

Silver Lane BAR Study Recommendations

Planning and Zoning Commission

September 12, 2018

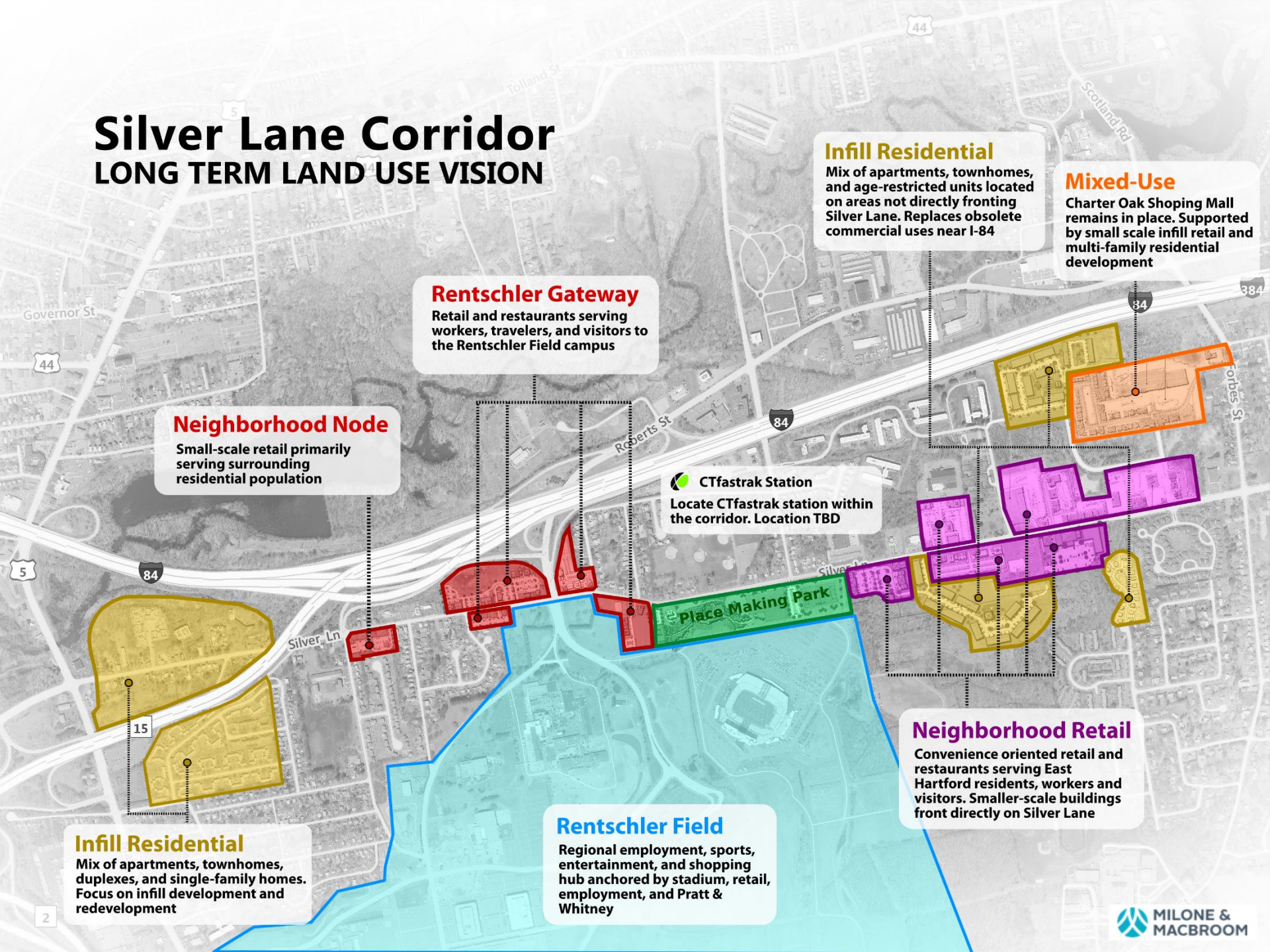


Agenda

- Final Plan
- Planning & Zoning Recommendations

Silver Lane Corridor

LONG TERM LAND USE VISION



Infill Residential

Mix of apartments, townhomes, and age-restricted units located on areas not directly fronting Silver Lane. Replaces obsolete commercial uses near I-84

