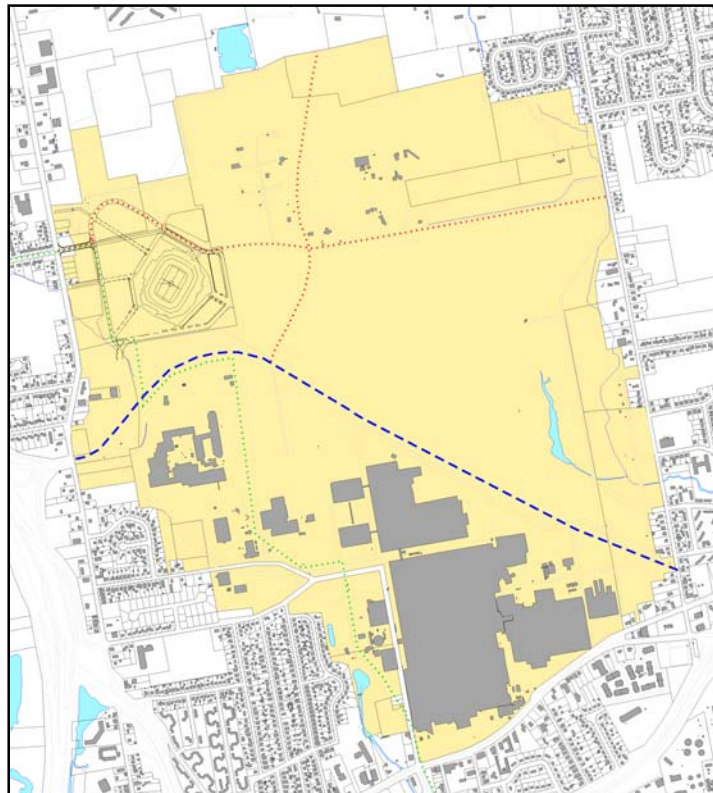


Plan of Conservation



& Development



May 2003

Town of
East Hartford
Plan of Conservation
and Development

Adopted: May 28, 2003

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I. INTRODUCTION & BACKGROUND

EAST HARTFORD HISTORY

“During its early years as a Township, incorporated in 1783, meetings were held in the basement of the First Congregational Church located at the center of Town at Main Street and Connecticut Boulevard. The Town would receive its first meeting hall through a bequest by Jonathan Wells in 1885 on a site slightly north of the town center, and the Town’s first public library would be constructed in 1888-1889 by the Raymond family to the south.

By 1936, the Town was providing police and fire protection, had established a public school system and built its first high school, adopted the first building and zoning codes in 1929, as well as its first Plan of Development in 1927. The administration had outgrown Wells Hall and constructed a new Town Hall at its present location. A picture postcard of the Town’s center looking to the north of the new Town Hall included a Main Street lined with elms, grand old homes and several blocks of storefronts.

The town center at Main Street would be left behind with the coming of Pratt & Whitney Aircraft Co. in 1929 and this company’s growth during the war years. Tobacco fields which surrounded the town center would make way for housing as Pratt and Whitney grew to employ 40,000 during the war years.

The 1960’s brought a proliferation of fairly homogeneous subdivisions which today house many town residents. The “mixmaster” interchange constructed during the 1950’s cut the Town in two by creating a highway barrier.”¹

The Town has continued to plan for its future throughout the past decades. Plans of Development were prepared in 1960, 1980 and 1990 and an interim Plan entitled “East Hartford at the Crossroads” was prepared in 1970. Population in East Hartford reached its peak in 1970 at 57,583 but has declined during each subsequent Census period to a Census 2000 population of 49,575. Severe cutbacks at Pratt & Whitney; out of state migration in search of manufacturing jobs; and increased out-migration to outlying suburbs and more rural areas to the south and east of Town have all contributed to population decline

The 1980’s, 1990’s and early 2000’s have brought several new directions for East Hartford. The waterfront, which at one time was

¹ Plan of Development , Town of East Hartford, Connecticut, April, 1990. Prepared by Buckhurst Fish Hutton Katz Inc., April, 1990.

overlooked, has now been a driving force for the future of the Town; the Town Center and many of the Town's commercial corridors have undergone revitalization planning and have been given a new focus; and most recently, the availability of Rentschler Field for redevelopment, has provided the Town with significant new development potential. The UCONN Stadium combined with future development of the area gives the Town a chance to redefine a substantial portion of its land area which is an unusual occurrence for mature communities like East Hartford that have little available land for new development.

WHAT IS A PLAN OF CONSERVATION & DEVELOPMENT?

Chapter 126, Section 8-23, of the Connecticut General Statutes requires that a planning and zoning commission *"prepare, adopt and amend a plan of conservation and development for the municipality"*. The purpose of a Plan of Conservation and Development is to record the best thinking of the Town as to its future growth and to give direction to both public and private development. The Plan should encompass a long-term vision of the community but also offer guidance for short-term decision making.

While future oriented, a Plan of Conservation and Development reflects the goals and objectives of a community at a certain point in time, changes in economic conditions, lifestyles, goals and objectives of a community. In recognition of this, the State statutes require that the Plan be updated at least every 10 years.

In 1995, the State Statute was amended to increase the emphasis on conservation in municipal plans and to incorporate a reference for greenway protection. In the 2001 session of the State Legislature, the Statute was further amended to include referral of the Plan to the local legislative body for review and comment prior to public hearing and adoption by a planning and zoning commission.

EAST HARTFORD'S PLAN OF CONSERVATION & DEVELOPMENT UPDATE PROCESS

In early 2001, the Town began the process of reviewing and updating its 1990 Plan of Development. Over the past year and one half the Planning and Zoning Commission has received several individual plan elements that covered various topics ranging from housing to natural resources. Each of these plan elements provided background information, conditions maps, an analysis of changes and conditions since the completion of the 1990 Plan, goals and recommendations for future actions. Upon completion of the various plan elements, the documents were posted on the Town website for citizen review and

comment. Because of the extent of the information provided, these individual plan elements serve as technical background for the contents of this Plan. The Plan Elements prepared as part of the Plan of Conservation and Development Update Process are as follows:

- Housing Element (August 2001)
- Land Use Element (January 2002)
- The Environment Element (January 2002)
- Demographic Element (March 2002)
- Transportation & Circulation Plan Element (May 2002)
- Park Avenue & Tolland Street Corridor Element (July 2002)
- Silver Lane Corridor Element (July 2002)
- Parks & Open Space Plan Element (August 2002)
- Community Facilities Element (September 2002)

Recently completed studies and plans were also incorporated into the update of the Town's Plan of Conservation and Development. These studies included the recently completed Strategic Economic Development Plan (2000), the Consolidated Plan for Housing and Community Development: 2000-2004 (2000); the Master Drainage Plan (1980); Pavement Management Study performed by Vanasse Hangen Brustlin, Inc. (2002 Draft); the Building Utilization Task Force Report (July 1989); the Study of Town Owned Buildings by Vollmer Associates (August 1988); Impediments to Fair Housing Choice Report (1996); the Main Street Corridor Study (1995); the Burnside Avenue Corridor Development Plan (1997); and the Burnside & Areas 1,2, & 3 Economic Development Initiatives (1999).

As part of the Plan of Conservation and Development update, the Planning and Zoning Commission received input from Town departments, agencies and organizations: the Metropolitan District Commission (MDC); and the general public. Community Outreach Meetings were held during June 2002. The workshops utilized a "Preferred Future" theme in order to generate input from the public and to encourage full participation on a variety of issues. There were several common themes that ran throughout all of the meetings. They are summarized as follows:

Community Perceived Town Assets:

- Good Neighborhoods & Convenient Lifestyle
- Excellent Parks and Recreational Opportunities
- The Riverfront is a Prime Asset
- Good Access & Transit
- Good Municipal Services
- The Future of Rentschler Field

Community Perceived Town Issues:

- Need More Homeownership
- Conflicts between Commercial/Industrial and Residential Uses

- Loss of Town History
- Loss of Open Space & Agricultural Land
- Visual Image of Main Corridors
- Need for Maintenance & Upkeep of Older Building Stock
- Need to Address Negative Town Image

Public access television was utilized to present a summary of the Plan's analysis and trends as well as a review of goals and objectives.

The new development directions for the waterfront, commercial corridors and Rentschler Field are common themes throughout this Plan of Conservation and Development as are the need to preserve and protect the Town's natural and historic/cultural resources. The focus of the Plan is to enhance and protect the Town's assets and address or remediate issues through future development and regulatory control.

The key components of the Plan of Conservation and Development are the guiding Goals and Objectives, the Generalized Land Use Plan and the Action Agenda which details implementation steps.

Community goals and objectives were established as a means to present clear and concise direction to guide future development and redevelopment. These goals and objectives reflect past Town plans, information compiled from planning and existing condition analyses; reports and study elements presented during the Plan of Conservation and Development Update process; existing land use patterns; future projections and community input. These goals and objectives will serve to guide East Hartford's development and conservation activities over the next ten years and beyond.

The Plan of Conservation and Development and its associated Generalized Land Use Plan serve to guide the Town's future conservation and development efforts as an advisory or policy-guidance document. Key to the successful implementation of the Plan is the creation of Zoning and Subdivision Regulations, design guidelines and/or implementation techniques which explicitly outline and enforce the "future visions" described in the Plan.

II. EAST HARTFORD TODAY

A. INTRODUCTION

The understanding of demographic and socio-economic trends, characteristics and forecasts is crucial to the Plan of Conservation and Development process. This information provides the background by which future changes and development within a municipality can be anticipated and planned for.

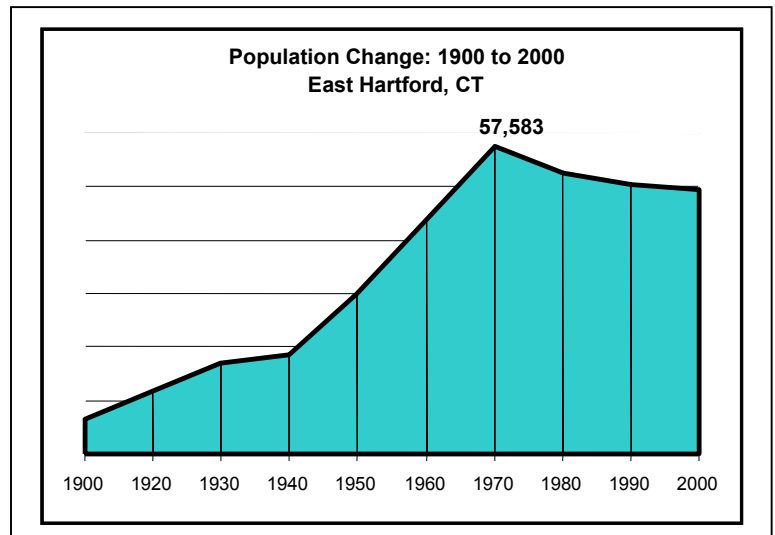
B. POPULATION CHARACTERISTICS

East Hartford experienced a dramatic increase in population between the 1940 and the 1970 Census. Population in the Town peaked at 57,583 in 1970, but has declined in each subsequent Census.

As shown in Table 1 and the figure below, East Hartford experienced a dramatic increase in population between the 1940 and 1970 Census. The decade between the 1940 Census and the 1950 Census recorded the greatest percentage growth, increasing by 60.8%. During the 1950's the Town experienced its greatest numerical growth of 14,044 people. These statistics correspond with the national trend of migration from central cities to surrounding suburbs following World War II and the trend toward larger family sizes and the baby boom. Population in the Town peaked at 57,583 in 1970, but has declined in each subsequent Census. This trend is not unlike many of Connecticut's larger cities wherein residents moved further out to suburban and rural communities with the expansion of the highway and interstate systems. Statistics for the 2000 Census shown that population in the Town has dropped below 50,000 to 49,575.

Table 1 Population Change: 1900 to 2000 East Hartford, CT		
Census	Population	% Change
1900	6,406	
1920	11,648	
1930	17,125	47.0%
1940	18,615	8.7%
1950	29,933	60.8%
1960	43,977	46.9%
1970	57,583	30.9%
1980	52,563	-8.7%
1990	50,452	-4.0%
2000	49,575	-1.7%

Source: U.S. Bureau of the Census



C. POPULATION PROJECTIONS

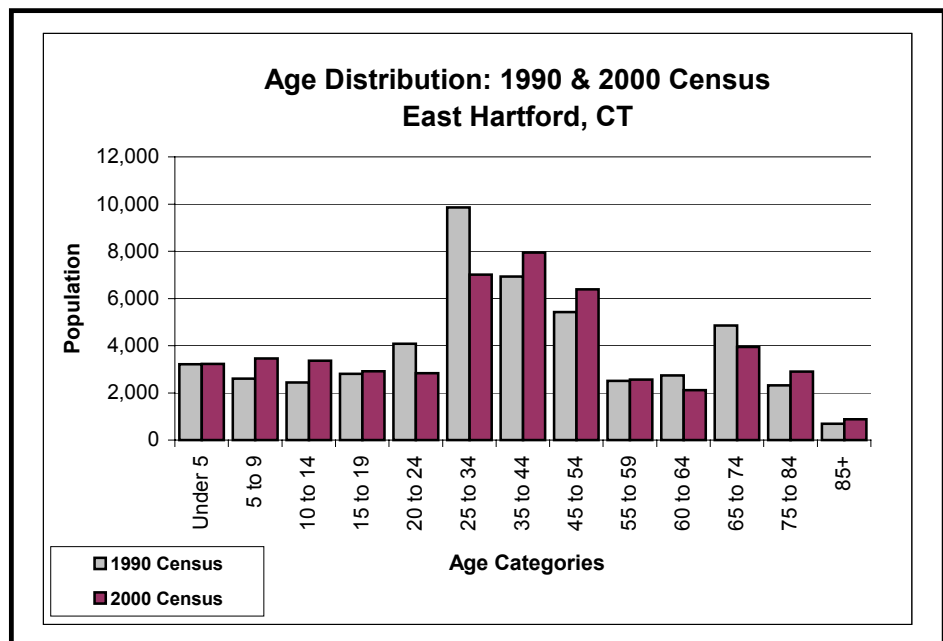
In October 2001 the State of Connecticut Department of Transportation prepared Population Projections for each planning region and municipality in the State. Their projections were based upon early release Census 2000 data. According to ConnDOT's projections East Hartford will experience a minimal population increase between the 2000 Census and 2025. Over the 25 year period, ConnDOT estimates that the Town will experience a population gain of 235 people which is one-half of one percent (0.5%).

Table 2 Projected Change: 2000 to 2025 East Hartford, CT		
Year	Population	% Change
2000	49,575	-
2010	49,660	0.17%
2020	49,760	0.20%
2025	49,810	0.10%

Source: CT Department of Transportation, Oct. 2001

D. AGE CHARACTERISTICS

Similar to most communities in the State, East Hartford's population aged over the decade between the 1990 and 2000 Census. As shown in the table below almost one-half of the Town's population is currently in the 25 to 34, 35 to 44 and 45 to 54 year age cohorts. Although between the 1990 and 2000 Census the Town experienced a loss in persons between the ages of 25 and 34 it still remains as one of East Hartford's most populous age categories.

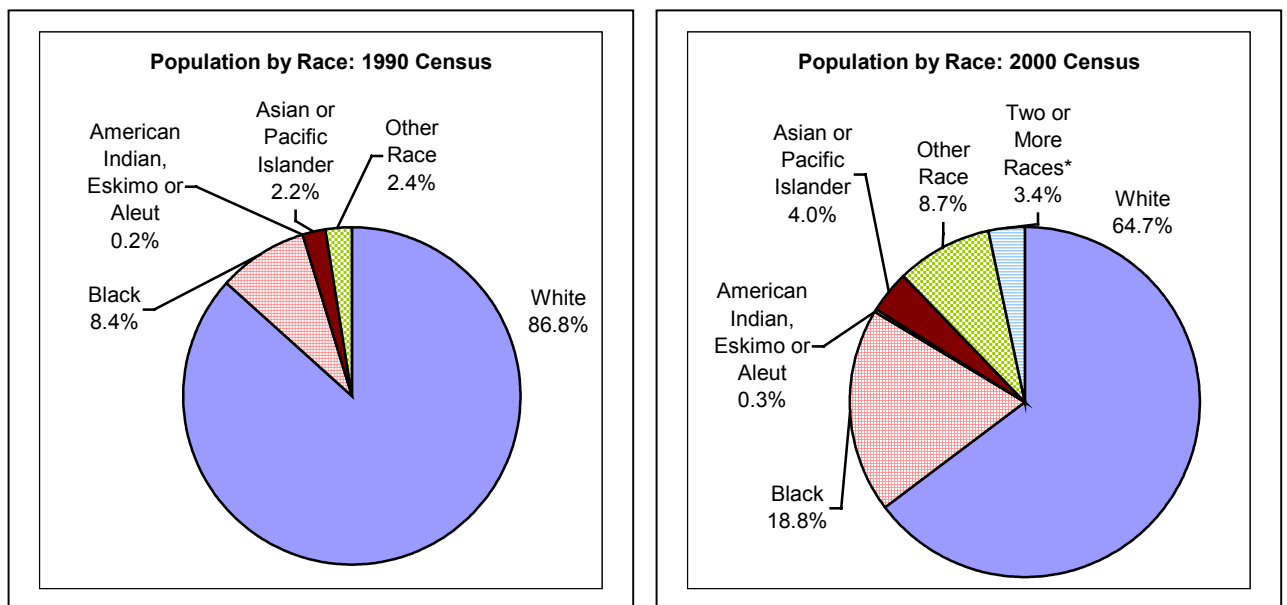


Elementary and middle school-aged population (ages 5 to 14) increased by 1,785 children between the 1990 and 2000 Census. High School aged population also grew between the two censuses. In terms of planning, this increase in population impacts school enrollment, park and recreation facilities and youth services planning. Pre-school aged population remained fairly constant between the 1990 and 2000 Census.

Population between 60 to 74 years of age declined while population over 75 years of age increased. The increase in population over 75 years of age impacts planning for senior facilities and senior support services. In fact, East Hartford's percentage of population over 65 years of age is higher than all the adjacent area communities and the county as a whole.

E. RACIAL AND ETHNIC CHARACTERISTICS

As shown in the following charts, the racial and ethnic characteristics of East Hartford's population changed significantly between the 1990 and 2000 Census.



F. HOUSEHOLD CHARACTERISTICS

In 1990, 20,343 households resided in East Hartford. By the 2000 Census, the number of households had dropped by 137 to 20,206. The only other adjacent community to experience a drop in its number of households between the 1990 Census and the 2000 Census was Hartford. Such a decline in the number of households was not common throughout Connecticut and only occurred in the State's more urban communities. Although East Hartford's household drop between 1990 and 2000 was less than one percent it is still an indicator of the changing demographics

of the community. The neighboring communities of Glastonbury, Manchester and South Windsor all recorded increases in their number of households. Manchester gained the most households with 2,452 (12%), Glastonbury gained 1,704 households (16%) and South Windsor gained 1,055 (13%). Such gains are reflective of residential development trends and the attraction of these communities for residential growth.

Table 3 Trends in Households & Household Sizes: 1990 to 2000 East Hartford and Surrounding Communities						
	Population in Households 1990 Census	Households 1990 Census	Average Household Size 1990		Population in Households 2000 Census	Average Household Size 2000
EAST HARTFORD	49,439	20,343	2.43		48,865	2.42
Glastonbury	27,687	10,553	2.62		31,546	2.57
Hartford	131,419	51,464	2.55		116,223	2.58
Manchester	50,701	20,745	2.44		53,702	2.32
South Windsor	21,963	7,850	2.80		24,211	2.72
Hartford County	827,887	324,691	2.55		857,183	2.48
Connecticut	3,185,946	1,230,479	2.59		3,297,626	2.53

Source: U.S. Bureau of the Census

G. EMPLOYMENT AND LABOR FORCE CHARACTERISTICS

In 1990, there were 41,682 persons residing in East Hartford over the age of 16. By 2000, the number of persons over 16 years of age had declined to 38,811. Much of this can be attributed to out-migration of the working age population as evidenced by the decline in the Town's labor force between the two Census periods. The following table presents East Hartford's labor force characteristics for 1990 and 2000.

Table 4 Labor Force Status: 1990 to 2000 East Hartford, CT					
	1990		2000		# Change 1990-2000
Population 16 years & over	41,682		38,811		(2,871)
Persons in Labor Force	29,110	69.8%	24,886	64.1%	(4,224)
Civilian Labor Force	29,052	69.7%	24,874	64.1%	(4,178)
Employed	27,515	66.0%	23,601	60.8%	(3,914)
Unemployed	1,537	3.7%	1,273	3.3%	(264)
Persons not in Labor Force	12,572	30.2%	13,925	35.9%	1,353

Source: US Bureau of the Census; 1990 Census; 2000 Census, STF3

According to State of Connecticut Labor Force statistics, in 2001, East Hartford had a labor force of 25,124. Those employed numbered 24,055 and the number of unemployed was 1,069 (4.3%). With the exception of

the City of Hartford, all of East Hartford's neighboring communities posted lower unemployment levels both numerically and as a percentage than East Hartford posted.

Table 5 Labor Force: 2001 Annual Average East Hartford, Surrounding Communities Hartford Labor Market Area (LMA) and Connecticut				
	Labor Force	Employed	# Unemployed	% Unemployed
EAST HARTFORD	25,124	24,055	1,069	4.3%
Glastonbury	15,576	15,252	324	2.1%
Hartford	52,423	48,970	3,453	6.6%
Manchester	28,116	27,193	923	3.3%
South Windsor	13,229	12,927	292	2.2%
Hartford LMA	587,265	567,701	19,564	3.3%
Connecticut	1,717,600	1,661,300	56,400	3.3%

Source: Connecticut Department of Labor, Office of Research

Unemployment in East Hartford is directly associated with changes in employment. As shown in the following table employment in East Hartford has fluctuated over the past five years experiencing decline in the number of employment positions in 1998. Because of the more than 2,000 job losses between 1997 and 1998, employment gains in 1999 and 2000 served to bring local job levels up to levels before the 1997/1998 drop. Non-agricultural employment figures for 1990 as published by the Connecticut Labor Department showed East Hartford's non-farm employment at 42,450. East Hartford's drop of near 12,000 employment positions between 1990 and 2000 has had a dramatic impact on the demographics of the town. Population and household loss, minimal housing unit gain and housing unit loss, and higher unemployment levels can all be attributed to employment loss.

Table 6 Total Non-Farm Employment: June 1996 – June 2000 East Hartford and Surrounding Communities							
	1996	1997	1998	1999	2000	# 1996-2000 Change	% 1996-2000 Change
EAST HARTFORD	30,110	31,110	28,910	29,790	30,600	490	1.6%
Glastonbury	13,200	13,430	13,910	14,250	14,850	1,650	12.5%
Hartford	116,790	123,260	120,630	125,240	124,240	7,450	6.4%
Manchester	27,850	29,730	30,350	29,930	29,520	1,670	6.0%
South Windsor	10,780	11,120	11,580	11,710	11,720	940	8.7%

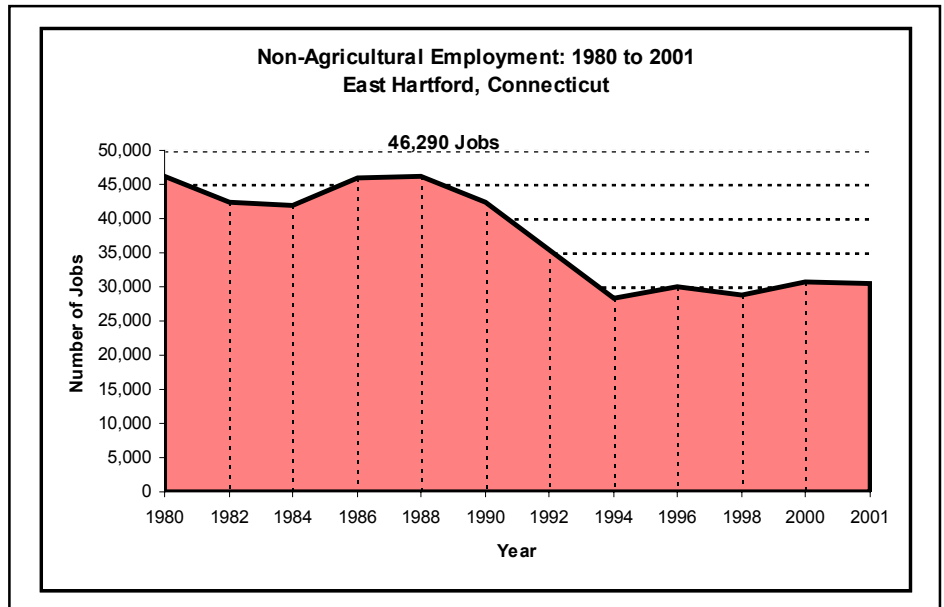
Source: Connecticut Department of Labor, Office of Research

The table and chart below depict changes in the Town's non-agricultural employment over the past two decades. As shown, the Town experienced its greatest job loss from the late 1980s to the early 1990s. The Town's dependency on a single industry and the related cut backs at Pratt and Whitney have been the root cause of the Town's job loss. During the later part of the 1990s the Town began to experience a stabilization of its employment base. Efforts to diversify the local economy and bring in new employment generators have helped to reverse employment decline.

Table 7
Non-Agricultural Employment:
1980 to 2000
East Hartford, CT

Year	Employment	% Change
1980	46,220	-
1982	42,340	-8.4%
1984	41,830	-1.2%
1986	45,920	9.8%
1988	46,290	0.8%
1990	42,450	-8.3%
1992	35,400	-16.6%
1994	28,330	-20.0%
1996	30,110	6.3%
1998	28,910	-4.0%
2000	30,600	5.8%
2001	30,550	-0.2%

Source: Connecticut Department of Labor, Office of Research



III. LAND USE

A. INTRODUCTION

Many of the land use patterns that were described in the 1990 Plan of Development remain evident in the fabric of the town today. The land use changes that occurred in East Hartford over the past 10-years have primarily been redevelopment projects along the major transportation corridors (i.e. Burnside Avenue and Main Street). These redevelopment projects are transforming older land uses into new uses more compatible with surrounding development. In addition, changes in the riverfront area are noticeable as Riverside Park matures. While the overall development patterns of the town have remained relatively unchanged over the last 10 years, new focus has been placed on redevelopment, as well as emphasizing the exciting potential for areas such as Rentschler Field and the continued potential along the riverfront corridor.

East Hartford is predominantly a residential community consisting of a variety of subdivisions containing either exclusively single-family homes and/or two family homes. Several pockets of apartment complexes and publicly assisted housing projects are located in East Hartford, which add density and housing choice within an overall suburban setting.

“Old East Hartford” encompasses the area around Main Street, the Central Business District, and the industrial corridors along the rail lines on Park and Tolland Avenues including the northeast spur towards Burnham Street. Glimpses of “Rural East Hartford” include North Main Street and King Street as well as Hills Street, headed towards Manchester. “Suburban East Hartford” includes the post war bungalows and single-family homes located to the southeast of the Central Business District. This area is interspersed with neighborhood schools and playgrounds; shopping plazas along Silver Lane, south end of Main Street, north end of Ellington Road, and east end of Burnside Avenue; as well as Prestige Industrial Park.

B. LAND USE PATTERNS

The land use pattern of East Hartford generally reflects the suburban residential character of the community. The *Existing Land Use Map* and Table 8 on the following page depict the Town’s land use distribution by land use category.

Table 8
Existing Land Use: 2002
Town of East Hartford

<u>Category</u>	<u>Area in Acres</u>	<u>% of Total</u>
Residential Total	4,272	35.6%
Single Family	3,505	29.2%
Two, Three or Four Family	393	3.3%
5+ Family	235	1.9%
Mobile Home	61	0.5%
Condominiums	78	0.7%
Commercial Total	728	6.1%
Retail Sales/Service	247	2.1%
Auto Sales/Service	99	0.8%
Office	129	1.1%
Professional/Financial Services	41	0.3%
Medical	17	0.1%
Mixed Commercial/Residential	93	0.8%
Other Commercial	102	0.9%
Industrial Total	940	7.8%
Manufacturing	543	4.5%
Wholesale/Distribution/Heavy Commercial	287	2.4%
Public Utility	110	0.9%
Institutional Total	702	5.8%
Town Facility & Other Town Owned Land*	377	3.1%
State/Federal Facility	203	1.7%
Private Institution	122	1.0%
Open Land Use Total	3,419	28.5%
Open Space**	1,311	10.9%
Cemetery	100	0.8%
Agriculture	301	2.5%
Vacant Land	1,336	11.2%
Water***	371	3.1%
Other	1,951	16.2%
Roads***	1,857	15.4%
Rail Road	43	0.4%
Parking	51	0.4%
TOTAL ACREAGE: Town of East Hartford	12,012	100.0%

*Includes town facilities (police station, fire station, public works, etc.) as well as other town owned property not otherwise classified

**Includes town owned parks & recreation areas, state owned parks & recreation areas, golf courses, etc.

***Estimated area

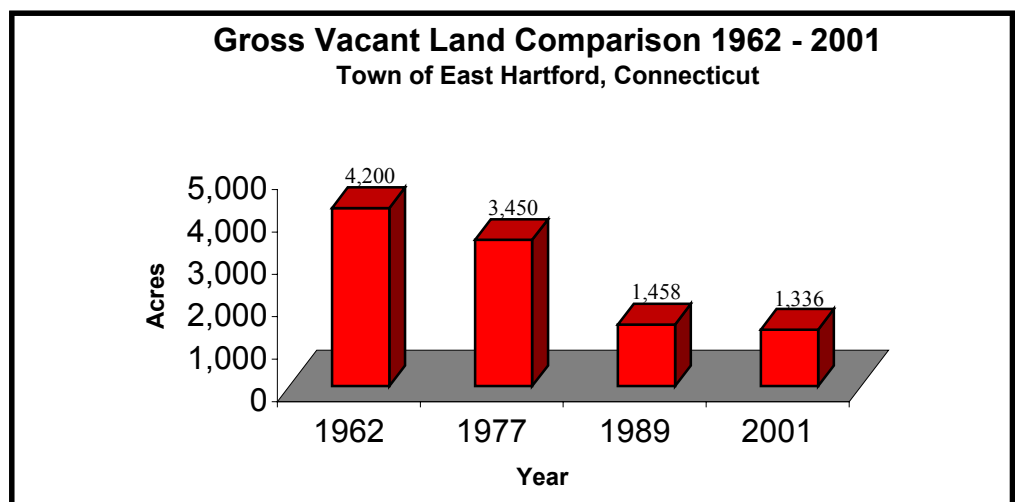
Source: Town of East Hartford Assessors Department 2001; updated Nov. 2002, Compiled by HMA, Inc.

Single-family residential on lots of less than one acre comprise the greatest percentage of the Town's land use. In fact, of the town's approximately 12,000 acres (18.8 square miles), almost 30% is developed as detached single-family homes, while an additional 6% is developed in other residential uses bringing the total land in East Hartford dedicated to residential use to near 36%.

With just over 1,300 acres of vacant land left in town (11% of total land area), very little new development can be expected to occur on raw,

East Hartford's next largest land use category is the Open Land category, which is made up of dedicated open space, cemeteries, agriculture, vacant land and water bodies. What is evident from the breakout of this category is how little vacant land is left in East Hartford. With just over 1,300 acres of vacant land left in town (11% of total land area), very little new development can be expected to occur on raw, undeveloped land. Furthermore, this acreage figure does not take into consideration the physical development constraints found on vacant properties, such as wetlands, floodplains or steep slopes. If potential development constraints were accounted for in the calculation of vacant land, it is estimated that approximately one-half of the vacant land would contain potential development constraints, leaving the remaining half as developable vacant land. This acreage is a mere 5% of the Town's total land area.

The 1990 Plan of Development conducted a land use survey to inventory the amount of acreage committed to various uses. Due to the differences in methodology and categorization of land uses, the categories of land surveyed in 1990 are not directly comparable with the 2001 inventory with the exception of vacant land. In fact, due to the documentation of vacant land in past Plans of Development, vacant land comparisons can be made as far back as 1962. The result of this comparison is shown in the figure below.



The declining amount of vacant land in Town indicates that future growth will likely involve “in-fill” development projects that fill in the gaps in the existing land use pattern. In addition, many of the new developments that will occur in East Hartford over the next 10 years are likely to involve redevelopment projects.

