off-site roadways with Traveled Ways within the District. Two Gateways shall be permitted within the District, including: (1) off Walnut Street and generally aligned with the Interstate-95/Route 128 southbound access ramp; and (2) intersecting the access road which connects to Audubon Road in the Town of Wakefield. The area of land within the Gateways begins at the District boundary and terminates at the point of intersection with the Perimeter Loop, and includes the paved vehicular access way plus twenty (20) linear feet on either side of pavement, and may include sidewalks, paths, landscaping, signage and lighting subject to the requirements of the District Bylaw and these Design Standards.

**GUIDING PRINCIPLES** – A set of design and site planning principles intended to provide guidance to the Applicant in the development of a project within the District. Guiding Principles are non-binding.

**MFR SUB-DISTRICT** – Land included within the Multi-Family Residential Sub-district as identified within the District Bylaw and the Zoning Map of the Town of Lynnfield.

**PEDESTRIAN WAY** - A way intended for use by the general public for the movement of pedestrians which may

include provision for use by cyclists. The District is expected to include the following types of Pedestrian Ways:

**PASS-THROUGH WALKWAY** – Pedestrian Ways designed solely for pedestrian use and intended to provide access from parking areas to the Traditional Main Streets.

**PATH** – A Pedestrian Way that is not located immediately adjacent to and incorporated within the design of a Traveled Way. A Path may proceed in a meandering fashion where appropriate to site design rather than the strictly linear configuration expected of a Sidewalk.

**SIDEWALK** – A Pedestrian Way that is located immediately adjacent to and incorporated within the design of a Traveled Way. A Sidewalk may, but need not, immediately abut a Development Project.

**RESIDENTIAL OPEN SPACES** – Public and/or private open spaces or yards accessible to building residents.

**SERVICE AND LOADING AREA** – Exterior locations of a building including but not limited to loading docks, dumpsters or containerized trash receptacles, metering stations, a wastewater treatment facility and utilities.

**STANDARDS FOR COMPLIANCE** – A set of binding design and site planning requirements that are applicable to all Development Projects within the District that are subject

to Site Plan Review by the Planning Board under the District Bylaw.

**TNV SUB-DISTRICT** – Land included within the Traditional Neighborhood Village Sub-district as identified within the District Bylaw and the Zoning Map of the Town of Lynnfield.

**TRANSPORTATION NETWORK** – The network of Traveled Ways and Pedestrian Ways constructed pursuant to the District Bylaw.

**TRAVELED WAYS** – A way intended for use by the general public for the movement of vehicles which may include provision for use by pedestrians and cyclists through the use of bicycle lanes, sidewalks, shoulders and/or dedicated travel lanes. The District is expected to include the following types of Traveled Ways:

**PERIMETER LOOP** – A Traveled Way located generally along the circumference of the District and continuously such that a vehicle may travel the length of the loop and arrive at its starting point, and providing access to both Gateways, uses and buildings located within the developed portions of the District, and connecting uses within the District.

**RESIDENTIAL TRAVELED WAY** – A Traveled Way in the MFR Sub-district, not including the driveways and parking areas.

TRADITIONAL MAIN STREETS – The primary Traveled Ways within the TNV Sub-district along which the majority of tenants are located. The Traditional Main Streets are designed with primarily two-way drive lanes, on-street parking, landscaping and other streetscape features.

VILLAGE GREEN – An area of open space in the District that may be landscaped with greenery or hardscape which shall be located within the TNV Sub-district and which shall front directly on a Traditional Main Street.

WALNUT STREET BUFFER – Within the TNV Sub-district, a Residential Buffer of two hundred (200) feet in width along the easterly boundary of the District.

5. Guiding Principles and Standards for Compliance.

5.A. Placement, alignment, width, and grade of streets and sidewalks.

Guiding Principles. Overall site design should create a safe and attractive internal transportation network that efficiently moves vehicles and pedestrians throughout the District, including appropriate locations, buffering, and restrictions for loading and service areas. The overall Transportation Network should establish a hierarchy of Traveled Ways such that visitors can easily distinguish between those that are designed and intended to provide access from one portion of the District to another, and those that serve a single use or provide access to parking or driveways. Design of Traveled Ways intended for motorized vehicles should encourage safe vehicle speeds and turning movements through the use of traffic calming design features, lighting and signage. The overall Transportation Network should take into account the safe and efficient mobility of motorized vehicles, as well as pedestrians and bicyclists, and design features should encourage non-motorized travel to and within the District by ensuring an interconnected network of safe, non-vehicular access routes to and among points of interest within the District. Design features should be applied to different portions of the Pedestrian Network such that Sidewalks on the Traditional Main Streets have a more formal appearance, while Paths may incorporate less geometric form such as meandering layouts. To the extent feasible, multiple pedestrian routes should be

provided between residential and non-residential neighborhoods within the District.

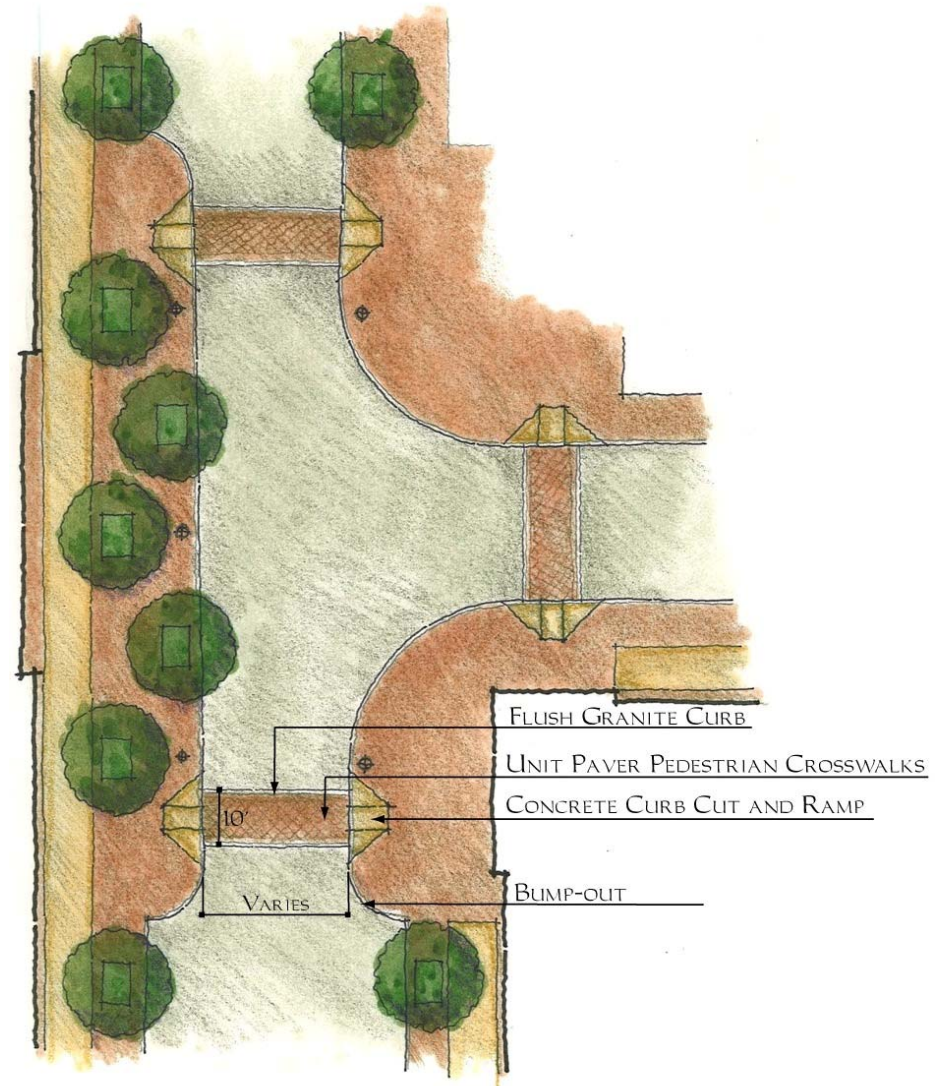
Standards for Compliance.

- 5.A.1. Transportation network and pedestrian oriented streetscape.
  - 5.A.1.a. The overall Transportation Network within the District shall include the following: Gateways, Traditional Main Streets, Perimeter Loop, Residential Driveways, and Pedestrian Ways including Sidewalks, Paths, and Pass-Through Walkways.
  - 5.A.1.b. The Transportation Network shall provide adequate traffic capacity, connect pedestrian routes, limit access onto Traveled Ways designed for lower vehicular traffic volumes, and promote safe and efficient mobility and distribution throughout the District.
  - 5.A.1.c. Emergency Vehicle Access. Adequate emergency vehicle access shall be provided to and within the District subject to the recommendation of Town of Lynnfield public safety officials.
- 5.A.2. Gateways. There shall be two vehicular access points to the District. One entrance into the District shall be provided from Walnut Street providing access to other points of interest within

the District via both a Perimeter Loop and Traditional Main Streets. A second Gateway shall be designed at the westernmost access point to the District, adjacent to the existing fitness center.

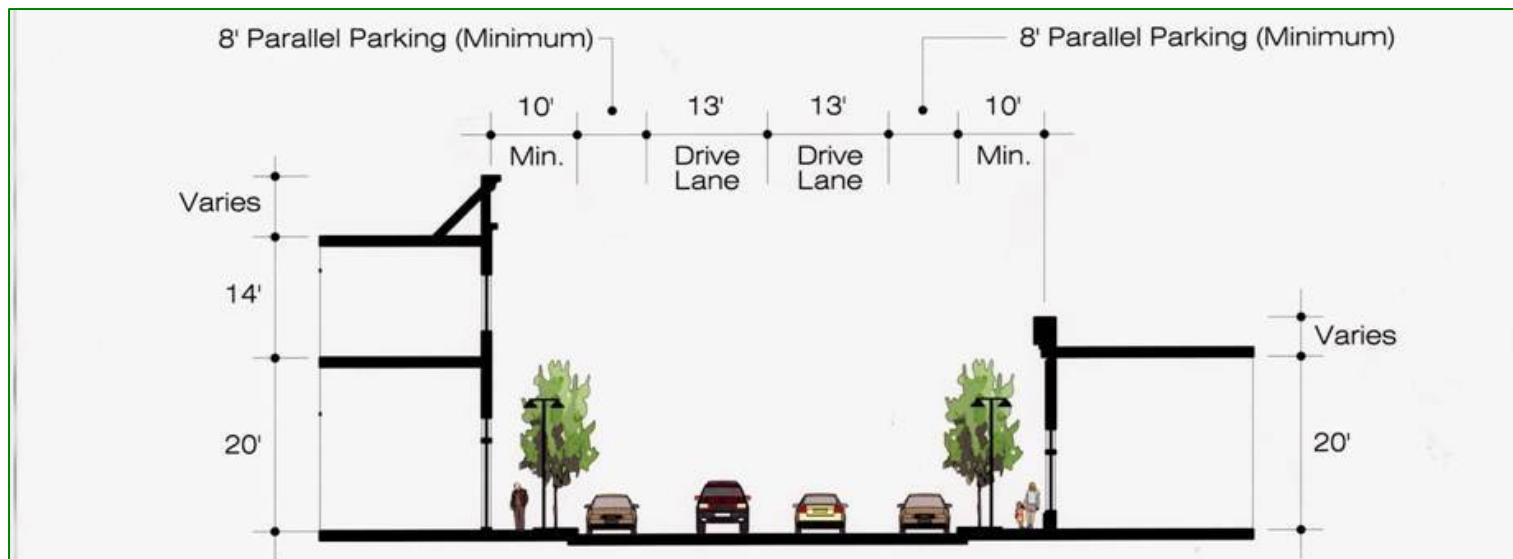
5.A.3. Traditional Main Streets.

- 5.A.3.a. A Traditional Main Street is subject to the dimensional and design requirements as specified in Table X.
- 5.A.3.b. Overall site design shall include Traditional Main Streets including sidewalks on both sides and on-street parking.
- 5.A.3.c. Pedestrian crossings shall be installed on the Traditional Main Streets at intersections and intermediate locations. Different paving textures, materials or striping shall be used to distinguish the pedestrian crossings on Traditional Main Streets provided, however, that alternate paving materials such as masonry pavers, brick, cobblestone or similar natural material shall be used for crosswalks adjoining access points to the Village Green.



*Traditional Main Street Plan View (typical)*

- |          |  |          |   |
|----------|--|----------|---|
| 5.A.3.d. | Traditional Main Streets shall include on-street amenities which may include lamp posts, sidewalk furniture, planters, and paving designs.   | 5.A.4.   | Perimeter Loop. The District shall include a Perimeter Loop that connects the Gateways to on-site destinations, including buildings, parking and recreational uses. |
| 5.A.3.e. | Curbing shall be vertical granite curb along Traditional Main Streets and may be a mixture of granite (vertical or sloped), concrete, and bituminous concrete curbing elsewhere.   | 5.A.4.a. | The Perimeter Loop is subject to the dimensional and design requirements as specified in Table X.   |
| 5.A.3.f. | On-street parking shall be constructed on both sides of Traditional Main Streets, where otherwise not in conflict with pedestrian or emergency access, sidewalk furniture and plantings. Pavement markings or different paving materials shall be used to define parking spaces. | 5.A.4.b. | The Perimeter Loop shall ensure adequate access to both the TNV Sub-district and the MFR Sub-district by emergency vehicles.  |



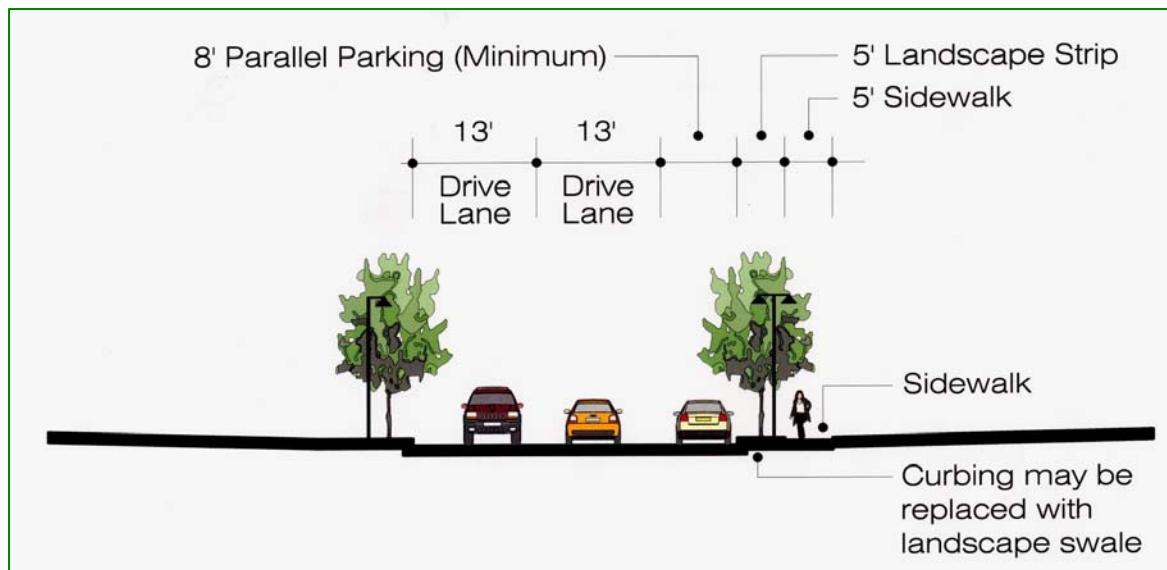
*Traditional Main Street cross-section (typical)*

5.A.5. Residential Traveled Ways.

- 5.A.5.a. Residential Traveled Ways are subject to the dimensional and design requirements as specified in Table X.
- 5.A.5.b. The MFR Sub-district shall be accessible from a Residential Traveled Way that intersects with the Perimeter Loop. Distinction should be made through design of Residential Traveled Ways using signage or other demarcation to identify where the residential component begins and to discourage non-residential traffic from inadvertently accessing the residential areas. The design intent of the

Residential Traveled Ways is to reduce non-residential vehicular trips and to provide increased privacy to the residents.