Mixed-Use

Charter Oak Shopping Mall remains in place. Supported by small scale infill retail and multi-family residential development

Rentschler Gateway

Retail and restaurants serving workers, travelers, and visitors to the Rentschler Field campus

Neighborhood Node

Small-scale retail primarily serving surrounding residential population

CTfastrak Station

Locate CTfastrak station within the corridor. Location TBD

Place Making Park

Neighborhood Retail

Convenience oriented retail and restaurants serving East Hartford residents, workers and visitors. Smaller-scale buildings front directly on Silver Lane

Infill Residential

Mix of apartments, townhomes, duplexes, and single-family homes. Focus on infill development and redevelopment

Rentschler Field

Regional employment, sports, entertainment, and shopping hub anchored by stadium, retail, employment, and Pratt & Whitney

Silver Lane Corridor

CONCEPTUAL PLAN OF KEY OPPORTUNITY SITES



Gateway Retail



Market Rate Apartments



Neighborhood Retail



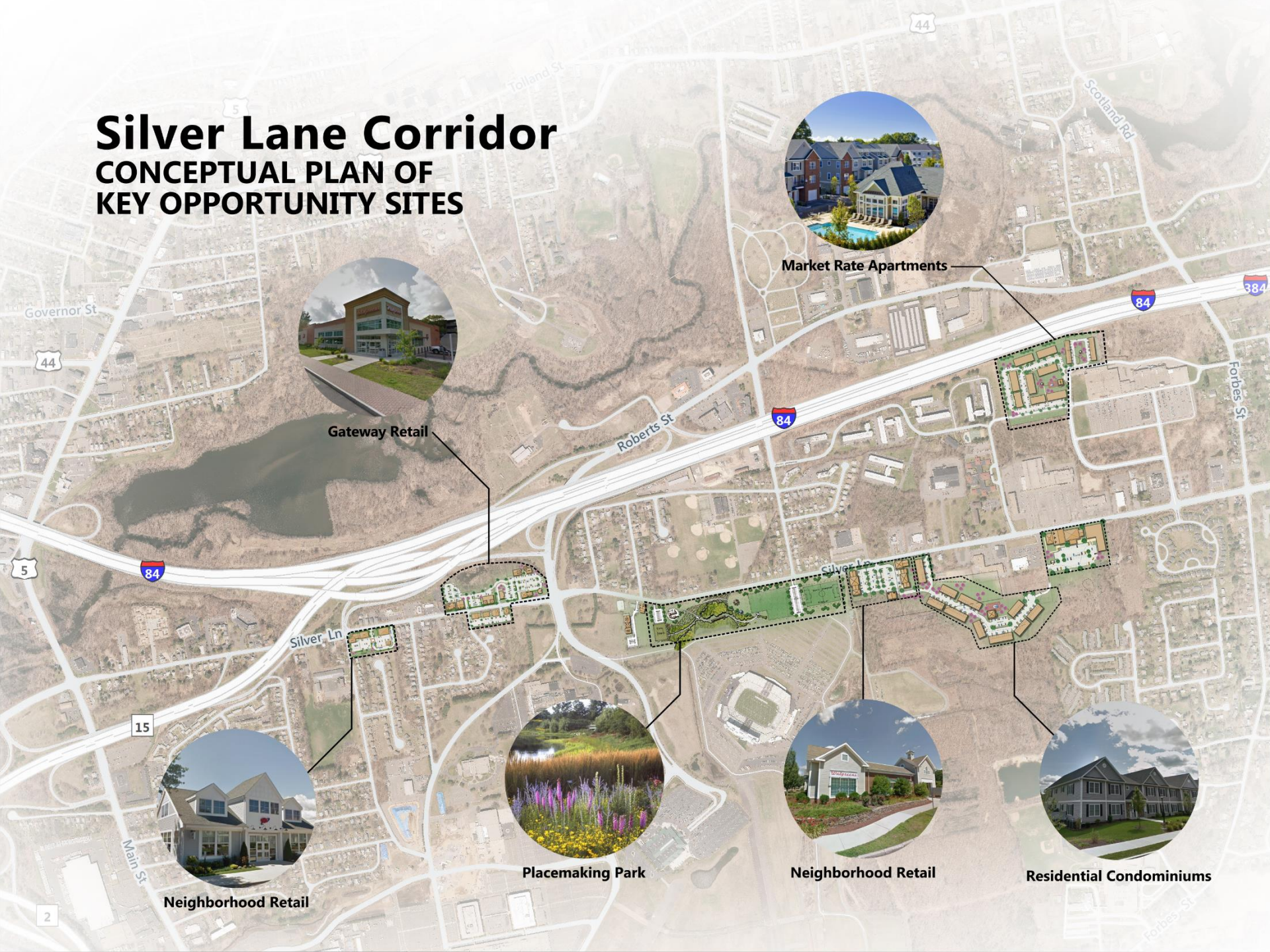
Placemaking Park



Neighborhood Retail



Residential Condominiums



Recommendations

1. Rezone the Corridor

- Residential Design District – Main Street to Route 15 overpass
- Silver Lane Business District – Rentschler gateway area
- Silver Lane Design District – Simmons Road to Forbes Street

**Recommendations
for PZC**

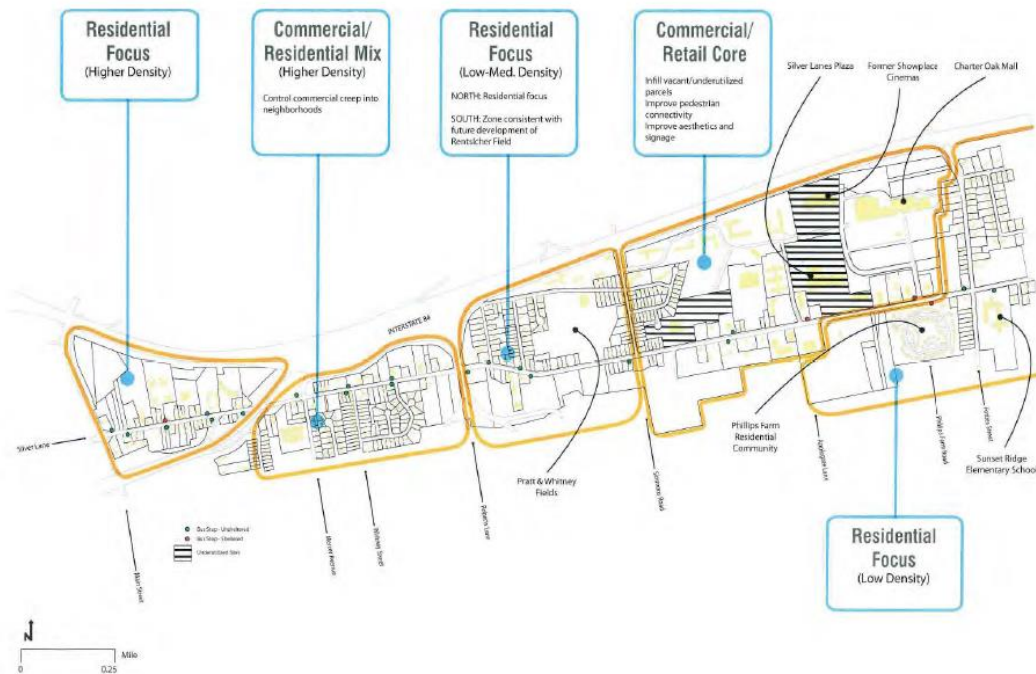
2. Invest in the Corridor

3. Strengthen and Support Existing Residents and Businesses

4. Strengthen Partnerships with Existing Employers and Institutions

Amend the POCD

- Current POCD recommendations do not align 100% with BAR recommendations
- To implement the recommended rezoning, consider amending the POCD to incorporate the recommendations of the BAR Study
- Given recent application to rezone, as well as opportunities that the Town is currently exploring in the Corridor, Commission should act quickly on amending POCD