As observed in the 1990 Plan of Development, the declining amount of vacant land in Town indicates that future growth will likely involve “in-fill” development projects that fill in the gaps in the existing land use pattern. In addition, many of the new developments that will occur in East Hartford over the next 10 years are likely to involve redevelopment projects. Evidence of this trend can already be seen with the Town sponsored Main Street and Burnside Avenue projects and the private initiated Coca-Cola project.

Development of the new University of Connecticut football stadium is a substantial project, but it only occupies a small portion of the Rentschler Field property. According to the Town’s recently completed Strategic Economic Development Plan², “Rentschler Field opens up approximately 8% more of the total Town land area for redevelopment as a large parcel package.” While this estimate includes buildings currently occupied by Pratt & Whitney, the Town should expect additional redevelopment within this parcel within the life of this Plan. In addition, other redevelopment projects should be expected including further redevelopment along the Burnside Avenue corridor as well as along Main Street, Silver Lane, Park Avenue and Tolland Street.

C. ANALYSIS OF DEVELOPMENT CAPACITY

Balancing the demands for housing or new commercial and industrial development with the physical constraints of the landscape and existing regulatory controls can prove to be a significant challenge. Once factors such as the availability of necessary public facilities, adequacy of road infrastructure and protection of valuable natural resources are considered, the balance gets even more complicated. This challenge is compounded by the reality that there is only a finite amount of land available for development.

Understanding where the developable land is located within the Town and how much development can be accommodated based on existing regulatory controls and physical constraints of the landscape is the first step in establishing a development plan for the future. An analysis of the development capacity of the Town was conducted as part of the Land Use Element of the Plan of Conservation and Development Update.

Table 9, which summarizes the remaining vacant land available for residential, industrial and commercial uses, is the result of this analysis.

^{2 2} Town of East Hartford, Strategic Economic Development Plan & Land Use Recommendations, Clough, Harbor & Associates LLP; The Williams Group Real Estate Advisor & Hutton Associates, Inc, May 2000.

Table 9
Distribution of Vacant Land by Zoning: 2001
Town of East Hartford

	<u>Acres</u>	<u>Percent</u>
Residential	280	55.9
Commercial	92	18.4
Industrial	<u>129</u>	<u>25.7</u>
Developable Vacant Land	501	100
Constrained Land (1)	<u>619</u>	
Total Vacant Land	1,120*	

(1) Constrained land include those areas containing wetland soils, floodplain or slopes greater than 15% by soil unit

* Rentschler Field not included in total.

The results of the residential development potential analysis illustrate that approximately 900 additional dwelling units could be built within the Town's residential zones under existing zoning. This potential represents an approximate 4% increase over the 21,273 existing dwelling units enumerated during the 2000 Census.

Residential Development Capacity:

At the time of the Development Capacity Analysis, the residential zones in East Hartford (R-1, R-2, R-3, R-4, R-5, R-6) comprised approximately 8,200 acres or 68% of the Town's total land area. The business zones that allow residential development (B-1, B-2, B-4,) accounted for an additional 1,140 acres or 10% of the Town.

Due to the developed nature of the Town, not all of these residential zones have vacant land able to accommodate new development. In fact, of all the residential zones listed above, only the R-2 and R-3 zones have a considerable number of vacant parcels with the potential to contribute new dwelling units. Within the R-2 and R-3 zones, it is estimated that approximately 350 acres³ are currently vacant while an additional 400 acres⁴ are determined to be underutilized or able to accommodate additional development. These vacant or underutilized parcels account for 8% of all the land zoned for residential use.

The results of the residential development potential analysis illustrate that approximately 900 additional dwelling units could be built within the Town's residential zones under existing zoning. This potential represents an approximate 4% increase over the 21,273 existing dwelling units enumerated during the 2000 Census.

The locational attributes of easy access and infrastructure remain important to the continued viability of the non-residential zones in East Hartford.

Non-Residential Development Capacity:

When describing non-residential development capacity, the distribution of the remaining vacant land within these zones is an important factor in town-wide planning. In East Hartford, it becomes increasingly important due to the limited amount of vacant land remaining. Therefore, for purposes of this Plan of Conservation and Development Update, non-residential development capacity is evaluated by the distribution of the remaining vacant parcels zoned for non-residential use. This distribution is illustrated on the map titled *Vacant Land Zoned for Non-Residential Use* and is tabulated in Table 9.

³ 238 acres if areas containing development constraints are removed

⁴ 275 acres if areas containing development constraints are removed

The major non-residential development opportunity of the next decade is Rentschler Field. The site's direct access to the regional highway network and its size make its development of regional significance. The Town must work closely with the development entity for the site to ensure that Town values and objectives are respected and that new development complements the assets and resources of the Town.

The distribution of non-residentially zoned vacant land is not clustered in one area of town, but rather is dispersed throughout all the non-residential zones in Town. However, these non-residential zones have certain locational attributes that made for viable business locations that supported their initial development. The life cycle of commercial buildings continues to shrink with 25 to 40 years a current range. As buildings become obsolete they will be adapted to new uses or replaced by contemporary structures. The locational attributes of easy access and infrastructure remain important to the continued viability of the non-residential zones in East Hartford. The remaining vacant land in these zones will play a role in reshaping parcels to accommodate expansions of existing business or the creation of new development sites. It is in the Town's interest to remain flexible in its regulations so that the ever changing building forms required by business can be accommodated while respecting neighborhood values.

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D. LAND USE FOCUS AREAS

As part of the Town's Strategic Economic Development Plan, a detailed examination of existing land uses was prepared for the riverfront, downtown and commercial corridors. This analysis identified significant land uses within these areas as well as the issues and opportunities facing them. Observations made within the study dovetailed nicely with the process of updating the Town Plan of Conservation and Development and provided a basis for identifying specific Land Use Focus Areas.

The East Hartford riverfront represents one of the most valuable resources in the capitol region. The river itself and the bridges linking Hartford and East Hartford represent a shared transportation, economic development and open space resource that can influence development on both sides of the river.

East Hartford's riverfront possesses many opportunities to become a catalyst for renewed economic development within the Town.

Riverfront

The East Hartford riverfront represents one of the most valuable resources in the capitol region. The river itself and the bridges linking Hartford and East Hartford represent a shared transportation, economic development and open space resource that influence development on both sides of the river.

Currently there is a mix of land uses found along the East Hartford riverfront. This mix includes residential and office uses along the central riverfront, commercial uses to the south and commercial uses and open space to the north. The Two Rivers Middle Magnet School that opened in October 2002 adds diversity to the commercial focus within this area.

East Hartford's riverfront possesses many opportunities for on-going economic development within the Town. Among the most significant opportunities is the Town's ability to take advantage of the riverfront's central location within the region. The geographic relationship to downtown Hartford and the "Adriaen's Landing" development initiative puts this area in a unique strategic position. In addition, capitalizing on the access and views of the Connecticut River can greatly enhance the marketability of the riverfront area for new residential and/or office development. Any new development or redevelopment in this area should take advantage of the riverfront by enhancing pedestrian linkages to the waterfront and downtown Hartford via the walkways located on the Founders Bridge, Bulkeley Bridge and Charter Oak Bridge. Concentrating density within this area and focusing commercial activity on the ground level would further provide a pedestrian-friendly environment and would avoid isolated auto-dependant land uses.

Downtown

Over the course of many years, East Hartford's Central Business District has faced a decline in commercial activity. While some restaurants and services remain viable, many retail businesses have moved on to regional commercial centers in surrounding communities such as Manchester. With the decline in retail shopping and entertainment venues, there remains a limited draw to the downtown area.

The Strategic Economic Development Plan recognized this phenomenon and cited the following areas of concern for the Central Business District:

The issues that face the downtown are the same issues that affect the entire town. Projecting a safe and vital image in the downtown, one that presents a downtown that is pedestrian friendly, aesthetically pleasing, and diverse in its retail/entertainment offerings are critical for the future of any planning process.

- Revitalization of Main Street - Limited retail diversity in the downtown has resulted in limited consumer use. Most stores close early and there are few selections in restaurant and entertainment venues. Therefore, an important component to a revitalization strategy of Main Street will be a more diversified retail mix.
- Creation of traffic patterns conducive for pedestrians - The creation of traffic patterns more conducive to pedestrians should include the creation of a landscaped median. A new landscaped median was called for in the 1989 Plan of Development and would improve the image and pedestrian quality of the street. This is particularly true considering the volume and speed of traffic traveling on Route 5. More pedestrian friendly traffic signaling, sidewalk access, and speed reductions are cited as means to encourage retail shopping in the downtown area.
- Restoration of the historic character of the downtown - There is an intrinsic historic significance to many of the buildings in the downtown. However, many of these buildings are at risk due to deferred maintenance and general neglect. Continued facade restoration and maintenance incentives initiated by the Town encourage reinvestment in the downtown.
- Development of a marketing plan for the downtown - Along with the revitalization of the physical features of downtown buildings, a marketing plan to change the current perception of the downtown should be created and implemented.

The issues that face the downtown are the same issues that affect the entire town. Projecting a safe and vital image in the downtown, one that presents a downtown that is pedestrian friendly, aesthetically pleasing, and diverse in its retail/entertainment offerings are critical for the future of any planning process.

Commercial Corridors

It was recognized in the Strategic Economic Development Plan that downtown commercial activity alone does not meet the needs of the entire community or address special commercial operations. Convenience commercial uses are necessary in neighborhood areas to meet the needs of nearby residents.

In communities all across Connecticut, “strip” developments can be found along many of the well-traveled corridors. In fact, these types of developments have become the hallmark of commercial development across the United States. East Hartford’s commercial corridors are no exception to this type of development pattern. In recent years, however, there has been sharp criticism placed on these commercial corridor developments due to the land use conflicts and traffic issues that they

In communities all across Connecticut, “strip” developments can be found along well-traveled corridors.

In recent years, however, there has been sharp criticism placed on these commercial corridor developments due to the land use conflicts and traffic issues that they create. In addition, many people object to the blandness of appearance of these strip centers

The Strategic Economic Development Plan cited vacant commercial properties and the poor physical appearance of commercial corridors and buildings as a key problem.

create. In addition, many people object to the blandness of appearance of these strip corridors.

As cited in the Strategic Economic Development Plan, a few studies of the Town’s commercial corridors have been done since the last Plan of Development was completed. These include The Main Street Corridor Study (1995), the Burnside Avenue Corridor Development Plan (1997), and the Burnside & Areas 1,2, & 3 Economic Development Initiatives (1999).

The Burnside Avenue Corridor Plan calls for a Comprehensive Redevelopment Plan to reduce land use conflicts, rehabilitate buildings, redevelop sites, physically enhance the corridor and reduce traffic conflicts. The Main Street Corridor Study analyzed the economic relationship of Main Street to its regional context and presented recommendations for future development. The plan recommended an optimal mix of shops, services, and attractions for families to make it a successful commercial area. Pedestrian mobility, building and street appearance, and traffic and parking issues were addressed.

The Strategic Economic Development Plan cited vacant commercial properties and the poor physical appearance of commercial corridors and buildings as a key problem. The Plan states that loss of neighborhood businesses and the inappropriate use of residential housing stock are related and that the traffic circulation in these areas is a problem. The purchasing power of residents is cited as a key opportunity to overcome these issues. In addition, the Plan identified that park and recreation facilities should be tied to commercial areas through open space linkages and that a restructuring or streamlining of Town government assistance is required to support small business.

IV. ENVIRONMENTAL RESOURCES

A. BACKGROUND

The quality of life in a community is largely determined by the quality, quantity and distribution of its cultural and natural resources. East Hartford's rivers and streams, particularly the Hockanum and Connecticut Rivers, exemplify this by providing the necessary drainage for the town, and also defining the natural landscape and providing a multitude of recreational opportunities.

The quality of life in a community is largely determined by the quality, quantity and distribution of its cultural and natural resources. East Hartford's rivers and streams, particularly the Hockanum and Connecticut Rivers, exemplify this by providing the necessary drainage for the town, and also defining the natural landscape and providing a multitude of recreational opportunities. To guide future conservation and development efforts, it is important to understand the distribution of significant natural resource features that form the Town's physical setting and in turn contribute to its character and quality of life. The following narrative briefly describes the significant natural resource features that comprise East Hartford's natural landscape.

B. RIVERS AND WATERSHEDS

The Town of East Hartford encompasses approximately 18.8 square miles in total land area. As illustrated on the map titled *Rivers and Watersheds*, East Hartford is located on the banks of the Connecticut River, and is comprised of four subregional watersheds, containing seven primary watercourses.

Watersheds define the natural drainage system in the Town. The rivers, streams, ponds, wetlands and floodplains are components of watersheds that have the physical attributes necessary to support a variety of plant and animal life, attenuate flood conditions, and provide residents with recreational opportunities. Even though nearly all the residents of the Town are currently on public water supply provided by the Metropolitan District Commission (MDC), protecting water quality is an important issue for the ecology of the region as well as for ensuring potential future development of public water supply wells if the need arises. Managing these watersheds in a sustainable manner is critical to ensure that the attributes they contain and the benefits they provide will be available for years to come. The following provides a general description of each of the Town's four subregional watersheds.

Connecticut River Watershed

Like the other three subregional watersheds in East Hartford, the Connecticut River watershed is a component of the much larger *regional* Connecticut River Mainstem watershed, which extends roughly through the middle of the state from Massachusetts to Long Island Sound. The subregional Connecticut River watershed drains approximately 20% of the Town's total land area. The watershed not only includes the Connecticut River, but also Willow Brook, another primary watercourse in Town.



Connecticut River at Riverside Park



Connecticut River Park – Looking South

Increases in the total amount of impervious surface in a watershed can have detrimental affects on water quality due to polluted runoff reaching rivers and streams.

Development within the watershed is very dense in the lower reaches of the Willow Brook and directly along the banks of the Connecticut River between the railroad bridge and the Charter Oak Bridge. Development of the density found along the river just north of Connecticut Boulevard would not have been possible had it not been for the Army Corps of Engineers who constructed the East Hartford Dike in the early 1940's to hold back the river during the spring runoff. While the dike has had a positive affect on the amount of development in the watershed, development at this density has its consequences. One such consequence is that as the density of development increases, the percent of land covered by impervious surfaces (i.e. roadways, driveways, roof tops, etc.) also increases. This increase in the total amount of impervious surface in a watershed can have detrimental affects on water quality due to polluted runoff reaching the rivers and streams. In fact, numerous studies document these water quality impacts with evidence of stream impairment when total watershed imperviousness reaches between 10% and 25%⁵. Since the Plan update in 1990, the Town has addressed this issue by incorporating maximum impervious surface requirements in the Town Zoning Regulations.

The amount of impervious surface in a watershed can readily be mapped with land cover data provided by the University of Connecticut. A map of imperviousness has been prepared, titled *Percent Impervious Surface*, which highlights those areas of Town where density is the greatest and where water quality may be at greatest risk due to polluted surface water runoff.

Due to the relatively level topography within the watershed, the Federal Emergency Management Agency (FEMA) has delineated the 100-year floodplain along the majority of the Connecticut River in East Hartford (except in the area protected by the dike) as well as the entire length of the Willow Brook, including the perennial portions between Applegate Lane and Westview Drive. This delineation indicates that these areas possess a 1% chance of annual flooding. These floodplain areas are illustrated on the map titled *FEMA Floodplains*.

Podunk River Watershed

The Podunk River, originating in South Windsor, flows in a general southerly direction through the floodplains and wetlands of northwest East Hartford. While the actual length of the river in East Hartford is rather small, less than 1 mile of the approximately 13 miles of river, the Podunk River watershed drains approximately 20% of the Town's land

⁵ University of Connecticut, Cooperative Extension System, Non-point Education for Municipal Officials (NEMO); Siver, P.A., A.M. Lott, E. Cash, J. Moss and L.J. Marsicano. 1999. Century changes in Connecticut, U.S.A., lakes as inferred from siliceous algal remains and their relationship to land use changes. *Limnology and Oceanography* 44: 1928-1935.



Podunk River off Meadow Road



Podunk River



Hockanum River



Hockanum River at Forbes Street

area. Other primary watercourses that flow in this watershed include Goodwin Brook, which originates just west of the School Street and Prestige Park Road intersection and Burnham Brook, which originates just north of the East Hartford cross-country ski and jogging trails off Long Hill Street.

The development patterns are the densest in the southwest portion of the watershed along Tolland Street. The remainder of the watershed primarily contains residential development and agricultural land uses, particularly in the northwest portion of the watershed along Main Street. These patterns of development are highlighted on the Percent Impervious Surface map where the greater percentage of impervious surface indicates a denser pattern of development.

FEMA has designated a large portion of the watershed, over 16% of the watershed's total area as 100-year floodplain. One significant floodplain area is found in direct proximity to the Connecticut River. This northwest section of the watershed is a unique undeveloped part of Town that contains an extensive wetland complex, productive farmlands and significant wildlife habitat. It provides an undeveloped respite from the urban landscape found in the Hartford/East Hartford portion of the Connecticut River. Additional floodplain areas within the watershed are narrowly defined along the Podunk River and the Burnham and Goodwin Brooks.

Hockanum River Watershed

The Hockanum River, originating in Vernon, bisects the Town in an east to west direction, and joins the Connecticut River just north of the Charter Oak Bridge. The Hockanum River is East Hartford's largest tributary to the Connecticut River and drains approximately 22% of the Town's land area. The river is a very popular regional recreational resource having a designated greenway through much of East Hartford. For many years, the river has played host to the MDC water pollution control plant, just south of Pitkin Avenue, which released effluent into the lower reaches of the river, just upstream from its confluence with the Connecticut River. This has changed in recent months. Effluent has been redirected to empty into the Connecticut River directly. This change should help improve the future water quality of this watercourse.

The development patterns in the Hockanum River watershed are most dense in the area along Main Street north of I-84. The remainder of the watershed is a mix of industrial, commercial, and residential land uses including some open space areas. The



Hockanum River at Cottage Street

density of development within the watershed may be a contributing factor to its water quality. As illustrated on the Percent Impervious Surface map, much of the watershed is developed, with the exception of the floodplain areas. As previously described, the high concentration of impervious surface may be compromising water quality in the Hockanum River due to contaminated surface water runoff entering the watercourse.

Like the Podunk River Watershed, FEMA has identified a large portion of the watershed as 100-year floodplain. In fact, according to FEMA mapping, over 22% of the watershed's total area is considered floodplain.

Salmon Brook Watershed

The Salmon Brook originates in Manchester and flows just to the south of East Hartford through the Town of Glastonbury. While the Salmon Brook never actually flows into East Hartford, the Pewterpot and Porter Brooks, contribute to its watershed and join the Salmon Brook south of Keeney Cove before joining the Connecticut River. The Pewterpot and Porter Brooks are considered by the US Geological Survey (USGS) as part of the Salmon Brook watershed and receive almost 40% of the Town's natural runoff, more than any other watershed in Town. The watershed also hosts Keeney Cove and the wetland complex that surrounds it, which is regionally known for its diversity of wildlife, particularly bird species.



Porter Brook off Forbes Street

The development patterns in the East Hartford portion of the Salmon Brook Watershed are generally less dense than other areas of Town and consist primarily of suburban residential development and open space land. However, agricultural and other non-residential uses such as commercial development and a portion of Rentschler Field are also found within the watershed.

The FEMA 100-year floodplains are broadly defined in the Salmon Brook Watershed as illustrated on the floodplains map. The total area occupied by the 100-year floodplain totals approximately 9% of the watershed area. This area encompasses Keeney Cove and is located along the entire length of the Pewterpot and Porter Brooks.

C. FLOODPLAINS



100-Year Floodplain at Keeney Cove



Podunk River Floodplain



Podunk River Floodplain

Due to the relatively flat landscape, East Hartford's drainage capacity is less than optimal. In fact, history has proven that flooding is a major concern along many of the Town's watercourses. Along the Connecticut River, flooding has been so severe that after the great floods of 1936 and 1939, which destroyed many of the buildings in the oldest parts of Town, the Army Corps of Engineers developed the dike system that is in place today. The construction of the dikes (completed in 1941) and man-made drainage systems, such as storm sewers and pumping stations, have played a major role in the successful redevelopment of South Meadows from the Bulkeley to the Charter Oak Bridges. However, the remainder of East Hartford is dependent on the network of natural drainage patterns, which are primarily brooks that feed into streams and eventually into the Connecticut River.

According to the most recent data provided by FEMA, it is estimated that 1,420 acres of land or approximately 12% of the entire Town is designated as 100-year floodplain. To protect the flood prone areas in Town including those areas not protected by the dike system, the Town incorporated floodplain protection measures within its Zoning Regulations in 1975.

In 1980, the Town initiated a comprehensive study to address its drainage problems. This study culminated in a Master Drainage Plan prepared by De Leuw, Cather and Company. The Master Drainage Plan identifies several natural drainage areas and associated problems. Most problem drainage areas that were noted in the Plan have been alleviated to the extent possible through the Town's Capital Improvement Program. However, attention should be given to ongoing drainage problem areas, which could be exacerbated by future development. These areas, illustrated on the map titled *Drainage Problem Areas*, were initially described in the Master Drainage Plan and confirmed by the Town as ongoing drainage problem areas and are noted below by number which corresponds to the numbers on the map:

- 1) Burnham Brook: (a) Frequent flooding occurs at the Brook Street cross culvert and in the stream channel south to Gilman Street. In addition, frequent flooding occurs at (b) the University Avenue cross culvert and (c) the railroad crossing.
- 2) Hockanum River: Floodwaters of the Hockanum River affect the areas between Long Hill Drive and Walnut Street.

- 3) Pewterpot Brook: Drainage problems exist on both the Pewterpot Brook and the South Branch in the area between Forbes Street and Rentschler Field. The cross-culverts and channels are inadequate to convey floodwaters, and houses encroach upon the floodway in many cases.
- 4) Porter Brook: (a) Stream channel erosion is a problem behind houses on Spruce Drive and Pendleton Drive. In this area the stream channel is not adequate and the Hills Street cross-culvert is undersized. (b) Another erosion problem is occurring along the Hills Pond Branch behind Fowler Lane. (c) In addition, some flooding problems have been experienced in the Oak Street and Mulcahy Drive areas of the Farnham Hill Branch.

D. SOILS

The soil types in East Hartford are a complex matrix of varying slope, depth, texture, permeability and fertility. According to the Natural Resource Conservation Service (NRCS), Department of Agriculture, Soil Survey Hartford County, CT, the soil in East Hartford is comprised of 45 different soil classifications. While each individual classification has unique characteristics, there are particular attributes of certain soil types that are of particular interest due to their environmental sensitivity. These include wetland soil types, which are described briefly below. Steep slopes are not a prevalent feature of the Town.

Wetland Soils

Wetlands in Connecticut are defined by soil type. Those soils that are classified by the NRCS as Poorly Drained, Very Poorly Drained, Alluvial/Floodplain or any combination of these classifications are by definition considered wetland soils and protected under the Town's inland wetland regulations. The area classified by the NRCS Detailed Soil Survey as wetland soil types are illustrated on the map titled *Wetland Soils*.

Wetlands are important for a variety of reasons including:

- Wetlands are among the most biologically productive natural ecosystems in the world;
- Wetlands provide habitat that is critical to a variety of plant and animal species, including threatened and endangered species;
- Wetlands often function like natural sponges, storing water (floodwater or surface water) and slowly releasing it thus reducing the likelihood of flood damage to personal property or agriculture by controlling the rate and volume of runoff;

- Wetlands help improve water quality by intercepting surface runoff and removing or retaining its nutrients, processing organic wastes and reducing sediment before it reaches open water;
- Wetlands provide outdoor recreational opportunities (i.e. wildlife viewing/ photography, nature study)

The 1990 Plan of Development, citing a 1979 report prepared by the organization Management of Resources and the Environment entitled “Existing and Future Land Use Plans for (the) Connecticut River Floodplain” identifies several areas having “significant wildlife and/or ecological value”. These areas coincide with the major wetland complex adjacent to the Connecticut River in the North Meadows (north and west of the dike) and are described as “a highly productive, diverse ecosystem, which is relatively free of human interference. The mix of agricultural fields and wooded areas farther east provides food and shelter for a wide variety of wildlife.” This description of the North Meadows area is as true today as it was back in 1979 due to the regulated wetlands preventing development from encroaching on the area. The 1990 Plan of Development describes three sub-areas noted in the report for their distinguishing characteristics. These areas are as follows:



**Waterfowl Area Adjacent to
The Knights of Columbus Property
1831 Main Street**

- A waterfowl area adjacent to the Knights of Columbus property on North Main Street;
- A shrub wetland north of Brook and west of King Streets is listed as a good wildlife habitat. The vegetative system and views are noted as significant;
- Keeney Cove, located on the Glastonbury border, is also noted as good bird and fish habitat



Keeney Cove

In East Hartford, the Inland Wetlands Commission regulates wetlands through permits similar to those issued in the Flood Hazard Areas. The Commission also regulates activities within 100 feet of any wetland and within 200 feet of any watercourse. The general delineation of these regulated areas are illustrated on the Wetland Soils map. Official mapping used in the actual determination of the regulated areas are available in the East Hartford Engineering Department.

E. GROUND WATER AND AQUIFER PROTECTION

The Town of East Hartford's public water supply system is provided by the Metropolitan District Commission, a non-profit municipal corporation chartered to provide potable water and sewerage services on a regional basis. While this source of drinking water precludes the need for most residents to develop private wells for potable drinking water, conservation of ground water resources is important for the protection of any potential future drinking water supplies as well as for the protection of the region's natural surface and ground water ecosystems.

The 1990 Plan of Development states that East Hartford lies upon a sizeable aquifer capable of yielding moderate to large amounts of water. The aquifer is described as being relatively shallow and therefore susceptible to contamination by infiltration of pollutants from the surface. While East Hartford's extensive sanitary sewer system helps protect against this type of contamination, ground water contamination can still occur from non-point sources of pollution such as road contaminants and lawn fertilizers. A major source of non-point source pollution is the surface water runoff generated from impervious surfaces such as roadways and parking areas where auto-related contaminants concentrate. Polluted runoff from these surfaces has the potential of infiltrating the water table and compromising ground water quality.

According to the DEP Ground Water Quality Classification System, there are areas in Town where ground water quality is presumed to be degraded. These areas are designated as class GB or Class GA* ground water. The remainder of Town contains GA classified ground water indicating a quality that, at a minimum, is presumed suitable for drinking or other domestic uses without treatment. A *Ground Water Quality Classifications Map* follows this page.

The 1990 Plan of Development recognized the potential for ground water contamination and made the recommendation that a provision be incorporated into the zoning regulations that calls for aquifer protection in order to protect the water supply in East Hartford in case it were ever needed over the long term to meet the drinking water supplies of the region. This recommendation has not yet been fulfilled, and therefore is recommended again in this 2001 Plan of Conservation and Development Update.

<i>F. ENVIRONMENTAL RESOURCES GOALS & OBJECTIVES</i>

GOAL:

Promote the conservation and preservation of natural resources as part of future development activity.

OBJECTIVES:

- Protect water quality through the protection of the Town's watercourses and watersheds.
- Protect floodprone areas in the Town through the use of floodplain protection measures and regulation of new development.
- Effectively manage and control storm water drainage to minimize hazards to property and the public, and the built and natural environment in East Hartford.
- Review existing development regulations and standards to determine where requirements for impervious surfaces can be reduced or eliminated.

V. PARKS, OPEN SPACE & RECREATION

A. INTRODUCTION

The strength of East Hartford's community character lies in its stable residential neighborhoods and the abundance of parks and recreational facilities that serve those neighborhoods. Natural "passive" open spaces which provide a natural respite from the otherwise urbanized landscape also add to the character of the Town.

The Town's open space network is a key amenity for economic development. The Town's current assets – natural land and developed recreation space – also represent future opportunities for enhancement or expansion, which can link with the Town's development potential.

The quality, quantity and variety of parks and open spaces are important attributes that help define the character of a community. The strength of East Hartford's community character lies in its stable residential neighborhoods and the abundance of parks and recreational facilities that serve those neighborhoods. In addition, natural "passive" open spaces have also been protected in Town, which provide a natural respite from the otherwise urbanized landscape and add to the character of the Town. The benefits of parks and open space are multifaceted in that they provide opportunities for social interaction and healthful activities, help preserve natural features and environments, and enhance community character, positively affecting property values and the marketability of communities.

Recreation activity in East Hartford has evolved over the years to the point where organized sports and formal recreation programs are the focus of adolescent active recreation. The increasingly high participation and longer length and variety of sport seasons require dedicated facilities, an important consideration when creating capital improvement plans for the community. In addition, providing opportunities for informal recreation activities (i.e. walking, jogging, skating, biking) is also important to meet the growing needs of the community. Greenways or linear trails, such as the Hockanum River Greenway, help provide this opportunity. When properly planned, greenways can link existing parks and open space areas together with neighborhoods and community facilities (i.e. schools, libraries) to provide interconnected networks that are accessible from residential areas.

As described in the East Hartford Strategic Economic Development Plan⁶, the Town's open space network is a key amenity for economic development. The Town's current assets – natural land and developed recreation space – also represent future opportunities for enhancement or expansion, which can link with the Town's development potential.

Open space and recreation development contributes to economic development in four major ways:

- It encourages new business and helps keep existing businesses
- It represents a symbol of the community's quality of life
- It provides an attractive town design and environment
- It is part of the infrastructure for new development sites

⁶ Town of East Hartford, Strategic Economic Development Plan & Land Use Recommendations, Clough, Harbor & Associates LLP; The Williams Group Real Estate Advisor, LLC & Hutton Associates, Inc, May 2000.

The park and open space resources found in East Hartford are generally in good condition, geographically distributed throughout the Town and are accessible to most of the population.

Conversely, economic development can also contribute to open space and recreation development:

- It can create linkages to the open space framework
- It can encourage developers to set aside open space within their parcels
- It can provide increased tax revenues for park and recreation development and operations, as well as for open space acquisition.

The park and open space resources found in East Hartford are generally in good condition, geographically distributed throughout the Town and are accessible to most of the population. The existing inventory of parks and open space can be considered one of the Town's great assets as they provide green space that helps break up the suburban development patterns and provide recreational opportunities to the surrounding neighborhoods. However, the degree to which park facilities meet contemporary needs is ever an issue because community recreation needs continually evolve over time. While the existing parks and open space provide a wide array of recreational opportunities, there is potential for improvement to meet the changing needs of the community.

B. EXISTING PARKS AND OPEN SPACE

Lands in East Hartford considered parks and open space have been inventoried and categorized based on public or private ownership. The map of existing parks and open space illustrates publicly and privately owned active and passive recreation and open space areas as of 2002. The active recreation facilities consist of parks, playgrounds, ball fields and schoolyards, while passive areas include greenways, Town owned floodplains and flood control properties and open space areas. Cemeteries are also included in the inventory as passive open space areas.

In addition to Town owned property, the *Existing Recreation and Open Space* map shows lands held for conservation by the Manchester Land Conservation Trust and private recreation and open space areas such as Wickham Park, Saint Christopher and Saint Rose schools and the Pratt & Whitney (Aircraft Club) fields. These lands, given the missions of their owners, are likely to remain in open space use and continue to support the recreation, conservation and preservation objectives as set forth in this plan.

The network of waterways found within the Town, particularly the Connecticut and Hockanum Rivers, have provided a focus for successful greenway implementation. An example of these efforts includes Riverfront Recapture, which has turned the Connecticut River waterfront in both Hartford and East Hartford into a major regional cultural and recreational asset. East Hartford's Great River Park offers walking and biking trails, boat launch areas, an amphitheater and nature study areas. Great River Park is part of the overall Riverwalk network, which includes Riverside Park, Riverfront Plaza and Charter Oak Landing all on the

The network of waterways found within the Town, particularly the Connecticut and Hockanum Rivers, have provided a focus for successful greenway implementation.

Hartford side of the Connecticut River and is connected together by walking paths over the Founders Bridge and the Charter Oak Bridge.

Other successful greenway projects in East Hartford include the Hockanum River Linear Park, which extends almost the entire length of the Hockanum River in East Hartford and extends through the Town of Manchester into the Town of Vernon; the Charter Oak Greenway, which is a multi-use trail that runs from Forbes Street to Route 83 in Manchester; and the Captain John Bissell Greenway, which connects the Charter Oak Greenway in East Hartford to the Bissell Bridge in South Windsor. Expansion of the greenway system by adding connections to neighborhoods, community facilities, and parks will improve accessibility to the system and enhance the quality of life in the Town.