- 5.A.5.c. Where they include curbing, Residential Traveled Ways may be curbed with either granite, concrete, or bituminous concrete and shall incorporate a Sidewalk on at least one side. The use of Low Impact Development strategies such as drainage swales may reduce or eliminate the need for curbing on Residential Traveled Ways.



*Residential Traveled Way cross-section (typical)*

5.A.5.d. Reduced widths of Traveled Ways and provision of parallel parking are encouraged as a traffic calming strategy.

5.A.6. Pedestrian Network. The District shall include a Pedestrian Network which shall include a combination of Pedestrian Ways including Sidewalks, Paths and Pass-Through Walkways as herein defined.

5.A.6.a. The Pedestrian Network shall provide access to all primary building entries.

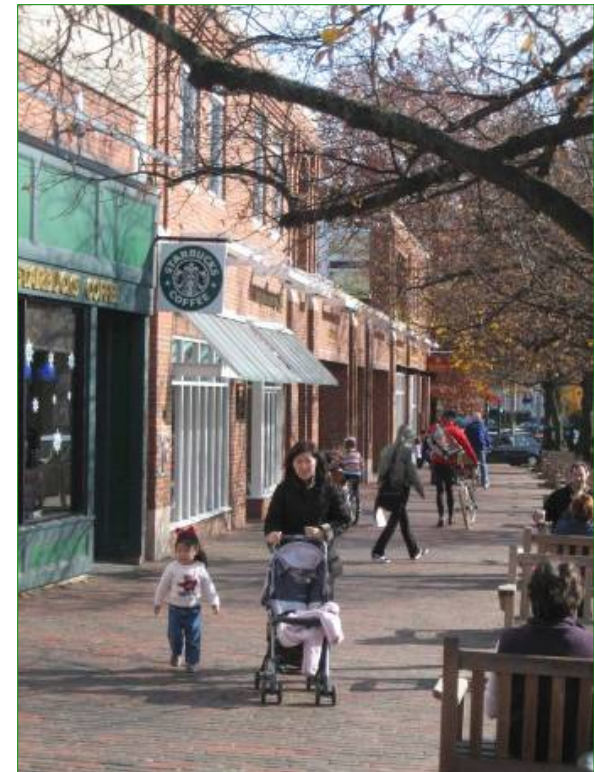
5.A.6.b. All elements of the Pedestrian Network including Sidewalks, Paths and Pass-Through Walkways shall be accessible to the handicapped in accordance with the Americans with Disabilities Act and other applicable regulations.

5.A.6.c. Pedestrian access shall be provided such that pedestrians may enter or exit the District through the Gateways. Lighted pedestrian access should be provided to link buildings with open spaces, parking areas, recreation facilities and Sidewalks on adjacent land wherever practical.

5.A.6.d. Pedestrian access shall be provided that connects the MFR Sub-district to the TNV Sub-district.

5.A.6.e. Pedestrian access shall be provided that connects the MFR Sub-district to the adjacent Town-owned recreational land and to the adjacent Housing for the Elderly.

5.A.6.f. The Pedestrian Network should connect buildings, parking, and open spaces suitable for gathering and special events.



*Wide sidewalks with street trees and regular seating areas enhance the pedestrian experience along a Traditional Main Street.*

5.A.6.g. Where Pedestrian Ways cross Traveled Ways, a crosswalk shall delineate the pedestrian crossing.

accordance with the Lighting Standards for Compliance in these Design Standards.

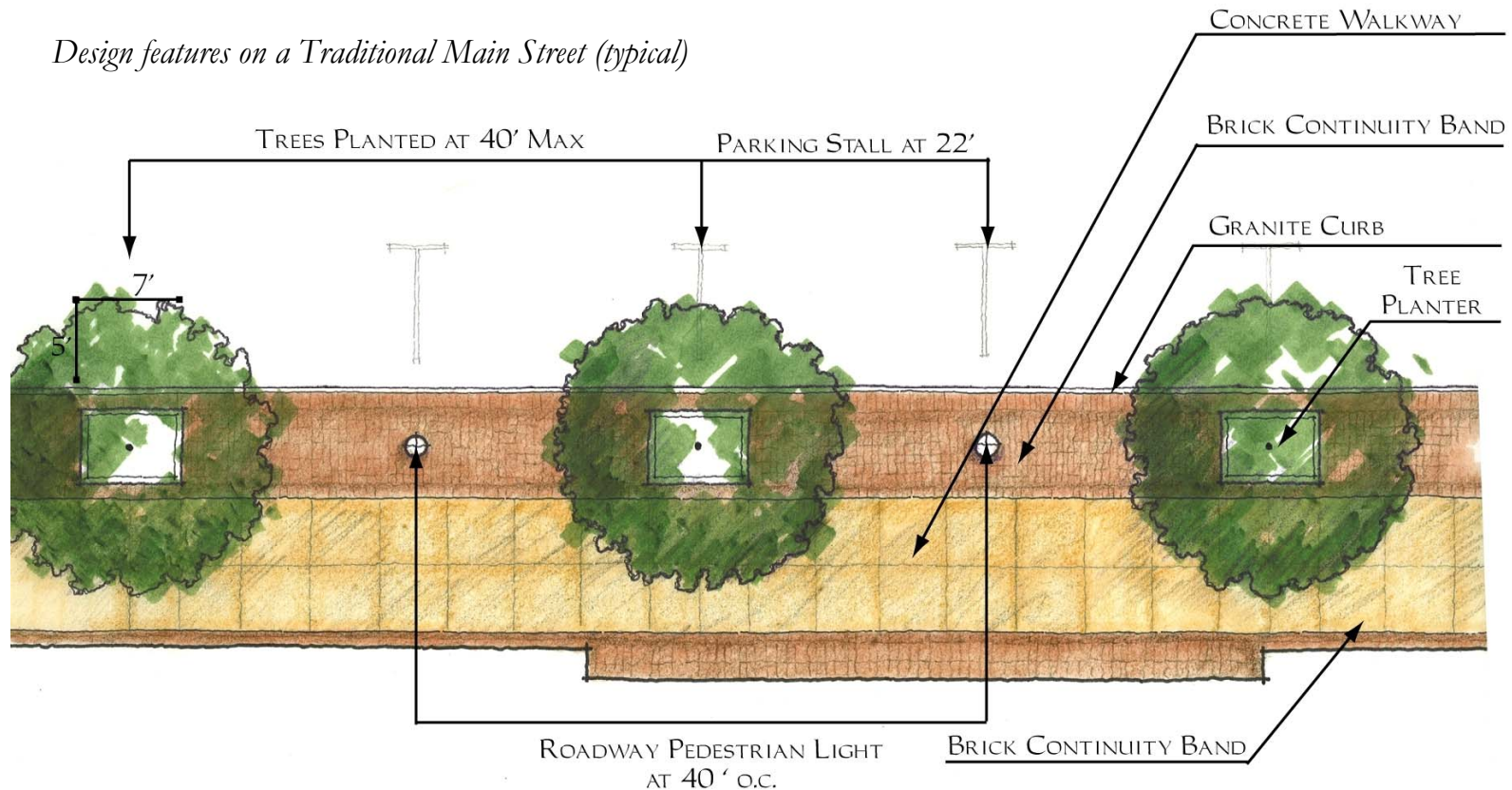
5.A.6.h. Access to Pedestrian Ways shall generally remain open and unrestricted.

5.A.7. Sidewalks.

5.A.7.a. Sidewalks are subject to the dimensional and design requirements as specified in Table X.

5.A.6.i. Lighted walkways should be provided between the TNV Sub-district and the MFR Sub-district. Lighting fixtures shall be in

*Design features on a Traditional Main Street (typical)*



5.A.7.b. Dimensions. Sidewalks abutting tenanted commercial buildings along a Traditional Main Street shall be a minimum of eight (8) feet wide, measured from the curb to building foundation including pavement, curbing, sidewalk furniture, lighting, signage, utilities, landscaping, and other design elements. When fronting a two-story building along a Traditional Main Street, sidewalks shall be a minimum of ten (10) feet wide. Additional width should be provided at locations intended for use as outdoor seating areas or gathering spaces.



5.A.7.c. Materials. Sidewalk materials along Traditional Main Streets shall include a mixture of masonry pavers and poured concrete to provide visual interest and to delineate sidewalk areas that may be used for other functions such as outdoor seating areas. Other Sidewalks may be constructed of poured concrete or bituminous concrete or a combination thereof.



5.A.7.d. Landscaping. Sidewalks should, in coordination with their associated Traveled Ways, include a variety of landscape elements including trees and tree grates, planters, and seasonal plantings. On a Traditional Main Street, landscape features should be selected that enhance the pedestrian environment such as plazas, sitting areas, and outdoor cafes.

*Sidewalks along a Traditional Main Street shall include a mixture of masonry pavers and poured concrete. Landscaping elements include a variety of trees and tree grates, planters and seasonal plantings.*

- 5.A.7.e. Other. Where Sidewalks cross a Traditional Main Street, bump-outs may be used to reduce the length of pedestrian crossing, provide additional landscaping and act as a traffic calming measure.
- 5.A.8. Paths. Other than on Traditional Main Streets, Paths may be provided instead of Sidewalks where doing so results in construction that is more sensitive to the natural or proposed topography.
  - 5.A.8.a. Paths are subject to the dimensional and design requirements as specified in Table X.
  - 5.A.8.b. Materials. Paths may be constructed of poured concrete bituminous concrete, crushed stone, stone dust or similar material.
  - 5.A.8.c. Where Paths are proposed in locations with existing vegetation, Paths should incorporate a meandering design if it results in the preservation of existing vegetation without loss of functionality as a Pedestrian Way.
- 5.A.9. Pass-Through Walkways. Pass-Through Walkways shall be incorporated into site design within the TNV Sub-district to provide access from Parking Areas to Traditional Main Streets. These areas shall be designed for pedestrian use and may feature storefronts, architectural or landscape elements.

- 5.A.9.a. Pass-Through Walkways are subject to the dimensional and design requirements as specified in Table X.
- 5.A.9.b. Materials. Pass-Through Walkways shall be constructed of a mixture of masonry pavers and poured concrete.
- 5.A.9.c. Pass-Through Walkways shall include bollards, vertical curbing or other means to prevent access by motorized vehicles.



*Pass-Through Walkways offer comfortable and attractive pedestrian access from parking areas to the Traditional Main Street. They are constructed of a mixture of masonry pavers and poured concrete, and cannot be accessed by motorized vehicles.*

5.B. Scale, proportions, and exterior appearance of buildings.

Guiding Principles. Overall site design should strive to create a vibrant District that is an attractive place to live, work, shop, and recreate. Design should be inspired by the advantages of a traditional New England village center which was designed and built by many different architects and builders over a period of years, and incorporates a varied streetscape with diverse materials and colors but complementary massing and setbacks. Architectural and building design within the District should emulate the architectural scale and authenticity,

including attention to building style, building shapes and variety of materials. Building and site design should take into account how the scale, proportion and exterior appearance of buildings will be perceived at the pedestrian level, and should incorporate a level of architectural detail appropriate for pedestrians rather than faster moving motorized vehicles. Building and garage entrances should be sited to minimize the impact of vehicular turning movements on safe and efficient movement of vehicles, pedestrians and cyclists within Traveled Ways.

*Design elements of a Village Green on a Traditional Main Street (typical)*



Guiding Principles (cont'd).

Overall site design should employ a variety of site plan and design elements to create a mixture of interesting spaces and views, and include attractive focal points visible from Traveled Ways and the Village Green.

Buildings located immediately adjacent to or across a Traveled Way from the Village Green should be designed to complement both the Village Green and other such buildings, such that the overall scale and proportions of buildings effectively define this open space in an attractive way that evokes traditional downtown design elements. Architectural details such as colonnades, gables, cupolas and dormers are encouraged within the District, with a particular emphasis on buildings visible from the Gateways and adjacent to the Village Green.

Building design should be complementary to Lynnfield's historic character and to the existing architectural contexts in Town, and should provide the District a sense of "belonging" in Lynnfield. Building heights ranging from one to four stories are permitted within the District Bylaw, and overall site design should establish a pattern of building layouts that result in traditional neighborhood proportions. Visitors accessing the District through the two Gateways should generally be greeted by one-story buildings, while two-story mixed-use buildings should be located proximate to the Village Green to add vitality and visual definition to that open space. Taller buildings should be located toward the northern and western portions of the District to reduce their visibility from public ways and Gateways.

5.B.1. Standards for Compliance Applicable to All Development Projects.

5.B.1.a. Scale and Proportions.

- 5.B.1.a.(i) Building design shall maintain the distinction between upper and lower floors for multi-story buildings.
- 5.B.1.a.(ii) Placing buildings oriented parallel with the front setback line is encouraged to keep a consistent "street wall," with primary entries oriented toward the Traveled Way.
- 5.B.1.a.(iii) Building setbacks may be varied.
- 5.B.1.a.(iv) Building façades more than 50 feet wide shall be broken down into a series of smaller elements or "bays." This requirement may be satisfied by incorporating at least two of the following design elements: color change, material change, or texture change, architectural projections or recesses, trellises, balconies, doorways or windows.

5.B.1.b. Building Façades.

- 5.B.1.b.(i) Building façades should include appurtenances such as cupolas, gables, turrets, spires, widow walks, trellises, eave lines, etc.
- 5.B.1.b.(ii) Projecting bays, columns, recessed balconies, and roof shape variation should be utilized.

- 5.B.1.b.(iii) Side and rear façades may be less detailed than the primary façade but shall be generally consistent with the primary façade's architectural style.
- 5.B.1.b.(iv) At least one side of the building shall abut a Sidewalk or Path.
- 5.B.1.b.(v) Exposed foundation walls should be minimized.



*Building façades should include appurtenances such as cupolas, gables, turrets, spires, widow walks, trellises, eave lines, etc. Projecting bays, columns, recessed balconies, and roof shape variation should be utilized.*



*The top illustration, above, would not meet the requirement of Sec. 5.B.1.c.(iii) because it was not designed to appear to be integral to the building's structure and use, and can clearly be identified as a false façade. The façade in the lower illustration would be allowed because it appears to be a genuine cornice.*

5.B.1.c. Roof Profiles.

- 5.B.1.c.(i) Roof profiles shall employ varied vertical and horizontal planes for visual relief to the tops of buildings. As authorized by the District Bylaw, design elements such as parapets, cornices, towers and piers may also be used to break up the horizontal massing. HVAC equipment shall be screened.
- 5.B.1.c.(ii) Buildings shall, when considered in relation to adjacent structures, incorporate a diversity of roof heights, gable orientations, and volumes.
- 5.B.1.c.(iii) Building façades within the TNV Sub-district shall be designed to appear from a point five feet above street level on the side of the Traveled Way opposite the building to be integral to the building's structure and use. However, architectural details such as cupolas, towers etc. are allowable.
- 5.B.1.c.(iv) Mechanical equipment, including metal chimneys, at grade, attached to, or on the roof of a building, shall be screened from view or made an integral part of the overall design of the building.



*The series of buildings on the blocks above include a variety of roof lines, building materials and façade elements, but exhibit general consistency of fenestration patterns and proportions.*

- 5.B.1.d. Windows and Doorways.
- 5.B.1.d.(i) Fenestration patterns may vary from building to building, but overall the development should exhibit general consistency of proportions along a streetscape.
- 5.B.1.d.(ii) The use of dark tinted glass or reflective glass is prohibited.
- 5.B.1.d.(iii) Recessed doorways are preferred, in order to break up the building façade, provide a welcoming space, and provide protection from sun and rain. Where a recessed doorway is not used, an awning can have a

similar effect. Adequate lighting shall be provided at night for the doorway.