PLAN OF CONSERVATION & DEVELOPMENT

TOWN OF EAST HARTFORD

FIGURE 47: SILVER LANE ISSUES AND OPPORTUNITIES

Source: BFI Planning

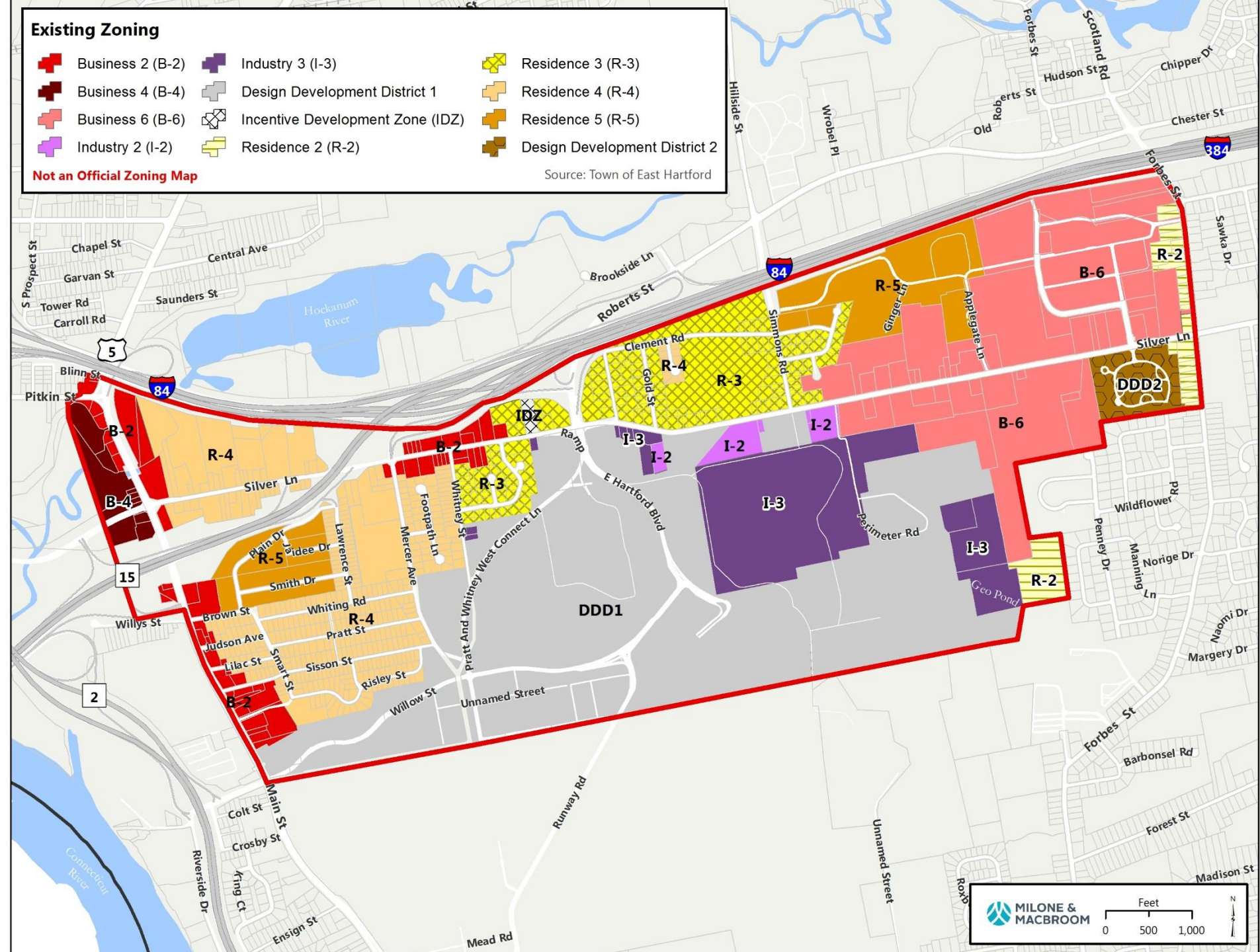


Existing Zoning

- | | | |
|--|--|---|
|  Business 2 (B-2) |  Industry 3 (I-3) |  Residence 3 (R-3) |
|  Business 4 (B-4) |  Design Development District 1 |  Residence 4 (R-4) |
|  Business 6 (B-6) |  Incentive Development Zone (IDZ) |  Residence 5 (R-5) |
|  Industry 2 (I-2) |  Residence 2 (R-2) |  Design Development District 2 |

Not an Official Zoning Map

Source: Town of East Hartford



Proposed Zoning



Recommended Zone Change Areas



Silver Lane Residential Design District (SL-RDD)