Expansion of the greenway system by adding connections to neighborhoods, community facilities, and parks will improve accessibility to the system and enhance the quality of life in the Town.

The 2002 inventory of recreation and open space totals approximately 1,599 acres. The land included in the inventory is summarized in Table 10 and is categorized based on whether it is primarily used for active or passive recreation. Active recreational facilities are defined as areas that accommodate organized sporting activities such as baseball, basketball, soccer or tennis. These facilities may also provide playscapes for younger children. For the purposes of this inventory, active recreational facilities have been further categorized by whether they are associated with a school facility. Passive recreational facilities are areas that provide low impact recreation such as hiking or picnicking with minimal development or improvements. If improvements have been made to passive recreation facilities, they typically include little more than park benches or picnic areas. Some areas included in this inventory function as natural conservation areas (i.e. floodplain) and are generally left as natural, undeveloped open space. The detailed Open Space and Recreation Report prepared as part of the Plan of Conservation and Development Update process contains a complete description, status and recommendations for each park in the system.

The new University of Connecticut football stadium is an active recreational facility of statewide significance. The use of this facility outside of scheduled events is not yet known, however, consideration should be given to how the town may use this facility to augment existing recreational programs in the future.

The new University of Connecticut football stadium is an active recreational facility of statewide significance. While the stadium is not considered open land, the use of the facility needs to be recognized as potentially contributing to the Town's recreation opportunities. Due to the unique regional character of the football stadium it has not been included in the inventory of Town Parks and Open Spaces. The use of this facility outside of scheduled events is not yet known, however, consideration should be given to how the town may use this facility to augment existing recreational programs in the future.

**Table 10
Parks and Open Space Inventory: 2002**

Active Open Space		Passive Open Space	
<u>Public Parks</u>	Acres	<u>Public Ownership</u>	Acres
Alumni Field / Town Green ⁽¹⁾	4.4	Bicentennial Square	2.3
Center Park	2.2	Bray Property ⁽²⁾	69.7
Dwyer Park	23.8	Brewer House / Gardens	1.4
Foran Park	11.5	East Hartford Nature Park	48.8
Goodwin Park	7.3	Great River Park ⁽²⁾	21.8
Gorman Park	63.3	Hockanum River Linear Park ⁽²⁾	+/-275
Labor Field	11.6	James Property ⁽¹⁾	12.0
McAuliffe Park/ Norris Elementary ⁽³⁾	43.9	Keeney Cove ⁽²⁾	101.7
Martin Park	26.5	Landers Road Park ⁽¹⁾	2.6
Millbrook Playground	2.4	Former Lange Property ⁽¹⁾	12.9
Shea Park	8.9	Town Owned Flood Control Dike	148.9
East Hartford Golf Course	<u>102.1</u>	Town Owned Floodplain	34.5
Subtotal	307.9 acres	Unnamed Open Space (near high school)	8.6
<u>Public School ⁽³⁾</u>		Unnamed Open Space (Main Street)	3.3
Burnside Elementary	4.2	Unnamed Open Space (adjacent to Synergy HS)	10.4
East Hartford Middle School	18.5	Veterans Memorial Park	18.2
East Hartford – Glastonbury Magnet	7.7	Woodlawn Circle Open Space ⁽¹⁾	2.6
East Hartford High School	35.7	Former Yanner Property ⁽¹⁾	10.8
Goodwin Elementary	6.4	Former Landfill	97.9
Hockanum Elementary / Park	16.0	Former Elks Property	<u>32.0</u>
Langford Elementary	19.0	Subtotal	915.4 acres
Mayberry Elementary	7.3	<u>Private Ownership</u>	
O'Brien Elementary	13.1	Manchester Land Trust ⁽¹⁾	40.2
O'Connell Elementary	3.3	Wickham Park	22.5
Pitkin Elementary	14.3	East Hartford Patrolmen & Firemen	<u>6.9</u>
Silver Lane Elementary	2.7	Subtotal	69.6 acres
Sunset Ridge Elementary	7.3	<u>Cemeteries</u>	
Synergy High School	19.5	Center Cemetery (Town owned)	11.4
Willowbrook School	5.6	Hillside Cemetery (Town owned)	31.4
Woodland Elementary	<u>7.5</u>	Hockanum Cemetery (Town owned)	2.7
Subtotal	188.2 acres	Silver Lane Cemetery (Town owned)	37.9
<u>Private Ownership</u>		Old South Cemetery (Private)	0.9
Pratt & Whitney (Aircraft Club) Field	19.3 acres	Saint Mary's Cemetery (Private)	<u>15.5</u>
		Subtotal	99.8 acres
Active Total	515 acres	Passive Total	1084 acres
GRAND TOTAL 1,599 ACRES			

⁽¹⁾ New acquisition since 1990

⁽²⁾ Expansion since 1990

⁽³⁾ Acreage represents area used for recreational purposes only

Source: Town of East Hartford, Development Office, 2002; Metropolitan District Commission, 1995; 1990 Plan of Development

East Hartford's diverse array of recreational facilities is a tremendous asset to the Town and its residents.

C. ACTIVE RECREATION FACILITY OVERVIEW

East Hartford's diverse array of recreational facilities is a tremendous asset to the Town and its residents. The thirty-eight parks, school facilities and open spaces included in the inventory represent a broad spectrum of active uses, ranging from walking, jogging and biking trails to baseball fields, soccer fields, basketball courts and playscapes. These parks, schools and open spaces in total comprise over 500 acres of recreational area.



McAuliffe Park/Norris Elementary School Complex



Martin Park



Gorman Park

The Town has three parks that are the showpieces of East Hartford's parks and open space system. The McAuliffe Park/Norris Elementary School complex in the northern end of East Hartford includes an outstanding baseball facility, a swimming pool, softball and Little League baseball fields, basketball courts and play areas for children. The complex is also tied in with another community asset, the North End Senior Center, adjacent to the park along Remington Road. This complex provides a wealth of recreational opportunities for residents of all ages in the northern and central sections of East Hartford.

Martin Park, located in the center of town off Burnside Avenue, is another prime recreational facility for East Hartford. Its baseball, football and softball field, popular skateboard park, swimming facility and play areas are important assets in the central part of the town. The park's connection with the Hockanum River Linear Park via an attractive pedestrian bridge enables neighborhood access to a regional open space network of parks and trails.

Finally, Gorman Park, located in the southern end of town, also contains excellent recreational assets and has the potential to become East Hartford's flagship park. Currently, the northern and central areas of the park are unused; however, with the reclamation of the existing pond and the addition of new facilities and uses, the park could be a recreational facility of regional significance.

Perhaps most importantly, East Hartford's parks system has as its foundation a network of small neighborhood and school-associated recreational facilities. These facilities provide an infusion of needed recreational space into residential neighborhoods, while also serving as important links in the overall parks and open space system. Enhancing this existing solid foundation should receive top priority. If proper attention is not paid to the local foundation of the parks system, not only will individual neighborhoods lack sufficient recreational resources, but also the entire town-wide open space network will be weakened. Maintaining and improving options for both active and passive recreation is a critical component of this parks and open space plan.

East Hartford's parks system has as its foundation a network of small neighborhood and school-associated recreational facilities. These facilities provide an infusion of needed recreational space into residential neighborhoods, while also serving as important links in the overall parks and open space system.

Maintaining and improving options for both active and passive recreation is a critical component of the Town's parks and open space plan.

The future of existing parks and open space will depend in part on the efficient use of the existing facilities as well as the maintenance and rehabilitation of facilities requiring improvements.

Several key privately held facilities also exist within the town boundaries. Although the Town exercises no direct control over the use of these facilities, the properties are integral parts of the overall recreation and open space network in East Hartford.

As part of the Plan of Conservation and Development Update process a detailed Parks and Open Space Study was prepared. This document contains annotated aerial photographs of each park, pictures of selected facilities and a description of each facility. The report also includes identification of problems at each site and specific recommendations for improvements.

D. FUTURE OPEN SPACE SYSTEM

East Hartford is fortunate to have an existing park and open space system that is in relatively good condition, well distributed geographically and diverse in the types of uses accommodated. In looking to the future, it will be important to maintain parks and open spaces that are adequate in extent, strategic in location and equitable in distribution in order to meet the unique active and passive needs of the Town's population. The future of existing parks and open space will depend in part on the efficient use of the existing facilities as well as the maintenance and rehabilitation of facilities requiring improvements.

Criteria for Future Open Space Acquisition

In selecting areas to focus future open space acquisitions, it is helpful to develop criteria from which to identify priority open space parcels. In the past, East Hartford's open space plans have focused on protecting land that provides the following benefits:

- Provides new neighborhood parks
- Links existing parks and open spaces together to form interconnected greenways
- Links existing parks and open space to neighborhoods and the downtown area
- Preserves agricultural land
- Preserves natural drainage areas including waterways and surrounding wetlands and floodplains

These benefits are equally as important today and should be maintained as criteria as to judge the benefits of acquiring future open space as land is made available to the Town. Prioritizing areas for open space protection is an important component in the Plan of Conservation and Development because it helps focus resources on property that has the highest open space value rather than acquiring open space just because it becomes available.

E. OPEN SPACE PROTECTION FOCUS AREAS

The criteria defined above are helpful in identifying areas of town to focus open space protection efforts. These areas are summarized below and illustrated on the map titled *Parks and Open Space Plan*. In addition, Appendix D of the detailed Open Space and Recreation Report Element contains a list of parcels and maps that identify desirable additions to East Hartford's current open space inventory.

The Town has an opportunity to take the lead in preserving farmland in the town and establishing a municipal farmland preservation program that identifies and protects farms that benefit the town's overall community character.

Farmland Protection

The preservation of some of the remaining farmland in East Hartford would help retain a sense of the Town's former rural origins.

The State Farmland Preservation Program has expressed little interest in acquiring farmland in East Hartford. Therefore, in order for farmland preservation to be successful in East Hartford it will have to be part of a locally led effort. The Town has an opportunity to take the lead in preserving farmland in the town and establishing a municipal farmland preservation program that identifies and protects farms that benefit the town's overall community character.

River and Floodplain Protection

East Hartford's relatively flat landscape creates a less than optimal drainage capacity. This is evidenced by the large expanse of floodplain along the Town's major watercourses. Protection of the Town's remaining undeveloped floodplains (particularly along the Connecticut River) and the land that directly abuts watercourses is critical to ensure that natural drainage patterns are retained and that storm water runoff can be controlled. River and floodplain protection should be focused on all of the Town's major watercourses.

Protection of the Town's remaining undeveloped floodplains (particularly along the Connecticut River) and the land that directly abuts watercourses is critical to ensure that natural drainage patterns are retained and that storm water runoff can be controlled.

Rentschler Field

Redevelopment of Rentschler Field has the potential to expand the Town's open space network. The Capitol Region Council of Governments has identified this potential and is initiating an extension of the Charter Oak Greenway. The Greenway expansion would bisect Rentschler Field and connect to the existing Riverwalk located along the Connecticut River. This greenway would link two popular greenways and provide a walking path that bisects the entire Town in an east-west direction. In addition, the proposed East Hartford Boulevard and associated roadways should make provisions for both pedestrian and bikeway paths.

The parcels that make up Rentschler Field contain wetland areas and include sections of the Pewterpot Brook that are prone to drainage problems. Preservation of these areas as part of any development proposals would help retain the natural drainage patterns in this area. It is further recommended that as redevelopment of this area moves forward,

The parcels that make up Rentschler Field contain wetland areas and include sections of Pewterpot Brook that are prone to drainage problems. Preservation of these areas as part of any development proposals would help retain natural drainage patterns.

The network of waterways found within the Town, particularly the Connecticut and Hockanum Rivers, have provided a focus for successful greenway implementation. The primary open space goal over the next decade should be to build on these successful linear trails and attempt to create a network of linkages between existing open spaces.

the Town consider obtaining portions for active recreation purposes such as ball fields in order to help meet the growing demand for these types of facilities.

State and Utility Owned Property

Surplus property owned by electric utilities or surplus state property should also be considered if these lands become available. The Town should evaluate these properties based on the above-mentioned criteria for purchase or donation into the town's open space network.

Linkage and Expansion of Existing Open Space (Greenways)

The network of waterways found within the Town, particularly the Connecticut and Hockanum Rivers, have provided a focus for successful greenway implementation. The Hockanum River Linear Park, Charter Oak Greenway, and the newly completed Riverwalk are all prime examples of successful greenway projects. The primary open space goal over the next decade should be to build on these successful linear trails and attempt to create a network of linkages between existing open spaces.

The Capitol Region Council of Governments has taken the first step in this effort by proposing the extension of the existing Charter Oak Greenway to connect with the Riverwalk trail network. This proposal would create another east to west linkage that somewhat parallels the Hockanum Greenway, albeit on the south side of Interstate 84. The real challenge in greenway planning for the Town is in establishing north to south linkages to connect existing open spaces. Possible north to south connections include pedestrian and bikeway paths along the proposed East Hartford Boulevard and accompanying roadways that traverse Rentschler Field; expanding the Charter Oak Greenway southward towards the High School; taking advantage of property on the east side of Rentschler Field; and expanding the Riverwalk trail along the banks of the Connecticut River south to Keeney Cove and north towards South Windsor.

F. IMPLEMENTATION TOOLS AND TECHNIQUES

Because it is difficult to predict when property will become available for incorporation into the open space inventory, the Town must be prepared to respond quickly when property comes available, particularly property that has been identified as a priority open space parcel. In order to achieve the objectives outlined in their open space plans, many municipalities designate an open space task force or a land trust made up of community volunteers and/or staff with a particular interest or expertise in open space planning. One of the responsibilities of an open space task force is to develop a strategy to help fund open space acquisitions. Such a strategy identifies potential grant and fundraising opportunities.

Because it is difficult to predict when property will become available for incorporation into the open space inventory, the Town must be prepared to respond quickly when property comes available, particularly property that has been identified as a priority open space parcel.

The establishment of an East Hartford Land Trust should be explored as a priority item. A group dedicated to open space assembly and maintenance could greatly enhance the town's capability in this area.

Implementation Tools

Implementation tools commonly used to protect open space can be divided into two general categories: regulatory and non-regulatory. Regulatory tools are land use regulations established to control what activities a landowner can conduct on their property. The Town of East Hartford has an opportunity during the development process to implement regulatory controls to protect natural features or to establish open space. Examples of regulatory tools include the following:

- **Inland Wetland Regulations**
- **Zoning Regulations** i.e. Preservation overlay zones (special district zoning)
- **Subdivision Regulations** - Open space dedication requirements and/or In Lieu Fees

Non-regulatory tools used to protect open space usually involve some type of ownership status. The following are examples of some of the more common techniques:

- **Fee Simple Purchase** – Involves the outright purchase of land
- **Easement** –A partial interest in property conveyed by the landowner to the Town or a non-profit such as a land trust with specific restrictions on land development or access privileges.
- **Land Trust** – Private, non-profit organizations that acquire land for recreation or conservation. The establishment of an East Hartford Land Trust should be explored as a priority item. A group dedicated to open space assembly and maintenance could greatly enhance the town's capability in this area.

The Connecticut Department of Environmental Protection's Open Space and Watershed Land Acquisition Grant Program (CGS § 7-131d to 7-131k) provides financial assistance to municipalities or non-profit land conservation organizations to acquire land for open space. This grant program provides matching grants to communities like East Hartford for up to 65% of the properties fair market value. The Town has a unique opportunity to leverage its status as a DEP designated "Targeted Investment Community" in its application to this grant program to acquire open space.

G. <i>PARKS, OPEN SPACE & RECREATION GOALS & OBJECTIVES</i>

GOAL:

East Hartford should provide a system of linked public and private open space. Open space should provide both passive and active recreation opportunities and protect environmentally sensitive areas.

OBJECTIVES:

- Develop an open space system composed of both public and private lands through coordination with land owners and land conservation organizations.
- Develop a program which links together the open space system through greenways containing pedestrian trails and bicycle/hiking trails throughout town.
- Work with private owners to develop conservation easements and restrictions for the preservation of private open space in lieu of public acquisitions along the Connecticut River.
- Encourage inter-town cooperation for creation and preservation of trail systems including acquisition of easements along watercourses.
- Preserve key open space sites – agricultural lands, key gateway views – and enhance local recreation programs and facilities, including boat launches, cross country skiing, and restaurant/concession potential.
- Encourage greenways linking neighborhoods and employment areas to the riverfront as a focus for recreation activity.
- Provide zoning protection for open space resources and zoning incentives for adjacent properly-scaled economic development.
- Market East Hartford’s comprehensive open space system and recreation programs as a major quality of life amenity to retain and attract businesses.
- Use open space and streetscape improvements as a way to reinforce downtown and commercial corridors as visually attractive investment sites.
- Develop zoning requirements which establish percentages of open space on developed sites.

GOAL:

Maximize access and utilization of parks and recreation facilities for all residents.

OBJECTIVES:

- Provide capital improvements such as walking trails, cross country ski trails and lighted playfields at appropriate sites.
- Provide better parking, transit access and accessibility for disabled at town parks.
- Create bikeways and footpaths to connect neighborhoods and parks.
- Preserve existing agricultural land.

GOAL:

Promote the conservation and preservation of open space and natural resources as part of future development activity.

OBJECTIVE:

- Acquire land parcels that abut existing Town Facilities such as schools and parks in an effort to preserve open space and develop green-space and recreational facilities.

GOAL:

Improve and protect the quality of life in the Town by encouraging the improved use, maintenance and rehabilitation of the park and open space system to ensure they are adequate in extent, strategic in location and equitable in distribution in order to meet the unique active and passive needs of the Towns population.

OBJECTIVES:

- Continue the efficient utilization of existing parks and recreation facilities, including extended hours and creative scheduling.
- Strengthen the existing cooperative relationship between Parks and Recreation and the School Board to maximize the use of all municipal recreational resources to the benefit of East Hartford's residents.

- Enhance or develop key regional open space assets in East Hartford such as the riverfront or the potential of Rentschler Field, and find ways to attract regional funds for maintenance and programming.
- Prioritize the park improvement recommendations contained in Appendix A, B and C of the Parks and Open Space Element. Include the top listed improvements in the Town's capital improvement schedule.
- Adopt the criteria suggested in the Parks and Open Space Element for selecting parcels for future open space acquisition.
- Explore the feasibility of creating a town sponsored farmland preservation program.
- Support the Capitol Region Council of Government's proposal for extending the Charter Oak Greenway through the Town.
- Add to the proposal for creating East Hartford Boulevard and associated collector roadways a provision for both pedestrian and bikeway paths.
- Explore the establishment of an East Hartford Land Trust to enhance the Town's capabilities in open space assembly and maintenance.

VI. COMMUNITY FACILITIES

A. BACKGROUND

One of the principal functions of local government is to provide the infrastructure and community facilities which make it possible to sustain the use and enjoyment of private property within the community. The availability, condition, capacity, and cost of municipal infrastructure determine the land use mix and density sustained in a community, and is a key ingredient in defining the local quality of life.

With recent student enrollments in public schools significantly greater than what were previously projected, some school capacities and conditions are an issue for this planning period.

The previously recommended replacement of several fire stations continues to be an unresolved issue.

With the elderly population in East Hartford expected to increase dramatically over the next twenty years, the redirection of additional resources towards the operation of senior centers may be an upcoming issue.

The community facilities component of the 1990 Plan of Development focused primarily on the possibility of increased utilization of school buildings as community and day care centers and extending the public library system to the neighborhood schools. Additionally, the 1990 Plan strongly recommended that the Town retain ownership of the landfill in order to contain the potential impacts if in fact the landfill had been utilized as part of the regional resource recovery program as a bulky waste dumpsite. These improvements have been accomplished to some degree during the past decade.

While no new schools, police, or fire stations were identified in the 1990 Plan, there is currently a need to address the need for new or additional space in each of these divisions. With recent student enrollments in public schools significantly greater than what were previously projected, some school capacities and conditions are an issue for this planning period. As the development of a new public safety complex adjacent to the current Police Station continues to move forward, the future needs of the Police Department should be met throughout the upcoming planning period. The previously recommended replacement of several fire stations continues to be an unresolved issue.

In 1990, the future of the Town's landfill was uncertain. At that time there was a proposal to utilize East Hartford's landfill as part of the regional resource recovery program as a bulk waste facility. Since that time however, the Town has moved forward to close and cap the landfill.

The Town's Senior Citizen Centers were well utilized and located in adequate facilities at the time of the 1990 Plan update and continue to be well used today. However, with the elderly population in East Hartford expected to increase dramatically over the next twenty years, the redirection of additional resources towards the operation of senior centers may be an upcoming issue.

B. Community Facility Inventory: 2002

As part of the Plan of Conservation and Development update process a review of the Town's community facilities and an assessment of future needs were completed. Findings and recommendations were included in the Community Facilities element prepared in September 2002. The *Community Facilities Map*, which follows this page, identifies the location of the Town's existing community facilities,

Water System

The Metropolitan District Commission (MDC) provides the Town of East Hartford's entire water supply system. The MDC is a non-profit municipal corporation chartered by the Connecticut General Assembly in 1929 to provide potable water and sewerage services on a regional basis. Today, the MDC provides quality water supply, water pollution control, mapping, and household hazardous waste collection to eight member municipalities in the Greater Hartford Region, one of which is East Hartford. The *MDC Water System Map*, which follows this page, identifies the streets currently served by the water system. MDC has the ability to provide all of its East Hartford customers with the water they require.

Sanitary Sewer System

In addition to being the sole service provider for East Hartford's potable water supply, the MDC maintains sanitary sewerage systems that provide service throughout the Town. The *MDC Sanitary Sewer System Map*, which follows this page, identifies the location of the streets served by the sanitary sewer system. In the 1990 Plan of Development, it was noted that MDC's existing system had the capability of extending its service to all undeveloped areas in the Town. The Town should ensure that MDC receives a copy of the Plan of Conservation and Development Update so it can review the Town's plans and coordinate the necessary infrastructure improvements to accommodate future growth.

During the current planning period the Town should undertake a comprehensive inventory of the Town's storm sewer system in order to develop a plan that would meet federal and state regulations.

Storm Sewer System

In its entirety, the Town of East Hartford's storm sewer system has not been formally inventoried or assessed since 1980. The absence of an updated version of this study leaves the Town without an updated list and summary of existing conditions concerning drainage throughout the Town. With increasing State and Federal mandates for local comprehensive plans and reviews concerning storm water quality improvement efforts, East Hartford may soon be required to undertake such a study. During the current planning period the Town should

undertake a comprehensive inventory of the Town's storm sewer system in order to develop a plan that would meet federal and state regulations.

The Town of East Hartford currently owns and maintains three (3) storm water pumping stations and a network of earthen dikes. To protect against river flooding the Army Corp. of Engineers designed and built a dike system in the 1930's and 1990's. The purpose of the pumping stations is to pump water over the dikes during heavy rainstorms. While gravity allows the water to flow into the Connecticut River when its water level is low, high river level conditions (usually during the early spring when the northern snow melt makes its way to the local watercourses) prevent this gravity-driven flow and require that the water be pumped over the dike.

Town Bridges and Roads

Major rehabilitation work on streets exhibiting structural base problems should be undertaken simultaneously with a program of annually sealing streets in good condition to postpone future costly repairs.

The road system of East Hartford consists of 174.8 miles of paved roadway of which 26.9 miles are maintained by the State of Connecticut , including I-84, I-384, Routes 2, 5, 6 and 44. 147.9 miles are a local responsibility. A complete description of the East Hartford roadway system can be found in the Transportation and Circulation Plan.

While the Town is responsible for the upkeep of only a few bridges, its roadway network is extensive and in constant need of attention. A 2002 draft of a *Pavement Management Study* performed by Vanasse Hangen Brustlin, Inc. highlights the current conditions of and future outlook on East Hartford's local roads, while also allowing for the analysis of various funding scenarios. The report suggests that the Town's roadway network is in fair condition and is in need of capital repairs. The study estimates that approximately \$35.7 million worth of work is currently outstanding on local Town roads. Given the limited resources of the Town, the study concludes by suggesting that East Hartford implement a capital improvement program and crack-sealing program simultaneously. Major rehabilitation work on streets exhibiting structural base problems should be undertaken simultaneously with a program of annually sealing streets in good condition to postpone future costly repairs.

Fire Protection

The municipally operated East Hartford Fire Department provides the entire Town's fire protection services. The fire department's structural resources include five fire stations, an apparatus repair facility, and an office for the Fire Prevention Division.

While the 1989 East Hartford Building Utilization Task Force Report recommended that three of the five existing fire station facilities be replaced within a span of fifteen years, as of 2002 no new facilities have been built. All five stations are in need of replacement, as their outdated

All five fire stations are in need of replacement, as their outdated facilities and inadequate spatial arrangements and dimensions create challenges for everyday public safety functions

facilities and inadequate spatial arrangements and dimensions create challenges for the everyday functions of public safety personnel.

As one response to the generally poor conditions of these facilities, a new Public Safety Complex is currently being built behind the Police Station, and is slated for completion in late 2004. This complex will accommodate the Fire Department's new headquarters, and will also replace Fire Station #3. Additionally, in the Town's five-year capital improvement plan, \$10 million in funds are requested to be disbursed across three years, specifically for the replacement of Fire Stations #5 and #1.

Police Protection

The requirements of municipal police protection have changed over the past several decades in East Hartford as well as in other communities. These changes result from the growth of the Town as well as societal changes.



East Hartford Police Station

The police department is currently based at a facility at 497 Tolland Street. Built in 1958, this masonry structure houses the offices of the Chief of Police, the Records Station, Administrative Offices, the Uniformed Patrol Force, Investigative Services, the combined Public Safety Communications Center, and the Canine Control officer.

A new Public Safety Complex will address the long-standing need to provide a modern, efficient facility to meet the Town's long-term public safety needs. The project includes the construction of a 97,200 square foot facility on approximately 7.8 acres of town owned land bounded by School Street, Tolland Street, and Burnside Avenue. At the completion of construction, East Hartford will have a facility that should adequately serve many of its public safety functions for years to come.

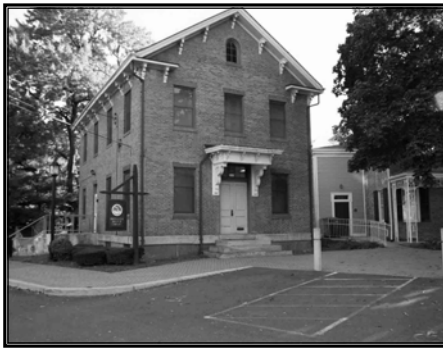
In addition to the its headquarters facility, the Police Department also maintains eight substations at 546 Burnside Avenue, 102 Columbus Avenue, 101 Connecticut Boulevard, 75 Hamilton Road, 886 Main Street, 70 Plain Road, 163 School Street and 81 Woodland Circle as components of the "quality of life neighborhood policing initiative".

Library Services

The East Hartford Public Library System consists of four libraries with a total collection of approximately 200,000 books, and more than 10,000 compact discs, audiocassettes, and videos. Raymond Library, at 840 Main Street, is the Town's main library. Hockanum Library, at 165 Main Street; Penney Alumni Library, at 869 Forbes Street; and Wickham



Raymond Library



Hockanum Branch Library



Wickham Branch

Library, at 656 Burnside Avenue, are smaller public library branches. The Penny Alumni Library operates as the East Hartford High School library.

Between 1888-1889 the Raymond Family constructed the main branch of the library as an endowment to the Town. The town currently leases the building from the Raymond Family Trust at a nominal fee, provided that the library maintains an area specifically for the Tobacco and Aviation Museum, as well as providing an outdoor park on the library grounds. Gradual growth in the size of the library's collection led to an addition that was constructed in 1968 and included a ten-year growth allowance. At the time of this Plan update, a \$500,000 major renovation of the Raymond Library side entranceway is underway. One objective of this renovation is to eliminate problems concerning accessibility to certain zones of the library.

The 1990 Plan of Development identified the need for more space at the Raymond Library main branch. Aside from the ongoing renovations, no action was taken during the last planning period to rectify this issue. Due to restrictions established by the Raymond Library's Trust, a potential reconfiguration of current interior space is not an option to mitigate the capacity deficiency. However, the 1990 Plan also identified an existing 11,200 square feet deficiency in space, and proposed that an addition of that size could be accommodated on the existing town-owned parcel. This addition has yet to be constructed.

The Town's library system participates in CONNECT, a program of the Capitol Region Library Council, in which a cooperative of 26 public and academic libraries share an automated library system. This program provides a wide range of benefits, including faster cataloguing, a shared system database, quick and easy sharing of collections via an Interlibrary Loan, and the connection of staff expertise, training, consultation, and troubleshooting. As the Town's libraries increasingly rely on cooperative activity with surrounding towns in order to enhance library services and limit expenses, any future plans should explore the advancements that come with developments in technology and shared resources.

Solid Waste Disposal

East Hartford addresses its solid waste disposal needs through a variety of means. The Town operates a transfer station, executes service contracts with the Connecticut Resources Recovery Authority (CRRA) and the Town of Manchester, and administers a recycling program. The Town of East Hartford transfer station is located off Burnside Avenue on Ecology Drive.

The Town maintains a service contract with the CRRA for the disposal of solid waste through the Mid-Connecticut Project. Located near downtown Hartford, South Meadow Station is built on 57 acres, and the facility converts 2,000 tons of waste per day into electricity to power area homes and businesses. It currently receives the solid waste from 65 municipalities in the region, including East Hartford. The Town is obligated to deliver a minimum of thirty-five thousand tons per year of solid waste for processing.

While this system has been working to meet the solid waste disposal needs of the region's towns, a number of critical issues arise concerning the future capacity and efficiency of the system. A formidable challenge for the CRRA will be to keep costs in check yet continuing to meet the needs of each community. Additional challenges that may subsequently impact East Hartford's capacity to deal with their solid waste include the closing of the Hartford landfill, finding a long-term disposal site for ash residue, and developing a new resource to assist member towns with the disposal of bulky waste.

Under a consent order issued by the State of Connecticut Department of Environmental Protection, The Town of East Hartford closed and capped their landfill in October 2001. The Town now faces costs of closure and post closure monitoring. The closure of the landfill has impacted the manner in which the Town deals with its disposal of bulky waste. Since the landfill's closure, East Hartford has been disposing of its bulky waste at the Town of Manchester landfill, at a tipping fee of \$62 per ton. With a capacity expected to last between 15 to 20 years, the Manchester landfill has the potential to serve East Hartford's bulky waste disposal through the upcoming planning period.

The Metropolitan District Commission (MDC) organizes household hazardous materials collection for residents of customer municipalities. Each municipality that executes a contract with the MDC has a collection of hazardous materials once a year at a specified in-town site. While there is no permanent location for the ongoing collection of hazardous materials throughout the year, residents of East Hartford can bring their hazardous materials to the collection day of any other customer municipality, thereby giving residents numerous opportunities throughout the year to dispose of hazardous waste.

East Hartford currently holds the goal of recycling 25% of waste generated from within the town and recycles all materials as required by law. In doing so, East Hartford administers a curbside recycling program to serve the Town's residents.

The Town's involvement in the service contract with the CRRA is currently an efficient and cost effective means of disposing of its solid

waste. However, the Town is also vulnerable to shifts in the economy and technology that may affect the costs that the CRRA will face, and inevitably pass on to the towns through the rate they charge for their tipping fee. Given these conditions, the Town should focus on its strategies to improve its waste disposal and recycling efforts.

General Government Facilities



East Hartford Town Hall



Community Cultural Center

General government is administered primarily from East Hartford Town Hall, located at 740 Main Street. Town Hall was evaluated in two separate studies: the Building Utilization Task Force Report (July 1989) and the Vollmer Associates Study of Town Owned Buildings (August 1988). Both reports expected staff increases would lead to a deficiency of space. However, the reports highlight the historical features of Town Hall as a significant factor that discourages the construction of a new facility to replace the existing Town Hall. Given this sentiment, ongoing strategies to adapt the building to accommodate changing government functions include the relocation of departments to other buildings, redesign of the interior of the building, and structural expansion into the courtyards. One example of the department relocation strategy is the move of the Parks & Recreation Department's offices from the Town Hall to the lower level of the East Hartford Community Cultural Center.