- 5.B.1.e. Awnings. See Section on Signage for information on awning Standards for Compliance.
- 5.B.1.f. Materials and Color.
  - 5.B.1.f.(i) Building façade materials including but not limited to brick, wood, cementitious fiber board, manufactured limestone, cast stone, masonry, stone, glass, terra cotta, cellular PVC trim, tile and sustainable materials are permitted within the District.
  - 5.B.1.f.(ii) Vinyl siding is prohibited.
  - 5.B.1.f.(iii) The use of exterior insulation finishing system (EIFS) is prohibited in the MFR Sub-district, and is prohibited below eight (8) feet above finish floor for building facades fronting on a Traditional Main Street.
  - 5.B.1.f.(iv) A combination of materials should be used within a building.
- 5.B.1.g. Sustainable Design. Sustainable design principles shall be considered for all buildings to the maximum extent practical. Sustainable design elements intended to reduce energy consumption may include skylights and “day lighting,” windows with low solar-gain factors, landscaping, as well as system and material selections that meet Energy Star standards.

- 5.B.1.h. Protection of public safety. Site design shall include adequate water supply distribution and storage for fire protection. Vehicular circulation shall meet the access needs of emergency and public safety vehicles. The adequacy of the foregoing public safety measures shall be based on the reasonable requirements of the Lynnfield Chief of Police and Fire Chief, in their respective fields.
- 5.B.1.i. Location of building and garage entrances. Building entrances should emphasize pedestrian ingress and egress as opposed to accommodating vehicles.
- 5.B.2. Additional Standards for Compliance in the TNV Sub-district.
  - 5.B.2.a. Windows and Doorways.
    - 5.B.2.a.(i) Windows should be divided by mullions into multiple panes of glass.
    - 5.B.2.a.(ii) Transom windows are encouraged.
    - 5.B.2.a.(iii) Windows on upper stories should be vertical in proportion.
    - 5.B.2.a.(iv) Windows on upper floors should not be larger than windows on first floor.
  - 5.B.2.b. Drive-Through service windows. Where drive-through service windows are permitted pursuant to the District Bylaw, efforts should be made through site design to maximize the distance between curb cuts providing site access and any nearby intersection
- 5.B.3. Additional Standards for Compliance in the MFR Sub-district.
  - 5.B.3.a. Scale and Proportions.
    - 5.B.3.a.(i) Building orientation should maximize open space views from residential units.
    - 5.B.3.a.(ii) Residential buildings shall be sited to allow for access to the Transportation Network.
  - 5.B.3.b. Building Façades. Balconies, porches and stoops. Residential balconies, porches and stoops on the Traveled Ways are encouraged where practical.
  - 5.B.3.c. Roof Profiles.
    - 5.B.3.c.(i) Residential buildings shall have pitched roofs. Roof pitches for primary roofs of residential buildings shall have a pitch of at least 6:12. Mansard roofs are permitted for multi-family buildings. Portions of roofs may be flat on multi-family residential buildings to accommodate mechanical equipment and roof decks. Parapets and cornices shall be designed to screen rooftop equipment and delineate the building façade.
    - 5.B.3.c.(ii) Roof materials. Permitted materials include: architectural asphalt shingles,

weathered wood shingles, cedar shingles, copper, standing seam metal slate, synthetic slate, and metal shingles. Other period materials may be permitted upon determination by the Approving Authority that the material is appropriate to the architectural style, color, and relationship of buildings along the streetscape.

5.B.3.c.(iii) Upper stories may be set back or treated with a different material or incorporated into the roof line to diminish building mass.

5.B.3.c.(iv) Four story buildings should employ techniques to reduce the perception of the building's scale, such as including top floor living areas above the eave line, and providing direct entry to ground level homes.

5.C. Location and design of on-site open space.

Guiding Principles. Open space should serve as a central organizing element within the District to encourage public gathering of groups of people and to promote a pedestrian friendly and visually appealing environment. Within the TNV Sub-district, a Village Green should be constructed as a focal point for pedestrian and social activity. Once the location and layout of the Village Green is determined, other site and building design elements including Traveled Ways, building orientation and scale, and architectural details should be incorporated to define and enhance that space. Elsewhere in the District, a variety of public gathering spaces and open spaces incorporating both landscaping and “hardscaping,” such as plazas and seating areas, should be provided in locations where they complement adjacent uses. On-site recreational opportunities should be enhanced by the provision within the District of a cultural and gathering

space designed and intended for use by the Lynnfield community.

Standards for Compliance.

5.C.1. Standards for Compliance Applicable to All Development Projects.

- 5.C.1.a. Open spaces shall be landscaped to allow for a variety of uses. Open spaces may include sidewalk furniture and small structures to increase the options for use and enjoyment of the spaces.
- 5.C.1.b. Landscaping shall include a variety of ground coverings, flowers, plants, shrubs, and trees. Open spaces should also incorporate elements such as fencing, lighting, shade structures, seating areas, and decorative paving.



5.C.2. Additional Standards for Compliance within the TNV Sub-district.

5.C.2.a. The TNV Sub-district shall include a Village Green, a minimum of 15,000 square feet in area measured from curb to curb and inclusive of Sidewalks fronting on the Village Green, oriented to and directly accessible from a Traditional Main Street. The Village Green should be adjacent to a mix of complementary uses such as restaurants and cafes with outdoor seating and other businesses that operate in both daytime and evening hours. The design intention is to create a festive, welcoming, well populated attraction for pedestrians. Additional gathering spaces may be located throughout the District. These outdoor spaces may be available for recreation, special events, and civic purposes.

5.C.2.b. The Village Green shall be located at a vehicular intersection of a Traditional Main Street, and shall be pedestrian accessible from two or more sides. Where practical, buildings and uses may front on the Village Green.



*Located at the intersection of a Traditional Main Street, the Village Green is accessible to pedestrians and serves as both a design and functional centerpiece of the TNV Sub-district. Buildings front on the green, often with outdoor seating areas to generate liveliness and activity.*

- 5.C.3. Additional Standards for Compliance within the MFR Sub-district.
- 5.C.3.a. Residential Open Spaces. The MFR Sub-district shall include a series of smaller open spaces for use and enjoyment by residential tenants. These open spaces may include green areas, terraces, patios, pool, and outside common areas.
- 5.C.3.b. Residential Open Spaces shall be served by direct pedestrian access.



*Residential Open Spaces offer amenities to the residents of adjacent buildings.*

5.D. Landscaping.

Guiding Principles. Landscaping should be incorporated into the overall site design in order to enhance the visual appeal and pedestrian experience in the District. Landscaping shall be selected to minimize necessary water usage, and to satisfy both functional objectives such as screening and aesthetic objectives such as color and visual interest. Native plantings typically found in New England and hearty enough to thrive within the local climate are encouraged. Landscaping should be provided along Traveled Ways and within and around parking areas.

Plantings should provide seasonal interest in foliage and bloom, enhancing the pedestrian environment. Unifying themes and consistent design elements should distinguish the Traveled Ways and the open spaces. A variety of landscape qualities and characters should be employed to reflect the hierarchy of site elements and uses within the District.

Landscape elements should be used as buffering features in the forms of planted earth berm, walls and fencing, strategically placed along Traveled Ways and parking areas. Landscaped swales and vegetated rain-gardens should be incorporated into the general landscape to complement stormwater management systems and to provide low-impact site features to the greatest extent practical.



*Parallel parking on a Traditional Main Street offers convenience, reinforces the traditional atmosphere, and provides a buffer between moving vehicles and the pedestrian environment.*

Standards for Compliance.

5.D.1. Location of Landscaping.

5.D.1.a. Landscaping is subject to the dimensional and design requirements as specified in Table X.

5.D.1.b. The Village Green shall be landscaped with a variety of ground coverings, flowers, plants, shrubs, and trees, and shall incorporate one or more “hard” elements such as fencing, gazebo, seating areas, and decorative paving.

5.D.1.c. On a Traditional Main Street, planters for flowering plants or other small, plant materials may be used to visually enhance a building façade. Planters shall not be used to satisfy the requirement for street trees.

5.D.2. Landscaping of Traveled Ways. Landscape planting for the District’s Gateways and for all Traveled Ways shall include deciduous shade trees in accordance with the requirements of Table X. These plantings may be in either linear rows or informal groupings. Regular rows shall be used in cases where the Traveled Way abuts walkways, parking lots and buildings. Informal groupings may be used where the Traveled Way abuts existing vegetation. Landscaping and informal plantings shall be planted in accordance with the requirements of Table X.

5.D.3. Parking Area Landscaping. Surface parking lots shall have landscaped islands to divide large parking areas. The following standards shall apply:

5.D.3.a. Minimum Landscape Coverage.

5.D.3.a.(i) Parking lots with 50 to 200 spaces shall have at least five (5) percent of the interior lot area landscaped.

5.D.3.a.(ii) Parking lots with more than 200 spaces shall have at least seven (7) percent of the interior lot area landscaped.

5.D.3.b. Interior Landscaping Islands. Landscaping is required in the interior of parking lots and should incorporate existing trees, berms and other landforms where possible.

5.D.3.b.(i) Interior landscape islands should be evenly distributed throughout the parking lot. Required plantings shall also be evenly distributed in the islands, except where a variation in layout provides visual interest.

5.D.3.b.(ii) Landscaped islands may be in any shape or configuration, and all landscaped islands shall be a minimum of one hundred (100) square feet.

5.D.3.c. Separation of Parking Blocks. Parking lots with more than two hundred (200) spaces shall be divided into blocks of no more than

two hundred (200) spaces. Each block shall be separated from other parking blocks by a landscaped area that is a minimum of ten (10) feet wide.

5.D.4. Plant Selections and Specifications.

5.D.4.a. Site plans shall indicate the number, sizes and types of plant materials proposed.

5.D.4.b. The selection of plant materials shall be based on the Town's climate and site conditions. Emphasis shall be placed on drought- and disease-resistant landscape selections that are native to the area and sustainable over the long term.

5.D.4.c. Open spaces adjacent to residential uses may be designed for walking pets, community vegetable gardens, courts for lawn games, outdoor fitness stations, and/ or barbeque areas etc. Open spaces that primarily serve commercial buildings may be designed for picnicking, open air cafes, or quiet sitting areas etc.

5.D.4.d. All plants shall be A-Grade or No. 1 Grade and free of defects. All plants shall be normal health, height, leaf density, and spread as defined by the American Standard for Nursery Stock, ANSI Z60.1 (latest available edition), or the American Association of

Nurserymen. Plants shall have full, even, well-developed branching and a dense, fibrous, and vigorous root system.

5.D.4.e. Plant species should be chosen considering the following:

5.D.4.e.(i) In areas of high pedestrian use (where salt is likely to be used during winter months) trees shall be chosen that have been observed to have some salt tolerance.

5.D.4.e.(ii) Consider the ultimate maturity of the plant species when determining the size of the plant bed or planter.

5.D.4.e.(iii) On streets with buildings located adjacent to the property line, regardless of the type of land use, when selecting the tree species to plant, consider the mature shape of the tree crown, to prevent the tree canopy from growing into the building wall and potentially requiring severe pruning over time.

5.D.4.e.(iv) When selecting trees for planting along the Traditional Main Streets, consider both the shape and density of the canopy. Smaller, more ornamental trees or trees with higher or lighter canopies are often chosen for commercial streets.

- 5.D.4.f. The following minimum plant sizes and specifications sizes shall be required:
- 5.D.4.f.(i) Canopy Shade Tree: 2.5-inch diameter breast height, balled, and burlapped, or equivalent.
- 5.D.4.f.(ii) Ornamental Tree: 2-inch diameter breast height, balled and burlapped or equivalent or 7 feet for a multi-stemmed tree.
- 5.D.4.f.(iii) Evergreen Tree: 6 feet high, balled, and burlapped or equivalent (typical) except on top of the landscaped berm along the westerly edge of the Walnut Street Buffer where at least 50% of evergreen trees shall be 10 feet high, balled and burlapped or equivalent at the time of planting.
- 5.D.4.f.(iv) Shrubs: 24-inch balled and burlapped or 3-gallon minimum container size.
- 5.D.4.f.(v) Perennials: 1-gallon minimum container size.
- 5.D.4.g. To give street trees the greatest chance at survival the following practices are recommended:
- 5.D.4.g.(i) The planting hole should be 3 times the diameter of the rootball.
- 5.D.4.g.(ii) The depth of the hole should only be as deep as the root ball in the center of the hole and deeper outside the rootball.
- 5.D.4.g.(iii) Use CU-Structural Soil where appropriate to allow tree roots to spread out under the sidewalk in order to help prevent sidewalk

heaving caused by superficial rooting, and to increase the longevity of the tree.

- 5.D.4.g.(iv) Trees along Traditional Main Streets shall be protected by tree grates. Tree grates shall be selected to allow for the continual growth of the tree trunk.

5.D.5. Screening/ Fencing.

- 5.D.5.a. Fences. Fences may be used to provide continuity to a streetscape, privacy for homeowners and their guests from passers by, to help differentiate private space from public space and to add to the pedestrian scale of the streetscape.

- 5.D.5.b. Fences should be designed with the specific use behind the fence in mind. Primary outdoor seating areas may require more privacy than rarely used side yard spaces. Board fences with stool caps and picket fences are encouraged to be used in combination to achieve the appropriate level of privacy.

- 5.D.5.c. All fencing or walls utilized to screen parking and/or service areas shall meet the following specifications:

- 5.D.5.c.(i) Ornamental metal fencing, decorative wood fencing, or masonry walls shall be allowed. Wood picket fences, decorative

- metal fences and stone walls are encouraged.
- 5.D.5.c.(ii) Stockade fences, concrete walls, and chain link fences should not be used. Chain link fencing is prohibited for screening purposes. Black, vinyl-coated chain link fencing is permissible within the Walnut Street Buffer for non-screening purposes including safety, security and access restriction.
- 5.D.5.c.(iii) Fencing or walls shall be a minimum of three (3) feet high.

5.D.6. Sidewalk Furniture.

- 5.D.6.a. Sidewalk furniture should be located throughout the District and, where provided, shall be complementary to one another in color and style. Such furniture may include seating, tables, trash receptacles, bicycle racks, newspaper boxes, clocks, street signs, or structures to facilitate assembly of people.
- 5.D.6.b. At least one linear foot of seating shall be provided for every 500 square feet of Village Green area.
- 5.D.6.c. At least one linear foot of seating shall be provided for every 100 linear feet on each side of a Traditional Main Street.

- 5.D.7. General Utility Systems. A) All utility systems shall be installed underground to the greatest extent possible. B) Utility elements that require above grade facilities and access such as electrical transformers, generators, panels and pump systems, and wastewater treatment systems shall be screened using elements such as plantings, walls and fencing to limit visual impact.



5.E. Exterior signs.

Guiding Principles. Signage should be provided that effectively and attractively identifies residential and non-residential uses in a manner that enhances the overall design objectives within the District. Limitations should be imposed on the scale, number, colors and method of illumination associated with signage to ensure that the overall signage within the District is coordinated and complementary. A mixture of signage types should be

encouraged including wall signs, projecting signs, monument signs and awnings. Sign design should allow for retail marketing and tenant uniqueness. A coordinated system of “wayfinding” signage should be provided to assist visitors to the District in reaching their intended destination. Signage may be used to discourage access to the MFR Sub-district by visitors who don’t specifically intend to access that portion of the District.

*Illustration of Allowable Signage Types*



Standards for Compliance.

5.E.1. Allowable Signage.

5.E.1.a. TNV Sub-district.

5.E.1.a.(i) Each building in the TNV Sub-district may include a Primary Storefront Sign, a Storefront Blade Sign, a primary and secondary Address Sign, a Display Window Sign, and an Awning or some combination thereof, all terms as illustrated on the Illustration of Allowable Signage Types.

5.E.1.a.(ii) Seasonal banners not in excess of ten (10) square feet may be permitted on light posts along a Traditional Main Street.

5.E.1.b. MFR Sub-district. The MFR Sub-district may include one residential access sign not in excess of forty (40) square feet at each vehicular access point to the MFR Sub-district and one residential building sign not in excess of sixteen (16) square feet located flat against the wall of each residential building, subject to approval by Lynnfield public safety officials.

5.E.1.c. The District as a whole may include Gateway Signs and Internal Identification Signs as specified within this Section.

5.E.1.d. Non-commercial flags are permitted within the District and shall not be regulated as signs.

5.E.2. General Signage Standards.

5.E.2.a. Except where otherwise specified, allowable area of a sign shall be measured based on the Signage Dimensional Guide herein.

5.E.2.b. Signage shall be integrated into overall building design either in a sign band, with awnings, or as cantilevered signs mounted perpendicular to the building face. All signage shall be installed so as not to obscure or damage architectural features such as windows and trim elements.

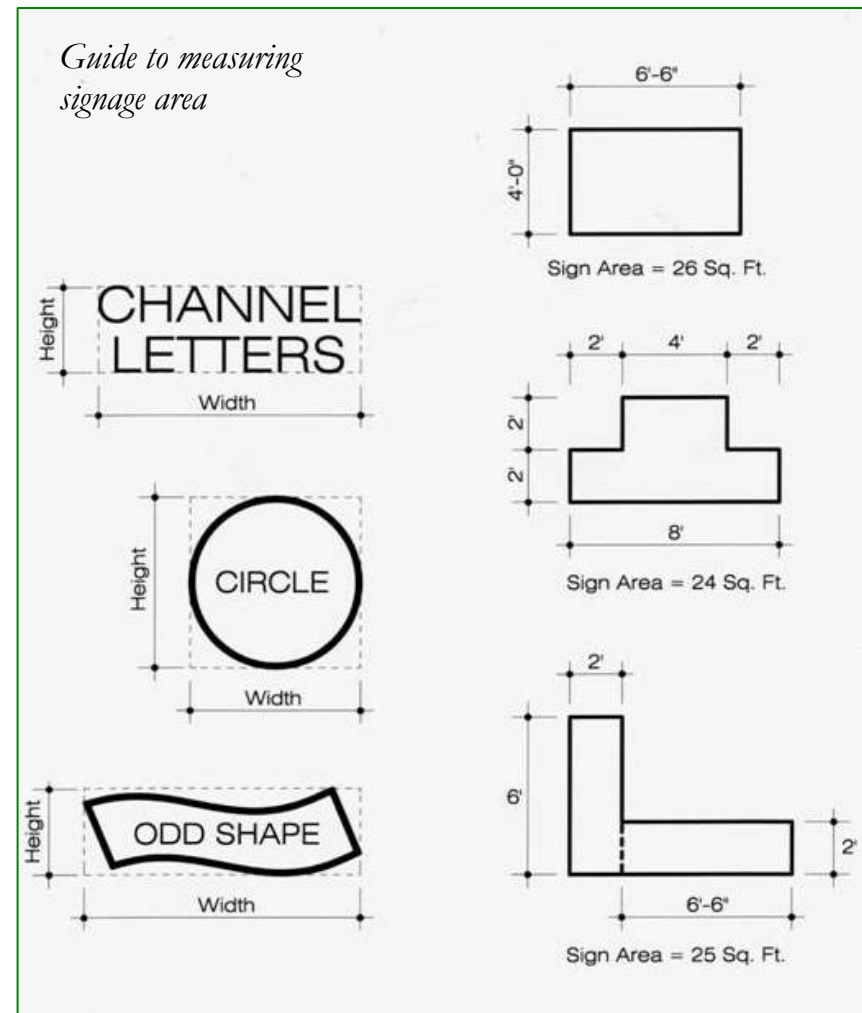
5.E.2.c. In no case shall signage project above the roof line.



*Primary signage is included in an externally-illuminated sign band, while a Blade Sign improves visibility to pedestrians.*

5.E.3. Appearance / Design.

- 5.E.3.a. The use of logos is encouraged. Type styles should be limited to no more than two per sign.
- 5.E.3.b. Exterior lighting that is directed onto the sign is preferred over internally lit or back lit signs. The fixtures should either be decorative (such as goose-neck lights) or camouflaged. Wiring should be concealed within building molding and lines. Lighting should be mounted at an oblique angle to eliminate glare.
- 5.E.3.c. No signmaker's labels or other identification, (including UL label), are permitted on the exposed surfaces of signs, except as may be required by building code.
- 5.E.3.d. No ornamental hardware used to attach signs to storefronts may be exposed to view except for blade or projection signs.



5.E.4. Primary Storefront Sign.

- 5.E.4.a. The Primary Storefront Signs shall be no greater than three (3) feet in height and shall be located within the tenant's sign band 12 to 20 feet above finish floor. With the intent of creating varied and interesting signage in scale with a building's elevation, the height of the Primary Storefront Sign may vary from this standard for the following: (1) any building where a tenant occupies both floors, and (2) any tenant which occupies more than 15,000 square feet of building space. When a tenant has elevations fronting on different sides of a building, the tenant is encouraged to have a Primary Storefront Sign on each façade.
- 5.E.4.b. The total sign area for the Primary Storefront Sign shall not contain more than one square foot of sign area for each linear foot of storefront. Sign area shall be calculated by creating a box around the main body of the primary sign. The Primary Storefront Sign may not exceed one hundred (100) square feet except in: (1) any building where a tenant occupies both floors, and (2) any tenant which occupies more than 15,000 square feet of building space.
- 5.E.4.c. Signage should have geometric shapes with two to three colors to complement the colors of the retail building.



*The top two images show signs that would meet the criteria of these design standards. The image at the bottom would not meet the criteria because the sign band is lower than twelve feet above finish floor.*

5.E.5. Storefront Blade Sign.

- 5.E.5.a. Each tenant will be allowed to construct and install a Storefront Blade Sign. One Storefront Blade Sign will be allowed per tenant on each elevation of a building with a customer entrance. The Storefront Blade Sign is to be attached to Tenant's storefront at a minimum 7'6" above finish floor.
- 5.E.5.b. Each Storefront Blade Sign may be externally illuminated with two integrated lights (one light on each sign face or panel). The size of the Storefront Blade Sign shall not exceed 15 square feet as measured on one face of sign. The Storefront Blade Sign may be square, round, elliptical or other shape. Complex shapes and three-dimensional letters or figures are encouraged. Formed plastic, injection molded plastic, and internally illuminated panels are prohibited.



*Storefront Blade Signs and Awnings add visual interest to the streetscape. External illumination of signs reinforces the traditional design elements of the block.*

5.E.6. Address Signs.

5.E.6.a. Primary Address Sign. Each non-residential tenant shall display the suite number on their façade to allow for identification of the premises. The suite numerals are to be applied on the interior of the storefront glazing. Final Address Sign design is subject to the approval of the Fire Department.

5.E.6.b. Secondary Address Sign. If tenant has a non-customer door for receiving merchandise, tenant shall place only its suite number on that door. Numerals shall be mounted to the exterior face of the door. Where more than one tenant uses the same door, each suite number may be applied.

5.E.7. Display Window Sign. Signs on the inside or outside surface of display windows may be permitted provided, however, that such signage shall not cover more than 10% of the display window area and shall be lighted only by building illumination (white non-flashing).

5.E.8. Awnings. The following design requirements apply.

5.E.8.a. Awnings shall be made of fire resistant, water repellent marine fabric (i.e., canvas) or may be constructed of metal or glass. Vinyl or vinyl-coated awning fabric will not be permitted.

5.E.8.b. Patterns, graphics and stripes are encouraged. Colors should accent the building and street design.

5.E.8.c. Continuous, uninterrupted awning spans are not permitted. Fixed awnings shall not span numerous store fronts. The awnings should delineate storefronts on a multi-tenant building. The Awning shall fit within each individual bay and shall not obstruct any base building mechanical louvers located above the Tenant storefronts.

5.E.8.d. If the awnings include a valance, it shall be provided with concealed weights so as to prevent the valance from excessive movement in high winds.

5.E.8.e. Internally illuminated awnings are not permitted. However, down lighting that is intended to illuminate the Sidewalk under an awning may be provided. All lighting under a canopy shall be cutoff or recessed, with no lens dropping below the horizontal plane of the canopy.

5.E.8.f. A screenprinted tenant logo may be permitted on the awning slope. The tenant name or logo may be screenprinted on the valance of the awning. The valance on an awning may not exceed ten inches (10") in height and the

letters shall not exceed six inches (6") in height. Typeface and color of letters or logo shall be at the discretion of the tenant.

- 5.E.8.g. Any framing members and armatures or brackets should match the material and color of the storefront unless a different material enhances the overall design intent.

- 5.E.9. Wayfinding Signs. Installation of small, externally illuminated wayfinding signs is encouraged to assist visitors to locate sites of interest within the District. Wayfinding signs should not exceed seven (7) feet in height, and should be installed for the benefit of both automotive and pedestrian traffic.

- 5.E.10. Gateway Signs. A permanent, freestanding sign shall be permitted at the District boundary along or adjacent to each Gateway for the purpose of Project Identification provided, however, that a single wall or structure may include two sign faces as necessary to provide visibility from multiple directions. The combined area of sign face may not exceed 150 square feet in area and may not be higher than six (6) feet above grade provided, however, that the uppermost point of the wall or structure to which any sign is attached, including the sign itself, may not exceed twelve (12) feet above grade. The height of a Gateway Sign will be measured from the average grade around the base of the sign to its highest point. Signs such as

those applied to stone walls or traditional fencing that are consistent with the architecture of the surrounding area are encouraged.



*A Gateway Sign offers visibility to the District. External illumination and the use of traditional materials such as wood and stone reinforce the traditional design elements of the District.*

5.E.11. Internal Identification Sign.

- 5.E.11.a. Permanent, freestanding internal identification signs shall be permitted. The sign or signs shall not be located within the Residential Buffer as defined in the District Bylaw. The sign or signs shall not be suspended or placed so as to overhang a Traveled Way or public way.
- 5.E.11.b. No individual sign can exceed two hundred (200) square feet in area and the combined area of all such signs shall not exceed four hundred (400) square feet in area.
- 5.E.11.c. An individual sign may not be higher than eight (8) feet above grade provided, however, that the uppermost point of the wall or structure to which the sign is attached, including the sign itself, may not exceed twelve (12) feet above grade. The height of an Internal Identification Sign will be measured from the average grade around the base of the sign to its highest point.
- 5.E.11.d. The signage should emphasize the entire District and its diverse mixed-use nature. The sign may reference both the commercial and residential components. Each tenant will be allotted for use identification on the sign an area not in excess of 48” horizontally and 24” vertically. Other ornaments may not protrude

from the sign more than four (4) inches in any direction with the exception of hardware necessary to attach the sign to a post. Such a sign may be lighted indirectly, but may not be lighted by flashing or intermittent lights.



*An Internal Identification Sign can be helpful in directing visitors to the various residential and non-residential uses within the District.*

- 5.E.12. Prohibited Sign Types. The following is a list of prohibited sign types:
- 5.E.12.a. Exposed neon expressed in a simple single or double stroke application.
  - 5.E.12.b. Registration “R” mark or trademark “TM” symbols, affixed either to sign or sign band.
  - 5.E.12.c. Signs employing luminous vacuum formed plastic letters.
  - 5.E.12.d. Signs employing unedged or uncapped plastic logos or letters with no returns and exposed fastenings.
  - 5.E.12.e. Signs or lights that move, flash, or make noise. Such shall include commercial balloon devices, high powered search lights, and L.E.D. signage (indicators of time or temperature may move).
  - 5.E.12.f. Box style cabinet signs or “can signs” with illuminated, translucent background and silhouette, translucent or acrylic letters.
  - 5.E.12.g. Signs utilizing paper, cardboard, Styrofoam signs, stickers or decals hung around, on or behind storefronts applied to or located behind the storefront glazing.
  - 5.E.12.h. No advertising placards, banners, pennants, names, insignia, trademarks, or other descriptive or commercial promotional material may be affixed or maintained on windows, glass fixtures and equipment or any other area of the storefront.
  - 5.E.12.i. Any imitation of official traffic signs or signals or use of such words as “stop,” “look,” “danger,” “go slow,” “caution,” or “warning” are prohibited.
  - 5.E.12.j. No red or green lights or any lighting effect utilizing such colors used on any sign if, in the opinion of the Chief of Police, such light or lighting would create a hazard to the operation of motor vehicles.
  - 5.E.12.k. Portable signs with or without replaceable letters which may be moved from one location to another.

5.F. Lighting.

Guiding Principles. Outdoor lighting should be designed to ensure safety, functionality and convenience through illumination of the Transportation Network and open spaces while conserving energy and limiting the visibility of the lighting outside the District. Development permitted within the District should not unreasonably interfere with the use and enjoyment of property within the District and surrounding areas. Design features should be incorporated into exterior luminaires in order to minimize the effect of lighting on abutting areas and the night sky to the maximum extent possible. Lighting fixtures should be chosen based on scale, style and performance to enhance the traditional design goals within the District. Lighting should be scaled appropriately to their function such that lighting fixtures serving Sidewalks and Paths are pedestrian scale, while lighting fixtures serving vehicular Traveled Ways and parking areas may be taller. Low-level lighting of landscaped areas within the District is encouraged. Every consideration should be given to decreasing pole height to less than the required maximum while balancing the light level, uniformity of light, pole height, and quantity of poles.

Standards for Compliance.

- 5.F.1. All outdoor lighting in the District shall comply with the following shielding provision: Direct light emitted by exterior luminaire shall not emit directly by a lamp, off a reflector, or through a

refractor above a horizontal plane (90 degrees) through the fixture's lowest light-emitting part.

- 5.F.2. For reasons of safety and the reduction of light trespass, glare and light pollution, all outdoor lighting fixtures except those regulated by Federal, State, or municipal authorities, and with the further exception of lighting regulated by the sign regulations of these Design Standards, whether ground, pole, or wall-mounted, shall be subject to the following:
- 5.F.2.a. Maximum height requirements for each area within the District as defined in Table X.
  - 5.F.2.b. The height of a light fixture shall be measured from the ground to the light emitting flat glass of the luminaire; pole height may be higher than this light-emitting height.
  - 5.F.2.c. Spacing of streetlights should provide for uniformity of light, with the distance depending on the minimum illumination levels required.
  - 5.F.2.d. If the sidewalk includes street trees, locate streetlights between the trees so that the tree canopy does not interfere with illumination coverage.
  - 5.F.2.e. Street poles and lighting fixtures shall be dark in color to reduce light reflectivity.

- 5.F.2.f. Light fixtures may include an option for brackets (either single- or double-sided) to attach banners and other temporary graphic elements.
- 5.F.2.g. All light fixtures shall emit a steady and constant light and shall not emit a flashing or irregular light, unless specifically required by Federal, State, or municipal authorities.
- 5.F.3. Prohibited light sources.
  - 5.F.3.a. Mercury vapor, low pressure sodium, high pressure sodium, and high wattage quartz lamps over 100 watts are prohibited.
  - 5.F.3.b. Laser source light. The use of laser source light or any similar high-intensity light for outdoor advertising, when projected above the horizontal, is prohibited.
  - 5.F.3.c. Neon or other edge-glowing sources, including cold cathode are prohibited.
  - 5.F.3.d. Searchlights. The operation of searchlights is prohibited.
  - 5.F.3.e. Cobra head light fixtures are prohibited.
- 5.F.4. Exterior Light Timing. Exterior lighting shall be controlled by a photo sensor or time switch that automatically reduces light levels, decreasing light levels during nighttime hours (when commercial facilities are closed) while still maintaining necessary security lighting.
- 5.F.5. Perimeter Loop Lighting. Reflectors shall be used in lieu of light poles along the outside edge of the Perimeter Loop, provided, however, that additional lighting for safety and wayfinding purposes may be required at intersections with key parking corridors, Gateways, and Residential Traveled Ways.
- 5.F.6. Holiday Lighting. Holiday lighting may be used on a seasonal or festive basis. Such lighting shall not contribute to footcandles along the boundary of the District, with the exception of the two Gateways and the southern portion of the District which borders Interstate-95/Route 128. At all locations, the potential for seasonal lighting shall be included when calculating compliance with District-wide Light Level design requirements.
- 5.F.7. Light Levels.
  - 5.F.7.a. Light levels shall meet or exceed the minimum design guidelines defined by the Illuminating Engineering Society of North America (IESNA). Light levels shall be designed to meet a ratio of maximum to minimum footcandle (FC) levels, with required minimum levels at the boundaries of

the District. Specifically, light levels shall be designed to the following standards:

5.F.7.a.(i) Lighting when commercial facilities are closed:  
Minimum of 0.2 FC  
Maximum to minimum ratio of FC in the District of 20:1

5.F.7.a.(ii) Lighting when commercial facilities are open:  
Minimum of 0.6 FC  
Maximum to minimum ratio of 15:1 FC in the District

5.F.7.b. At the District boundary, the light level shall not exceed 0.20 footcandles at any time to ensure that no light is emitted outside the District. The two Gateways and the southern boundary of the District which borders Interstate-95/Route 128 are exempt from this minimum requirement but are still included when calculating compliance with District-wide Light Level design requirements.