While the Town Hall and Community Cultural Center provide space for the functions of administering town services, a number of other facilities are maintained by the Town for purposes of storing and maintaining the equipment that is used by various divisions in order to provide municipal services. The vehicle maintenance facility for the Department of Public Works is located on Ecology Drive. Currently, the facility consists of a renovated trolley barn. At the present time, the general condition of this facility is serviceable.

The Department of Public Works utilizes this facility to maintain all municipal vehicles except for those vehicles belonging to the East Hartford Fire Department. The Fire Department maintains their vehicles in a facility located on Tolland Street. The facility lacks sufficient space and overhead clearance that at times forces the maintenance of some equipment to be performed outdoors.

Another general government facility is the Highway Services Garage, located near the Public Works Garage on Ecology Drive. Similar to the Fire Department maintenance facility, the Highway Services Garage does not have enough space to accommodate all of the division's equipment. Despite the Department's best efforts to limit the negative environmental impact that is caused by material and equipment left outdoors, a history of run-off issues on the site has resulted partially from the spatial deficiencies of the current facility. One ongoing improvement is the

construction of a new salt dome, which will be able to shelter approximately 25,000 tons of salt from the rain and snow. While this project is a result of a Department of Environmental Protection mandate, it runs parallel to the Town's efforts to minimize the run-off from the site.

Another need is an equipment washing facility to serve Town vehicles. Currently, the MDC allows the Town to use their modern truck washing facility in Hartford for a moderate fee. However, this outlying location is an inconvenient destination for those workers who are not returning from the South Meadow solid waste station. The typical use of this facility also does not address the need to wash the inner chamber of the garbage trucks, which is precisely the portion of these trucks that needs cleansing the most. Given these conditions, the Town will need to solve the issue concerning a washing facility for Town equipment in the upcoming planning period.

Public School System

Municipal School Facilities



East Hartford High School

The East Hartford Public School system consists of one high school, grades 9-12; one middle school, grades 7-8; one school exclusively for grade 6; ten elementary schools, grades K-5; and two schools that offer Head Start/Pre-K programs. The system serves approximately 8,000 students from pre-kindergarten through twelfth grade. Board of Education administrative functions are housed in the Burnside School building but will relocate to a renovated facility on Main Street in 2003. Table 11 that follows presents a summary of each school facility.

East Hartford Public Schools also operates Synergy Alternative High School. The mission of the Synergy School is to provide a small (limited to 100 students), personalized and innovative high school program for dissatisfied or unmotivated students, in order to keep our high-risk students in school until they earn their high school diplomas and educate them to become life-long learners and responsible citizens.

School enrollments have been rising since 1991 when the system accommodated 5,880 students. The 2000-2001 school year served 7,982 students, or a 36% increase from 1991. Enrollment projections suggest that the 2000-2001 enrollment mentioned above is a relative peak year, with student enrollment tapering down to a projected 7,565 by 2005. While there appears to be enough capacity to handle the expected enrollments over the short term, changing programmatic requirements, repair and code compliance for an aging building stock, and retrofitting to accommodate new technologies will generate the need to upgrade capital facilities over this plan period.

The school system completed its FY 2000 Five Year Capital Improvement Plan in March 2002. It provides a brief description of each Capital Improvement project within the East Hartford Public Schools. The Plan establishes a list of 38 priority projects yet to be completed. Currently, East Hartford High School and Willowbrook School have been identified as candidates for renovation, expansion, or an addition.



East Hartford Middle School

New Board of Education offices will be located at the properties now known as 1110-1112 Main Street (Town Hall Inn), 1128 Main Street (Gazzette Building), 1132-1138 Main Street, 5-7 Rector Street and 22 Wells Street. The 20,000±SF facility will involve the renovation of historic structures as well as new construction to complement the existing buildings. This approach will retain the historic heritage of culturally significant buildings, while also providing an interior consisting of modern office and administrative space. In addition, the Board of Education's maintenance facility will be relocated to a site on Tolland Street. These improvements to the Board of Education's facilities should accommodate all of their administrative facility needs through several planning periods.



Norris Elementary School

Non-Municipal School Facilities

Several private parochial schools also provide elementary and secondary education in East Hartford. Both Saint Christopher School and Saint Rose School complement the educational opportunities offered by the Town's public school system. The Baptist Church School on Ash Street offers early elementary through high school curricula. The Capitol Region Education Council provides an alternative high school called the Polaris School that is located on School Street. The Two Rivers Magnet Middle School, located on East River Drive, is a grade 6 through-8 public magnet school with a science and technology theme operated by the Capitol Region Education Council. The East Hartford – Glastonbury Elementary Magnet School located in the southeastern portion of town also provides educational alternatives for town residents. Funding for the school comes from the East Hartford and Glastonbury Boards of Education, as well as state, federal and other sources. Responsibilities for the Magnet School's program rest with the two towns' Boards of Education, while fiscal and personnel matters are managed by the Capitol Region Education Council (CREC). Goodwin College offers advanced degrees at its main campus on Burnside Avenue and its Downtown facility.



O'Connell Elementary School

School	Address	Grades	Year Built	Additions & Renovations	Site Acreage	# of Classrooms	Oct 2000 Enrollment	Rated Capacity
Barnes Magnet	305 May Road	K-5	1957	1965	10.9	15	169	300
Goodwin	1235 Forbes Street	K-5	1953	1968	11.4	28	367	750
Hockanum	191 Main Street	K-5	1949	1968	21.6	24	358	650
Langford	61 Alps Drive	K-5	1972	1998	23.3	29	357	500
Mayberry	101 Great Hill Road	K-5	1959	1971	9.7	26	434	550
Norris	40 Remington Road	K-5	1957	1962	22.8	21	379	400
O'Brien	56 Farm Drive	K-5	1961	1962, 67	16.8	29	498	775
O'Connell	301 May Road	K-5	1959	1968	5.5	26	372	700
Pitkin	330 Hill Street	K-5	1966	1972	17.4	23	358	625
Silver Lane	15 Mercer Avenue	K-5	1928	1955, 97	4.3	21	361	525
Woodland	110 Long Hill Drive	TEP	1949	1951, 98, 99	10.1	19	150	650
Willowbrook	95 Willowbrook Road	HS/Pre-K	1955		7.2	12	264	---
Sunset Ridge	450 Forbes Street	6	1929	1949, 73	11.0	24	584	TBD
East Hartford Middle	777 Burnside Avenue	7-8	1954	1958, 66, 72, 98, 99	28.8	52	1,169	1,393
East Hartford High	869 Forbes Street	9-12	1962	1970, 73, 97	48.0	112	2,054	2,034
TOTAL					248.8	461	7,874	9,852

Senior Citizen Centers

The role of senior citizen centers has been changing. In the past, senior centers were primarily social and recreational centers. While they still serve those functions, the two East Hartford senior citizen centers have also become the base for the provision of social services to the Town's senior citizens.

Population projections for the State (computed in 1995) predict a 45.5% increase in persons age 65 and over during the period 2000-2025, East Hartford is likely to face a similar degree of growth in its elderly population. If these projections prove to be accurate, the Town's current stock of facilities and services for senior citizens are likely to be overburdened in the future.



East Hartford Senior Citizen Center

The North End Senior Citizen Center and the South End Senior Citizen Center, located on the north and south ends of Main Street, respectively, provide service and programs to East Hartford residents 55 years of age and over. Recreational, social, and informational programs comprise the core of activities.

The Town's elderly population has remained relatively steady over the past decade. The 2000 Census reports persons age 65 and over decreased by 1.6% since 1990. However, with population projections for the State (computed in 1995) predicting a 45.5% increase in persons age 65 and over during the period 2000-2025, East Hartford is likely to face a similar degree of growth in its elderly population. If these projections prove to be accurate, the Town's current stock of facilities and services for senior citizens are likely to be overburdened in the future.

Cemeteries

There are six cemeteries in East Hartford, five are owned and maintained by the Town. Table 12 presents an inventory of these facilities. All of these cemeteries are still active to some extent, yet almost all of the available space in these cemeteries is sold. Hillside Cemetery is one of the Town's largest cemeteries and is rapidly filling up. Silver Lane Cemetery is currently the most active, and most of the plots in its first phase have been purchased. The Department of Public Works has recently requested funds in the Capital Improvements Program for the expansion of this cemetery. The current status of the cemeteries as a whole suggests that future capacities among town-owned cemeteries will be soon exhausted. If the Town decides it wishes to continue to provide

The current status of cemeteries suggests that future capacities among town-owned cemeteries will be soon exhausted. If the Town decides it wishes to continue to provide cemetery plots, the identification and securing of a new site for a cemetery during the next ten year planning period will be necessary.

cemetery plots, identification and securing of a new site for a cemetery during the next ten year planning period will be necessary.

Table 12
Cemeteries

Facility	Location	Acres
Hillside Cemetery (Town owned)	224 Roberts Street	31.4
Center Cemetery (Town owned)	948 Main Street	11.4
Hockanum Cemetery (Town owned)	47 High Street	2.7
Silver Lane Cemetery (Town owned)	1310 Silver Lane	37.9
Old South Cemetery (Town owned)	196 South Meadow Lane	0.9
Saint Mary's Cemetery (Private)	910 Burnside Avenue	15.5
Total		99.8

Source: Town of East Hartford 2002

C. COMMUNITY FACILITIES GOALS & OBJECTIVES

GOAL:

East Hartford should provide community facilities and services which respond to residents needs in a timely, efficient and cost effective manner.

OBJECTIVES:

- Maintain the Town Hall in its current location as an anchor to the Central Business District. Prepare a plan for the orderly expansion and reorganization of town facilities at their existing locations as practicable.
- Maintain the cooperative relationship among the school system, other Town Department's and public organizations to insure maximum utilization of school facilities and resources.
- Continue to retain surplus school buildings in Town ownership and encourage their reutilization for purposes beneficial to the community.
- Study the capacities of the current senior citizen centers to accommodate the expected growth in this age cohort over the next decade.
- Develop and improve alternative means of transportation such as mass transit, bikeways, pedestrian trails and water transportation.
- Maintain adequate capacity for water and sewer systems.

- Develop the organizational structure and planning process to develop land management tools such as design guidelines, access management, open space requirements and landscaping, streetscaping, lighting, signage coordination, access management, historic preservation, zoning, overlay districts, waterfront development, and corridor enhancement and to address land use conflicts and mitigate adverse impacts.
- Support programming and facility improvements for school-aged youth and the elderly the Town's fastest growing population cohorts.
- Major rehabilitation work on streets exhibiting structural base problems should be undertaken simultaneously with a program of annually sealing streets in good condition to postpone future costly repairs.

GOAL:

Effectively manage and control storm water drainage to minimize hazards to property and the public, and protect the built and natural environment in East Hartford.

OBJECTIVES:

- Develop subdivision, zoning and public improvement standards which consider stormwater runoff, limit the extent of impervious surfaces and control run-off as development review criteria to minimize impact on natural and manmade drainage systems.
- Undertake a comprehensive stormwater drainage study of the Town.
- Review existing development regulations and standards to determine where requirements for impervious surfaces can be reduced or eliminated in order to minimize non-point source pollution.

VII. HISTORIC RESOURCES

As part of the community outreach process, one of the issues often cited was the loss of Town history. Comments included concern over the loss of agricultural land as well as historic buildings and neighborhood fabric.

As part of the community outreach process, one of the issues often cited was the loss of Town history. Comments included concern over the loss of agricultural land as well as historic buildings and neighborhood fabric. The need to maintain the Town's older housing stock was also an issue of concern. In some areas of town the older housing stock is in need of rehabilitation and on-going maintenance. Allowing older buildings to fall into disrepair and in severe cases allowing buildings to become so deteriorated that they require demolition impacts the fabric and character of the Town's older neighborhoods.

The desire to maintain and preserve a link to the Town's agricultural heritage through the preservation of agricultural land is addressed in this Plan as part of the Open Space Element. The need to maintain the Town's older housing stock is addressed as part of the Housing Element. Preservation of the Town's historic and cultural heritage as part of future planning and development efforts benefits the Town in several ways. It preserves and enhances community character, improves community image and can have a positive impact on economic development efforts, especially when promoting or marketing the town's unique qualities and characteristics.

Preservation of the Town's historic and cultural heritage as part of future planning and development efforts benefits the Town in several ways. It preserves and enhances community character, improves community image and can have a positive impact on economic development efforts

There are four (4) National Register of Historic Places districts in East Hartford. They are:

- the Garvan-Carroll Historic District,
- the Central Avenue-Center Cemetery Historic District,
- the Downtown Main Street Historic District, and
- the Naubuc Avenue-Broad Street Historic District.

In addition to the National Register Historic Districts listed above the Town also has several individual sites listed on the National Register of Historic Places. These include:

- First Congregational Church (837 Main Street)
- St. John's Episcopal Church (12 Rector Street)
- Albert C. Raymond House (784 Main Street)
- Oddfellows Building (989-993 Main Street)
- Brewer House (165 Main Street)
- Huguenot House (307 Main Street)
- Gilman-Hayden House (1871 Main Street)

Only one (1) Local Historic District has been designated. This district, known as the Naubuc District, includes a portion of Naubuc Avenue and a few structures on Broad Street. Within local historic districts property owners must obtain a "Certificate of Appropriateness" from the Historic District Commission before making any visible changes to the exterior of their property.

To avoid losing additional Town history, the inventory of historic resources should be consulted as part of future development and redevelopment efforts in order to identify potential impacts on such resources and the potential for preservation or need for mitigating actions.

The Town has over 1,100 structures inventoried and recorded with the State of Connecticut through a “Historic Resources Inventory. The Town’s Grants Administration Office serves as the Town’s historic inventory clearinghouse having on staff the Town’s Municipal Historic Preservation Officer and liaison to the Historic District Commission. The Town inventory of historic structures has been entered into a GIS database. To avoid losing additional Town history, this inventory of historic resources should be consulted as part of future development and redevelopment efforts in order to identify potential impacts on such resources and the potential for preservation or need for mitigating actions.

The Town has considered seeking National Register designation for a district called “The Mills at Burnside”. The district would encompass operating mills along the Hockanum River along portions of Church Street and Forbes Street. This designation could present a future planning opportunity by linking the architecture, history and archaeology of the mills with the Hockanum River Linear Park. Such a link could combine local history with recreational opportunities.

VIII. HOUSING

A. BACKGROUND

As one of the principal land uses within a community, housing and housing-related issues affect all residents. The form, layout, condition, and cost of housing available within a community are key determinants in residents' quality of life.

The General Statutes for the State of Connecticut Section 8-23 which set the standards for a municipal Plan of Conservation and Development read, "Such plan shall make provision for the development of housing opportunities, including opportunities for multi-family dwellings, consistent with soil types, terrain, and infrastructure capacity. Such plan shall also promote housing choice and economic diversity in housing, including housing for both low and moderate-income households."

The oldest and most dense housing in East Hartford is concentrated in the neighborhoods along Main Street and Burnside Avenue in R-4 and business zones. Much of the multi-family housing in East Hartford is located in these areas. Housing in the southwestern section of the Town, immediately south of Pratt & Whitney's Rentschler Field, is zoned R-3 and consists mostly of small individual lots set in compact neighborhoods. The majority of housing in East Hartford consists of single-family detached homes sited on medium-sized, 6,000 to 15,000 square foot lots. This housing, developed after World War II is primarily zoned R-2 and concentrated in the southeast section of the Town.

All the zones that allow for residential use are illustrated on the map titled *Land Zoned for Residential Use*

Single-family homes in established R-2 and R-3 zoned neighborhoods represent the majority of East Hartford's housing stock. The neighborhoods are characterized by well-maintained homes with neat lawns. Few houses are in disrepair. Many of East Hartford's residential areas boast neighborhood schools and parks and are close to shopping and major employment centers. This housing is supported by full municipal infrastructure including water and sewer and an ample network of sidewalks making East Hartford a "walkable," pedestrian-friendly Town. In addition to the close proximity of schools, shopping, and recreation to residential neighborhoods, East Hartford has several unique community facilities available to serve the entire Town, such as the Veterans Memorial Club and the East Hartford Golf Club. In sum, East Hartford's neighborhoods lend themselves to a convenient quality of life for its residents.

COMMUNITY ASSETS BENEFIT QUALITY OF LIFE



Convenient Shopping



Special Purpose
Venue



Neighborhood
Schools



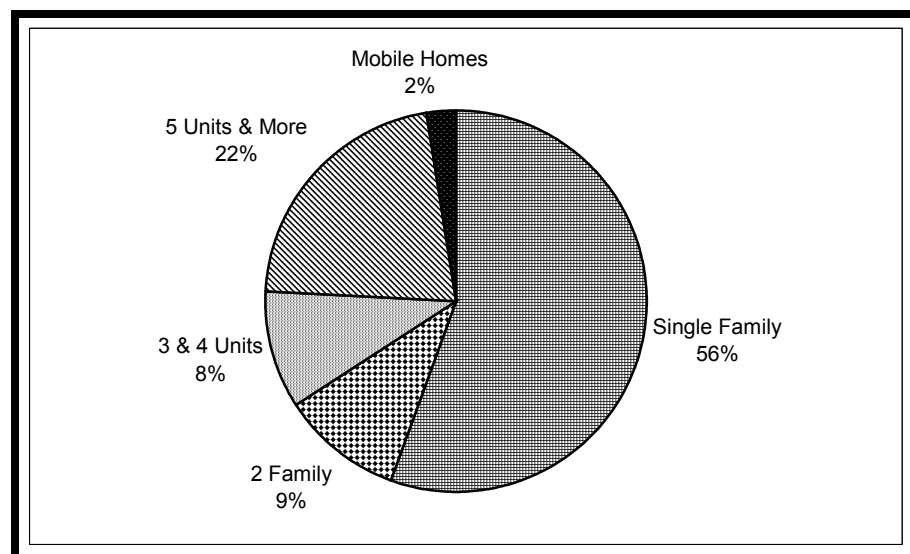
Neighborhood Parks

The housing component of the 1990 Plan of Development focused on existing housing conditions and the need to encourage neighborhood and historic preservation within the Town. The plan suggested that increased code enforcement and a revolving loan program to assist owners in maintaining their property would greatly increase the quality of the housing stock and preserve the fabric of neighborhoods. The Plan also noted historic districts and Town landmarks that were eligible for historic designation. These recommendations remain valid today.

B. Existing Housing Stock

East Hartford's housing stock of 21,000+ units consists of 56% single-family housing 22% multi-family housing (5 units or more), 20% two, three and four family units and the remaining 2% mobile homes. This housing stock is relatively dense when compared to outlying towns in the Hartford metropolitan area. However, the number of units and ratio of single to multi-family housing is similar to other inner-ring neighboring communities such as Manchester, which has 22,000+ housing units, 57% of which are single-family and 23% of which are multi-family.

Housing Units by Type: 2000
East Hartford, Connecticut



Source: U.S. Bureau of the Census, 2000 Census

The 2000 Census reports that the total number of housing units in Town remained virtually unchanged between the 1990 Census and the 2000 Census. According to the Census Bureau the Town had 21,273 housing units in 2000. Ninety-five percent (95%) of the housing units were occupied leaving a 5% vacancy rate (1,067 units). Of the total 20,206 occupied housing units 57.5 % (11,626) were owner-occupied and the remaining 42.5% (8,580) were renter occupied units. The majority of the

Figures from the 2000 Census show that the total number of housing units in Town remained virtually unchanged between the 1990 and the 2000 Census. Between the two census periods, the number of renter households within Town increased while the number of owner households decreased.

1,067 vacant housing units were rental units, 568 or 53.2%. Between the two census periods, the number of renter households within Town increased while the number of owner households decreased. The desire to increase the amount of homeownership in Town was an issue raised at several of the community outreach meetings.

The majority of East Hartford's housing stock (56.7%) was built after World War II, between 1940 and 1959 and during the 1960's. Housing production leveled off in the 1970's and was significantly reduced during the 1980's and 1990's.

**Table 13
East Hartford Housing Units by Year Constructed
2000 Census**

Year Constructed	Number of Housing Units	Percent of Total
Before 1940	3,640	17.1%
1940-1959	8,432	39.6%
1960-1969	4,653	21.9%
1970-1979	2,632	12.4%
1980-1989	1,610	7.6%
1990-March 2000	306	1.4%
TOTAL	21,361	100.0%

Source: U.S. Bureau of the Census

The desire to increase the amount of homeownership in Town was an issue raised at several of the community outreach meetings.

Age of housing stock affects the overall aesthetic appeal of much of East Hartford's housing given that 56.7% of its housing is more than 40 years old. The 2000 – 2004 Consolidated Plan indicates that the majority of East Hartford's housing is in sound condition. According to the Consolidated Plan, only 2.4% of the Town's overall housing stock is in substandard condition, but most of these units are suitable for rehabilitation. A strategy of on-going preservation and rehabilitation needs to be encouraged and promoted in East Hartford's older neighborhoods.

C. Housing Development Activity

Between 1995 and 2001, East Hartford authorized the construction of 37 dwelling units. Over the same time period the town issued demolition permits for the same amount of units it authorized for construction. All of the authorized units through 2000 were single-family homes. The breakdown of types of authorized units is not yet available for 2001; however, given past trends, they are most likely single-family units.

East Hartford is close to being completely built out. Any further housing development in East Hartford will most likely be infill development on one of the several vacant or underutilized parcels scattered throughout the Town or a redevelopment project.

The number of housing units authorized by East Hartford between 1995 and 2001 was considerably lower than the number of new units gained by the neighboring suburban communities of South Windsor (535 units) and Glastonbury (913 units). Interestingly, the community which experienced the greatest gain, Manchester (1,141 units), is also the community which is perhaps most similar to East Hartford in terms of housing stock. Manchester has permitted a number of multi-family developments that the suburban communities of Glastonbury and South Windsor do not encourage. While Manchester's existing housing stock is of comparable age and tenure to that of East Hartford, Manchester still has a significant amount of available land upon which to build. East Hartford, however, is much closer to being completely built out. Any further housing development in East Hartford will most likely be infill development on one of the several vacant or underutilized parcels scattered throughout the Town or a redevelopment project.

D. RESIDENTIAL DEVELOPMENT POTENTIAL

New residential development typically occurs either by the development of vacant land through subdivision or through infill development. It is difficult to assess the capacity of infill development due to difficulty in identifying where it would occur and how much of a parcel it could occupy. However, it is possible to assess the potential of new residential development on vacant land. The greatest number of new dwelling units can be expected in zones where vacant land is still available for subdivision.

As described earlier in the Land Use section of this Plan, under current zoning, the residential zones in East Hartford (R-1, R-2, R-3, R-4, R-5, R-6) comprise approximately 8,200 acres or 68% of the Town's total land area. The business zones that allow residential development (B-1, B-2, B-4,) account for an additional 1,140 acres or 10% of the Town. Because most of the Town has been developed, not all of the residential zones have undeveloped (vacant) land that can accommodate new development. In fact, of all the residential zones listed above, only the R-2 and R-3 zones have a considerable number of vacant parcels that have the potential to contribute new dwelling units.

Within the R-2 and R-3 zones, it is estimated that approximately 350 acres are currently vacant while an additional 400 acres are determined to be underutilized or able to accommodate additional development. These vacant or underutilized parcels account for 8% of all the land zoned for residential use. A map entitled *Vacant, Underdeveloped & Agricultural Land* depicts areas with future development potential.

The Residential Development Capacity Analysis is described in more detail in the Housing Memorandum. The results of this analysis are presented in Table 14.

Table 14
Residential Development Potential
Vacant and Underutilized Properties
Town of East Hartford
R2 & R3 Zones

Residence 2 (R-2) Zone

Category	Number of Parcels	Size Range (acres)	Potential Dwelling Units
Building Lots (constrained)	12	0.3 - 0.8	0
Building Lots	39	0.4 - 1.0	39
1-5 Acres	44	1.0 - 4.9	97
5-10 Acres	23	5.3 - 9.9	123
Over 10 Acres	20	10.1 - 35.8	434
Subtotal	138	0.3 - 35.8	693

Residence 3 (R-3) Zone

Category	Number of Parcels	Size Range (acres)	Potential Dwelling Units
Building Lots (constrained)	18	0.2 - 0.4	0
Building Lots	17	0.2 - 0.4	17
0-1 Acres	9	0.5 - 0.9	18
1-5 Acres	14	1.4 - 4.1	86
5-10 Acres	3	6.2 - 8.8	83
Over 10 Acres	1	13	7
Subtotal	62	0.2 - 13	211

TOTAL	200	0.2 - 35.8	904
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The results of the development potential analysis illustrate that based on existing zoning, approximately 900 additional dwelling units could potentially be built within the town's residential zones. This figure represents an approximate 4% increase over the 21,273 existing dwelling units calculated during the 2000 census.

Due to the many variables involved in land development, these residential build-out numbers are speculative. Regulatory changes could place more or less restriction on the buildable area of a parcel. In addition, overlay zones to protect a specific resource such as aquifer protection regulations

could be established which affect land development; existing municipal facilities could be expanded; or land can be purchased or set-aside for open space.

E. INFILL DEVELOPMENT

Because of the limited potential for new growth through subdivision, it should be expected that infill development would have an increasing role in the future housing stock in the Town. Infill development occurs on vacant or underutilized parcels within existing areas that are already largely developed. Many older communities, like East Hartford, have vacant or underutilized parcels that have, for one reason or another, been overlooked during the course of urbanization.

Successful infill development projects focus on filling in the gaps with a mix of housing types as well as other land uses at densities and design standards that are consistent with the fabric of the surrounding neighborhoods.

In communities that have made infill development a successful component to their Town's housing plan, a philosophy has been adopted that goes beyond "if you zone it they will come."⁷ It is recommended that East Hartford follow the recommendations outlined by the Municipal Research & Services Center of Washington to stimulate infill development consistent with a community's vision. These recommendations are:

1. Encourage infill development that is attractive to potential residents and beneficial/acceptable to existing residents.
2. Promote cooperation to make it happen. Public officials, representatives from neighborhood organizations, non-profits, private developers and financial institutions will need to join forces for extensive, community revitalizing infill development to occur.
3. Recognize where the best opportunities exist for infill development that reinforces community objectives for future growth. Some locations, such as transit corridors, or locations near employment, convenience shopping, and/or recreational or cultural amenities will greatly enhance infill success.
4. Understand the larger context of how the neighborhood looks and functions as a whole. Appeal to new residents and acceptance by existing residents will be enhanced if the new development fits in with the existing context. It should also contribute in some way to the functioning and the desirability of the neighborhood. To attract residents

Successful infill development projects focus on filling in the gaps with a mix of housing types as well as other land uses at densities and design standards that are consistent with the fabric of the surrounding neighborhoods. Attention to the character of surrounding development is an important component for ensuring that new development fits within the existing neighborhood context.

⁷ Infill Development, Strategies for Shaping Livable Neighborhoods, Municipal Research & Services Center of Washington, Report No. 38, June 1997.

who will live in infill housing, infill design must address their needs for affordable housing, security, convenient access, services and other qualities. Infill development should fill the existing gaps in the neighborhood.

5. Identify priority areas where infill development can be successful and should be encouraged. Focus limited community resources to make targeted neighborhoods fully ready for infill development. Strive for a critical mass of public investment to stimulate private investor confidence.
6. Address the barriers (real and perceived) that have prevented the past development of vacant parcels. The Town may be able to help remedy inadequate infrastructure, difficult parcel assembly, lengthy permit processes, security concerns or other barriers that have discouraged past development.

In 1996, the Town completed an Impediments to Fair Housing Choice report which considered the availability and inventory of existing housing stock and reviewed land use policies, zoning ordinances, building codes, and potential development areas. The review found that there was a sufficient supply of affordable housing and that existing Town procedures posed no barriers to housing affordability.

F. AFFORDABILITY OF HOUSING

The State legislature has established an Affordable Housing Land Use Appeals Procedure to provide assistance with development of affordable housing throughout the State. The procedure does not apply where at least 10% of the dwelling units in the municipality are: (i) assisted housing, (ii) currently financed by Connecticut Housing Finance Authority mortgages or (iii) subject to deeds containing covenants or restrictions that require sale or rental at affordable levels. Affordable levels mean housing for which persons and families pay 30% or less of income, where such income is less than or equal to 80% of the median income.

The number of affordable housing units in East Hartford in 2000 was 3,836 according to the most recent data from the State Department of Economic and Community Development. This is 18.3% of the Town's estimated number of housing units. Therefore, East Hartford is exempted from the affordable housing appeals procedure.

In 2000, affordable housing was distributed as follows:

Number of Governmentally Assisted Units:	2,679
Number of CHFA/FmHA mortgages	<u>1,157</u>
TOTAL	3,836 units

Given the diversity of the housing stock in tenure, size, and price, East Hartford is well positioned to meet the housing needs of a diverse group of residents in the coming decade.

In 1996, the Town completed its Impediments to Fair Housing Choice report which found that there was a sufficient supply of affordable housing and that existing Town procedures posed no barriers to housing affordability. Given the diversity of the housing stock in tenure, size, and price, East Hartford is well positioned to meet the housing needs of a diverse group of residents in the coming decade.

G. HOUSING SALES ACTIVITY

Housing activity is best described in terms of housing sales within a community. Since the mid-1990's East Hartford has had lower housing prices and somewhat fewer home sales than its neighboring communities. This is partially attributable to a lack of new residential construction, especially higher-priced new construction in East Hartford during the 1990's. East Hartford has very little undeveloped land in comparison to the neighboring suburban communities of Glastonbury, South Windsor and even Manchester. Manchester, which has a business core much like East Hartford, retained some open land at the periphery that had been the site of new housing subdivisions during the mid 1990s. Given that East Hartford's neighboring communities were experiencing new construction during the later part of the 1990's, it is not surprising that housing units sold for more than the older existing housing stock in East Hartford. The Census indicates the median value for owner-occupied units at \$112,800.

H. MULTI-FAMILY & ELDERLY HOUSING

Multi-Family Housing

Of the approximately 21,000 housing units in East Hartford, 22 percent are multi-family units (buildings with 5 or more units) and an additional 10% of the inventory was in 3 to 4 unit structures.



Multi-Family Housing along Riverfront

Currently, two-family and three-family housing is a permitted use in several zones while multi-family housing is regulated as a special permit in the R-5, B-1, B-2 and B-4 zones. The special permit process benefits the community by giving the Town more control over the location, type, and design of the multi-family projects that are ultimately built. For example, it is required in the zoning regulations that multi-family projects maintain adequate buffers between adjacent land uses. The special permit process plays an important role by allowing the Town to maintain control over the siting of multi-family projects.

In East Hartford's case, due to the limited amount of vacant land remaining in the Town, innovative approaches to infill development should be considered. When infill development is proposed the following considerations should be taken into account:

- The building design should fit the scale and character of the surrounding neighborhood.
- The depth of the front yard should be similar to that of adjoining lots to preserve spatial character and vegetation along the street.

Multi-family housing allowed only under special permit should continue as a means to provide alternative housing options for residents of East Hartford. The close proximity to the employment and redevelopment activities in and around Hartford is an asset to East Hartford residential development.

- The building mass, side yards and rear yards should respect and relate to those of adjacent lots.
- New buildings should not have a detrimental impact on their immediate neighbors in terms of loss of privacy, sunlight or view.
- Existing trees of a designated dimension should be plotted on the site plan. The preservation of significant existing trees and vegetation in keeping with their surroundings should be encouraged.
- The design of the building should be compatible with the height and architectural treatment of the house in relation adjoining properties.

Consideration should be given to focusing new multi-family development in areas along the Connecticut River in a development plan that links new residential development with the business district centers of Hartford and East Hartford.

Elderly Housing

Housing for the elderly is a critical concern for most communities. As the population of a town ages, it is imperative that a community provide alternative living arrangements from single-family detached homes to multi-unit communities as options for seniors. This gives the elderly population opportunities to continue to reside in the community where they have spent the majority of their years and not be forced out by inappropriate housing accommodations.

Housing product for the elderly spans a broad range of types and supporting services. From housing designed to promote mobility, e.g., one-level, grab bars, ramps, etc., to provision of medical and support of daily living functions, there are many variations of housing product. The various forms of elderly housing are differentiated by the degree of emphasis on the components of housing, hospitality and health care. The main distinguishing characteristics among the different senior housing types are the extent of medical assistance provided and the extent of communal facilities provided, i.e., dining facilities, recreation and exercise facilities, etc.