5.G. Stormwater management.

Guiding Principles. Development within the District should provide environmentally sensitive and well engineered stormwater management infrastructure that promotes long-term water quality and sensitivity to the area's natural environment including Reedy Meadow. Provisions should be made to achieve compliance with all applicable regulations, including spill containment and facility operations and maintenance. Pre-treatment methods should be incorporated to improve the quality of stormwater runoff, and stormwater infiltration is encouraged to the maximum extent feasible. Where pre-existing drainage patterns are effective, efforts should be made to match existing flow paths and match or reduce existing discharge rates and volumes. Low Impact Development techniques such as bioretention cells, drainage swales and pervious pavers are encouraged.

Standards for Compliance.

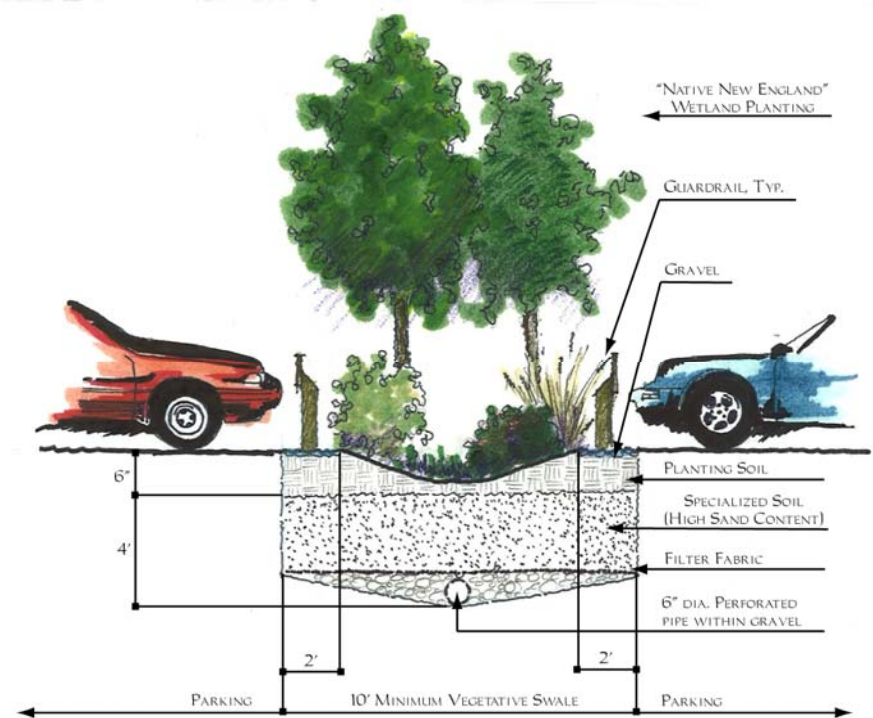
- 5.G.1. Stormwater management systems shall incorporate "Best Management Practices" (BMP) as prescribed by the Massachusetts Department of Environmental Protection, in addition to employing Low Impact Development (LID) strategies. BMP/LID means and methods shall be carefully integrated within the site design approach with a goal of decentralizing stormwater management systems to the greatest extent practical and minimizing environmental impact of the new development. The specific goals of the

BMP/LID measures shall be mitigation of post-development down stream impacts and achieving the highest level of water quality for all stormwater runoff.

- 5.G.2. Systems and the design approach for stormwater management shall include elements such as infiltration chambers, detention/retention ponds, landscaped swales, vegetated rain-gardens, infiltration trenches, dry-wells, permeable pavements and other runoff controlling features that in combination serve to achieve BMP/LID goals. The management objectives of the BMP/LID approach should include, but not be limited to, the following:

- 5.G.2.a. Reduce post development stormwater runoff volume and peak discharge rates.
- 5.G.2.b. Reduce pollutant transport.
- 5.G.2.c. Implement stormwater treatment and infiltration through design and use of the natural environment.
- 5.G.2.d. Decentralize stormwater management systems.
- 5.G.2.e. Limit end-of-pipe runoff treatment measures to the greatest extent possible by incorporating pre-treatment within flow paths.

- 5.G.2.f. Incorporate both natural and designed landscape features into the overall design of stormwater management.
- 5.G.2.g. Prepare a stormwater management and erosion control plan for construction activities to ensure that construction complies with EPA NPDES Phase II requirements.
- 5.G.3. The use of permeable paving is encouraged to reduce the amount of stormwater runoff.
- 5.G.4. Bioretention areas, rain gardens, filter strips, swales, and constructed wetlands may be permitted to be located in the Walnut Street buffer.
- 5.G.5. Use of Low Impact Development (LID) stormwater management techniques such as bioretention cells, drainage swales and filter strips is encouraged.
- 5.G.6. Landscaping within parking areas should include vegetated islands with bioretention functions.
- 5.G.7. “Open Section” Traveled Ways with roadside swales are permitted. The use of conventional curbs for the full length of all streets in residential neighborhoods is not required. Where curbs are deemed necessary to protect the edge of the Traveled Way, the use of perforated curbs (that allow runoff to flow into swales) or curbs that are flush with the surface of the Traveled Way are allowed.
- 5.G.8. Where used, drainage swales should be designed to ensure adequate stormwater treatment and conveyance capacity.



*The illustration above shows a bioretention basin within a parking area. The various design elements highlighted on the illustration result in treatment of stormwater runoff before it recharges into the soil, and improved water quality.*

- 5.G.9. The discharge of uncontaminated rooftop runoff to lawn areas and buffers is allowed with a use level spreader or other velocity reduction mechanism.
- 5.G.10. All systems which deliver, treat, infiltrate, and/or discharge stormwater runoff to ground or surface waters shall be sufficiently monitored to achieve all applicable effluent standards of the Town of Lynnfield Board of Health, Town of Lynnfield Conservation Commission and the Massachusetts Department of Environmental Protection, as applicable.
- 5.G.11. Operation and Maintenance Plan. An operation and maintenance plan is required at the time of application for all Development Projects and shall be designed to ensure that compliance with the District Bylaw and the Massachusetts Surface Water Quality Standards, 314, CMR 4.00, is met in all seasons and throughout the life of the system. The Operation and Maintenance Plan shall remain on file with the Approving Authority and shall be an ongoing requirement. The Operation and Maintenance Plan shall include:
- 5.G.11.a. The name(s) of the owner(s) for all components of the system;
- 5.G.11.b. A map showing the location of the systems and facilities including catch basins, manholes/access lids, main, and stormwater devices;
- 5.G.11.c. Maintenance agreements that specify:
- 5.G.11.c.(i) The names and addresses of the person(s) responsible for operation and maintenance;
- 5.G.11.c.(ii) The person(s) responsible for financing maintenance and emergency repairs;
- 5.G.11.c.(iii) An Inspection and Maintenance Schedule for all stormwater management facilities, including routine and non-routine maintenance tasks to be performed;
- 5.G.11.c.(iv) A list of any easements with the purpose and location of each; and
- 5.G.11.c.(v) The signature(s) of the owner(s).
- 5.G.12. Stormwater Management Easement(s).
- 5.G.12.a. Evidence of stormwater management easements shall be provided by the property owner(s) for all stormwater discharge points to off-site locations owned by third parties, unless a waiver is granted by the Approving Authority, and such easements shall provide for access to the discharge points by the Town of Lynnfield or its agents for inspections.
- 5.G.12.b. The purpose of each easement shall be specified in the Operations and Maintenance Plan.

5.G.12.c. Easements shall be recorded with the Southern Essex District Registry of Deeds prior to issuance of a Certificate of Occupancy.

5.G.13. Changes to Operation and Maintenance Plans.

5.G.13.a. The owner(s) of the stormwater management system shall notify the Approving Authority of changes in ownership or assignment of financial responsibility.

5.G.13.b. The maintenance schedule may be amended to achieve the purposes of this Section by mutual agreement of the Approving Authority and all responsible parties. Amendments shall be in writing and signed by all responsible parties. Responsible parties shall include owner(s), persons with financial responsibility, and persons with operational responsibility.

5.H. Off-Street Parking.

Guiding Principles. Overall site design should locate buildings toward the center of the District, while the majority of parking should be provided within the perimeter portions of the District provided that the parking is adequately buffered from adjacent homes and public ways. Adequate parking should be provided to serve both residential and non-residential development, including parking areas in distinct locations to allow dedicated use of residential parking by residents and their guests. On-street parking should be provided on the Traditional Main Streets and in residential areas to both reduce the need for larger parking fields and to enhance the physical and visual buffer between sidewalks and motorized vehicle lanes. Where larger parking fields are necessary, the balance of such lots should be located in greater proportion within the western portion of the District to reduce adjacency to the existing residential neighborhood. Where feasible, the use of structured parking is encouraged to minimize the need for large paved areas. Substantial landscaping should be provided to mitigate the perception of scale of larger parking fields.

Standards for Compliance.

5.H.1. Standards for Compliance Applicable to TNV Sub-district.

5.H.1.a. The intent of these parking standards is to encourage a balance between pedestrian-oriented development and necessary car

parking. Minimum parking requirements are set forth in the District Bylaw.

- 5.H.1.a.(i) Parking areas shall be landscaped to conceal or diminish their visibility from Traditional Main Streets and from outside the District.
- 5.H.1.a.(ii) Typical off-street parking spaces shall have minimum dimensions of 9 feet x 18 feet.
- 5.H.1.a.(iii) Parallel parking along a Traditional Main Street shall have minimum dimensions of 8 feet x 22 feet.
- 5.H.1.a.(iv) Compact car spaces may be provided to a maximum of 30% of all non-parallel parking spaces. The minimum stall size for compact cars is 8 feet x 16 feet and signage and pavement markings shall be installed identifying compact car spaces.
- 5.H.1.a.(v) Handicapped parking spaces shall be provided in compliance with applicable regulations.
- 5.H.1.b. Landscaping. Landscaping shall be provided in accordance with Table X.
- 5.H.1.c. Service and Loading Areas. Service and Loading Areas shall be screened from Traveled Ways and abutting properties to the greatest extent possible through the provision of architectural screening, landscaping, and fencing. Access to Service and Loading Areas

- should be as direct a route as possible from at least one Gateway, minimizing truck maneuvering within parking areas. Service areas should be consolidated to serve multiples uses where possible. Delivery of goods and materials to retailers, including those with frontage on a Traditional Main Street, shall be permitted through the primary entrance.
- 5.H.1.d. Service and Loading Areas should be designed and located so as to minimize their visibility and the need for delivery routes to intersect with pedestrian routes.
- 5.H.2. Standards for Compliance Applicable to MFR Sub-district.
- 5.H.2.a. Parking Areas – MFR Sub-district. Parking may be provided within or below residential structures. Surface parking lots shall be located to the side and the rear of buildings as oriented toward a Residential Traveled Way.
- 5.H.2.b. Typical parking spaces in a parking lot shall have minimum dimensions of 9 feet x 18 feet.
- 5.H.2.c. Parallel parking shall have minimum dimensions of 8 feet x 22 feet.
- 5.H.2.d. Compact car spaces may be provided to a maximum of 30% of all non-parallel parking spaces. The minimum stall size for compact cars is 8 feet x 16 feet and signage and pavement markings shall be installed identifying compact car spaces
- 5.H.2.e. Handicapped parking spaces shall be provided in compliance with applicable regulations.
- 5.H.2.f. Landscaping. Landscaping shall be provided in accordance with Table X.
- 5.H.2.g. Service and Loading Areas. Service and Loading Areas shall be screened from view. Locations shall be designed for ease of trash service to the District. Trash areas may be located in the garage of buildings or in free-standing trash houses.

- 5.I. Buffering in relation to adjacent properties, and protection of significant natural site features.

Guiding Principles. Overall site design should minimize impacts to adjacent properties on Walnut Street by providing a raised buffer with year-round, vegetated screening and other site planning features. Screening should be designed to minimize both visual and audible impacts from the District. Access to the District from the east should be provided through a single point of access from Walnut Street. Pedestrian access to and from the District should be limited to clearly defined Paths, and design elements should be included that limit the possibility for cut-through pedestrian access from nearby neighborhoods. Site design should employ tiered

building heights such that the tallest buildings are located furthest away from existing residential homes, with building heights stepped down to provide a transition to the Walnut Street neighborhood.

Overall site design should retain a substantial vegetated buffer of existing vegetation adjacent to Walnut Street, and said buffer should be enhanced with a raised, vegetated berm to minimize the visual and noise impacts of the District on adjacent properties. Development Projects and the District as a whole should comply with the Town of Lynnfield wetlands and stormwater regulations administered by the Conservation Commission.



*Illustrative view of berm, post construction, from Walnut Street.*

Standards for Compliance.

- 5.I.1. A raised, landscaped berm or berms of a minimum combined 1,100 linear feet shall be constructed, at a minimum height of ten feet above the adjacent parking area, but in any event of sufficient height to block the view of cars in the parking lot from as far north along Walnut Street as the end of the berm from a vantage point five feet above Walnut Street grade. The berm or berms shall be roughly parallel to Walnut Street and be located along the westerly edge of the Walnut Street Buffer required by the District Bylaw. The berm is intended to serve as a visual and noise buffer between the District and Walnut Street.
- 5.I.2. The berm shall be landscaped with a combination of evergreen and deciduous plantings of varying canopy heights to help provide a natural screening to the development.
- 5.I.3. Fencing shall be constructed along the back lot lines of each residential abutter located directly adjacent to the District in order both to restrict potential trespass concerns and to provide needed privacy; provided that an individual abutter may decline the installation of such fencing to the rear of his or her property.
- 5.I.4. Plans submitted to the Approving Authority shall identify trees to be preserved within the Walnut

Street Buffer and other undeveloped areas in the District. Trees shall be tagged in the field and appropriately designated on project plans.

6. Table X: Design Standards summary of selected provisions

*Note: In the event of any inconsistency between this Table X and the text of the Design Standards, the text of the Design Standards shall govern.*

	Traditional Main Street	Perimeter Loop	Residential Traveled Way	Pass-Through Walkway	Paths	Gateway	Village Green	Walnut Street Buffer	Surface Parking
<b>Dimensions</b>	2 lanes, 26 Ft. maximum width plus parallel parking	2 - 5 lanes including turning lanes, 65 Ft. maximum	2 lanes, 26 Ft. maximum width plus parallel parking	8' minimum width	5' minimum width	2 - 5 lanes including turning lanes, 65 Ft. Max	15,000 sf minimum	200 feet in width, as further detailed in the District Bylaw.	Minimums: 9' x 18' typical. 8' x 22' parallel. 8' x 16' compact (20% maximum)
<b>Curbing</b>	Granite (vertical or sloped)	Granite, concrete, bituminous concrete, and/or landscape swale	Granite, concrete, bituminous concrete, and/or landscape swale	N/A	None required.	Granite, concrete, bituminous concrete, and/or landscape swale	Granite (vertical or sloped)	N/A	Granite, concrete, bituminous concrete, and/or landscape swale
<b>On-Street Parallel Parking</b>	8 x 22 Ft. minimum (Both Sides)	None.	8 x 22 Ft. minimum (Both Sides)	N/A	N/A	N/A	None required on Village Green edge	N/A	N/A
<b>Landscaping</b>	Deciduous Trees in Tree Wells 50 Ft. O.C. maximum. Shrub Material. Street Furniture. Seasonal plantings. At least one linear foot of seating for every 100 linear feet on each side of Traditional Main Street.	Deciduous Trees, Evergreen Trees and/or Shrub Material. Seasonal Plantings.	Deciduous Trees, Evergreen Trees 50 Ft. O.C. maximum. Shrub Material. Seasonal Plantings.	N/A	Deciduous Trees, Evergreen Trees and/or Shrub Material. Seasonal Plantings.	Deciduous Trees, Evergreen Trees and/or Shrub Material. Seasonal Plantings.	Deciduous Trees in Tree Wells 50 Ft. O.C. maximum. Shrub Material. Street Furniture. Seasonal Plantings. At least one linear foot of seating for every 500 SF of Village Green.	Raised, landscaped berm or berms of a minimum combined 1,100 linear feet, with a minimum height of ten feet above the adjacent parking area, landscaped with mix of Deciduous Trees, Evergreen Trees, and Shrub Material. Evergreen trees 6 feet minimum. 50% of evergreens must be at least 10 feet.	Lots of 50-200 spaces must have 5% landscaped; 200 spaces or more must have 7% landscaped. All islands shall be minimum of 100 SF. Parking blocks must be separated by landscape area at least 10 feet wide.
<b>Sidewalk Width, Location</b>	8 Ft. minimum, 10 Ft. minimum in front of two-story buildings	None required.	5 Ft. Minimum (One or Two Sides)	8 Ft. Minimum between buildings	5 Ft. Minimum, meandering where appropriate	5 Ft. Minimum (One Side)	12 Ft. Minimum (Exterior) 5 Ft. Minimum (Interior)	N/A	N/A
<b>Sidewalk Material</b>	Masonry Pavers and/or Concrete	N/A	Masonry Pavers, Poured or Bituminous Concrete	Masonry Pavers and/or Concrete	Poured or Bituminous Concrete, Crushed Stone, Stone Dust or Similar Materials	Masonry Pavers, Poured or Bituminous Concrete	Masonry Pavers and/or Concrete	N/A	N/A
<b>Height of Lighting Fixtures "Cut-Off" to 90 degrees or less</b>	18 Ft. maximum	25 Ft. maximum at intersections. Reflectors elsewhere.	18 Ft. maximum	18 Ft. maximum	18 Ft. maximum	25 Ft. maximum	18 Ft. maximum	No lighting allowed (except within Gateway)	25 Ft. maximum
<b>Signage</b>	Primary Storefront, Blade, Primary and Secondary Address, Display Window, Awnings, Traffic, Wayfinding	Traffic, Wayfinding, Gateway, Internal Identification	Traffic, Wayfinding, Residential Access	Primary Storefront, Blade, Primary and Secondary Address, Display Window, Awnings (when applicable per signage standards)	Wayfinding	Gateway, Traffic, Wayfinding, Internal Identification	Primary Storefront, Blade, Primary and Secondary Address, Display Window, Awnings, Traffic Signs, Wayfinding Signs	No signage allowed except within Gateway, unless otherwise required by law	Traffic, Wayfinding

7. Procedures.

7.I. Application procedures.

7.I.1. Application contents. All Applications for Site Plan Approval pursuant to the District Bylaw shall be comprised of the following:

7.I.1.a. Completed application form.

7.I.1.b. Complete list of abutters signed by Assessor, including address labels.

7.I.1.c. Proposed Site Plan drawings stamped by a Massachusetts Registered Professional Engineer or other appropriate professional including one (1) original and nine (9) copies at 24" x 36" dimension; and two (2) paper copies at 11" x 17". The Site Plan drawings shall contain the following information:

7.I.1.c.(i) Project name, boundaries, north arrow, date scale.

7.I.1.c.(ii) Names and address of Applicant and project engineer.

7.I.1.c.(iii) Names of abutting property owners

7.I.1.c.(iv) Proposed names of Traveled Ways.

7.I.1.c.(v) Existing and proposed drainage facilities (including calculations).

7.I.1.c.(vi) Data to determine location, direction, width and length of every Traveled Way line, lot line, easement, zoning district and boundary line.

7.I.1.c.(vii) Indication of purpose for easements.

7.I.1.c.(viii) Existing and proposed topography at one-foot contours.

7.I.1.c.(ix) A statement demonstrating how proposed mitigation is consistent with commitments made to the Town at the time of adoption of the District Bylaw, or approved by DHCD, and as documented in Infrastructure Letters.

7.I.1.d. All waiver requests from provisions of these Design Standards shall be made in writing, and shall cite the specific provision(s) for which a waiver is requested.

7.J. Compliance and enforcement.

7.J.1. As a condition of a Site Plan Approval, the Approving Authority shall require an inspection project review fee for the purpose of retaining a professional engineer or other qualified professional to serve as the Approving Authority's designee for field inspection of project construction to assure compliance with the District Bylaw, the Design Standards and the approved Site Plans. The inspection project review fee shall be paid by the Applicant prior to any construction activity pursuant to the District Bylaw, and shall be deposited to an account established pursuant to Mass. Gen. Laws Ch. 40R. The purpose of the fee is to cover all professional inspection costs including on-site inspections,

consultations, engineering services, written reports relative to inspections, consultation and resolution of any problems arising from project construction, and technical services required for the Approving Authority's determination of compliance with the District Bylaw, the Design Standards and the approved Site Plans. The foregoing services shall be rendered to the Approving Authority in connection with any Approving Authority sign-off prior to issuance of a Certificate of Occupancy. Services shall be rendered pursuant to a scope of work and budget approved in advance by both the Approving Authority and the Applicant, which scope shall not be exceeded without the written approval of both the Approving Authority and the Applicant.

7.J.2. The Approving Authority, acting through its Chairman or designee, may approve changes to a Site Plan Approval which are considered to be of an insignificant nature. Requests for the approval of insignificant changes to a Site Plan Approval shall be submitted on forms provided by the Approving Authority. Such written request shall be accompanied by redlined plans indicating the proposed changes and a statement supporting the basis for approving such insignificant changes to a Site Plan Approval.

7.J.3. Insignificant changes may include, but are not limited to:

- 7.J.3.a. Changes in Building Footprint which will not increase the gross floor area of the building or buildings within the approved Site Plan.
- 7.J.3.b. Changes in exterior doorways, the location or placement of doorways, entrances and windows, and the design of a building façade which otherwise conforms to the District Bylaw and Design Standards.
- 7.J.3.c. Minor adjustments to the alignment of parking spaces necessitated by on-site conditions when such realignment would not increase the number or size of spaces or affect vehicular or pedestrian circulation.
- 7.J.3.d. Changes in exterior stairways and loading docks which constitute a reduction in size of these building details.

7.J.4. The Approving Authority Chairman or designee, upon consultation with professional Town staff, if needed, will issue a written decision to the Applicant whether such request properly constitutes an insignificant change to an approved Site Plan or constitutes a "Minor Change" pursuant to the District Bylaw which requires further review by the Approving Authority.

# **Appendix III:**

## **Haverhill, Massachusetts Waterfront Interim Planning Overlay Zoning District**



DOCUMENT 26-B

## CITY OF HAVERHILL

In Municipal Council February 17 2009

~~XEROXED~~

MUNICIPAL ORDINANCE

CHAPTER

### WATERFRONT INTERIM PLANNING OVERLAY DISTRICT

**TO SEE IF THE CITY COUNCIL WILL VOTE TO AMEND THE ZONING ORDINANCE BY MAKING THE FOLLOWING CHANGES REGARDING THE WATERFRONT INTERIM PLANNING OVERLAY DISTRICT:**

**Item 1.** At the end of Section 255-7 add the following:

Special

Waterfront Interim Planning Overlay District

WIPOD

**Item 2.** Add a new Section 255-18.2, as follows:

#### SECTION 255-18.2 WATERFRONT INTERIM PLANNING OVERLAY DISTRICT

**A. PURPOSE.** The purpose of the Waterfront Interim Planning Overlay District (WIPOD) is to provide a temporary zoning and regulatory system for the development of land within the district while the City engages in comprehensive planning studies. Downtown Haverhill's waterfront along the Merrimac River has been the subject of significant commercial and residential growth. Such growth may have an adverse impact on the natural environment, the City's infrastructure and service capacity, traffic, the local economy, neighborhood character, and open space. The WIPOD provides a mechanism to allow for growth that promotes sound land use planning goals and objectives during the course of the City's comprehensive planning studies.

**B. APPLICABILITY.** The WIPOD shall be construed as an overlay district. All requirements of the underlying zoning districts shall remain in full force and effect, except where the requirements of the WIPOD are more restrictive; in such cases, the requirements of the WIPOD shall supersede and, where applicable, provide standards and requirements in addition to those set forth in the underlying zoning regulations.

**C. USE RESTRICTIONS.** The following uses shall require a special permit from the City Council pursuant to this Section 255-18.2:

1. the development of two (2) or more dwelling units, whether attached or detached, in a single calendar year on a property, or set of contiguous properties, in common ownership or control on the effective date of this Section 255-18.2;
2. the development of more than 2,000 gross square feet of nonresidential space, regardless of the use;

26-B

- 3.alteration, expansion, or change to any existing nonresidential building, structure or use that will result in the development of more than 2,000 gross square feet of new space, regardless of the use;
- 4.any nonresidential development requiring the provision of five (5) or more new parking spaces.

**D. EXEMPTIONS.** The following uses are specifically exempt from this Section 255-18.2:

1. uses exempted by G.L. c. 40A, s. 3; and
- 2.dwelling units for low and/or moderate income families or individuals as set forth in G.L. c. 40B;

**E. SPECIAL PERMIT CRITERIA.** In addition to any standards, criteria and/or guidelines set forth elsewhere in this Ordinance, the City Council may consider, in assessing an application for a special permit in the WIPOD, the impact of the proposed development upon the following:

1. The promotion of physical access to or along the Merrimac River. The ordinance shall be interpreted so as to encourage physical access by the public to the river and to discourage developments which prevent or block physical access to the river.

Physical access may include but not be limited to the following:

Public and/or private dock, marina and wharfs along the river;  
Public walkways along the river;  
Public access to boardwalks, walking and biking trails, and walkways along the river;  
Easements and licenses for the public to gain access to the river;;  
Other legal mechanisms which provide for public physical access to the river.

2. The promotion of visual access to or along the Merrimac River;
3. Downtown character, including building design, architecture, and visual aesthetics;
4. Municipal services, including water, sewer, drainage, parks, and open space;
5. Consistency with the City's Master Plan goals and objectives for the Downtown waterfront.

**F. DECISION.** The City Council may grant a special permit upon a determination, after consideration of all of the factors set forth in Section 255-18.2.E, that the proposed development will not adversely impact the WIPOD during the term of this Section 255-18.2, as set forth below.

26-B

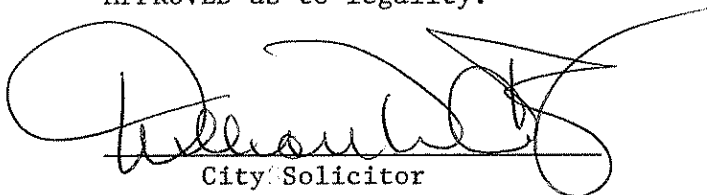
**G. CONDITIONS.** In addition to any other conditions authorized by the Ordinance, the City Council may grant a special permit in the WIPOD subject to one or more of the following conditions:

1. the provision of an easement benefitting the City to or along the Merrimac River;
2. the siting of buildings or improvements so as to promote visual access to the Merrimac River;
3. the siting of proposed construction perpendicular to the Merrimac River;
4. other measures to promote the City's Master Plan goals and objectives for the Downtow waterfront.

**H. TIME LIMITATION.** The provisions of this Section 255-18.2 shall expire six months from the date of adoption; provided, however, that by vote of the City Council before said date, the provisions of this Section 255-18.2 may be extended for an additional six months in order to continue municipal comprehensive planning studies necessary to promote orderly growth in the WIPOD. In the event such action is taken by the City Council prior to expiration, these provisions shall not be construed to have lapsed on such date.

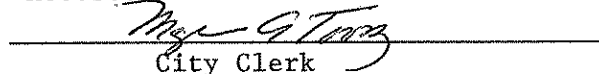
**I. SEPARABILITY.** The provisions of this Section 255-18.2 are hereby declared separable and if any provision shall be held invalid or unconstitutional, it shall not be construed to affect the validity or constitutionality of any of the remaining provisions of this Section 255-18.2.

APPROVED as to legality:

  
City Solicitor

PLACED ON FILE for at least 10 days

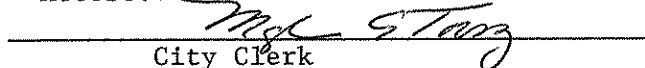
Attest:

  
City Clerk

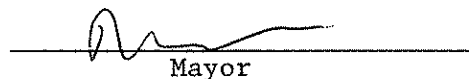
IN CITY COUNCIL: March 31 2009

PASSED

Attest:

  
City Clerk

APPROVED:

  
Mayor

# **Appendix IV:**

## **Infrastructure Assessment**



*Vanasse Hangen Brustlin, Inc.*

54 Tuttle Place  
Middletown, Connecticut 06457  
860 632-1500  
FAX 860 632-7879

**Memorandum**

To: Jim Prost  
BBP & Associates, LLC  
Public/Private Development Advisors  
111 Annapolis Street | Annapolis, MD  
21401

Date: August 2, 2010

Project No.: 41626

From: Paul Vitaliano, P.E.

Re: East Hartford Infrastructure Assessment

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An infrastructure assessment was conducted regarding the following four sites in East Hartford:

1. 505 Burnside Avenue
2. King Court Housing Development
3. Main Street
4. 936 and 940 Silver Lane

Information on existing conditions was obtained from site visits, existing GIS information and mapping provided by the Town of East Hartford. The evaluation was also based on interviews with key town and utility company representatives.

All four of the subject locations are located in urban areas and have adequate infrastructure required for redevelopment. While all of the sites require detailed engineering and studies as part of final design and development, the following should be noted:

1. 505 Burnside Avenue: The existing drainage system in Route 44 is at capacity and any increase in runoff must be retained on site and no free flow off site will be permitted. Connection to the drainage system on Route 44 would require state and local approval.
2. King Court Housing Development: Above or underground retention facilities would be required. Additional flow into the existing municipal drainage system will not be allowed.
3. Main Street: Work with utility companies will be required to close gaps in existing water, sewer and gas service.
4. 936 and 940 Silver Lane: Adequate infrastructure is available for redevelopment.

Please refer to the following attachments for detailed information regarding the existing conditions, available infrastructure and "Issues and Potential Barriers".

## **505 Burnside Avenue**

### **East Hartford, Connecticut 06118**

#### **Existing Conditions:**

Information on existing conditions was obtained from a site visit on March 12, 2010, existing GIS information and layers, and mapping provided by the Town of East Hartford.

The approximately 3 acre property is currently a vacant grass field with a few trees. The Site has frontage on Burnside Avenue (State Route 44) and does not have direct vehicle access. The surrounding area is comprised of a mix of residential and business properties.

#### **Available Infrastructure:**

Drainage: There are existing catch basins on site but it is unknown where the pipes discharge. There is an existing state owned drainage system located within Route 44. Discussions with the Town of East Hartford Engineer indicated that the existing drainage system in Route 44 is surcharged, and there are flooding issues along Burnside Avenue. The engineer indicated that this site has been brought before the Town for development on more than one occasion, and that drainage concerns impeded development for this lot. As the existing drainage system located in Route 44 is already at capacity, any increase in runoff must be retained on site and no free flow off site will be permitted. In order to develop the site, either the existing drainage system in Route 44 needs to be redesigned to increase the current capacity of the system or other stormwater measures and/or improvements need to be designed upstream of the project site to alleviate or reduce the existing flow. This will allow the existing system to handle any proposed improvements or increase in flow from the site. Otherwise, a stormwater detention/retention basin must be designed on site to handle any increase in flow due to site development. A more detailed hydraulic study of the existing system and surrounding drainage features will be required to determine the quantity of flow as well as any possible mitigation to reduce the capacity of the existing system. Connection to the drainage system on Route 44 would require state and local approval.