For the assisted living segment of the market, the 70+ years of age cohort generates the greatest market demand. In East Hartford, there are 5,762 persons 70-years-of-age and older per the 2000 Census. This represents over 11% of the Town's total population. According to the Connecticut Office of Policy and Management, this group is forecasted to increase by 2.5% by the year 2010 and 11% by 2020.

At the community outreach meetings held in June 2002, many in attendance voiced a desire to have affordable market-rate housing for the senior population. Such housing would enable long time residents to continue to reside in East Hartford.

While East Hartford currently has a significant number of subsidized elderly housing facilities, the 2000-2004 Consolidated Plan stated that the elderly and frail elderly are two populations whose need for supportive housing and ancillary services is particularly significant. Results from a survey conducted by the Eldercare Network indicate that more than half of the elderly in East Hartford live alone. This may indicate that a strong demand may soon exist for alternative elderly housing types, such as the ones described herein, once this population is no longer able to care for themselves. In fact, at the community outreach meetings held in June 2002, many in attendance voiced a desire to have affordable market-rate housing for the senior population. Such housing would enable long time residents to continue to reside in East Hartford.

Another elderly housing type that could be well received in the East Hartford area is assisted living facilities. These facilities are residential group facilities that are not licensed as nursing homes, but provide personal care to those who need assistance with daily activities. Services offered often include all meals, assistance with daily living activities, emergency call systems, transportation to off-site services, health programs and medication management and special social and recreational programs. The developments can be freestanding buildings or incorporated as sections of larger building or complexes. Typically, assisted living facilities house less than 100 residents who occupy private or semi-private rooms and have access to central dining facilities and activity rooms. This housing type makes a nice transition for those seniors who are still able to lead active lives, but no longer have the ability or desire to live on their own.

Other types of elderly housing that could be included as part of East Hartford's housing stock are those facilities referred to as Active Adult Retirement Communities (AARC) or age-restricted housing.

The benefit to the Town of allowing and actively encouraging housing for seniors is the increase in the tax base without an equal increase in the cost of services provided by the town. Studies have shown that not only do these developments increase a town's tax base while contributing no new children to the school system, but they also generate less demand for Town services than a typical residential subdivision of similar size.

I. HOUSING ISSUES AND STRATEGIES

Current housing issues identified in the 2000-2004 Consolidated Plan indicate that 78% of low-income homeowners are elderly, three fourths of whom report that their housing is a cost burden. This population's difficulty in maintaining their homes has a detrimental effect on the Town's overall housing stock when properties fall into disrepair. The Town plans to address this issue through the continuation of their Community Development Block Grant (CDBG)

The 2000 Strategic Economic Development Plan identified three housing issues present in East Hartford. They were: the need for maintenance and repair of older residential structures; the need for a plan to increase the amount of owner-occupied housing units in East Hartford; and the desire to increase the amount of upscale or luxury housing to attract middle-upper income residents as well as new businesses seeking more upscale environments and housing for employees.

The Town's Economic Development Plan also described the desire to upgrade the Town's image through a marketing campaign that would highlight the Town's most positive elements.

There is a need to mitigate land use conflicts between residential and commercial uses.

funded housing rehabilitation program. In an effort to address the needs of low-income renters, the Town has several programs already underway.

The 2000 Strategic Economic Development Plan identified three housing issues present in East Hartford. They were:

- 1) the need for maintenance and repair of older residential structures,
- 2) the need for a plan to increase the amount of owner-occupied housing units in East Hartford, and
- 3) the desire to increase the amount of upscale or luxury housing to attract middle-upper income residents as well as new businesses seeking more upscale environments and housing for employees.

Redevelopment of any vacant parcels suitable for large scale, mixed-use development such as Rentschler Field or the riverfront should incorporate an upscale residential element.

Because 49% of East Hartford's housing stock is comprised of multi-family structures, increasing the number of owner-occupied units poses a challenge and would likely involve promoting a condominium-type ownership plan.

The housing need that appears most quickly and feasibly met is helping homeowners maintain and rehabilitate their property. Continued use of existing programs and HUD monies available for housing rehabilitation is a way to address this issue. Such programs are already in place.

To address more general maintenance and curb-appeal issues, the Strategic Economic Development Plan called for a review of Town ordinances and zoning regulations and increased code enforcement. Organizing neighborhood associations that encourage residents to maintain their property and provide a bit of "elbow-grease" when needed will also help improve neighborhood appearances. Areas that qualify as historic districts might also use such a designation as a way to pursue funding for rehabilitation (historical tax credits) and to enforce maintenance upkeep.

The Town's Strategic Economic Development Plan also described the desire to upgrade the Town's image through a marketing campaign that would highlight the Town's most positive elements. Such a campaign would be aimed at building resident support for neighborhood revitalization efforts and attracting new residents with the support of economic development initiatives. Additional efforts to upgrade the Town's image such as green space, beautification projects, outdoor concerts, or arts and craft festivals have been proven as effective selling points for many towns.

J. HOUSING GOALS & OBJECTIVES

GOAL:

The Town of East Hartford should focus on enhancing and preserving its neighborhoods and also provide opportunities for the development of new housing which meets the needs of people at various stages in their life cycle and among special needs populations.

OBJECTIVES:

- Focus on the development of a staged zoning and building maintenance enforcement program. Target areas should be periodically reviewed and should correspond to other neighborhood preservation strategies.
- Support programs that assist homeowners in rehabilitating and maintaining their homes. Programs should be targeted toward elderly homeowners who comprise 78% of the Town's low-income homeowners.
- Use historic district designation to preserve historic structures and maintain neighborhood identity. Protect Town landmarks.
- Explore scenic road designation as a means to preserve neighborhood character.
- Add to residential zoning criteria, a focus on the appearance of the street wall formed by existing residences as a means to maintain neighborhood character.
- Mitigate land use conflicts between residential and commercial/industrial uses. Measures such as berms, green space buffers, traffic control, sign control, zoning regulations and other tools should be available and applied when needed.
- Implement a tree planting program along neighborhood streets.
- Review and update Town ordinances/zoning regulations aimed at maintaining residential property to ensure that latest techniques are being used.
- Develop upscale/luxury single-family housing in an effort to attract new residents and businesses.
- Develop low-density empty nester housing.

- Develop an infill strategy for the Town with new housing and neighborhood commercial centers and other support services which will stabilize neighborhoods.
- Meet the needs of current residents through the provision of housing stock that allows for upward mobility and the retention of younger households.
- Explore providing alternative housing options for seniors to encourage their continued residence in the Town.

GOAL:

Increase the percentage of owner occupied housing within the Town.

OBJECTIVES:

- Develop homeownership programs to increase the percentage of owner occupancy.
- Develop guidelines that promote infill residential development in a manner consistent with the scale and character of surrounding neighborhoods.
- Support homeownership programs that assist renters become first-time homebuyers. Decrease the percentage of rental units while increasing the percentage of owner-occupied units.

IX. TRANSPORTATION & CIRCULATION

A. INTRODUCTION

To ensure that the Town of East Hartford can continue to grow and prosper, it is essential that a safe, efficient, and economically viable transportation system be provided. This system, comprised of a surface transportation network of streets and highways, walkways, linear parks, bikeways, and mass transit, must provide for both inter-town and intra-town travel, for both residents and visitors to the Town.

B. EXISTING CONDITIONS

The roadway geometry within East Hartford has been dictated by the close proximity of Hartford, Interstate 84, Route 2 and Route 5/15. The roadway system is comprised of a series of corridors with varying levels of roadway classifications.

Roadway Network

Within East Hartford, there are five levels of roadway classifications: Principal Arterial (Interstate, Expressway), Principal Arterial, Minor Arterial, Collector and Local Road. Roadways are classified based on traffic volumes, accessibility and function. Additionally, each classification is tied into various Federal, State, regional and local funding programs and sources. In some cases, the actual classification of a road may change along its length or may in some cases operate differently than its functional classification. Street Classifications are described briefly below. *A Roadway Classification Map* follows this page.

The Principal Arterial - Interstate and Expressway Highway System classification of roadway provides limited-access, multi-lane, high volume, high capacity facilities intended to provide for and accommodate high speed, long travel distances with relatively few points of access / egress to the local street system. Within East Hartford, Interstate 84, Route 2, and Route 5/15 (between Interstate 84 and the Hartford / East Hartford town line) are the limited-access roadways.

The Major or Principal Arterial roadway type connects major development and activity centers within the Town to each other and to the interstate highway system. Within East Hartford SR 517 (Main Street / High Street), Route 5 (Main Street / King Street / Ellington Road) and Route 44 (Connecticut Boulevard) west of Route 5 (Connecticut Boulevard) are classified as Principal Arterials.

Minor or Secondary Arterials connect principal arterials and augment the traffic carrying capabilities of the entire roadway system.

To ensure that the Town of East Hartford can continue to grow and prosper, it is essential that a safe, efficient, and economically viable transportation system be provided. This system, comprised of a surface transportation network of streets and highways, walkways, linear parks, bikeways, and mass transit, must provide for both inter-town and intra-town travel, for both residents and visitors to the Town.

This type of roadway provides for a greater degree of access to abutting land uses and typically does not provide the same level of mobility of the higher classifications. The minor arterials within East Hartford are listed in the Traffic and Circulation Report prepared as part of Plan of Conservation and Development Update process.

Collector Streets provide a very high degree of access to abutting land uses and a somewhat lower level of through mobility than the higher classifications. The collector roadways are listed in the Traffic and Circulation Report prepared as part of Plan of Conservation and Development Update process.

Local Roadways include all remaining residential streets. While this classification contains a high percentage of the overall street mileage, these roadways provide for the lowest level of through mobility, while providing the highest level of access to the abutting land uses.

Overview of Travel Pattern Changes (1991 – 2000)

Since the completion of the 1990 Plan, travel patterns and traffic volumes have changed as a direct result of the completion of I-291, the construction of the Buckland Hills Mall in nearby Manchester and adjacent development and improved mass transit routes and schedules. Table 15 identifies historical count data for select roadways in Town.

Table 15
Historic Growth Trends
East Hartford Arterials

Roadway Link	Average Daily Traffic		Percent Change
	1991	2000	
Route 5 (Main Street / King Street)			
Southwest of Burnham Street	31,000	25,600	-17.42%
Southwest of School Street	25,600	18,300	-28.52%
Northeast of Goodwin Street	27,300	19,000	-30.40%
Northeast of Park Avenue	31,200	24,500	-21.47%
Northeast of US 44 (North Junction)	24,000	17,700	-26.25%
Southwest of Rector Street	32,400	26,600	-17.90%
Southwest of Governor Street	27,800	24,500	-11.87%
Southwest of US 44 (South Junction)	22,300	20,800	-6.73%
Northeast of Pitkin Street and I-84 Overpass	24,800	23,600	-4.84%
North of SR 502	25,500	24,500	-3.92%
South of SR 502	22,100	18,900	-14.48%
Average Growth Rate Along Corridor			-16.71%
SR 517 (Main Street / High Street)			
South of Brown Street	22,600	14,300	-36.73%
South of Colt Street #1	23,200	16,600	-28.45%
North of West Brewer Street (1 Way SB)	13,900	10,500	-24.46%
North of Brewer Street (1 Way NB)	11,700	9,300	-20.51%
South of Brewer Street (1 Way NB)	15,300	12,300	-19.61%
Average Growth Rate Along Corridor			-25.95%
Route 44 (Conn. Blvd. / Burnside Ave.)			
West of East River Drive	15,200	15,400	1.32%
East of Blacksmith Lane	10,200	11,300	10.87%
East of Prospect Street	11,900	11,900	0.00%
East of US 5	17,200	14,900	-13.37%
East of Elm Street	19,400	17,300	-10.82%
East of Beaumont Street	12,300	10,500	-14.63%
East of Bidwell Street	12,900	12,000	-6.98%
West of School Street	13,900	13,100	-5.76%
East of Larrabee Street	11,900	10,500	-11.76%
Average Growth Rate Along Corridor			-5.69%

Roadway Link	Average Daily Traffic		Percent Change
	1991	2000	
SR 502 (Silver Lane)			
East of US 5	12,100	9,100	-24.79%
West of Mercer Avenue	11,700	13,200	12.82%
East of Warren Drive #1	13,000	14,400	10.77%
East of SR 518	17,000	13,900	-18.42%
West of Simmons Road	14,600	12,300	-15.75%
East of Simmons Road	15,500	13,500	-12.90%
West of Forbes Street	15,800	11,900	-24.68%
East of Forbes Street	12,200	9,800	-19.67%
West of Oak Street	15,000	11,400	-24.00%
Average Growth Rate Along Corridor			-12.94%

Source: ConnDOT Cartographic / Transportation Data

A review of Table 15 indicates that each corridor has experienced an overall decrease in average daily traffic volumes when compared to 1991 information. Overall, the SR 517 (Main Street / High Street) corridor has experienced the greatest overall reduction in traffic volumes. The Route 5 (Main Street / King Street) corridor continues to handle the greatest volume of traffic within East Hartford. Its close proximity to the interstate system and connection with primary east-west routes have resulted in higher average daily traffic volumes when compared to other roadways in Town.

Accident Analysis

The Suggested List of Surveillance Study Sites (SLOSSS) generated by the State of Connecticut Department of Transportation (ConnDOT) for the years between 1997 and 1999 identifies 27 locations in need of immediate accident reduction or highway safety improvements. The *1997 – 1999 Accidents Map* identifies the locations on the SLOSSS list. More detailed information on accidents and traffic is contained in the Traffic and Circulation Report

Transit Network

CT Transit provides local bus service within East Hartford and to surrounding towns. These routes are summarized in Table 16 and graphically represented in the *CT Transit Bus Route Map* which follows the table.

Table 16
Bus Routes Serving East Hartford

Bus Route	Description
B	Silver Lane
J	Brewer Street
L	Tower Avenue Crosstown
O	Glastonbury
X	Forbes Street Crosstown
YM	Burnside Avenue Manchester
YS	Burnside Avenue / Sunset Hills
Z	Tolland Turnpike

The eight bus routes summarized above provide service between East Hartford and the following towns: Hartford, Manchester, South Windsor, Vernon, Rockville, Wethersfield and Glastonbury. With the exception of Bus Route J, all routes offer Saturday service. Sunday Service is provided for Routes B, L, X and YM. During the weekday, the frequency of service varies, particularly during the peak hours.

With the development of Rentschler Field, it has been recommended that CT Transit Bus Routes J and O be modified to include stops along the newly created East Hartford Boulevard and weekend service be added to Bus Route J and improved on Bus Route O. It has also been recommended that Bus Route B be modified to include appropriate stops along Silver Lane.

Proposed Busway

The feasibility of a busway traveling between the City of Hartford and the Towns of East Hartford, Manchester and Vernon is currently being evaluated by the Connecticut Department of Transportation (ConnDOT). Results of the draft initial study highlight three study alternatives that will be considered and further evaluated. They are as follows:

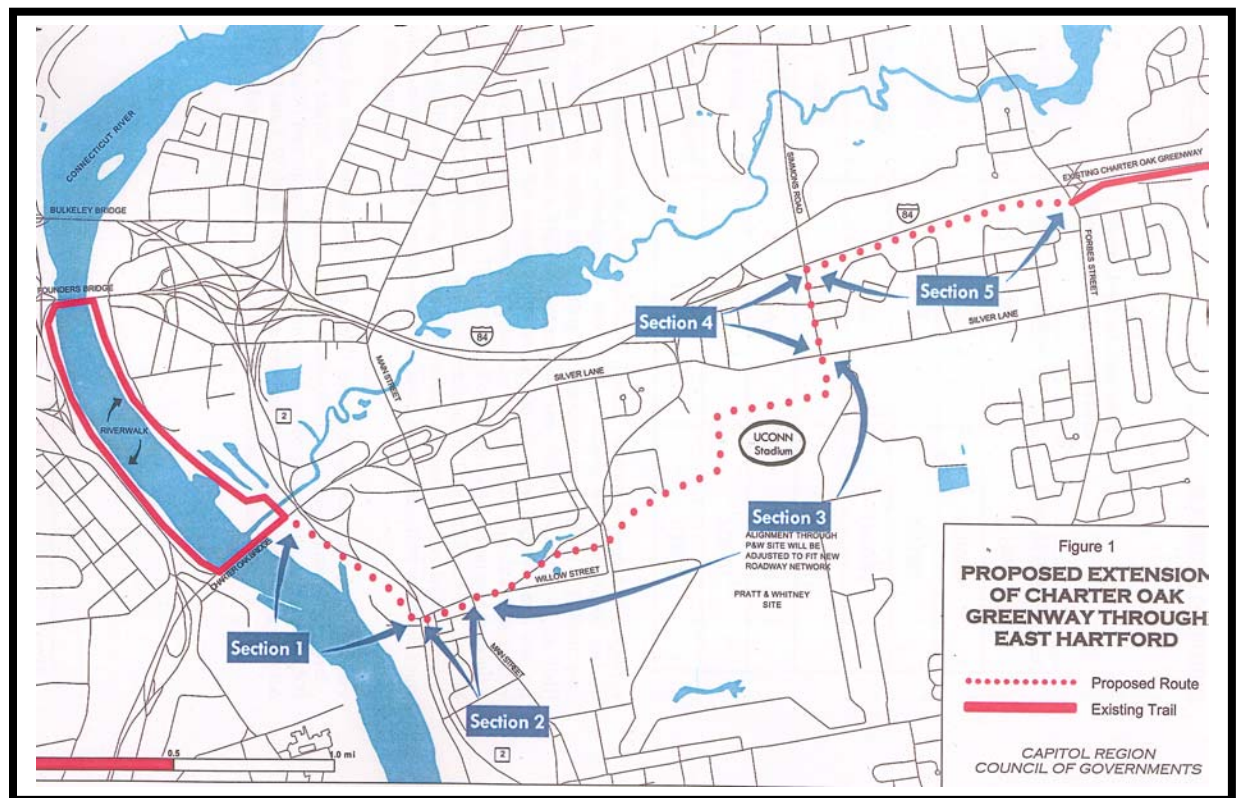
- The High Occupancy Vehicle (HOV) Alternative would consist of the construction of transit stations along the Interstates 84 and 384 HOV lanes and ramp connections between those stations and the HOV lanes. Local bus service would be reconfigured to improve the use of the HOV lanes. It is thought that exclusive bus ramps to and from the HOV lane at Simmons Road would be provided for special event access to the new UCONN Stadium.
- The Rail Corridor Alternative is envisioned to be located along two rights-of-way, one in Manchester and one in East Hartford. The busway would cross the Connecticut River, providing a link between East Hartford and Hartford. Within East Hartford there could potentially be four ‘full service’ busway stations and two limited service stations. Limited service stations are expected to be served by selected local bus routes only. The full service station locations are expected to be in the areas of Long Hill Road, School Street, Burnside

Avenue and Main Street. The limited service stations would be in the areas of Fern Street and Columbus Circle.

- The HOV / Rail Corridor Hybrid Alternative would consist of the construction of a busway within one section of railroad right-of-way and the construction of busway stations. This alternative would also include a Manchester Transportation Center but it would not include a connection across the Connecticut River. The busway would terminate at the Governor Street ramps to and from the Bulkeley and Founders Bridges.

Pedestrian Circulation and Bikeways

The attached figure prepared by the Capitol Region Council of Governments (CRCOG) highlights the existing trail and the proposed extension of the Charter Oak Greenway within East Hartford. The Charter Oak Greenway, being one of the most important multi-use trails in the Capitol Region, is the primary trail linking Hartford to areas east of the Connecticut River. The proposed route includes the construction of a 10-foot wide paved path from Forbes Street to the Charter Oak Bridge. The proposed route has five distinct sections and is approximately 3.7 miles in length.



Land Development Trends and Associated Traffic and Transportation Impacts

East Hartford has experienced steady commercial growth since the 1990 Plan was adopted. One such measure of growth is those developments that require the issuance of State Traffic Commission, Major Traffic Generator Certificates (e.g., over 100,000 gross square feet and / or 200 parking spaces). The *Major Traffic Generators Map* identifies all major traffic generators within the Town of East Hartford.

Additionally, the construction of a new UCONN football stadium at Rentschler Airport is underway with completion scheduled in 2003. This stadium will seat 38,600 and be expandable to 48,000. Approximately 3,500 parking spaces will be provided on the stadium site, with over 6,500 parking spaces to be located on adjacent Pratt & Whitney property. Substantial additional spaces will be needed for spectators at remote locations. Use of mass transit and shuttle bus services should be encouraged to reduce traffic congestion on game days.

C. FUTURE ROADWAY NEEDS

This section identifies general roadway improvements that the Town of East Hartford should consider as development increases and reinvestment of existing properties occurs. The recommendations are structured to mitigate and calm traffic flow, improve traffic circulation, improve safety (both vehicular and pedestrian) and encourage multi-modal travel.

Prospect Street By-Pass

A by-pass roadway was envisioned to connect the intersection of Ellington Road (Route 5) at King Street to the Governor Street ramp terminus of Interstate 84 and Route 2. The Connecticut Department of Transportation will not construct this by-pass due to potential environmental impacts associated with its construction. The bypass was to divert commuter traffic away from the Main Street, Prospect Street and Connecticut Boulevard corridors thus facilitating the redevelopment of Main Street and Connecticut Boulevard. Although traffic trends have shown a reduction in traffic along the Route 5 and Route 44 corridors, not constructing the by-pass will continue commuter traffic on local roadways and aggressive driving behavior. Opportunities to calm the traffic and reduce the potential for vehicular and pedestrian conflicts should be considered.

Downtown Corridors

As highlighted in the Town of East Hartford Strategic Economic Development Plan and Land Use Plan Update Recommendations, the creation of traffic patterns conducive for pedestrians in the Downtown area is desired. It is recommended that traffic calming techniques, to

reduce the adverse impact of vehicular traffic on pedestrians, be evaluated.

Streetscape improvements that clearly identify and reduce pedestrian crossing distances should be incorporated wherever possible. In an effort to rejuvenate the existing retail development on Main Street or the mixed use development on Burnside Avenue other items such as locating parking behind buildings and creating a planted median strip should be considered. The creation of gateways or physical landmarks to identify the commercial area may also be desirable. In all cases, the design should be compatible with the existing traffic signal networks in place.

Rentschler Field

With the development of the University of Connecticut football stadium the opportunity to create an additional north-south corridor, east of Main Street exists. Within the Rentschler Airport Area Transportation Study Corridor Management and Improvement Plan (URS Greiner, Inc., February 1999), the construction of a six lane north-south roadway (East Hartford Boulevard) through the Rentschler Field was recommended. It has been envisioned that this roadway will provide three lanes in each direction with exclusive left-turn lanes to accommodate turning vehicles and a grass median.

The development of the stadium site has not recommended the construction of East Hartford Boulevard. Traffic improvements associated with the stadium are primarily minor roadway improvements, adjustments to area traffic signals and temporary traffic control devices. The Town of East Hartford in cooperation with the Connecticut Department of Transportation (ConnDOT) and the State of Connecticut Office of Policy and Management (OPM) need to ensure that traffic associated with the proposed stadium does not adversely impact surrounding residential neighborhoods and development along Silver Lane.

When large-scale development begins to occur within Rentschler Field, the construction of a north-south roadway east of Main Street will be warranted. As highlighted in the Rentschler Airport Area Transportation Study (February 1999), the addition of a new north-south route is needed to directly promote and serve the expected development of the Airport property without placing additional traffic burden on the local street system. During the planning process, design plans should be evaluated by Town staff to ensure optimum placement and coordination into the existing roadway network.

Multi-Modal Transportation

Within East Hartford, three items that are of particular interest related to multi-modal transportation include the proposed Charter Oak Greenway extension, the feasibility study for the Hartford – Manchester busway and the existing CT Transit Bus routes. All of these items offer a conduit to improve the connection between Hartford and areas east of the Connecticut River. Pedestrian shelters and amenities should be incorporated into all new designs and maintained to ensure optimum efficiency.

Silver Lane

The segment of Silver Lane between Simmons Road and Forbes Street continues to serve numerous commercial / retail developments. The pavement cross section continues to vary between four and five lanes. Although one of the new access points for the UCONN football stadium will have access from Silver Lane, opposite Simmons Road, the recommended improvements do not propose widening Silver Lane to provide a continuous five lane section. As development along Silver Lane occurs, traffic circulation and accident data should be evaluated to determine if widening to a continuous five-lane section between Simmons Road and Forbes Street is required. As development within Rentschler Field occurs, other sections of Silver Lane should be monitored to determine if exclusive turn lanes or widened sections are needed.

Park Avenue

It has been observed that southbound left turning trucks at the Park Avenue / Main Street intersection occasionally disregard the displays (red indication) of the traffic signal in an effort to enter Park Avenue. This left turn movement should be continuously monitored to determine if the volume of traffic and accident history warrant the installation of an exclusive southbound left turn protected movement. Additionally, the land use along Park Avenue continues to be primarily residential properties on the north side and commercial (trucking) facilities on the south side of the street. If conflicts between truck travel speeds and pedestrian or local residential traffic occur, traffic calming measures for this street should be evaluated.

The continued installation and maintenance of street trees and landscaping treatments has the potential to make the street appear narrow which can reduce travel speeds and provide an aesthetically pleasing environment for pedestrians and motorists. The lack of public right-of way width will require enlisting property owners permission to plant street trees. In all cases, maintaining good sight lines should be a primary goal. The Town may also consider striping the pavement to provide a uniform width between 20 and 22 feet providing 10 or 11 foot lanes. This narrower width has the potential to reduce travel speeds. Also access to commercial establishments on the south side of the street should be evaluated based on width and turning radii needs.

D. SUMMARY OF FINDINGS & SUGGESTED IMPROVEMENT STRATEGIES

With a large area of land within Rentschler Field still available for future development, the Town of East Hartford has a good opportunity to review proposed roadway improvements and make recommendations to mitigate adverse impacts. As stated in the Town regulations, any development that is greater than 100 dwelling units, in excess of 100,000 square feet or generating more than 150 vehicle trips during the peak hours is required to prepare a transportation assessment. Additionally, any proposed development that abuts a state property and is larger than 100,000 square feet and/or 200 parking spaces will need to apply to the State Traffic Commission (STC) for a certificate of operation. Should the development exceed these thresholds and not abut state property a determination by the STC as to whether a certificate is necessary will be required.

The following summarizes the findings and recommendations.

- Although it is expected that future design projects initiated by ConnDOT and roadway improvements associated with Rentschler Field will help to reduce the occurrence of accidents, accident mitigation measures such as advance signing or sight line improvements are encouraged for identified SLOSS locations.
- To the extent possible, development of Rentschler Field as it relates to traffic circulation and flow on adjacent roadways should be monitored to ensure capacity at surrounding intersections is not exceeded. Physical improvements identified in the Traffic Management Plan (TMP) for the stadium should be monitored to ensure efficient traffic circulation.
- As recommended within the Rentschler Airport Area Transportation Study, CT Transit bus routes should be modified to include additional stops along Silver Lane and East Hartford Boulevard, when constructed, in association with the development of Rentschler Field. Weekend service should also be expanded.
- Pedestrian treatments and connections should be evaluated, especially along Main Street and Burnside Avenue in the vicinity of Scotland Road, to ensure safety and efficiency.
- Where the opportunity presents itself, the creation of center-landscaped medians along minor arterials and collectors is encouraged. These medians, while providing aesthetic benefits, provide shelter for pedestrians as well as ‘calm’ traffic. All designs should be compatible with the existing traffic signal networks in place.

- Traffic calming techniques to reduce the adverse impact of vehicular traffic on residential neighborhoods should be evaluated. It is recommended that the Town develop a traffic calming program that assures communications, consensus and rational allocation of resources. Access management techniques such as combining driveways or restricting turning movements should be evaluated as opportunities arise.
- The feasibility and need for on-street parking at select locations along Burnside Avenue should be evaluated. If on-street parking is not warranted, appropriate signing prohibiting parking should be installed.
- A north-south roadway east of Main Street should be constructed as large-scale development begins to occur within Rentschler Field.
- Silver Lane should be monitored to determine if exclusive turn lanes or widened sections are needed. The section between Simmons Road and Forbes Street should be evaluated as development occurs to determine the need to widen Silver Lane to a continuous 5 lane section.
- Park Avenue conflicts between trucks and pedestrians or local residential traffic should be continually evaluated. If there is a measurable pattern of concern, the application of traffic calming measures should be considered. Additionally, if southbound left turn movements at the Main Street / Park Avenue intersection become problematic, the Town may wish to modify the signal phasing to provide an exclusive southbound left turn protected movement.
- Opportunities to link a proposed busway and associated stations and routes with the future development of Rentschler Field should be explored. Pedestrian shelters and amenities should be incorporated into all new designs and should be maintained to ensure optimum efficiency.

E. TRANSPORTATION & CIRCULATION GOALS & OBJECTIVES

GOAL:

East Hartford should maintain an efficient transportation system which meets the needs of community residents, while respecting existing patterns of land use development in the community. East Hartford should maximize the use of the existing highway and rail network to

support employment centers and work to improve the aesthetics of its highways and commercial streets.

OBJECTIVES:

- Evaluate development requests against the capacity of the existing and future thoroughfare systems based on the transportation component of the Plan of Conservation and Development. Provide for updates of this plan as needed.
- Continue to strengthen its intra-regional accessibility through the public transit system.
- Work with the State Department of Transportation to study the feasibility of a commuter rail line through East Hartford.
- Minimize the impact of parking facilities for out-of-town commuters.
- Provide ample parking downtown and at the riverfront.
- Create adequate and organized signage.
- Add landscaped islands to Main Street and other corridors and collectors to slow traffic.

GOAL:

Provide general roadway improvements and implement transportation strategies as development and reinvestment of existing properties occurs. Such improvements should serve to mitigate and calm traffic flow; improve traffic circulation, parking, vehicular and pedestrian safety and encourage multi-modal transportation.

OBJECTIVES:

- Where the opportunity presents itself, the creation of center-landscaped medians along minor arterials and collectors is encouraged. These medians, while providing aesthetic benefits, provide shelter for pedestrians as well as ‘calm’ traffic. All designs should be compatible with the existing traffic signal networks in place.
- Evaluate traffic calming techniques to reduce the adverse impact of vehicular traffic on residential neighborhoods. The Town should develop a traffic calming program that assures communication, consensus and rational allocation of resources. Access management techniques such as combining driveways or restricting turning movements should be evaluated as opportunities arise.

- The feasibility and need for on-street parking at select locations along Burnside Avenue should be evaluated. If on-street parking is not warranted, appropriate signing prohibiting parking should be installed.
- Downtown Corridors - The creation of traffic patterns conducive for pedestrians in the Downtown area is desired. Traffic calming techniques to reduce the adverse impact of vehicular traffic on pedestrians should be evaluated.

Streetscape improvements that clearly identify and reduce pedestrian crossing distances should be incorporated wherever possible. In an effort to rejuvenate the existing retail development on Main Street or the mixed use development on Burnside Avenue other items such as locating parking behind buildings and creating a planted median strip should be considered. The creation of gateways or physical landmarks to identify a commercial area or a specific place may also be desirable. Design should be compatible with the existing traffic signal networks in place.

- Multi-Modal Transportation - Three regional multi-modal transportation programs are of interest to East Hartford. They include the proposed Charter Oak Greenway extension, the feasibility study for the Hartford – Manchester busway and the existing CT Transit Bus routes. All of these projects offer a conduit to improve the connection between Hartford and areas east of the Connecticut River. Pedestrian shelters and amenities should be incorporated into all new designs and maintained to ensure optimum efficiency.
- Silver Lane - The segment of Silver Lane between Simmons Road and Forbes Street continues to serve numerous commercial/retail developments. The pavement cross section continues to vary between four and five lanes. Although one of the new access points for the UCONN football stadium will have access from Silver Lane, opposite Simmons Road, the recommended improvements do not propose widening Silver Lane to provide a continuous 5 lane section. As development along Silver Lane occurs, traffic circulation and accident data should be evaluated to determine if widening to a continuous 5-lane section between Simmons Road and Forbes Street is required. As development within Rentschler Field occurs, other sections of Silver Lane should be monitored to determine if exclusive turn lanes or widened sections are needed.
- Park Avenue - The continued installation and maintenance of street trees and landscaping treatments has the potential to make the street appear narrow which can reduce travel speeds and provide an aesthetically pleasing environment for pedestrians and motorists. The lack of public right-of way width will require enlisting property owner's permission to plant street trees. In all cases, maintaining good

sight lines should be a primary goal. The Town may also consider striping the pavement to provide a uniform width between 20 and 22 feet providing 10 or 11 foot lanes. This narrower width has the potential to reduce travel speeds. Also access to commercial establishments on the south side of the street should be evaluated based on width and turning radii needs.

- Pedestrian treatments and connections should be evaluated, especially along Main Street and Burnside Avenue in the vicinity of Scotland Road, to ensure safety and efficiency.

GOAL:

Monitor transportation and circulation impacts of proposed development at Rentschler Field. With a large area of land within Rentschler Field still available for future development, the Town of East Hartford has a good opportunity to review proposed roadway improvements and make recommendations to mitigate adverse impacts.

OBJECTIVES:

- Rentschler Field - Traffic improvements associated with the UCONN Stadium are primarily minor roadway improvements, adjustments to area traffic signals and temporary traffic control devices. The Town of East Hartford in cooperation with the Connecticut Department of Transportation (ConnDOT) and the State of Connecticut Office of Policy and Management (OPM) need to ensure that traffic associated with the proposed stadium does not adversely impact surrounding residential neighborhoods and development along Silver Lane. When large-scale development begins to occur within Rentschler Field, the construction of a north-south roadway east of Main Street will be warranted. As highlighted in the Rentschler Airport Area Transportation Study (February 1999), the addition of a new north-south route is needed to directly promote and serve the expected development of the Airport property without placing additional traffic burden on the local street system. During the planning process, design plans should be evaluated by Town staff to ensure optimum placement and coordination into the existing roadway network.
- Although it is expected that future design projects initiated by ConnDOT and roadway improvements associated with Rentschler Field will help to reduce the occurrence of accidents, accident mitigation measures such as advance signing or sight line improvements are encouraged for identified SLOSS locations.
- To the extent possible, development of Rentschler Field as it relates to traffic circulation and flow on adjacent roadways should be monitored to ensure roadway capacity at surrounding intersections is not exceeded. Physical improvements identified in the Traffic

Management Plan (TMP) for the stadium should be monitored to ensure efficient traffic circulation.

- CT Transit bus routes should be modified to include additional stops along Silver Lane and East Hartford Boulevard, when constructed, in association with the development of Rentschler Field. Weekend service should also be expanded.
- Opportunities to link a proposed busway and associated stations and routes with the future development of Rentschler Field should be explored. Pedestrian shelters and amenities should be incorporated into all new designs and should be maintained to ensure optimum efficiency.

X. ECONOMIC DEVELOPMENT

A. DOWNTOWN

While once the center or heart of business activity in town, with the development of the large Pratt and Whitney facility, changes in the demographic make-up of the community and the migration of retail activity to outlying auto-related commercial corridors and major malls in outlying towns, the retail/commercial vibrancy of East Hartford's Downtown has been greatly diminished.

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East Hartford's Downtown was one of the primary focus areas of the Strategic Economic Development Plan completed in May 2000. As part of the Plan four (4) major areas of concern were identified. These were:

- Revitalization of Main Street;
- Creation of traffic patterns conducive for pedestrians;
- Restoration of the historic character of the Downtown; and
- Development of a marketing plan for Downtown.

The revitalization of Main Street requires a combination of physical improvements as well as the introduction of a more diversified and targeted retail mix. Physical improvements and an infusion of a better selection of goods and services are the impetus for revitalization. However, in order to sustain itself it is also important that the Downtown be business and consumer friendly. Traffic, parking and circulation improvements are needed to make the area competitive with other commercial areas. Pedestrian circulation improvements are especially crucial given the traffic volumes and speeds along Main Street.

The historic nature of many of the buildings in the Downtown should be protected and preserved. Some of these building have fallen into disrepair due to deferred property maintenance, vacancy and general neglect. The preservation of these structures and the affirmative marketing of East Hartford's history through the focus upon its historic and cultural resources can turn one of the Town's many assets into a commercial reinvestment draw.

B. RIVERFRONT DEVELOPMENT

The Connecticut River Riverfront is one of East Hartford's greatest assets. Because of its importance, conservation of natural resources, development and redevelopment should be carefully planned. With limited land available along the riverfront suitable for development or redevelopment, a careful balance between conservation and development should be sought.

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The Riverfront is currently developed with a variety of uses ranging from high-rise housing to commercial, office and warehousing. Future development proposed along the riverfront will bring even more variety of land usage including educational and institutional uses.

The Riverfront was also one of the primary economic development focus areas of the Strategic Economic Development Plan completed in May 2000. The Strategic Economic Development Plan outlined four of the most significant issues regarding development/redevelopment of the riverfront including:

- Competition with Hartford for funding and major tourism based facilities.
- The impact of environmental issues related to odors/pollution from the CRA plant. Odors from the recovery plant affect the marketing of the riverfront for economic development.
- The need for better access to riverfront sites. Circulation improvements, more convenient access from the Founder's Bridge, mass transit linkages and parking improvements will increase the value and appeal of riverfront development sites.
- The need for streamlining the permitting process for development along the riverfront and setting specific requirements for conservation. Although the preservation of natural resources and the environment are key to preserving the character and quality of life in the Town a balance between conservation and economic development must occur.

The Riverfront's proximity to Downtown Hartford and the Adriaen's Landing development, currently under construction, should be marketed as assets to complement future development along East Hartford's riverfront especially in the central portion near the bridges. The Riverside Drive area offers the opportunity to replace outdated industrial uses and tank farms with mixed residential and retail development. The riverfront's relationship to the new UCONN Stadium and Rentschler Field should also be capitalized upon.

The Strategic Economic Development Plan cited the desirability of developing additional housing and offices on the Riverfront to capitalize on the views and regional highway access. Development of a mixed-use configuration that incorporates housing, commercial and public space components would be the most desirable from a future planning perspective. The development of a tourism or cultural facility of regional or super-regional significance would be an important component to the town's future development strategy. Such a development would generate increased activity, increase demand and create a positive atmosphere for other related development.

C. BURNSIDE AVENUE COMMERCIAL CORRIDOR

The Burnside Avenue Corridor was subject of several special studies undertaken during the late 1990's. The Burnside Avenue Corridor Development Plan (1997) and the Burnside & Areas 1,2, & 3 Economic Development Initiatives Study (1999) include analysis, findings and recommendations. The Burnside Avenue Corridor is an area of mixed-use. At the time of the Burnside Avenue studies the area was exhibiting signs of physical deterioration, disinvestment and social distress. Conversely, the neighborhood also had quiet well-maintained residential streets, a strong core of institutional uses, neighborhood scale retail uses and good access to park and open space opportunities. Burnside Avenue today remains predominately a medium density residential corridor served by a high-volume roadway. The neighborhood will be strengthened by fostering increased home ownership, reinvesting in the one to four unit housing stock, encouraging neighborhood commercial businesses in concentrated clusters, replanting street trees along Burnside Avenue, expanding community policing and reducing multi-family density. Tolland Street's north side should continue its transition to light industrial use.

The Burnside Avenue strategy expects gradual change in the residential mix and business activity and the physical condition of buildings over time. It builds upon the Town's heightened maintenance of the area's infrastructure and encourages uncomplicated and achievable actions to be completed as soon as possible to build momentum needed to sustain change and promote reinvestment in the area.

D. INTRODUCTION TO CORRIDOR STUDY AREAS STUDIED AS PART OF THE PLAN UPDATE PROCESS

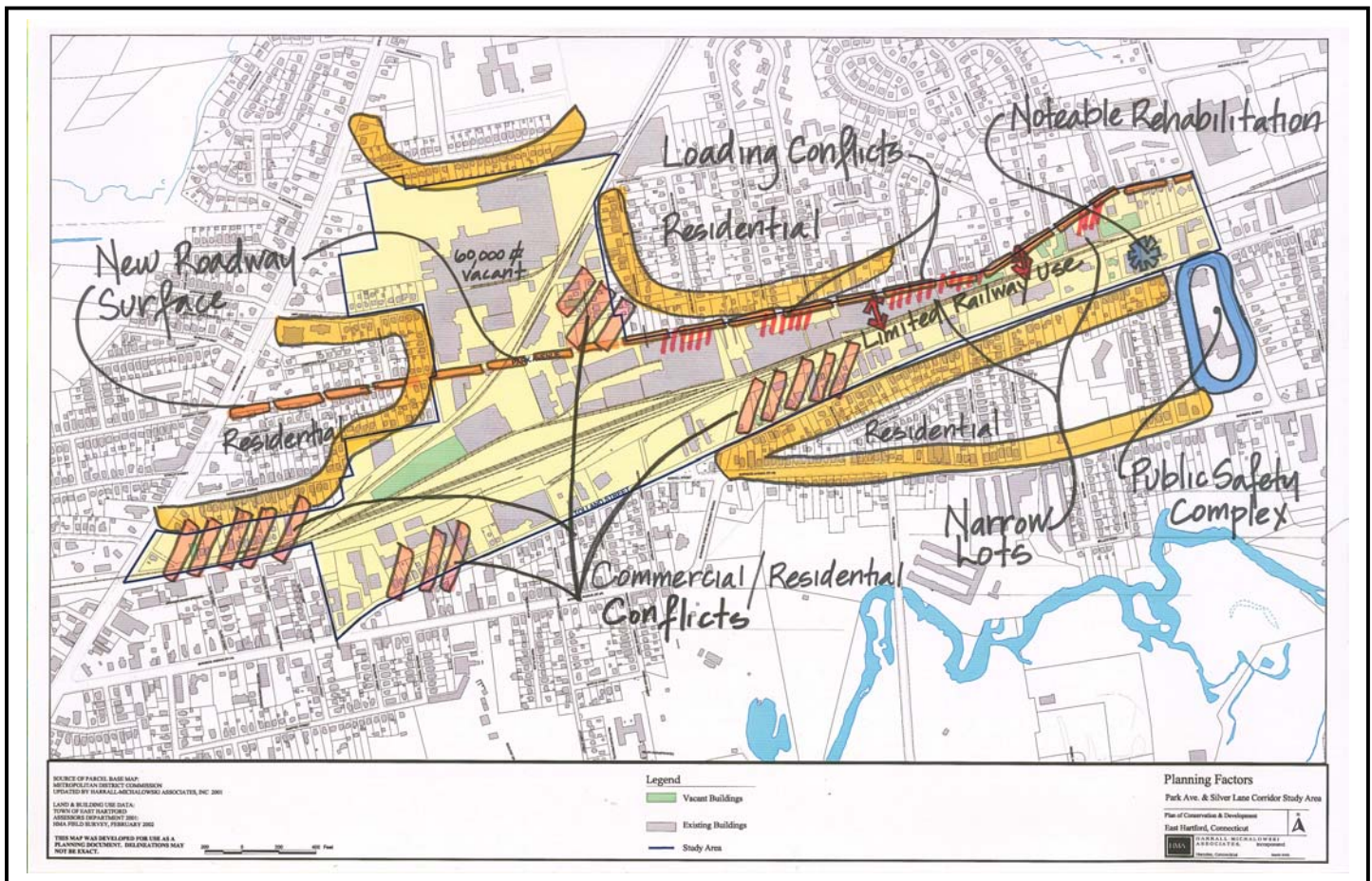
As part of the process of revising and updating the East Hartford Plan of Conservation and Development, Corridor Analyses were conducted for several areas of the Town. These analyses provide an inventory and discussion of land and building uses, traffic circulation, parking, natural resources, and development trends in the corridor areas. In addition, strengths, weaknesses, opportunities and threats were identified and discussed within the context of existing and foreseeable market forces and future plans for development. Detailed reports were prepared for the Park Avenue/Tolland Street Corridor and the Silver Lane Corridor. Findings from these reports are summarized in this section.

E. PARK AVENUE/TOLLAND STREET CORRIDOR

Park Avenue/Tolland Street Corridor Today

The Park Avenue/Tolland Street Corridor is primarily a commercial and industrial area, with a small number of housing units located throughout. The corridor lies along the railroad line between Route 5 and School Street. The study area corridor comprises approximately 161 acres and over 1,800,000 square feet of ground floor non-residential building space. The small residential component in the corridor is home to an estimated 257 residents residing in approximately 124 dwelling units. The Park Avenue/Tolland Street Corridor Study Area does however abut a large residential neighborhood to its north that utilizes Park Avenue for access.

The Anna E. Norris and Burnside Elementary Schools lie just outside the boundaries of the corridor, a police station is situated adjacent to the corridor's eastern edge, and a firehouse is located near the corridor's northern border; a state emissions testing center is also located in the center of the corridor area. The corridor has no significant recreational and open space assets, and the nearest parks are located at the Norris Elementary School to the north and Martin Park to the south near the Hockanum River.





*Industrial/Warehouse complex
along Park Ave*



Unique rail asset



Auto-related uses are numerous



Housing along Ranney St.

Land Use

Within the Park Avenue/Tolland Street Corridor Study Area, 35% of the land is classified as manufacturing/warehouse and distribution, 30.4% is other commercial, and 9% is retail sales and services. The remaining 25.6% is divided into a variety of different land uses, most notably auto-related uses (6.5%), single-family homes (6.4%), multi-family housing (2.9%) and vacant land (2.6%).

Building Area

The Park Avenue/Tolland Street Corridor has 98 non-residential buildings that comprise 1,813,781 square feet of ground floor building space. Warehouse/trucking/storage constitutes the majority of the space, with 961,526 square feet (53%); manufacturing occupies 221,282 square feet (12.2%) and auto-related uses are next with 201,101 square feet (11.1%). At the time of the business inventory, vacant structures accounted for 8.6% of the space.

Zoning

The Park Avenue and Tolland Street Corridor is almost exclusively zoned Industrial-3 (I-3) and Business-3 (B-3). A few isolated parcels along the western and northern edges of the corridor fall into either R-3 or R-4 residential zones. The B-3 zone allows general business uses plus some heavier uses, including manufacturing, storage and warehousing, and trucking terminals (class II). The I-3 zone is a general industrial zone where most uses are permitted. Several notable exceptions, however, include residences, schools, hospitals, and heavy industries of a particularly noxious character (coke ovens, smelting plants, manufacturing of certain chemicals, etc.). These two primary zones enable the Park Avenue/Tolland Street Corridor to have and develop a wide array of commercial and industrial uses.

Transportation

The corridor is easily accessible by way of Interstate 84 and Route 5, via the Silver Lane exit off of I-84. Four bus routes service the corridor; Route H runs directly down Park Avenue, and Routes YM, YS, and Z all travel along Tolland Street. In addition, the railroad line that bisects the corridor is a significant asset for industrial firms in the area. The Connecticut Southern Railroad provides freight service to South Shore Enterprises and WWT Paper within the study area and Cellu-Tissue adjoining the study area. Specific traffic-related roadway improvements for Park Avenue from Route 5 to School Street are already planned by ConnDOT.

Real Estate Market Status



Recent building conversion



Cold Storage Facility on Park Ave.



*New street pavement, crosswalks
and sidewalks*

Rent prices for commercial and industrial space in the Park Avenue/Tolland Street Corridor are generally in the \$2.00-\$2.75 per square foot range, and although some 25,000 square feet are available for rent, the rental market appears to be fairly tight. Property sales in the corridor area over the past 3 ½ years have been limited, but indicate a selling price of roughly \$29-\$30 per square foot for retail/commercial space and anywhere from \$9-\$10 per square foot to \$24-\$25 per square foot for industrial/warehouse space. Perhaps the most critical element of the corridor area's real estate market is the roughly 155,807 square feet of vacant ground floor building area (8.6% of the corridor area's total ground floor building area), contained in 13 buildings. This vacant space has the effect of keeping rental and purchase prices at relatively modest levels, but also limits the incentive for reinvestment in properties.

A potential engine for economic activity and reinvestment in the Park Avenue/Tolland Street Corridor is the Railroad Depot Zone program. Established by the State of Connecticut in 1996 for use by Enterprise Zone communities, this program provides financial incentives for the reinvestment in abandoned or underutilized properties in railroad corridors. These incentives include a five-year, 80% abatement of local property taxes for properties within designated railroad corridors that add to a town's grand list through business expansion and/or renovation, or have been vacant for at least one year. Fifty percent of this local property tax abatement is reimbursed by the State of Connecticut. In addition, businesses that take part in this program receive a ten-year, 25% credit on their state corporation business tax for the reinvestment, and may receive a 50% tax credit if at least 30% of new full-time positions are filled by the Enterprise Zone's residents or other town residents who qualify under the Job Training Partnership Act.

Corridor Assets

The Park Avenue/Tolland Street Corridor contains numerous assets that could prove beneficial to the area in the future. First, the corridor is a major industrial and warehouse area with enough industrial space to make it a key player in the regional industrial market. Second, the presence of the railroad line can provide future opportunities for industrial growth and/or transportation potential. Third, the corridor possesses a cold storage facility, a rare commodity in a shrinking storage market. Fourth, a main fiber optic trunk line runs through the study area along the railroad corridor. High speed digital connections are increasingly important to business location decisions. Exploring the feasibility of connecting to this line may promote new business interest in the area. Finally, recent investment in the corridor in the form of new construction, building conversions and streetscape improvements indicates that development interest in this area exists.

Corridor Land Use Challenges



Uses often extend to the street



Truck maneuvering is a problem



Vacant railroad land

The Park Avenue and Tolland Street Corridor is, however, faced with several important land use challenges. First, inefficient and uncoordinated access and parking, excessive curb cuts, on-site trailer storage and a general lack of landscaping detract from both the appearance and the function of the area. Second, front yard commercial and industrial uses that extend to the street line overwhelm sidewalks and streets alike, making it difficult and sometimes dangerous to move about. Third, industrial/residential and commercial/residential land use conflicts pose significant planning obstacles in trying to integrate these uses into a cohesive neighborhood. Fourth, truck maneuvering on the corridor's streets and accessways is both difficult for the truckers and an impediment to traffic flow. Finally, narrow lot depth in some parcels and unused railroad land make development of certain parts of the corridor challenging.

Corridor Opportunities

With its developed industrial infrastructure and rail line, several opportunities exist for the Park Avenue/Tolland Street Corridor. First, vacant and underutilized warehouse and storage space could be converted into high technology or biotechnology incubator space. Doing so would bring more employees into the corridor, expand the tax base, and create an increased market for businesses such as restaurants and retail stores. Second, the rail line that bisects the corridor could potential serve as a commuter rail line connecting the Vernon-Manchester area to Hartford. The Park Avenue/Tolland Street Corridor would be an excellent location for a commuter rail station, providing access to jobs in the corridor, as well as linking the area with Hartford and the rest of the region. In addition, a rail stop could provide the impetus for increased economic investment in the area.

Park Avenue and Tolland Street Corridor – Summary

The Park Avenue/Tolland Street Corridor has numerous strengths that position it as a neighborhood prime for development and reinvestment. These strengths include good vehicular, bus and rail access, a significant concentration of warehouse space, recent investment in the area by both the public and private sectors, and Rail Depot Zone tax incentives for development.

The corridor, however, is not without its weaknesses, including residential and commercial/industrial land use conflicts, inadequate size of lots to accommodate truck traffic, truck movements interfering with street and road use, unattractive building facades and signs, site clutter and limited utilization of the railroad line. In addition, the warehouse storage space that comprises so much of the industrial square footage in the corridor is generally low-rent space, and thus does not generate as

large a cash flow as other businesses. Minimizing or eliminating these weaknesses while capitalizing on the relative strengths of the corridor is an important goal of the master planning process, and for improving the physical form and function of the Park Avenue and Tolland Street Corridor.

Recommendations for the Park Avenue/Tolland Street Corridor

- Encourage consolidation of existing non-conforming residential properties into adjoining commercial parcels for enhanced site area, expansion, and parking and loading. Utilize the Redevelopment Agency, if necessary, to effect transition. This recommendation is applicable to Tolland Street and Franklin Street.
- Work with commercial property owners to promote reinvestment in buildings.
- Continue the Town's policy of aggressively enforcing building maintenance and fire codes to minimize the decline of the existing building stock.
- The Planning and Zoning Commission should consider removing the I-3 Zone designation from Tolland Street and extending the B-3 Zone to this area. Because of the adjacency of large residential neighborhoods, the relatively small lot size of parcels fronting on Tolland Street (I-3 requires a 40,000 square foot minimum lot size) and the broad array of land uses in the I-3 Zone, it may no longer be appropriate for this narrow corridor. Of the fifty-nine lots in the zone 80% do not meet the minimum 40,000 square foot lot requirement. The B-3 Zone's 10,000 square foot minimum lot size is more likely to encourage consolidation of the smaller lots and reinvestment in the corridor.
- In order to buffer the large residential neighborhood to the north of Park Avenue, undertake a street tree planting and landscaping program along the north side of Park Avenue on private residential parcels to soften the impact of the commercial buildings on the south side of the street. An alternative approach is to acquire residential properties fronting on Park Avenue, removing the structure and landscaping the Park Avenue frontage. Sale of land excess to planting buffer needs to the abutting residential property should be part of the program.
- With the CRCOG, explore the potential for commuter rail service to Hartford utilizing the rail corridor within the study area.
- A main fiber optic trunk line runs through the study area along the railroad corridor. High-speed digital connection is increasingly

important to business location decisions. Exploring the feasibility of connecting to this line may promote new business interest in the area.

- A cooperative marketing effort involving property owners and the Town should be negotiated with promotional effort and certain municipal investments of modest nature provided in exchange for the owners' agreement to market and develop within certain standards. This is an area that would seem to benefit most from modest capital improvements and improved marketing and management.
- Creative approaches to economic development could include options on development parcels at favorable prices in exchange for promotion and assistance by the Town and certain infrastructure improvements.
- Park Avenue conflicts between trucks and pedestrians or local residential traffic should be continually evaluated. If there is a measurable pattern of concern, the application of traffic calming measures should be considered. Additionally, if southbound left turn movements at the Main Street / Park Avenue intersection become problematic, the Town may wish to modify the signal phasing to provide an exclusive southbound left turn protected movement.
- Park Avenue has a varying pavement width. The Town should consider striping the pavement to provide a uniform width between 20 and 22 feet providing 10 or 11 foot lanes. This narrower width has the potential to reduce travel speeds. Also access to commercial establishments on the south side of the street should be evaluated based on width and turning radii needs.

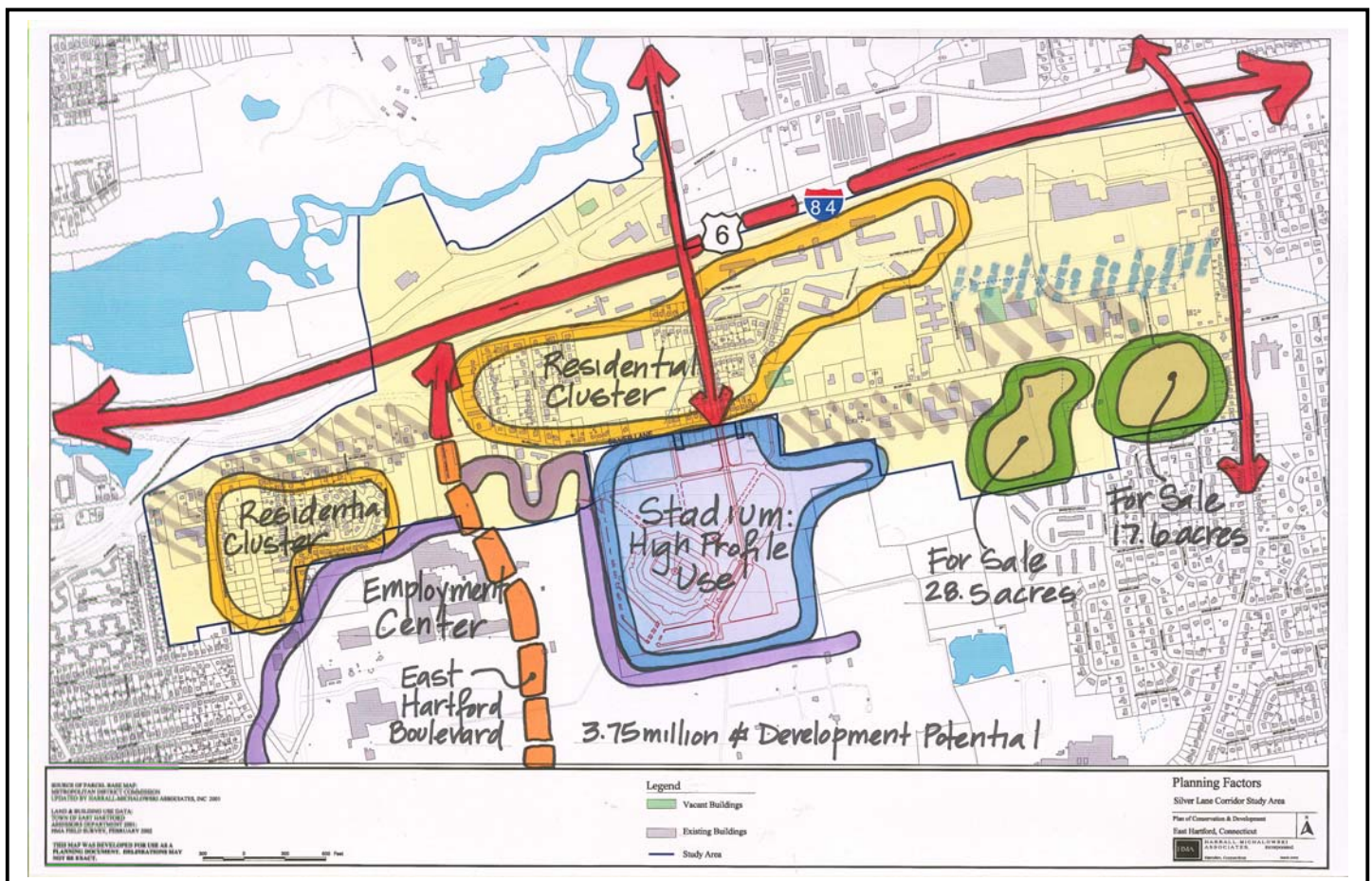
F. SILVER LANE CORRIDOR

Silver Lane Corridor Today

The Silver Lane Corridor is an eclectic mix of residential and commercial uses that borders along Interstate 84 and the Hockanum River to the north and the Pratt & Whitney industrial complex to the south. The Silver Lane Corridor Study Area comprises approximately 534 acres and nearly 1,000,000 square feet of ground floor non-residential building space. The corridor is also home to an estimated 2,195 residents who reside in approximately 1,109 dwelling units. The Silver Lane Elementary School lies at the western edge of the corridor and Sunset Ridge Elementary School lies just outside of its eastern boundary. East Hartford High School is also in close proximity to the corridor area. The area has significant recreational and open space assets in Elizabeth Shea Park, the Pratt & Whitney recreational fields, and the agricultural properties along the eastern end of Silver Lane. In addition, the corridor lies adjacent to the future University of Connecticut football stadium site currently under construction.

Planning Analysis

As the *Planning Factors Map* below illustrates, the Silver Lane Corridor is a dynamic land use and transportation environment. With Interstate 84 running along the northern edge of the corridor, and Simmons Road and Forbes Street bisecting and bordering the corridor, respectively, the Silver Lane area is the site of a major confluence of transportation activity in East Hartford. In addition, the location of Pratt & Whitney and the new UConn football stadium along the southern edge of the corridor, coupled with the expected development of Rentschler Field, make the corridor perhaps the prime economic development center in the entire town. Contemporaneously, however, the corridor is home to two significant residential clusters and a neighborhood school that also define the corridor as a place to live and raise a family. In addition, approximately 46 acres of farmland are located along Silver Lane in the southeast corner of the corridor, an unusual find in a largely developed, first-ring suburb. Creating and maintaining a healthy and cohesive interplay between all of these planning factors is perhaps the greatest challenge in the Silver Lane Corridor.





Established neighborhood on Silver Lane

Land Use

Of the roughly 23,260,000 square feet of land area in the Silver Lane Corridor, 19,024,721 square feet is delineated into 404 properties with varying land uses. Of the 19,024,721 square feet that is delineated into individual properties, 22.7% is vacant land, 20.6% is retail sales and service, and 16.4% is single-family residences. The remaining 40.1% is divided into eleven different land uses, most notably apartment housing (9.4%), agriculture (6.9%), open space (6.4%) and municipal, state and federal facilities (6.1%).

Building Area

The Silver Lane Corridor has 95 non-residential buildings that comprise 995,496 square feet of ground floor building space. Within this building subcategory, retail sales and service uses constitute most of the space, with 456,981 square feet (45.9%) in 37 structures. Entertainment and recreation uses occupy 155,178 square feet (15.6%) and vacant structures are next with 140,566 square feet (14.1%). In addition, office and professional services account for 11.3% of the space, and six other uses make up the remaining 13.1%.

A total of 276 residential properties lie within the boundaries of the Silver Lane Corridor, occupying 5,651,017 square feet of land area, or almost 130 acres. These residential properties contain approximately 1,105 housing units, creating a reasonable density of 8.5 units per acre. The residential properties in the Silver Lane Corridor are predominantly located in three clusters: the Mercer Avenue/Warren Drive area, the Simmons Road/Clement Road area, and along Forbes Street.

Zoning

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. The large B-1 and B-1-A commercial zones in the eastern side of the corridor are located between a higher density R-5 residential zone to the northwest and a lower density R-2 residential zone to the southeast. To both the east and west of the corridor area, residential zones dominate, while Pratt & Whitney's industrial complex lies to the south and an I-2 industrial zone lies to the north.



Highway-oriented business cluster near I-84



Apartment Building – Cumberland Drive



Farmland along Silver Lane



Apartment complex near I-84



Single-family homes on Gold Street

Transportation

Average daily traffic counts along Silver Lane range from 11,900 to 14,400. With the exception of the Mercer Avenue/Warren Drive area, these counts have dropped substantially from 1991 levels. The corridor is easily accessible by way of Interstate 84 and Route 6, with Silver Lane having its own exit off of I-84. Two bus routes service the corridor; Route B runs directly down Silver Lane, and Route X provides peripheral access to the area along Forbes Street. In addition, Simmons Street bisects the corridor and enables quick access to the Tolland Street/Burnside Avenue section of town by way of Hillside Avenue.

Despite a general reduction of traffic through the Silver Lane Corridor, accidents are still problematic, particularly in the eastern end of the corridor. Between 1997 and 1999, there were a total of 135 traffic accidents at three surveillance study sites along Silver Lane. Traffic-related roadway improvements for the Silver Lane/Forbes Street intersection are already in the planning stage, and other improvements have been suggested for the area around Rentschler Field.

Real Estate Market Status

Over the past 3½ years, sales of commercial and industrial buildings have been at approximately \$90 per square foot, on average. The sale of land in the corridor has also been significant during this time period, with over 225 acres changing hands. Residential sales, comprising a substantial amount of the total number of property sales in the corridor area, averaged just below \$100,000. Currently, the greatest detriment to the Silver Lane Corridor's real estate market is the high rate of building vacancy, which is approximately 14% of the total ground floor area in the study area.

Corridor Assets

The Silver Lane Corridor possesses several key assets that could positively impact the future development and evolution of the area. First, the corridor is bounded to the south by Rentschler Field, the future home of the new UConn football stadium and the potential site of roughly 3.75 million square feet of development. Rentschler Field will rapidly become a site recognized state-wide, both because of the high visibility provided by the football stadium and the enormous development potential of the surrounding site area. This visibility and economic development potential will likely bring more attention to the entire Silver Lane Corridor, and both the Town and corridor businesses could capitalize on this attention to draw reinvestment into the area. Second, a sizable residential population housed in apartment buildings, established residential neighborhoods, and an assisted living cluster exists in the corridor; this asset provides the base upon which future housing developments can be built, and creates a ready market for small businesses that might locate in



Residential conversion near I-84



Pratt & Whitney Fieldhouse



Excessive parking & lack of landscaping



Obsolete building typologies

the area. Third, the on-going conversion of some residential properties fronting on Silver Lane to commercial space supplies a healthy mixed-use component to the neighborhood. Fourth, several large vacant parcels in the corridor provide the potential for future development in the area or the dedication of additional open space for the town. Finally, the highway-oriented cluster of commercial office uses near I-84 creates a business center for the corridor and positions these uses in the neighborhood in a non-invasive manner.