Water: Potable water is available to the Site. An existing water line runs east/west within Burnside Avenue. The water line is owned by the Metropolitan District Company (MDC). The size and the capacity of the system are not known at this time. Coordination with the Town and both the MDC as well as the State of Connecticut is required for redevelopment of the site.

Sanitary Sewer: Sanitary Sewer is available. An existing sanitary sewer system runs east/west adjacent to the water line. The sanitary system is owned by the MDC. The size and the capacity of the system are not known at this time. Coordination with the Town and both the MDC as well as the State of Connecticut is required for redevelopment of the site.

Gas: An existing gas line is present in Burnside Avenue. Further research is required regarding coordination with the owner of the gas service.

Electric: Overhead utility lines run on both the north and south of Burnside Avenue (Rte. 44). Buildings that abut Burnside Avenue are serviced with overhead utility lines. Further research and coordination is required with the owner of the electrical and data services.

**Issues and Potential Barriers:**

There are no wetlands or land classified as floodplain on site, but there are a relatively large wetland system and established floodplain areas across the street. This parcel is very flat and flooding issues are likely.

The irregular shape of this lot represents a limitation on development under the current zoning regulations.

The town engineer indicated that drainage is a primary concern for any redevelopment on this site. Since runoff from the site would not be allowed, a portion of the developable area will need to be designated for stormwater management.

State of Connecticut DOT encroachment permits will be necessary for access onto Burnside Avenue (Rte. 44).

**Recommended Strategies**

- Coordinate with the MDC to determine capacity availability for sewer and water.
- Allow for on-site stormwater retention facilities
- Discuss drainage concerns with DOT to determine if future infrastructure improvements are proposed.
- Examine existing Route 44 drainage system to determine the extent of upgrades that would be required to accommodate additional flow from the site.



505 Burnside Avenue



Vanasse Hangen Brustlin, Inc.

505 Burnside Avenue  
East Hartford, CT 06118  
Scale: 1" = 400'  
Date: March 23, 2010

Job No. 41626.00

CIVIL  
SKETCH - 01

## **King Court Housing Development**

### **King Court East Hartford, Connecticut 06118**

#### **Existing Conditions:**

Information on existing conditions was obtained from a site visit, GIS information and mapping from the Town of East Hartford.

The exact limits of King Court were not identified by the town and further research of the town land records is required. For the purpose of this analysis, the King Court housing development consists of approximately 25 housing units on 12 acres located on King Court Street which is bounded by Ensign Drive to the south, Crosby Street to the north, Main Street to the east and Riverside Drive to the west. The housing development is located in an R-4 Zone: One, two and three family residences. There are industrial areas to the east and west (I-3 Zone), Multi-family houses (R-5 Zone) to the south and north.

The town owned housing is comprised of multiple single residence houses on individual parcels. A loop road, King Court is the access for the development. The site is relatively flat and is lightly wooded with private yards associated with each building.

The existing development can be accessed from Ensign Drive and Crosby Street to King Court, which is a loop road. King Court, Ensign Drive and Crosby Street are all two (2) lane bi-directional roadways with access from Main Street to the east. Access from Main Street has signalized control while King Court and adjacent streets are stop controlled.

#### **Available Infrastructures:**

The following information was compiled from available GIS information, mapping from the Town of East Hartford, Town of East Hartford Master Drainage Plan dated September 1980 and meetings with the Town of East Hartford Engineer, Denise Horan.

Drainage: There is a municipal closed drainage system in King Court Road. A high point is located at the southeast corner of King Court with drainage flowing to the north and west along King Court Road. Per East Hartford mapping, 10 inch diameter drainage pipes collect runoff and flow north to Crosby Street and west to Riverside Drive. The closed system accepts drainage from Crosby Street and from a residential area north of the site before draining to the municipal system on the northwest corner of King Court Street. The system also accepts flow from various pipes south of the site between King Court Street and Ensign Street. Stormwater runoff is then conveyed under Route 2 and across Riverside Drive eventually discharging into the Connecticut River. It is unknown if water quality control measures have been constructed for this system.

There is an approximately 55 foot wide town owned easement through the center of the development which contains a basketball court and is used as common space.

King Court is a two lane circular road, approximately 33 feet wide, which has stop control intersections at Ensign Drive and Crosby Street. Concrete sidewalks are located on both sides of King Court Road.

Water: Potable water is available to the Site. An existing water line runs within King Court and ties into both Crosby Street and Ensign Drive. The water line is owned by the Metropolitan District Company (MDC) and lies within an easement with rights granted to the MDC. The size and the capacity of the system are not known at this time. Coordination with the Town and both the MDC as well as the Town of East Hartford is required for redevelopment of the site.

Sanitary Sewer: Sanitary Sewer is available to the Site. An existing sanitary sewer system runs within King Court. The sanitary system is owned by the MDC. The size and the capacity of the system are not known at this time. Coordination with the Town and both the MDC as well as the Town of East Hartford is required for redevelopment of the site.

Gas: An existing gas line runs within King Court. Further research and coordination with the owner of the gas service is required.

Electric: Underground electric, telephone and cable tv currently service the housing development and originate from existing utility poles on along King Court. Further research and coordination is required with the owner of the electrical and data services.

Notes: The Town Engineer has indicated that the drainage system for this development is at or near capacity. Any increase in storm water runoff will have to be retained on site. The Town may not allow any free flow into the existing drainage system depending on the type of proposed development. The parcels are very small and there is not much area for providing any detainment or necessary drainage measures to accommodate the Town's requirement of zero increase in storm water runoff for redevelopment.

The Town Engineer also indicated that per the current regulations parking may be a limiting factor in redevelopment. The area allows some off street parking, but the available parking is restricted by time limits.

Finally, current zoning requirements and landscape requirements for increased development will need to be addressed.

#### **Issues and Potential Barriers:**

There are no wetlands present within the site as per the CTDEP wetlands (GIS). The site is not located in a Floodway or the 100 year flood plain as per the most recent FEMA mapping. Drainage is a major concern for this area and above or underground retention facilities would be required. Additional flow into the existing municipal drainage system will not be allowed.

### **Recommended Strategies**

- Coordinate with utility companies, specifically the MDC to determine capacity availability for sewer and water.
- Allow for on-site stormwater retention facilities



*King Court Housing Development*



*Vanasse Hangen Brustlin, Inc.*

*King Court  
King Court  
East Hartford, CT  
Scale: 1"=200'  
Date: march 23, 2010  
41626.00*

**CIVIL  
SKETCH - 01**

## **Main Street**

### **East Hartford, Connecticut 06118**

#### **Existing Conditions:**

Information on existing conditions was obtained from a site visit on March 12, 2010, GIS information and mapping from the Town of East Hartford.

The Site consists of various properties along half a mile on Main Street (State Route 5). The southernmost limit of the study area is the intersection of Main Street and Connecticut Boulevard. The northernmost limit is the intersection of Main Street and Spenser Street. This portion of Main Street is a signalized, five (5) lane roadway owned by CTDOT.

#### **Available Infrastructure:**

Drainage: A closed drainage system exists within the right of way of Main Street. The existing drainage system receives flows from multiple adjacent streets and developed parcels along Main Street. Discussions with the East Hartford Town Engineer and VHB's past projects in this area of Main Street indicate there is limited capacity in this drainage system. Any connection to this drainage system will require a detailed drainage analysis to determine the effects on the entire closed pipe drainage system.

This is a densely populated area with various mixed uses and offers very little room for any detention/retention of stormwater. Underground detention may be possible if the lot acreage is large enough to facilitate a system. The size and/or use of the proposed redevelopment may be restricted by the Town of East Hartford requirement of no net increase in stormwater runoff from proposed developments.

Water: Potable water is available for some sections of this roadway segment. The water lines within this segment of Main Street are owned by the Metropolitan District Company (MDC). The existing water system is not continuous throughout this portion of Main Street. There are undeveloped lots which are not serviced from Main Street. Further research is required to identify the gaps in the MDC system. There are areas where the water line may need to be extended to service parcels that fall in these non-service areas. The size and the capacity of the system are not known at this time. Coordination with the Town and both the MDC as well as the State of Connecticut is required for redevelopment of the site.

Sanitary Sewer: Sanitary Sewer is available for some sections of this roadway segment. The sanitary sewer lines within this segment of Main Street are owned by the MDC. There are areas where the sanitary sewer may need to be extended to service parcels that fall in these non-service areas. More detailed information should be obtained from the MDC to identify if the proposed gaps can be closed via new gravity services. The size and the capacity of the system are not known at this time. Coordination with the Town and both the MDC as well as the State of Connecticut is required for redevelopment of the site.

Gas: There are gaps within the existing gas service along this portion of Main Street. Further research is required to determine the availability and capacity of the gas service in this area.

Electric: This portion of Main Street has areas of overhead electric and telephone as well as underground service. Further research and coordination is required with the owner of the electrical and data services.

### **Issues and Potential Barriers:**

Areas for detention/retention to meet the Town of East Hartford's requirement of no net increase into the existing drainage system are not readily available.

Gaps exist within the water, sewer and gas service along Main Street.

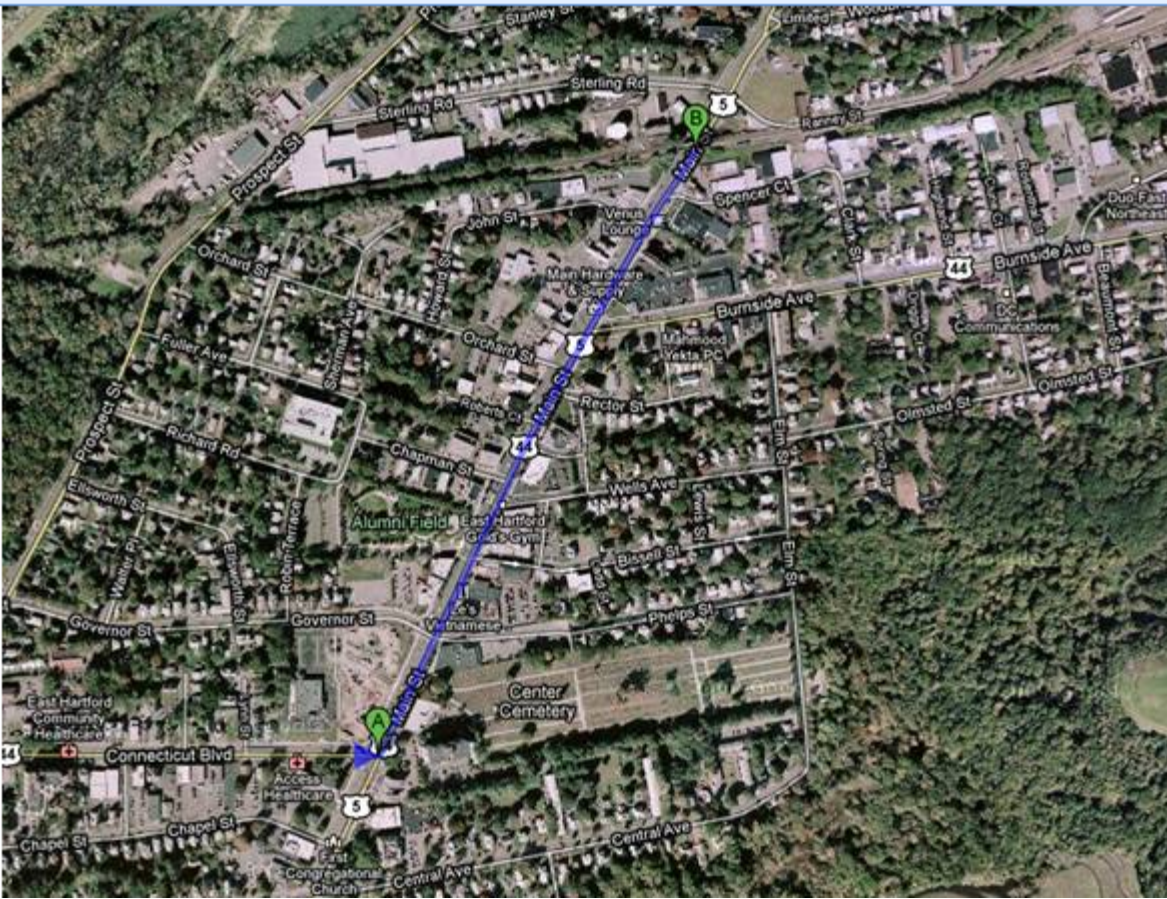
Discussions with the Town of East Hartford engineer indicate restrictions for redevelopment due to parking and landscaping requirements per the current Town of East Hartford Planning and zoning regulations. Off street parking is limited and some areas are restricted by time limits.

This is a highly congested area with high average daily traffic and many signalized controls. Off-site improvements to the roadway system as well as signal timing may be required if density is increased by redevelopment.

State of Connecticut DOT encroachment permits will be necessary for work in this area.

### **Recommended Strategies:**

- Coordinate with utility companies, specifically the MDC to determine capacity availability for sewer and water.
- Coordinate with utility companies to identify gaps in service coverage for water, sewer and gas
- Identify on-street parking restrictions



## **Silver Lane Shopping Centers**

### **936 and 940 Silver Lane East Hartford, Connecticut 06118**

#### **Existing Conditions:**

Existing conditions information was obtained from a site visit on March 12, 2010 and GIS information and mapping from the Town of East Hartford.

The site located at 936 and 940 Silver Lane (Site) consists of approximately 11 acres and was formerly occupied by Showcase Cinemas. The site is surrounded by Interstate 84 to the north, single family residential housing to the east and commercial developments to the east and south.

The Site is accessed from Silver Lane (State Route 502) by a signalized intersection with stop control interior to the site. The access drive is an approximately 50 foot wide, four (4) lane bi-directional paved drive with a landscaped median between the four lanes. The Site is classified as a rear lot and the access drive branches off to the west approximately 450 feet north of the intersection with Silver Lane (SR502). This access is shared with the shopping center located immediately to the east of the site and commercial developments fronting Silver Lane.

The Site is classified as a major traffic generator by the Connecticut DOT and has a State Traffic Commission (STC) certificate.

There is also a closed drive accessing the site to the east from Forbes Street. This drive connects to the site via the rear of the existing shopping center to the east of the site.

A private drive currently exists from the southwest corner of the site to Applegate Lane. This private access leads to a mixed use development and connects to Silver Lane. The private access road has frequently been closed from the public.

#### **Available Infrastructure:**

The following information was compiled from available GIS information, mapping from the Town of East Hartford, Town of East Hartford Master Drainage Plan dated September 1980 and meetings with the Town of East Hartford Engineer, Denise Horan.

**Drainage:** A series of catch basins and pipes comprise a closed drainage system on site. There is an existing detention basin located on the northern portion of the property that is used to collect runoff from the site. Part of the storm drainage system that is associated with the long access drive drains into a state owned system within the CTDOT right of way for Silver Lane (SR502).

An isolated wetland system exists to the east of the detention basin. The wetland system is surrounded by a wooded area. There is potential for expansion of the detention basin or incorporating underground infiltration.

The Willow Brook watershed has an area of approximately 1,500 acres and is drained by Willow Brook. Willow Brook crosses the Site's access drive approximately 435 feet north from the intersection with Silver Lane (SR502). The brook is conveyed to the west via two 60 inch diameter culverts. Willow Brook runs east to west from the existing cross culverts and then flows northwest towards an upland wetland system in a wooded area south of the Site. There is an 84 inch diversion structure upstream of the wetland system that is used to intercept and divert flow along the western property boundary. Flow is then piped beneath I-84 to the Hockanum River. There have been no significant flooding problems along Willow Brook since the installation of the 84 inch diversion pipe.

Water: Potable water is available to the Site and the surrounding area. An existing water line runs north/south from Silver Lane (SR502) and along the eastern boundary of the site to the south side of the I- 84. The water line is owned by the Metropolitan District Company (MDC) and lies within an easement with rights granted to the MDC. The size and the capacity of the system are not known at this time.