Corridor Land Use Challenges

While the Silver Lane Corridor has several excellent facets, there are important land use challenges in the area. First, visual conflicts between residential and commercial/industrial uses can make the built form of the neighborhood confusing and unattractive. Second, excessive curb cuts and impervious surfaces impress upon the observer that the automobile, and not the pedestrian, is the primary concern for uses in the neighborhood. Third, unwarranted parking ratios and a dearth of landscaping elements create a bleak visual atmosphere, particularly in commercial areas of the corridor. Fourth, obsolete building typologies and vacant structures resulting from corporate restructuring give the impression of an area lacking reinvestment. Finally, vacant transition parcels break up the continuity of the built environment and detract from the corridor's ability to present itself as a unified whole.

Rentschler Field

The development of Rentschler Field will undoubtedly have a significant impact on the Silver Lane Corridor. The location of the new 38,600 seat UConn football stadium, Rentschler Field is also the anticipated home for numerous other uses and transportation improvements. The transportation improvements include a proposed East Hartford Boulevard running along the eastern edge of the existing Pratt & Whitney complex and connecting I-84 and Silver Lane with Main Street and Route 2 at the southern end of Rentschler Field; this boulevard will provide the important north-south arterial roadway in southern East Hartford long identified as a circulation need. In addition, a set of roadways will provide additional access to Brewer Street from Silver Lane at the stadium site, as well as connecting the proposed East Hartford Boulevard with the stadium site and Forbes Street to the east, and a proposed extension of the Charter Oak Greenway will be constructed through the Pratt & Whitney complex and around the stadium to Silver Lane. These proposals are reflected on the map on the following page.

The possible additional uses for Rentschler Field are numerous and varied. They include open space, a mixed-use "village center", a science, education and technology park, and housing. In total, the development potential of the Rentschler Field site is approximately 3.75 million square

feet, according to a concept scheme released by the company, an amount of development that would make the site into a regional center. Whichever land use or mix of uses are created, they will be located in the eastern and southeastern portions of Rentschler Field, as the rest of the site will be occupied by the UConn stadium and the Pratt & Whitney complex.

Silver Lane Corridor – Summary

The Silver Lane Corridor possesses several key strengths that make the neighborhood an excellent site for development and reinvestment. These strengths include excellent highway and local road access, bus service running along Silver Lane, several large parcels available for potential development, adjacency to a major employment center in Pratt & Whitney, the location of the UConn football stadium directly abutting the corridor, a sizable residential base with significant density, and enormous development potential at Rentschler Field. Substantial opportunities for the corridor lay in these strengths, such as the state-wide recognition that the new stadium will bring to the area, and the fact that 46 vacant acres of land are currently for sale, potentially bringing in new development.

The corridor, however, is not without its weaknesses, including residential and commercial/industrial land use conflicts, older building typologies in need of repair and reinvestment, a relatively high rate of vacancy in commercial buildings, and small lot size in the western end of the corridor. The primacy of the automobile in the design of the corridor is also problematic, with large, inefficient and underutilized commercial parking areas and excessive curb cuts in some areas. In addition, perhaps the greatest threat to the corridor is the fact that the area is in transition, leaving behind its small-scale residential and commercial past and heading toward an uncertain future. Ensuring that the future of the Silver Lane Corridor is beneficial for neighborhood residents and the Town of East Hartford alike is an important goal of the master planning process.

Silver Lane Recommendations

- Encourage the creation of a plan of development for Rentschler Field that combines a mix of different land uses to complement the new UConn football stadium and the existing Pratt & Whitney complex, uniting all of the elements into a cohesive plan that is respectful of the Silver Lane Corridor neighborhood character, provides for the needs of East Hartford's residents and creates substantial economic development for the Town. Minimizing impact on the Willow Brook drainage area is a prime consideration of site planning for Rentschler Field.
- Construction of a six lane, median divided East Hartford Boulevard is proposed as part of the proposed Rentschler Field development. The Town should ensure that pedestrian and bike paths are a component of this roadway and accompanying arterials to the east.

- Opportunities to link a proposed busway and associated stations and routes with the future development of Rentschler Field should be explored. Pedestrian shelters and amenities should be incorporated into all new designs and should be maintained to ensure optimum efficiency.
- Sidewalks should be installed along Silver Lane to improve access and safety to and from UCONN stadium.
- Silver Lane should be monitored to determine if exclusive turn lanes or widened sections are needed. The section between Simmons Road and Forbes Street should be evaluated as development occurs to determine the need to widen Silver Lane to a continuous 5 lane section. The section between Main Street and Simmons Road should consider impacts on adjoining residential and historic buildings. The section east of Forbes Street should remain two lanes in order to protect the residential neighborhood through which it passes.
- Focus retail and commercial development between Roberts and Forbes Streets.
- Support the Capitol Region Council of Governments proposed extension of the existing Charter Oak Greenway to connect with the Riverwalk trail network through the Silver Lane Corridor.
- Aggressively address the issue of commercial vacancies in the corridor through innovative approaches to economic development that could include options on development parcels at favorable prices in exchange for promotion and assistance by the Town and certain infrastructure improvements.
- Work with commercial property owners to promote reinvestment in buildings.
- Continue the Town's policy of aggressively enforcing building maintenance and fire codes to minimize the decline of the existing building stock..
- Explore various buffering, landscaping and screening options, such as a street tree planting program, changes to existing zoning requirements for buffering and landscaping, and other methods to ease the visual transition between residential and commercial/industrial properties and to create a more attractive urban design environment.
- Strongly consider improvements in regulating site design and access management in new commercial developments, as well as existing properties (where practical), to limit excessive curb cuts, reduce impervious surface area, and ensure that the built environment

contributes positively to the overall character of the Silver Lane Corridor.

- The Planning and Zoning Commission should not consider proposals to rezone areas within the corridor for new retail shopping centers until renovations or replacement of the existing centers have occurred.
- The Planning and Zoning Commission should review the appropriateness of the B-1 Zone in the corridor and consider rezoning to B-1A. The larger lot requirement of the B-1A Zone (20,000 square feet) is more in keeping with the character of the development in these areas. Of the fifteen lots in the district 87% meet the 20,000 square foot lot requirement. The B-1A Zone regulations should be reviewed in light of the market potential generated by the UCONN complex and Rentschler Field proposal. Consideration of adding density bonuses to help stimulate reinvestment in older shopping centers or their conversion to research and development, office or mixed uses is recommended.
- The Planning and Zoning Commission should consider replacing the I-3 Zone along Silver Lane and consider rezoning to B-1A. The I-3 zone district contains many heavy industrial uses which are not compatible with the character of Silver Lane nor the R-3 neighborhood across the street.
- The Planning and Zoning Commission should consider replacing the I-2 Zone along Silver Lane and consider rezoning to B-1A. The I-2 zone district contains the new UCONN football stadium, a public use, and a vacant parcel. The I-2 Zone does not relate to the new use and should be replaced.
- Explore the conversion of some of the rental housing complexes in the study area to age-restricted or assisted living facilities for seniors. A review of the zoning regulations to ensure there are no regulatory barriers to this type of development should be undertaken.
- The eastern end of the study area contains 46 acres advertised for sale. This significant development site could accommodate a variety of different land uses.

It is recommended that the Planning and Zoning Commission consider the creation of a residential mixed housing zone for this area that would emphasize age-restricted housing but permit single family townhouse and garden housing forms employing “smart growth” principles. Inclusion of a limited quantity of neighborhood commercial uses would also be appropriate.

G. <i>ECONOMIC DEVELOPMENT GOALS & OBJECTIVES</i>

TOWN CENTER GOAL:

Recreate Main Street as a showcase of the Town. Establish the Central Business District as a vital and active town center for living, eating, working and entertainment.

OBJECTIVES:

- Incorporate design guidelines into the Zoning Regulations to encourage alterations and infill which are compatible to the small town character theme for Main Street.
- Continue to support merchants through the facade improvement program administered by the Town. Investigate and develop strategies for a self-sustaining revolving loan fund for building rehabilitation.
- Introduce residential uses above the ground floor level to encourage pedestrian activity in the evening hours.
- Continue to support the residential neighborhoods surrounding Main Street through rehabilitation loan programs. Encourage the development of a self-sustaining revolving loan fund through local financial institutions as part of a community reinvestment strategy. Develop a neighborhood preservation program which targets and actively solicits participation by owner occupants and investor owners.
- Create quality affordable office space including office cluster space on Main Street to attract small businesses.
- Research a trolley linking downtown, the UCONN stadium and the riverfront to connect important visitor and resident amenities.
- Develop additional physical and safety improvements such as façade and sidewalk improvements.
- Create a more diversified retail/food venue that would attract more visitors and spending.
- Emphasize the historic fabric of the center in any preservation and maintenance programs.
- Develop public art and recreational spaces to further promote downtown.

RIVERFRONT DEVELOPMENT GOAL:

Take advantage of the location, views and amenities associated with the riverfront as leverage for economic development and tax base for the Town.

OBJECTIVES:

- Define development programs for residential, and commercial development – office, retail/restaurants – that take advantage of regional riverfront plans and the adjacent Hartford market and facilities.
- Position the riverfront area around the Founders Bridge to benefit from Adriaen’s Landing and associated development occurring across the river around Hartford’s riverfront.
- Protect and enhance the open space and environmental quality of the riverfront and associated linkages as a selling point for tourism and for development. The land north of the Bulkeley Bridge should be retained as open space.
- Improve infrastructure – site utilities, auto, pedestrian and transit access, including water taxis and riverboats – for potential riverfront development sites.
- Employ zoning and other land use management tools to protect the riverfront as an asset and for associated economic development.
- Market unique aspects of the East Hartford riverfront and associated development sites as a regional resource.
- Focus new upscale multi-family development between the Bulkeley and Charter Oak Bridges along the Connecticut River in a development plan that links new residential condominium development with the business district centers of Hartford and East Hartford. Include compatible retail uses in the Plan that serves nearby office development as well as residential uses. Ensure public access to the river.
- Explore the use of shared parking for riverfront uses as a zoning technique to encourage greater investment in this area.
- Plan for retail and housing development along Riverside Drive to supplement existing industrial and oil tank farm.

COMMERCIAL CORRIDORS GOAL:

Plan for and develop viable and attractive commercial areas outside of the Central Business District to meet the needs for goods and services of residents and visitors to East Hartford.

OBJECTIVES:

- Support projects for redevelopment of existing commercial corridors.
- Inventory and evaluate existing vacant commercial properties and develop remodeling and market program.
- Identify areas and properties suitable for new commercial development or redevelopment. Because so little undeveloped vacant land is available in East Hartford, new commercial development will likely occur in areas suited for redevelopment or in small infill projects.
- Ensure safe and attractive main corridors using land management tools such as landscape and streetscape guidelines and guidelines for the conversion of residential to commercial uses.
- Explore the modification of the current commercial strip zoning pattern along the Town's commercial corridors to a series of neighborhood nodes at key intersections.
- Focus on upgrading the appearance of existing shopping areas through revised landscaping and parking lot design requirements.
- Create a positive image of the Town by identifying and describing its assets for marketing and to improve its self-image.

OVERALL ECONOMIC DEVELOPMENT GOAL:

Build upon the existing industrial and manufacturing base to promote new diversified business investment in the Town.

OBJECTIVES:

- Take advantage of the Town's transportation access and central location for distribution and industry.
- Encourage growth in high tech, Internet services and e commerce.
- Develop business clusters through zoning.

- Improve infrastructure to support high tech uses including further distribution of fiber optics.
- Improve public transit for local employees.

OVERALL ECONOMIC DEVELOPMENT GOAL:

Promote economic development activity to attract new business and employment opportunities as a way to positively impact population, housing and economic trends in Town.

SILVER LANE CORRIDOR GOAL:

Provide physical improvements and implement policy and regulatory revisions to encourage the revitalization (both economic and physical) of the Silver Lane Corridor.

OBJECTIVES:

- Encourage the creation of a plan of development for Rentschler Field that combines a mix of different land uses to complement the new UCONN football stadium and the existing Pratt & Whitney complex, uniting all of the elements into a cohesive plan that is respectful of the Silver Lane Corridor neighborhood character, provides for the needs of East Hartford's residents and creates substantial economic development for the Town.
- The Town should ensure that pedestrian and bike paths are components of the proposed East Hartford Boulevard roadway and its accompanying arterials as part of the proposed Rentschler Field development.
- Explore opportunities to link a proposed busway and associated stations and routes with the future development of Rentschler Field. Pedestrian shelters and amenities should be incorporated into all new designs and should be maintained to ensure optimum efficiency.
- Monitor Silver Lane traffic to determine if exclusive turn lanes or widened sections are needed. The section between Simmons Road and Forbes Street should be evaluated as development occurs to determine the need to widen Silver Lane to a continuous 5 lane section.
- Support the Capitol Region Council of Governments proposed extension of the existing Charter Oak Greenway to connect with the Riverwalk trail network through the Silver Lane Corridor.

- Aggressively address the issue of commercial vacancies in the corridor through innovative approaches to economic development that could include options on development parcels at favorable prices in exchange for promotion and assistance by the Town and certain infrastructure improvements.
- Work with commercial property owners to promote reinvestment in buildings.
- Continue the Town's policy of aggressively enforcing building maintenance and fire codes to minimize the decline of the existing building stock.
- Explore various buffering, landscaping and screening options, such as a street tree planting program, changes to existing zoning requirements for buffering and landscaping, and other methods to ease the visual transition between residential and commercial/industrial properties and to create a more attractive physical environment.
- Upgrade site design and access management regulations for new commercial developments, as well as existing properties (where practical), to limit excessive curb cuts, reduce impervious surface area, and ensure that the built environment contributes positively to the overall character of the Silver Lane Corridor.
- The Planning and Zoning Commission should not consider proposals to rezone areas within the corridor for new retail shopping centers until renovations or replacement of the existing centers have occurred.
- The Planning and Zoning Commission should review the appropriateness of the B-1 Zone in the corridor and consider rezoning to B-1A. The larger lot requirement of the B-1A Zone (20,000 square feet) is more in keeping with the character of the development in these areas. Of the fifteen lots in the district 87% meet the 20,000 square foot lot requirement. The B-1A Zone regulations should be reviewed in light of the market potential generated by the UCONN complex and Rentschler Field proposal. Consideration of adding density bonuses to help stimulate reinvestment in older shopping centers or their conversion to research and development, office or mixed uses is recommended.
- The Planning and Zoning Commission should consider replacing the I-3 Zone along Silver Lane and consider rezoning to B-1A. The I-3 zone district contains many heavy industrial uses that are not compatible with the character of Silver Lane or the R-3 neighborhood across the street.
- The Planning and Zoning Commission should consider replacing the I-2 Zone along Silver Lane and consider rezoning to B-1A. The I-2

zone district contains the new UCONN football stadium, a public use, and a vacant parcel. The I-2 Zone does not relate to the new use and should be replaced.

- Explore the conversion of some of the rental housing complexes to age-restricted or assisted living facilities for seniors. Undertake a review of the zoning regulations to ensure there are no regulatory barriers to this type of development.
- The eastern end of Silver Lane contains 46 acres advertised for sale. This significant development site could accommodate a variety of different land uses. It is recommended that the Planning and Zoning Commission consider the creation of a residential mixed housing zone for this area that would emphasize age-restricted housing but permit single family townhouse and garden housing forms employing “smart growth” principles. Inclusion of a limited quantity of neighborhood commercial uses would also be appropriate.

PARK AVENUE & TOLLAND STREET CORRIDOR GOAL:

Provide physical improvements and implement policy and regulatory revisions to encourage the revitalization (both economic and physical) of the Park Avenue and Tolland Street Area.

OBJECTIVES:

- Encourage consolidation of existing non-conforming residential properties into adjoining commercial parcels for enhanced site area, expansion, and parking and loading. Utilize the Redevelopment Agency, if necessary, to effect transition. This recommendation is applicable to Tolland Street and Franklin Street.
- Work with commercial property owners to promote reinvestment in buildings.
- Continue the Town’s policy of aggressively enforcing building maintenance and fire codes to minimize the decline of the existing building stock.
- The Planning and Zoning Commission should consider removing the I-3 Zone designation from Tolland Street and extending the B-3 Zone to this area. Because of the adjacency of large residential neighborhoods, the relatively small lot size of parcels fronting on Tolland Street (I-3 requires a 40,000 square foot minimum lot size) and the broad array of land uses in the I-3 Zone, it may no longer be appropriate for this narrow corridor. Of the fifty-nine lots in the zone 80% do not meet the minimum 40,000 square foot lot requirement. The B-3 Zone’s 10,000 square foot minimum lot size is more likely to

encourage consolidation of the smaller lots and reinvestment in the corridor.

- Buffer the large residential neighborhood to the north of Park Avenue, by undertaking a street tree planting and landscaping program along the north side of Park Avenue on private residential parcels to soften the impact of the commercial buildings on the south side of the street. An alternative approach is to acquire residential properties fronting on Park Avenue, removing the structure and landscaping the Park Avenue frontage. Sale of land excess to planting buffer needs to the abutting residential property should be part of the program.
- With the CRCOG, explore the potential for commuter rail service to Hartford utilizing the rail corridor within the study area.
- Exploring the feasibility of connecting to the main fiber optic trunk along the railroad corridor as a means to promote new business interest in the area.
- The Town should negotiate a cooperative marketing effort with property owners along with municipal investments of modest nature in exchange for the owners' agreement to market and develop within certain standards. This is an area that would seem to benefit most from modest capital improvements and improved marketing and management.
- Creative approaches to economic development could include options on development parcels at favorable prices in exchange for promotion and assistance by the Town and certain infrastructure improvements.
- Park Avenue conflicts between trucks and pedestrians or local residential traffic should be continually evaluated. If there is a measurable pattern of concern, the application of traffic calming measures should be considered. Additionally, if southbound left turn movements at the Main Street / Park Avenue intersection become problematic, the Town may wish to modify the signal phasing to provide an exclusive southbound left turn protected movement.
- Park Avenue has a varying pavement width. The Town should consider striping the pavement to provide a uniform width between 20 and 22 feet providing 10 or 11 foot lanes. This narrower width has the potential to reduce travel speeds. Also access to commercial establishments on the south side of the street should be evaluated based on width and turning radii needs.

XI. GENERALIZED LAND USE PLAN

A. INTRODUCTION

The Generalized Land Use Plan illustrates the proposed pattern of conservation and development for the Town. It recommends the most appropriate location and relationship of major land uses, including proposals for residential development; commercial development; business districts; industrial development; community facilities such as open space areas, civic uses and institutional uses; and special design districts and conservation areas. The Generalized Land Use Plan is both a narrative and graphic presentation of the Town's vision for the future. The *Generalized Land Use Plan Map*, which follows this page, provides a broad-based illustration of desired development patterns. It is based largely upon existing land use and development patterns, environmental and natural features, physical features, current zoning, planning analysis and the desires and vision of citizens and community stakeholders as expressed at public workshops and meetings held throughout the plan development process.

Due to the generalized nature of the Generalized Land Use Plan there may be individual parcels within an area with a land use different from the Plan's land use designation. As described above, the purpose of the Generalized Land Use Plan is to illustrate broad proposed patterns and relationships of uses.

B. EAST HARTFORD'S GENERALIZED LAND USE PLAN

As a mature community, the majority of East Hartford's land has already been developed. However, development of the remaining vacant land, infill development and the redevelopment of previously developed sites in the future can significantly impact the Town. In order to support and protect the quality of life envisioned as part of the Town's future a balance between development, the conservation of open space and natural resources, and the preservation of the Town's historical and cultural resources is necessary. Protection of environmentally sensitive areas and the conservation of open space have been a major focus in the development of this plan update. At the same time it is recognized that investment and development is necessary to address tax base issues and the economic well-being of the Town and its residents. A balance between conservation, preservation and development is a primary focus of future land use issues in the Town.

The achievement of a balance between conservation, preservation and development will be achieved by adhering to broad policies as well as specific goals and objectives. These policies, goals and objectives must

guide the Town's development and redevelopment over the next ten years and beyond.

C. MAJOR PLAN GOALS

The overarching goals of this Plan of Conservation and Development are the preservation of the Town's sound housing stock and stable neighborhoods; the regulation of in-fill development in keeping with the character and scale of surrounding neighborhoods and development; the preservation and enhancement of the Town's open space and recreation areas; the creation of linkages between open space, community facilities and residential neighborhoods; the revitalization and rejuvenation of the Town Center; the implementation of improvements to the Town's commercial corridors; the promotion of economic development to attract and retain businesses; the promotion of future development efforts which provide new housing, recreation, business and employment opportunities; and the support of quality of life improvements.

The development of an updated Plan of Conservation and Development and its accompanying Generalized Land Use Plan serves to guide the Town's future development as an advisory or policy setting document. Key to successful future development is the creation of Zoning and Subdivision regulations, design guidelines and implementation techniques which explicitly outline and enforce the vision for the Town as set forth in the Plan.

The Generalized Land Use Plan contains a variety of land use categories which address location, density and current conditions. These categories and their general locations are described in more detail in the following sections. It should be noted that there will be individual parcels that have a land use different than the category on the map. This is unavoidable in a highly built-out town with small parcels. The intent of the Generalized Land Use Plan is to present desirable land use patterns to guide future change. Existing land uses are not affected by the map.

Residential Land Use Categories

Low Density Residential

Areas having a residential density of 1-3 units per acre. These areas are generally located within the Town's southeastern quadrant adjacent to Manchester and Glastonbury and in the northernmost portion of the town adjacent to South Windsor. The majority of this land area is currently zoned R-2. The majority of the Town's remaining developable residential land is located within this land use category. As appropriate, where such land is developed on or adjacent to open space areas or natural resource areas, conservation design principles which incorporate

open space and natural resource preservation as part of development should be followed.

Medium Density Residential

Areas having a residential density of 4-8 units per acre. These land use areas are generally located within the central east/west corridor of the Town between Interstate 84 and Tolland Street, the neighborhoods around Downtown, off Main Street and just south of Rentschler Field. Much of this land is currently zoned R-3 and R-4. Little vacant, developable land is available for future development within this land use category. As within the Low Density Residential Land Use Category, when opportunities to provide open space linkages and/or the preservation of natural resources present themselves, conservation design principles should be incorporated into development plans.

Medium-High Density Residential

Areas having a residential density of 9-12 units per acre. These land use areas generally recognize existing residential development patterns. Small pockets of this land use category can be found throughout the Town with the greatest concentration located along Burnside Avenue. Many of the Town's existing condominium complexes are also located within this land use category. Much of this land is currently zoned R-5. Very little land is available for new development within this land use category.

High Density Residential

Areas having a residential density of 15-17 units per acre. This category recognizes the density of existing residential development within specific areas of town. New residential development at this density currently requires a Special Permit under zoning and is a likely component of redevelopment initiatives.

Mixed Density Residential Design District

This land use category is a new designation developed to encompass vacant available land in the southeastern portion of the Silver Lane Corridor adjacent to the UCONN Stadium. Development within this land use category is envisioned to include residential uses at a variety of densities and configurations. The purpose of this Mixed Density Residential Design District is to provide housing choice which will attract new and retain existing households. A residential mixed housing zone for this area would emphasize age-restricted housing but permit single family townhouse and garden housing forms employing "smart growth" principles. Inclusion of a limited quantity of neighborhood commercial uses would also be appropriate.

This district is adjacent to Rentschler Field, which in and of itself presents significant future development potential. Design standards that incorporate open space elements and physical design elements, which complement uses both within the Mixed Density Residential Design Area

and within the adjacent Rentschler Field Mixed Use Development Area, need to be drafted.

Non-Residential Land Use Categories

Riverfront Corridor Mixed-Use Area

This land use category encompasses the town's central riverfront area around the bridges (Founders Bridge, Bulkeley Bridge, Charter Oak Bridge and railroad bridge) between East Hartford and Hartford. The area, which generally lies between Route 2 and the river, is currently zoned B-3 and B-4. The purpose of this land use category is to promote the development of a mix of uses ranging from housing to commercial, office, and warehousing. The incorporation of institutional, educational and recreational/open space uses as part of this mixed use area will bring vitality to one of the Town's most prominent asset areas. The provision of linkages, both physical in terms of pedestrian, transit and vehicular linkages and functional in terms of shared usage and uses which complement future development along the Hartford riverfront as well as on Rentschler Field, should be the focus of future development in this area. High density development is appropriate for this area.

Rentschler Field Mixed Use Special Design District

This land use category encompasses the eastern portion of Rentschler Field that is available for future development. The vision for this area includes the creation of a plan of development for Rentschler Field that combines a mix of different land uses and special design standards to create a development of regional scale that complements the new UCONN football stadium and the existing Pratt & Whitney complex, uniting all of the elements into a cohesive plan that is respectful of the surrounding neighborhood character, provides for the needs of East Hartford's residents and creates substantial economic development for the Town.

Town Center/Downtown Commercial

This land use category encompasses those areas which define the traditional East Hartford Town Center or Downtown. Institutional and municipal uses form the core of this area. This area is the focus of downtown commercial revitalization efforts and the provision of municipal services. The core of the area is zoned B-5 and includes an overlay Comprehensive Rehabilitation Zone designation.

General Commercial

These areas generally encompass the land along the town's commercial corridors of Silver Lane, Tolland Street, Burnside Avenue and Main Street with the exception of East Hartford Center/Downtown. They accommodate uses that are largely retail or service in nature. Most of these land areas are currently zoned B-1, B-1A or B-2. Within these commercial corridors specific design standards and controls will be

implemented to mitigate conflicts between commercial uses and adjacent residential neighborhoods, address traffic and circulation issues and encourage reinvestment in the building stock.

Commercial Nodes

These areas highlight several key intersections and segments of commercial corridors where commercial intensification, physical improvement and change should be focused.

Heavy Industrial

This area encompasses the western portion of the Rentschler Field site and reflects the current usage by Pratt and Whitney. The area is currently zoned I-3 which is the Town's least restrictive Industrial zoning classification. In addition to Rentschler Field, a small area between the Connecticut River and Route 2 in the South Meadows area also falls within this land use classification. This designation reflects the current manufacturing usage of the land and serves to guide future usage of these areas as appropriate.

Light Industrial

This designation represents areas that are or are intended to be developed for light manufacturing, fabrication, distribution or warehousing uses. They are generally located along the Park Avenue/Tolland Street corridor; along railroad rights of way extending from Park Avenue to the Town of South Windsor; along Roberts Street; and in the southern portion of Town between Route 2 and the Connecticut River.

Institutional

The Institutional classification includes town facilities such as schools, senior centers and other municipal facilities; state and federal lands; and private institutional property.

Open Space

The Open Space areas represent the existing network of open space and recreation areas in the Town. Existing parks and open space include publicly and privately owned active and passive recreation and open space areas. Active recreational uses such as parks, playgrounds, golf courses and ball fields and passive areas including greenways, Town owned floodplains and flood control properties, and open space areas are designated as Open Space Areas on the Land Use Plan. Cemeteries are also included as passive open space areas.

Desirable Open Space

This designation includes areas that would contribute to the Town's open space network and resources. These areas include the recommended preservation of existing agricultural uses that provide a link to the Town's agricultural heritage, environmentally sensitive areas, areas with significant natural resources and parcels that have the capacity to provide linkages to or between existing open space and recreation areas or community facilities. The Generalized Land Use Plan Map further

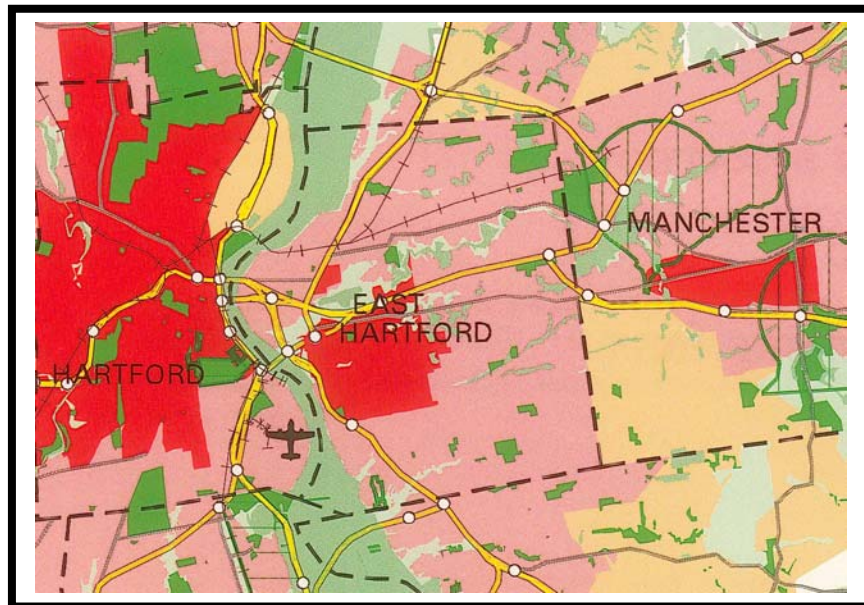
designates some parcels as preferred open space in order to focus preservation efforts.

Watercourse Focus Areas

Within these areas, development along waterways should be regulated to ensure the protection of groundwater and surface water resources. As opportunities arise, efforts should be undertaken to provide open space corridors and/or linkages to existing open space areas. Designation of a property within these Watercourse Focus Areas does not indicate an intent to acquire or to provide public access on private property as part of a greenway. A variety of approaches to natural resource protection and open space enhancement should be used to meet overall conservation goals. It should be further noted that the underlying land use designation determines the use of the property. Inclusion in a Watercourse Focus Area provides guidance to municipal boards and agencies in the review of proposals for properties within these areas in order to achieve the natural resource protection goals of the Plan of Conservation and Development.

D. RELATIONSHIP TO THE CONSERVATION AND DEVELOPMENT POLICIES PLAN FOR CONNECTICUT: 1998-2003

Chapter 126, Section 8-23 of the Connecticut General Statutes set the standards for municipal Plans of Conservation and Development. One provision of the State Statute is that municipalities take into account the State Plan of Conservation and Development and note any inconsistencies. The following map illustrates the Land Classifications for East Hartford according to the Conservation and Development Policies Plan for Connecticut: 1998-2003.



The State Plan of Conservation and Development has designated the majority of the Town as Neighborhood Conservation Area with a Regional Center designation to the south and east of the Route 2/Interstate 84 intersection and a small area which corresponds with the Downtown. Conservation and Preservation areas are designated along the Hockanum River and Connecticut River corridors. Existing Preserved Open Space areas are also designated.

According to the State Plan:

- **Neighborhood Conservation Areas** are significantly built-up and well populated. These areas generally reflect stable, developed neighborhoods and communities and are often contiguous to Regional Centers.
- **Regional Centers** encompass land areas containing traditional core area commercial, industrial, transportation, specialized institutional services and facilities of intertown significance, and contiguous built-up residential areas with either very high population density or high concentration of pre-1940 or multi-family structures.
- **Existing Preserved Open Space** areas represent areas in the state with the highest priority for conservation and permanent open space.
- **Preservation Areas** are lands that do not reflect the level of permanence of Existing Preserved Open Space but which nevertheless represent significant resources that should be effectively managed in order to preserve the State's unique heritage.
- **Conservation Areas** represent a significant area of the state and a myriad of land resources. Proper management of Conservation Area lands provide for the state's future need for food, fiber, water and other resources.

East Hartford's Land Use Plan is consistent with the general guidance provided by State Plan.

XII. ACTION AGENDA

In order to implement the various recommendations contained in this Plan of Conservation and Development, the following Action Agenda is proposed. The Action Agenda identifies goals, objectives, recommendations and actions; the lead agencies proposed for implementation; and the priority for implementation during the timeframe of this Plan.

The lead agency is the agency, which by the nature of its mission and authority, is the logical party to spearhead the implementation of a particular proposal. Many proposals will of course involve multiple agencies. The nature of activity required of a lead agency will vary depending on the type of recommendation. Some activities involve budget commitments and capital expenses and some require advocacy and promotion and others call for administrative action.

Priorities are classified as short term (1-3 years), mid-term (4-6 years) and long-term (7-10 years). Many of the short-term items may already be scheduled into the Town's Capital Improvement Program or may be activities and policies that are in place and need to be continued. Some short-term recommendations may have evolved as part of the planning process and need to be inserted into the Capital Improvement Program.