Sanitary Sewer: Sanitary Sewer is available to the Site. An existing sanitary sewer system runs south through the MDC easement (same easement used for the water supply) and eventually connects to a main line in Silver Lane (SR502). The sanitary system is owned by the MDC. The size and the capacity of the system are not known at this time.

Gas: An existing gas line runs north/south parallel to the MDC easement and is connected to a gas main in Silver Lane (SR502). Further research is required to determine the capacity of the system.

Electric: Underground electric, telephone and cable TV currently service the existing building and originate from existing utility poles on the north side of Silver Lane (SR502). Further research and coordination is required with the owner of the electrical and data services.

Notes: The Site does not have any known drainage concerns and is suitable for on-site stormwater detention in order to reduce post development increases in runoff. The town engineer recommended further research of the zoning regulations relating to parking and landscaping.

#### **Issues and Potential barriers:**

As previously discussed, wetlands exist on the northeast portion of the site. The 100 year flood plain encroaches on the northeastern portion of the Site in the vicinity of the existing detention basin. Any impact to the wetlands would require local permitting and may require mitigation. Further investigation is required to determine if federal permitting would be required. Compensatory flood storage may be required if part of the 100 year flood plain is disturbed. Additionally, a Flood Management Certificate may be required by the DEP.

The inverts to the sanitary sewer system are unknown and further research is required to determine if a gravity connection can be made to the western portion of the site.

An increase in trip generation may require off-site improvements along Silver Lane (SR502). Some of these improvements may include roadway widening, signal design, striping and easements from neighboring properties.

### **Recommended Strategies**

- Coordinate with utility companies, specifically the MDC to determine capacity availability for sewer and water.
- Identify floodplain limits to determine potential impacts and available developable area.



*940 and 936 Silver Lane and Burlington Coat Factory*



*Vanasse Hangen Brustlin, Inc.*

*940 and 936 Silver Lane  
East Hartford, CT 06118  
Scale: 1" = 400'  
Date: March 23, 2010*

**CIVIL  
SKETCH – 01**

*Job No. 41626.00*

# **Appendix V:**

## **Draft Regulations**

## INCENTIVE HOUSING OVERLAY ZONE

### **A. PURPOSE**

The purpose of the Incentive Housing Zone is:

1. to provide incentives for the development of workforce and starter housing;
2. to create an increased variety of attractive housing options, which will encourage residents of all incomes to live and work in the city;
3. to encourage new development in areas served by existing city infrastructure to allow for the preservation of open space and natural resources in the outlying areas and provide for the most efficient use of the land; and
4. to promote well-designed projects, which enhance and support the character and architectural styles of the town center;

### **B. DEFINITIONS**

For purposes of this Section, the following definitions shall apply:

***Administering Agency*** – the East Hartford Housing Authority shall be designated to review and implement the Affordability requirements affecting Incentive Housing Developments under section F of this regulation entitled “Housing and Housing Affordability”.

***Developable land***- the area within the boundaries of an approved incentive housing zone that feasibly can be developed into residential or mixed uses consistent with the provisions of sections 38 to 49, June Special Session, Public Act No. 07-4, inclusive, of this act, not including: (A) Land already committed to a public use or purpose, whether publicly or privately owned; (B) existing parks, recreation areas and open space that is dedicated to the public or subject to a recorded conservation easement; (C) land otherwise subject to an enforceable restriction on or prohibition of development; (D) wetlands or watercourses as defined in chapter 440 of the general statutes; and (E) areas exceeding one-half or more acres of contiguous land that are unsuitable for development due to topographic features, such as steep slopes.

***Duplex***- a residential building containing two units.

***Eligible Household*** - an individual or household whose annual income is less than 80 percent of the area-wide median income as determined by the United States Department of Housing and Urban Development (HUD), adjusted for household size.

***Incentive Homeownership Unit*** - a housing unit required to be sold at prices which will preserve the units as housing for which persons and families pay thirty per cent or less of their annual income, where such income is less than or equal to eighty per cent of the median income.

***Incentive Housing Zones (IHZ)*** – a zone or zones adopted by the Planning and Zoning Commission in accordance with this Section.

***Incentive Housing Development (IHD)*** – a residential or mixed-use development that is proposed or located within an approved incentive housing zone and within which not less than twenty percent of the dwelling units will be conveyed subject to an incentive housing restriction requiring that, for at least thirty years after the initial occupancy of the development, such dwelling units shall be sold or rented at, or below, prices which will preserve the units as housing for which persons pay thirty percent or less of their annual income, where such income is less than or equal to eighty percent of the median income.

***Incentive Housing Restriction*** – a deed restriction, covenant, zoning regulation, site plan approval condition, subdivision approval condition, or affordability plan constituting an obligation with respect to the restrictions on household income, sale or resale price, rent and housing costs required by this Section, enforceable for at least thirty years and recording on the land records of the Town of East Hartford.

***Incentive Housing Units*** - housing that is occupied by Eligible Households and is sold or rented at, or below, prices which will preserve the units as housing for which persons pay thirty percent or less of their annual income.

***Incentive Rental Unit*** - a housing unit required to be rented at prices which will preserve the units as housing for which persons and families pay thirty per cent or less of their annual income, where such income is less than or equal to eighty per cent of the median income.

***Median Income*** -the area median income as determined by the United States Department of Housing and Urban Development for the Town of East Hartford.

***Multifamily housing***- a building that contains or will contain three or more residential dwelling units.

***Open space***- land or a permanent interest in land that is used for or satisfies one or more of the criteria listed in subsection (b) of section 7-131d of the Connecticut general statutes.

***Townhouse housing***- a residential building consisting of a single-family dwelling unit constructed in a group of three or more attached units, in which each unit extends from foundation to roof and has open space on at least two sides.

### **C. LOCATION OF INCENTIVE HOUSING ZONE (IHZ)**

- 1. Establishment.** The Incentive Housing Zone Overlay District has been established and is superimposed over the underlying zoning district on the Zoning Map as set forth on the map entitled “Incentive Housing Zone Overlay District, dated \_\_\_, prepared by \_\_\_.” This map is hereby made a part of the Zoning Regulations and is on file in the Office of the Town Clerk.

### **D. APPLICABILITY OF IHZ**

- 1. Applicability of IHZ.** An applicant may seek development of an Incentive Housing Development located within the IHZ in accordance with the provisions of this regulation.

2. **Underlying Zoning.** The IHZ is an overlay district superimposed on all underlying zoning districts. The regulations for use, dimension, and all other provisions of the Zoning Ordinance governing the underlying zoning district(s) shall remain in full force, except for those Incentive Housing Developments developed pursuant to this Section. Within the boundaries of the IHZ, a developer may elect either to develop an Incentive Housing Development in accordance with the requirements of the IHZ as described in this regulation, or to develop a project in accordance with requirements of the regulations for use, dimension, and all other provisions of the Zoning Regulations governing the underlying zoning district(s).

**E. PERMITTED USES**

1. **Permitted Uses.** The following uses are permitted as-of-right with site plan approval (SPA) as noted in the table below for each district:

**Table of Use Regulations**

Use Type	
Single-family Residential Uses, Detached	Permitted by right with SPA
Duplex or Townhouse style Residential Uses, Attached	Permitted by right with SPA

Related accessory buildings and structures such as sheds and garages are permitted.

2. **Prohibited Uses.** All uses not expressly allowed are prohibited.

**F. SITE PLAN APPROVAL**

1. **Site Plan Application.** The applicant for an Incentive Housing Development shall submit a site plan in compliance with Section 702 of the Town of East Hartford Zoning Regulations.
2. **Site Plan Approval.** Site Plan Approval shall be granted where the Planning & Zoning Commission finds that:
- a. the applicant has submitted the information and fees required by the Regulations and necessary for an adequate and timely review of the design of the Incentive Housing Development or potential development impacts;
  - b. the project as described in the application meets all of the requirements and standards set forth in this Section, or a waiver has been granted;
  - c. the project conforms to the applicable Design Standards; and
  - d. any extraordinary adverse potential impacts of the Project on nearby properties have been adequately mitigated.

Conditions to the Site Plan Approval decision shall be imposed on an Incentive Housing Development by the Commission only as necessary to ensure substantial compliance with this

Section including the Design Standards, or to mitigate any extraordinary adverse impacts of the development on nearby properties.

3. **Waivers.** Upon the request of the Applicant, the Commission may waive dimensional and other requirements this section, including the Design Standards, in the interests of design flexibility and overall project quality, and upon a finding of the following:
  - a. consistency of such variation with the overall purpose and objectives of the IHZ,
  - b. such waiver is necessary to allow the Project to achieve the density, affordability, and/or physical character allowable under this section
  - c. there are compelling reasons of safety, aesthetics or site design issues, or
  - d. that it will result in an improved project in conformance with the purpose and intent of this Article.

#### **G. HOUSING AND HOUSING AFFORDABILITY**

1. **Number of Incentive Housing Units.** For all Incentive Housing Developments, not less than twenty percent (20%) of housing units constructed shall be Incentive Housing. For purposes of calculating the number of units of Incentive Housing required within an Incentive Housing Development, any fractional unit shall be deemed to constitute a whole unit.
2. **Administering Agency.** The East Hartford Housing Authority shall be designated as the administering agency for any homeownership units subject to an Incentive Housing Restriction. In a case where the Administering Agency cannot adequately carry out its administrative duties, upon certification of this fact by the First Selectman such duties shall devolve to and thereafter be administered by a qualified housing entity designated by the First Selectman. In any event, such Administering Agency shall ensure the following, both prior to issuance of a Building Permit for a Incentive Housing Development within the IHZ, and thereafter, as the case may be:
  - a. prices of Incentive Homeownership Units are properly computed; rental amounts of Incentive Rental Units are properly computed;
  - b. income eligibility of households applying for Incentive Housing is properly and reliably determined;
  - c. the housing marketing and resident selection plan conform to all requirements and are properly administered;
  - d. sales and rentals are made to Eligible Households chosen in accordance with the housing marketing and resident selection plan with appropriate unit size for each household being properly determined and proper preference being given; and
  - e. Incentive Housing Restrictions meeting the requirements of this section are recorded with the proper registry of deeds.

**3. Submission Requirements.** Prior to the submission of any application for a Building Permit, the Applicant must submit the following documents to the Administering Agency, which shall certify compliance with the provisions of this Section to the Building Inspector:

- a. evidence that the Incentive Housing Development complies with the cost and eligibility requirements of subsection F.4 below;
- b. Site development plans that demonstrate compliance with the requirements of the design and construction standards of subsection F.5 below; and
- c. an Incentive Housing Restriction in such form and content satisfactory to the Administering Agency that complies with the requirements of subsection F.6 below.

**4. Cost and Eligibility Requirements.** Incentive Housing shall comply with the following requirements:

- a. Incentive Housing required to be offered for rent or sale shall be rented or sold to and occupied only by Eligible Households.
- b. For an Incentive Rental Unit, the monthly rent payment, including utilities and parking, shall not exceed 30 percent of the maximum monthly income permissible for an Eligible Household, assuming a family size equal to the number of bedrooms in the unit plus one.
- c. For an Incentive Homeownership Unit, maximum allowable sale prices for Incentive Homeownership Units shall be calculated consistent with the standards set out in CGS 8-13m as may be amended.

Prior to the granting of any Building Permit for any structure within an Incentive Housing Development, the Applicant must demonstrate, to the satisfaction of the Administering Agency, that the method by which such rents or purchase prices are computed shall be consistent with state or federal guidelines for affordability applicable to the Town of East Hartford.

**5. Design and Construction.** Units of Incentive Housing shall be finished housing units. Units of Incentive Housing shall be dispersed throughout the Incentive Housing Development of which they are part and be comparable in initial construction quality and exterior design to the other housing units in the Incentive Housing Development.

**6. Incentive Housing Restriction.** Each Incentive Housing Development shall be subject to an Incentive Housing Restriction which is recorded with the appropriate registry of deeds and which contains the following:

- a. specification of the term of the Incentive housing restriction which shall be no less than thirty years;
- b. the name and address of the Administering Agency with a designation of its power to monitor and enforce the Incentive housing restriction;

- c. a description of the Incentive Homeownership Unit, if any, by address and number of bedrooms; and a description of the overall quantity and number of bedrooms and number of bedroom types of Incentive Rental Units in a Incentive Housing Development or portion of a Incentive Housing Development which are rental. Such restriction shall apply individually to the specifically identified Incentive Homeownership Unit and shall apply to a percentage of rental units of a rental Incentive Housing Development or the rental portion of a Incentive Housing Development without specific unit identification.
  - d. reference to the formula pursuant to which rent of a rental unit or the maximum resale price of a homeownership will be set;
  - e. designation of the priority of the Incentive Housing Restriction over other mortgages and restrictions, provided that a first mortgage of a Homeownership Housing Unit to a commercial lender in an amount less than maximum resale price may have priority over the Incentive Housing Restriction if required by then current practice of commercial mortgage lenders;
  - f. a requirement that only an Eligible Household may reside in Incentive Housing and that notice of any lease of any Incentive Rental Unit shall be given to the Administering Agency;
  - g. provision for effective monitoring and enforcement of the terms and provisions of the Incentive housing restriction by the Administering Agency;
  - h. provision that the restriction on an Incentive Homeownership Unit shall run in favor of the Administering Agency and/or the municipality, in a form approved by municipal counsel, and shall limit initial sale and re-sale to and occupancy by an Eligible Household;
  - i. provision that the restriction on Incentive Rental Units in a rental Incentive Housing Development or rental portion of a Incentive Housing Development shall run with the rental Incentive Housing Development or rental portion of a Incentive Housing Development and shall run in favor of the Administering Agency and/or the municipality, in a form approved by municipal counsel, and shall limit rental and occupancy to an Eligible Household;
  - j. provision that the owner[s] or manager[s] of Incentive Rental Unit[s] shall file an annual report to the Administering Agency, in a form specified by that agency certifying compliance with the Affordability provisions of this regulation and containing such other information as may be reasonably requested in order to ensure affordability; and
  - k. a requirement that residents in Incentive Housing provide such information as the Administering Agency may reasonably request in order to ensure affordability.
7. **Phasing.** For any Incentive Housing Development that is approved and developed in phases, the proportion of Incentive Housing Units shall be consistent across all phases.
8. **No Waiver.** Notwithstanding anything to the contrary herein, the Affordability provisions

in this Section shall not be waived.

**G. HOUSING AND HOUSING AFFORDABILITY**

**1. Density Requirements.** Notwithstanding anything to the contrary in this Zoning Regulation, the density and dimensional requirements applicable to the IHZ are as follows:

- a. East Hartford Housing Authority IHZ District.  
Land in the EHHA IHX District is owned by the East Hartford Housing Authority therefore there will be no density requirement so long as 100% of the housing units are subject to an incentive housing restriction.
- b. Other IHZ Districts TBD: Table of Density Requirements

Use Type	Maximum Required Density (du/ac.)
Single-family Residential Uses, Detached	6
Duplex or Townhouse style	10
Multifamily	20

*Note:* In calculating density requirements, multiply the number of acres of developable land by the applicable density requirements.

- c. Density Waiver for Nonprofit or Municipally Owned land. These density requirements may be waived by the planning & Zoning Commission if the land to be zoned for incentive housing development is owned or controlled by the municipality itself, an agency thereof, or a land trust, housing trust fund or a nonprofit housing agency or corporation. To qualify for this waiver one hundred percent (100%) of the proposed residential units must be subject to incentive housing restrictions.

**2. Dimensional Requirements.**

**Table of Dimensional Requirements in the IHZ District**

Minimum lot frontage	xx ft
Minimum setback from street	xx ft
Minimum setback from all other lot lines	xx ft.
Maximum building height	xx ft.

**3. Parking Requirements.** Unless otherwise approved by the Planning & Zoning Commission, the minimum number of off-street parking spaces required shall be based upon the parking requirements of the underlying zoning district.

**I. DESIGN STANDARDS**