Mid-term and Long-term priorities are activities which are considered important, but placed "down the road" in recognition of the fact that limited resources are available both in terms of time and money to implement the plan. Mid-term and long-term capital projects may also require some intermediate planning and design activity before project implementation can take place.

The implementation schedule is presented in the form of a "To Do" list. This form will make it easy for the Planning and Zoning Commission to review and report on implementation progress as a component of their annual report. It also allows for convenient updating of the list as items are completed, priorities change or new items are proposed to be added.

ACTION AGENDA

			PRIORITY				
		Lead Agency	On-Going	Short Term (1-3 Years)	Mid Term (4-6 Years)	Long Term (7-10 Years)	Page # Reference for Further Information
<i>GOAL #1: Promote the conservation and preservation of natural resources as part of future development activity.</i>							21-30
Actions:							
	Action: Protect water quality through the protection of the Town’s watercourses and watersheds.	IW/EC	★				21-24, 28
	Action: Protect floodprone areas in the Town through the use of floodplain protection measures and regulation of new development.	P&Z	★				25-27
	Action: Manage and control storm water drainage to minimize hazards to property and the public, and the built and natural environment.	CTDOT/DPW	★				25-26, 37,44
	Action: Review existing development regulations and standards to determine where requirements for impervious surfaces can be reduced or eliminated.	P&Z		★			22, 55
<i>GOAL #2: East Hartford should provide a system of linked public and private open space. Open space should provide both passive and active recreation opportunities and protect environmentally sensitive areas.</i>							31-42
Actions:							
	Action: Develop an open space system composed of both public and private lands through coordination with land owners and land conservation organizations.	LT/DD			★		36-39
	Action: Develop a program which links together the open space system through greenways containing pedestrian trails and bicycle/hiking trails throughout town.	DD/Parks			★		36, 38

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		Lead Agency	PRIORITY				Page # Reference for Further Information
			On-Going	Short Term (1-3 Years)	Mid Term (4-6 Years)	Long Term (7-10 Years)	
	Action: Work with private owners to develop conservation easements and restrictions for the preservation of private open space in lieu of public acquisitions along the Connecticut River.	LT/DD		★			38-39
	Action: Encourage inter-town cooperation for creation and preservation of trail systems including acquisition of easements along watercourses.	CRCOG	★				38-39
	Action: Preserve key open space sites – agricultural lands, key gateway views – and enhance local recreation programs and facilities, including boat launches, cross country skiing, and restaurant/concession potential.	Council/ Parks	★				36, 37
	Action: Encourage greenways linking neighborhoods and employment areas to the riverfront as a focus for recreation activity.	Parks/DD	★				31, 36, 38
	Action: Provide zoning protection for open space resources and zoning incentives for adjacent properly-scaled economic development.	P&Z		★			31-42
	Action: Market East Hartford's comprehensive open space system and recreation programs as a major quality of life amenity to retain and attract businesses.	EDC	★				31-32, 35
	Action: Use open space and streetscape improvements as a way to reinforce downtown and commercial corridors as visually attractive investment sites.	DD/DPW			★		18-19
	Action: Develop zoning requirements that establish percentages of open space on developed sites.	P&Z		★			36-39
	GOAL #3: Maximize access and utilization of parks and recreation facilities for all residents.						31-42

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			PRIORITY				
		Lead Agency	On-Going	Short Term (1-3 Years)	Mid Term (4-6 Years)	Long Term (7-10 Years)	Page # Reference for Further Information
	Actions:						
	Action: Provide capital improvements such as walking trails, cross country ski trails and lighted playfields at appropriate sites.	Council/ Parks	★				31-33, 35-38
	Action: Provide better parking, transit access and accessibility for disabled at town parks.	Council/ Parks	★				31-42
	Action: Create bikeways and footpaths to connect neighborhoods and parks.	Council/ Parks					36, 38
	Action: Preserve existing agricultural land.	Council/LT			★		37-38
	GOAL #4: Promote the conservation and preservation of open space and natural resources as part of future development activity.						31-42
	Actions:						
	Action: Acquire land parcels that abut existing Town Facilities such as schools and parks in an effort to preserve open space and develop green-space and recreational facilities.	Council/DD	★				32-33, 36, 38
	GOAL #5: Improve and protect the quality of life in the Town by encouraging the improved use, maintenance and rehabilitation of the park and open space system to ensure they are adequate in extent, strategic in location and equitable in distribution in order to meet the unique active and passive needs of the Towns population.						31-42
	Actions:						
	Action: Continue the efficient utilization of existing parks and recreation facilities, including extended hours and creative scheduling.	Parks	★				31-33, 35-36
	Action: Strengthen the existing cooperative relationship between Parks and Recreation and the School Board to maximize the use of all municipal recreational resources to the benefit of East Hartford's residents.	Parks/BOE		★			35-36
	Action: Enhance or develop key regional open	CRCOG/	★				36-39

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			PRIORITY				
		Lead Agency	On-Going	Short Term (1-3 Years)	Mid Term (4-6 Years)	Long Term (7-10 Years)	Page # Reference for Further Information
	space assets in East Hartford such as the riverfront or the potential of Rentschler Field, and find ways to attract regional funds for maintenance and programming.	Legislative Delegation					
	Action: Prioritize the park improvement recommendations contained in Appendix A, B and C of the Parks and Open Space Element. Include the top listed improvements in the Town's capital improvement schedule.	Parks/ Council		★			31-42
	Action: Adopt the criteria suggested in the Parks and Open Space Element for selecting parcels for future open space acquisition.	Council/ P&Z		★			36
	Action: Explore the feasibility of creating a town sponsored farmland preservation program.	DD/Council		★			37
	Action: Support the Capitol Region Council of Government's proposal for extending the Charter Oak Greenway through the Town.	Council		★			38
	Action: Add to the proposal for creating East Hartford Boulevard and associated collector roadways a provision for both pedestrian and bikeway paths.	DD/ P&Z		★			37-38
	Action: Explore the establishment of an East Hartford Land Trust to enhance the Town's capabilities in open space assembly and maintenance.	DD/Council		★			38-39
	GOAL #6: Provide community facilities and services which respond to residents needs in a timely, efficient and cost effective manner.						43-56
	Actions:						
	Action: Maintain the Town Hall in its current location as an anchor to the Central Business District.	Council	★				49, 57, 89, 105
	Action: Prepare a plan for the orderly expansion and reorganization of town facilities	Council/ PBC			★		43, 49-50

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		Lead Agency	PRIORITY				Page # Reference for Further Information
			On-Going	Short Term (1-3 Years)	Mid Term (4-6 Years)	Long Term (7-10 Years)	
	at their existing locations as practicable.						
	Action: Continue to retain surplus school buildings in Town ownership and encourage their reutilization for purposes beneficial to the community.	Council/ PBC	★				49-50
	Action: Study the capacities of the current senior citizen centers to accommodate the expected growth in this age cohort over the next decade.	Elderly			★		43, 53
	Action: Develop and improve alternative means of transportation such as mass transit, bikeways, pedestrian trails and water transportation.	CRCOG	★				17, 37-38, 73, 78, 81-82, 90, 102-108
	Action: Maintain adequate capacity for water and sanitary sewer systems.	MDC	★				44-45
	Action: Develop the organizational structure and planning process to develop land management tools such as design guidelines; access management; open space requirements; landscaping, streetscaping, lighting, and signage coordination; historic preservation; zoning; overlay districts; waterfront development; and corridor enhancement to address land use conflicts and mitigate adverse impacts.	P&Z		★			Entire POCD
	Action: Support programming and facility improvements for school-aged youth and the elderly the Town's fastest growing population cohorts.	Parks		★			6-7, 43, 50
	GOAL #7: Effectively manage and control storm water drainage to minimize hazards to property and the public, and protect the built and natural environment in East Hartford.						21-30, 31-42
	Actions:						

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		Lead Agency	PRIORITY				Page # Reference for Further Information
			On-Going	Short Term (1-3 Years)	Mid Term (4-6 Years)	Long Term (7-10 Years)	
	Action: Develop subdivision, zoning and public improvement standards which consider stormwater runoff, limit the extent of impervious surfaces and control run-off as development review criteria to minimize impact on natural and manmade drainage systems.	P&Z/ IW/EC		★			22-26, 28, 37, 44-45, 101, 103, 109
	Action: Undertake a comprehensive stormwater drainage study of the Town.	DPW/CTDOT		★			25, 44-45
	Action: Review existing development regulations and standards to determine where requirements for impervious surfaces can be reduced or eliminated in order to minimize non-point source pollution.	P&Z/ IW/EC		★			22-26, 28, 37, 44-45, 101, 103, 109
GOAL #8: The Town of East Hartford should focus on enhancing and preserving its neighborhoods and also provide opportunities for the development of new housing which meets the needs of people at various stages in their life cycle and among special needs populations.							59-72
Actions:							
	Action: Periodically designate neighborhoods for an intensive zoning and building maintenance enforcement program and neighborhood improvements.	MAYOR/ COUNCIL		★			68-69
	Action: Support programs that assist homeowners in rehabilitating and maintaining their homes. Programs should be targeted toward elderly homeowners who comprise 78% of the Town's low-income homeowners.	CD	★				60, 68-69
	Action: Use historic district designation to preserve historic structures and maintain neighborhood identity. Protect Town landmarks.	HDC	★				57-58, 60, 68-69
	Action: Explore scenic road designation as a means to preserve neighborhood character.	HDC/P&Z			★		57-58, 59-72

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		Lead Agency	PRIORITY				Page # Reference for Further Information
			On-Going	Short Term (1-3 Years)	Mid Term (4-6 Years)	Long Term (7-10 Years)	
	Action: Add to residential zoning criteria, a focus on the appearance of the street wall formed by existing residences as a means to maintain neighborhood character.	P&Z		★			64-65, 66-67
	Action: Mitigate land use conflicts between residential and commercial/industrial uses. Measures such as berms, green space buffers, traffic control, sign control, zoning regulations and other tools should be available and applied when needed.	P&Z		★			3, 18-19, 95, 101, 109
	Action: Implement a tree planting program along neighborhood streets.	DPW			★		96, 103, 109-110
	Action: Review and update Town ordinances/zoning regulations aimed at maintaining residential property to ensure that latest techniques are being used.	DD/P&Z	★				59-72, 60
	Action: Develop upscale/luxury single-family housing in an effort to attract new residents and businesses.	DD/EDC	★				68-69
	Action: Develop low-density empty nester housing.	DD			★		67-68
	Action: Develop an infill strategy for the Town with new housing and neighborhood commercial centers and other support services which will stabilize neighborhoods.	P&Z/DD			★		64-65, 66-67, 113-114
	Action: Explore providing alternative housing options for seniors to encourage their continued residence in the Town.	DD/Elderly/ P&Z			★		67-68
	Action: Eliminate single parcels of property being divided into two zoning districts wherever feasible.	P&Z	★				
	GOAL #9: Increase the percentage of owner occupied housing within the Town.						59-72
	Actions:						

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		Lead Agency	PRIORITY				Page # Reference for Further Information
			On-Going	Short Term (1-3 Years)	Mid Term (4-6 Years)	Long Term (7-10 Years)	
	Action: Develop homeownership programs to increase the percentage of owner occupancy.	CD	★				3, 61, 68-69
	Action: Develop guidelines that promote infill residential development in a manner consistent with the scale and character of surrounding neighborhoods.	DD		★			64-65, 66-67
	Action: Support homeownership programs that assist renters become first-time homebuyers.	CD	★				3, 61, 68-69
	Action: Decrease the percentage of rental units while increasing the percentage of owner-occupied units.	DD	★				3, 61, 68-69
GOAL #10: Maintain an efficient transportation system which meets the needs of community residents, while respecting existing patterns of land use development in the community. Maximize the use of the existing highway and rail network to support employment centers and work to improve the aesthetics of its highways and commercial streets.							73-88
Actions:							
	Action: Evaluate development requests against the capacity of the existing and future thoroughfare systems based on the transportation component of the Plan of Conservation and Development. Provide for updates of this plan as needed	P&Z	★				73-88
	Action: Continue to strengthen intra-regional accessibility through the public transit system.	CRCOG	★				76-81
	Action: Work with the State Department of Transportation to study the feasibility of a commuter rail line through East Hartford.	CRCOG			★		73-88, 93, 95-96, 111
	Action: Minimize the impact of parking facilities for out-of-town commuters.	DD		★			89-90
	Action: Provide ample parking downtown and at the riverfront.	DD	★				19, 79-80, 89-90

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		Lead Agency	PRIORITY				Page # Reference for Further Information
			On-Going	Short Term (1-3 Years)	Mid Term (4-6 Years)	Long Term (7-10 Years)	
	Action: Create adequate and organized signage.	TA	★				73, 88-112
	Action: Add landscaped islands to Main Street and other corridors and collectors to slow traffic.	DD				★	17-18, 80, 82-85
	GOAL #11: Provide general roadway improvements and implement transportation strategies as development and reinvestment of existing properties occurs. Such improvements should serve to mitigate and calm traffic flow; improve traffic circulation, parking, and vehicular and pedestrian safety and encourage multi-modal transportation.						73-88
	Actions:						
	Action: Where the opportunity presents itself, the creation of center-landscaped medians along minor arterials and collectors is encouraged. These medians, while providing aesthetic benefits, provide shelter for pedestrians as well as ‘calm’ traffic. All designs should be compatible with the existing traffic signal networks in place.	DD/DPW/ TA			★		17-18, 80, 82-85
	Action: Evaluate traffic calming techniques to reduce the adverse impact of vehicular traffic on residential neighborhoods.	TA		★			79, 81, 83-85, 97, 111
	Action: Evaluate the feasibility and need for on-street parking at select locations along Burnside Avenue. If on-street parking is not warranted, appropriate signing prohibiting parking should be installed.	TA/ CTDOT		★			83-85, 90-91
	Action: The creation of traffic patterns conducive for pedestrians in the Downtown area is desired. Traffic calming techniques to reduce the adverse impact of vehicular traffic on pedestrians should be evaluated.	TA/CTDOT/ EHPD		★			18, 79-80

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			PRIORITY				
		Lead Agency	On-Going	Short Term (1-3 Years)	Mid Term (4-6 Years)	Long Term (7-10 Years)	Page # Reference for Further Information
	Action: Streetscape improvements that clearly identify and reduce pedestrian crossing distances should be incorporated wherever possible.	DD/TA/ CTDOT	★				18-19, 89, 102-103
	Action: Create gateways or physical landmarks to identify a commercial area or a specific place.	DD	★				79-80, 89-112
	Action: Multi-Modal Transportation - Three regional multi-modal transportation programs are of interest to East Hartford. They include the proposed Charter Oak Greenway extension, the feasibility study for the Hartford – Manchester busway and the existing CT Transit Bus routes. All of these projects offer a conduit to improve the connection between Hartford and areas east of the Connecticut River. Pedestrian shelters and amenities should be incorporated into all new designs and maintained to ensure optimum efficiency.	CRCOG/ TA	★				79-83, 101-104
	Action: As development along Silver Lane occurs, traffic circulation and accident data should be evaluated to determine if widening to a continuous 5-lane section between Simmons Road and Forbes Street is required.	CTDOT/ TA	★				80-81, 97-104
	Action: The continued installation and maintenance of street trees and landscaping treatments along Park Avenue has the potential to make the street appear narrow which can reduce travel speeds and provide an aesthetically pleasing environment for pedestrians and motorists. The lack of public right-of way width will require enlisting property owner's permission to plant street trees. In all cases, maintaining good sight lines should be a primary goal.	DPW		★			79-83, 92-97

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		Lead Agency	PRIORITY				Page # Reference for Further Information
			On-Going	Short Term (1-3 Years)	Mid Term (4-6 Years)	Long Term (7-10 Years)	
	Action: Consider striping the pavement along Park Avenue to provide a uniform width between 20 and 22 feet providing 10 or 11 foot lanes. This narrower width has the potential to reduce travel speeds.	DPW/TA		★			79-83, 92-97
	Action: Pedestrian treatments and connections should be evaluated, especially along Main Street and Burnside Avenue in the vicinity of Scotland Road, to ensure safety and efficiency.	DD/TA/ DPW/ CTDOT			★		18-19, 79-80, 90-91
	Action: Sidewalks should be installed along Silver Lane to improve access and safety to and from UCONN stadium.	CTDOT		★			102-104
	GOAL #12: Monitor transportation and circulation impacts of proposed development at Rentschler Field. With a large area of land within Rentschler Field still available for future development, the Town of East Hartford has a good opportunity to review proposed roadway improvements and make recommendations to mitigate adverse impacts.						79-83
	Actions:						
	Action: Rentschler Field - Traffic improvements associated with the UCONN Stadium are primarily minor roadway improvements, adjustments to area traffic signals and temporary traffic control devices. The Town of East Hartford in cooperation with the Connecticut Department of Transportation (ConnDOT) and the State of Connecticut Office of Policy and Management (OPM) need to ensure that traffic associated with the proposed stadium does not adversely impact surrounding residential neighborhoods and development along Silver Lane.	TA	★				79-83
	Action: When large-scale development begins to occur within Rentschler Field, the	DD/TA/ P&Z	★				79-83

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			PRIORITY				
		Lead Agency	On-Going	Short Term (1-3 Years)	Mid Term (4-6 Years)	Long Term (7-10 Years)	Page # Reference for Further Information
	construction of a north-south roadway east of Main Street will be warranted in order to serve the development of the Airport property without placing additional traffic burden on the local street system. During the planning process, design plans should be evaluated by Town staff to ensure optimum placement and coordination into the existing roadway network.						
	Action: Although it is expected that future design projects initiated by ConnDOT and roadway improvements associated with Rentschler Field will help to reduce the occurrence of accidents, accident mitigation measures such as advance signing or sight line improvements are encouraged for identified SLOSS locations.	TA	★				73-83
	Action: Development of Rentschler Field as it relates to traffic circulation and flow on adjacent roadways should be monitored to ensure roadway capacity at surrounding intersections is not exceeded. Physical improvements identified in the Traffic Management Plan (TMP) for the stadium should be monitored to ensure efficient traffic circulation.	TA/EHPD	★				79-83
	Action: CT Transit bus routes should be modified to include additional stops along Silver Lane and East Hartford Boulevard, when constructed, in association with the development of Rentschler Field. Weekend service should also be expanded.	TA			★		76-83
	Action: Opportunities to link a proposed busway and associated stations and routes with the future development of Rentschler Field should be explored. Pedestrian shelters and amenities should be incorporated into all new	DD/TA			★		76-83

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			PRIORITY				
		Lead Agency	On-Going	Short Term (1-3 Years)	Mid Term (4-6 Years)	Long Term (7-10 Years)	Page # Reference for Further Information
	designs and should be maintained to ensure optimum efficiency.						
	GOAL #13: Recreate Main Street as a showcase of the Town. Establish the Central Business District as a vital and active town center for living, eating, working and entertainment.						17-19, 57-58, 80, 85, 89
	Actions:						
	Action: Incorporate design guidelines into the Zoning Regulations to encourage alterations and infill which are compatible to the small town character theme for Main Street.	P&Z		★			80, 85, 89
	Action: Continue to support merchants through the facade improvement program administered by the Town. Investigate and develop strategies for a self-sustaining revolving loan fund for building rehabilitation.	DD/EDC	★				17-19, 89
	Action: Introduce residential uses above the ground floor level to encourage pedestrian activity in the evening hours.	P&Z/RA		★			17-19, 89
	Action: Continue to support the residential neighborhoods surrounding Main Street through rehabilitation loan programs. Encourage the development of a self-sustaining revolving loan fund through local financial institutions as part of a community reinvestment strategy.	CD/DD		★			57-58, 61, 68-69
	Action: Develop a neighborhood preservation program which targets and actively solicits participation by owner occupants and investor owners.	CD		★			57-58, 61, 68-69
	Action: Create quality affordable office space including office cluster space on Main Street to attract small businesses.	RA/DD			★		17-19, 89
	Action: Research a trolley linking downtown, the UCONN stadium and the riverfront to	DD			★		67, 83, 88-89

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		Lead Agency	PRIORITY				Page # Reference for Further Information
			On-Going	Short Term (1-3 Years)	Mid Term (4-6 Years)	Long Term (7-10 Years)	
	connect important visitor and resident amenities						
	Action: Develop additional physical and safety improvements such as facade and sidewalk improvements.	RA/CD		★			17-19, 89
	Action: Create a more diversified retail/food venue that would attract more visitors and spending.	EDC			★		17-19, 89
	Action: Emphasize the historic fabric of the Town Center in any preservation and maintenance programs.	RA/EDC	★				57-58
	Action: Develop public art and recreational spaces to further promote downtown.	EDC		★			17-19, 89
GOAL #14: Take advantage of the location, views and amenities associated with the riverfront as leverage for economic development and tax base for the Town.							17, 89-90
Actions:							
	Action: Define development programs for residential, and commercial development – office, retail/restaurants – that take advantage of regional riverfront plans and the adjacent Hartford market and facilities.	EDC		★			17, 66-67, 69, 89-90
	Action: Position the riverfront area around the Founders Bridge to benefit from Adriaen's Landing and associated development occurring across the river around Hartford's riverfront.	EDC		★			17, 89-90
	Action: Protect and enhance the open space and environmental quality of the riverfront and associated linkages as a selling point for tourism and for development.	DD/EDC	★				17, 21-28, 31-39, 89-90
	Action: Improve infrastructure – site utilities, auto, pedestrian and transit access, including water taxis and riverboats – for potential riverfront development sites.	RA/EDC		★			17, 89-90

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		Lead Agency	PRIORITY				Page # Reference for Further Information
			On-Going	Short Term (1-3 Years)	Mid Term (4-6 Years)	Long Term (7-10 Years)	
	Action: Employ zoning and other land use management tools to protect the riverfront as an asset and for associated economic development.	P&Z	★				17, 89-90
	Action: Market unique aspects of the East Hartford riverfront and associated development sites as a regional resource.	EDC	★				17, 89-90
	Action: Focus new upscale multi-family development between the Bulkeley and Charter Oak Bridges in a development plan that links new residential development with the business district centers of Hartford and East Hartford.	EDC	★				17, 66-69, 89-90
	Action: Explore the use of shared parking for riverfront uses as a zoning technique to encourage greater investment in this area.	P&Z		★			89-90
	Action: Plan for mixed housing and retail development along Riverside Drive to replace existing industrial and tank farm uses.	EDC			★		89-90
	GOAL #15: Plan for and develop viable and attractive commercial areas outside of the Central Business District to meet the needs for goods and services of residents and visitors to East Hartford.						16-19, 89-112
	Actions:						
	Action: Support projects for redevelopment of existing commercial corridors.	EDC	★				16-19, 89-112
	Action: Inventory and evaluate existing vacant commercial properties and develop reinvestment and market program.	DD		★			16-19, 89-112
	Action: Identify areas and properties suitable for new commercial development or redevelopment. Because so little undeveloped vacant land is available in East Hartford, new commercial development will likely occur in areas suited for redevelopment or in small infill projects.	DD	★				11-19, 89-112

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			PRIORITY				
		Lead Agency	On-Going	Short Term (1-3 Years)	Mid Term (4-6 Years)	Long Term (7-10 Years)	Page # Reference for Further Information
	Action: Ensure safe and attractive main corridors using land management tools such as landscape and streetscape guidelines and guidelines for the conversion of residential to commercial uses.	P&Z			★		11-19, 89-112
	Action: Explore the modification of the current commercial strip zoning pattern along the Town's commercial corridors to a series of neighborhood nodes at key intersections.	P&Z		★			11-19, 89-112
	Action: Focus on upgrading the appearance of existing shopping areas through revised landscaping and parking lot design requirements.	P&Z		★			11-19, 89-112
	Action: Create a positive image of the Town by identifying and describing its assets for marketing and to improve its self-image.	EDC	★				11-19, 31-32, 57- 58, 69
	GOAL #16: Build upon the existing industrial and manufacturing base to promote new diversified business investment in the Town.						8-10, 11-19, 89-112
	Actions:						
	Action: Take advantage of the Town's transportation access and central location for distribution and industry.	EDC	★				11-19, 89-112
	Action: Encourage growth in high tech, Internet services and e commerce.	EDC	★				8-10, 11-19, 89-112
	Action: Develop business clusters through zoning.	P&Z			★		8-10, 11-19, 89-112
	Action: Improve infrastructure to support high tech uses including further distribution of fiber optics.	EDC					8-10, 11-19, 89-112

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			PRIORITY				
		Lead Agency	On-Going	Short Term (1-3 Years)	Mid Term (4-6 Years)	Long Term (7-10 Years)	Page # Reference for Further Information
	GOAL #17: Promote economic development activity to attract new business and employment opportunities as a way to positively impact population, housing and economic trends in Town.						8-10, 11-19, 89-112
	Actions:						
	Action: Attract new business and employment to East Hartford.	EDC	★				8-10, 11-19, 89-112
	GOAL #18: Provide physical improvements and implement policy and regulatory revisions to encourage the revitalization (both economic and physical) of the Silver Lane Corridor.						97-104
	Actions:						
	Action: Encourage the creation of a plan of development for Rentschler Field that combines a mix of different land uses to complement the new UCONN football stadium and the existing Pratt & Whitney complex, uniting all of the elements into a cohesive plan that is respectful of the Silver Lane Corridor neighborhood character, minimizes impact on the Willow Brook drainage area, provides for the needs of East Hartford's residents and creates substantial economic development for the Town.	Council/ CTDOT	★				97-104
	Action: Ensure that pedestrian and bike paths are components of the proposed East Hartford Boulevard roadway and its accompanying arterials as part of the proposed Rentschler Field development.	TA		★			97-104
	Action: Aggressively address the issue of commercial vacancies in the corridor through innovative approaches to economic development that could include options on development parcels at favorable prices in exchange for	DD			★		97-104

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		Lead Agency	PRIORITY				Page # Reference for Further Information
			On-Going	Short Term (1-3 Years)	Mid Term (4-6 Years)	Long Term (7-10 Years)	
	promotion and assistance by the Town and certain infrastructure improvements.						
	Action: Work with commercial property owners to promote reinvestment in buildings.	EDC/DD	★				97-104
	Action: Continue the Town's policy of aggressively enforcing building maintenance and fire codes to minimize the decline of the existing building stock.	Permits & Buildings	★				97-104
	Action: Explore various buffering, landscaping and screening options, such as a street tree planting program, changes to existing zoning requirements for buffering and landscaping, and other methods to ease the visual transition between residential and commercial/industrial properties and to create a more attractive physical environment.	P&Z			★		97-104
	Action: Upgrade site design and access management regulations for new commercial developments, as well as existing properties (where practical), to limit excessive curb cuts, reduce impervious surface area, and ensure that the built environment contributes positively to the overall character of the Silver Lane Corridor.	P&Z		★			97-104
	Action: The Planning and Zoning Commission should not consider proposals to rezone areas within the corridor for new retail shopping centers until renovations or replacement of the existing centers have occurred.	P&Z	★				97-104
	Actions: The Planning and Zoning Commission should review the appropriateness of the B-1 Zone in the Silver Lane Corridor and consider rezoning to B-1A. The larger lot requirement of the B-1A Zone (20,000 square feet) is more in keeping with the character of the development in these areas. Of the fifteen lots	P&Z		★			97-104

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		Lead Agency	PRIORITY				Page # Reference for Further Information
			On-Going	Short Term (1-3 Years)	Mid Term (4-6 Years)	Long Term (7-10 Years)	
	in the district 87% meet the 20,000 square foot lot requirement.						
	Action: As it relates to the Silver Lane Corridor, the B-1A Zone regulations should be reviewed in light of the market potential generated by the UCONN complex and Rentschler Field proposal.	P&Z		★			97-104
	Action: Consider adding density bonuses to help stimulate reinvestment in older shopping centers or their conversion to research and development, office or mixed uses along the Silver Lane Corridor.	P&Z		★			97-104
	Action: Consider replacing the I-3 Zone along Silver Lane and consider rezoning to B-1A. The I-3 zone district contains many heavy industrial uses that are not compatible with the character of Silver Lane or the R-3 neighborhood across the street.	P&Z		★			97-104
	Action: Consider replacing the I-2 Zone along Silver Lane and consider rezoning to B-1A. The I-2 zone district contains the new UCONN football stadium, a public use, and a vacant parcel. The I-2 Zone does not relate to the new use and should be replaced.	P&Z		★			97-104
	Action: Explore the conversion of some of the rental housing complexes to age-restricted or assisted living facilities for seniors. Undertake a review of the zoning regulations to ensure there are no regulatory barriers to this type of development.	DD/P&Z			★		97-104
	Action: The eastern end of Silver Lane contains 46 acres advertised for sale. This significant development site could accommodate a variety of different land uses. The Planning and Zoning Commission consider the creation of a	P&Z		★			97-104

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			On-Going	Short Term (1-3 Years)	Mid Term (4-6 Years)	Long Term (7-10 Years)	
	residential mixed housing zone for this area that would emphasize age-restricted housing but permit single family townhouse and garden housing forms employing “smart growth” principles. Inclusion of a limited quantity of neighborhood commercial uses would also be appropriate.						
	GOAL #19: Provide physical improvements and implement policy and regulatory revisions to encourage the revitalization (both economic and physical) of the Park Avenue and Tolland Street Area.						92-97
	Actions:						
	Action: Encourage consolidation of existing non-conforming residential properties into adjoining commercial parcels for enhanced site area, expansion, and parking and loading. Utilize the Redevelopment Agency, if necessary, to effect transition. This recommendation is applicable to Tolland Street and Franklin Street.	RA		★			92-97
	Action: Work with commercial property owners to promote reinvestment in buildings.	EDC	★				92-97
	Action: Continue the Town’s policy of aggressively enforcing building maintenance and fire codes to minimize the decline of the existing building stock.	EHFD/ Permits & Building	★				92-97
	Action: The Planning and Zoning Commission should consider removing the I-3 Zone designation from Tolland Street and extending the B-3 Zone to this area. Because of the adjacency of large residential neighborhoods, the relatively small lot size of parcels fronting on Tolland Street (I-3 requires a 40,000 square foot minimum lot size) and the broad array of land uses in the I-3 Zone, it may no longer be	P&Z		★			92-97

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			On-Going	Short Term (1-3 Years)	Mid Term (4-6 Years)	Long Term (7-10 Years)	
	appropriate for this narrow corridor. Of the fifty-nine lots in the zone 80% do not meet the minimum 40,000 square foot lot requirement. The B-3 Zone's 10,000 square foot minimum lot size is more likely to encourage consolidation of the smaller lots and reinvestment in the corridor.						
	Action: Buffer the large residential neighborhood to the north of Park Avenue, by undertaking a street tree planting and landscaping program along the north side of Park Avenue on private residential parcels to soften the impact of the commercial buildings on the south side of the street. An alternative approach is to acquire residential properties fronting on Park Avenue, removing the structure and landscaping the Park Avenue frontage. Sale of land excess to planting buffer needs to the abutting residential property should be part of the program.	DPW		★			92-97
	Action: With the CRCOG, explore the potential for commuter rail service to Hartford utilizing the rail corridor within the study area.	DD		★			92-97
	Action: Explore the feasibility of connecting to the main fiber optic trunk along the railroad corridor as a means to promote new business interest in the area.	DD		★			92-97
	Action: The Town should negotiate a cooperative marketing effort with property owners along with municipal investments of modest nature in exchange for the owners' agreement to market and develop within certain standards. This is an area that would seem to benefit most from modest capital improvements and improved marketing and management.	EDC		★			92-97

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			On-Going	Short Term (1-3 Years)	Mid Term (4-6 Years)	Long Term (7-10 Years)	
	Action: Creative approaches to economic development could include options on development parcels at favorable prices in exchange for promotion and assistance by the Town and certain infrastructure improvements.	DD	★				92-97
	Action: Park Avenue conflicts between trucks and pedestrians or local residential traffic should be continually evaluated. If there is a measurable pattern of concern, the application of traffic calming measures should be considered.	TA/EHPD	★				92-97
	Action: If southbound left turn movements at the Main Street / Park Avenue intersection become problematic, the Town may wish to modify the signal phasing to provide an exclusive southbound left turn protected movement.	TA/EHPD		★			92-97
	Action: Access to commercial establishments on the south side of Park Avenue should be evaluated based on width and turning radii needs.	TA		★			92-97

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