Silver Lane Business (SL-B)



Silver Lane Design District (SL-DD)



Business 2 (B-2)



Business 4 (B-4)



Industry 3 (I-3)



Design Development District 1



Residence 2 (R-2)



Residence 3 (R-3)



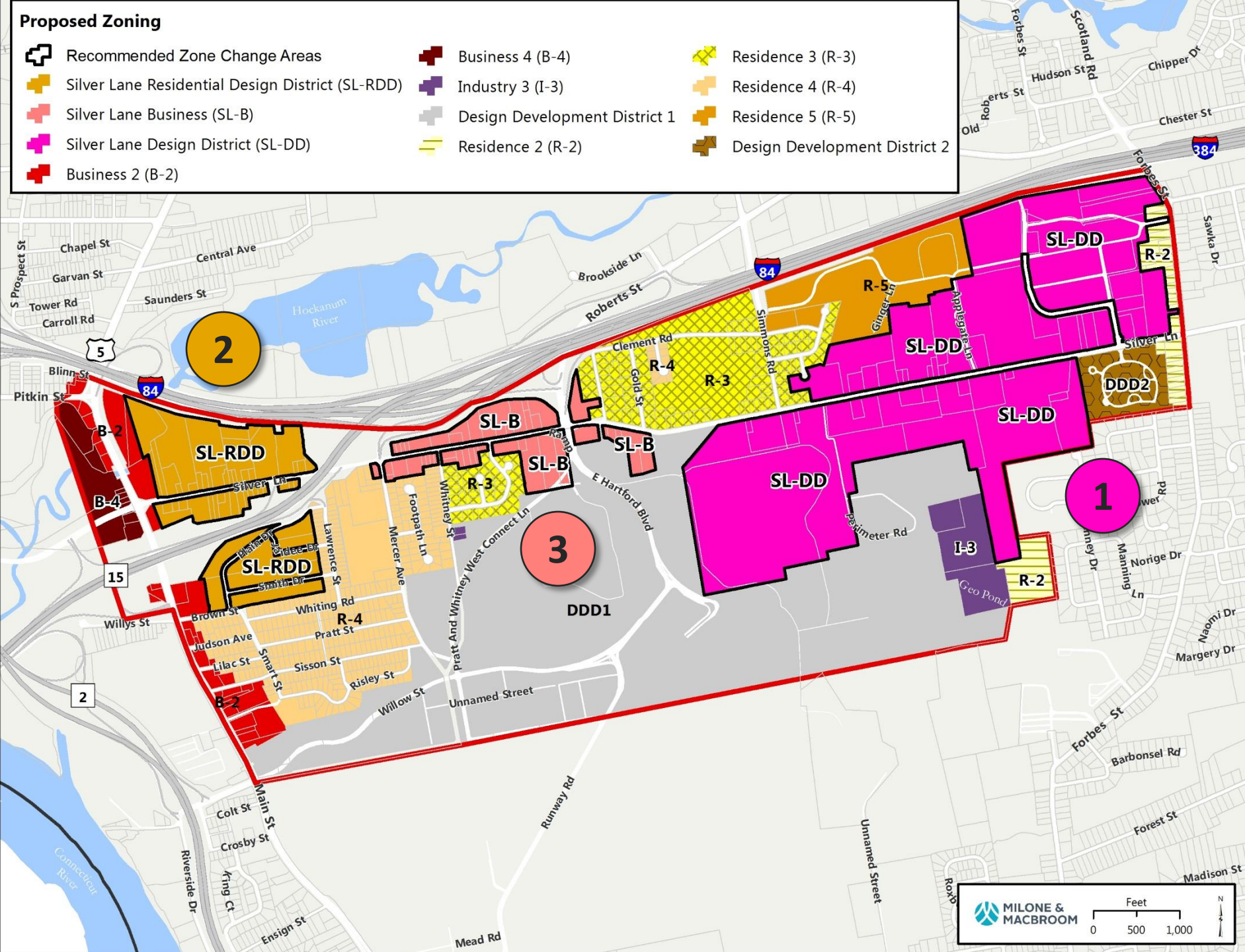
Residence 4 (R-4)



Residence 5 (R-5)



Design Development District 2



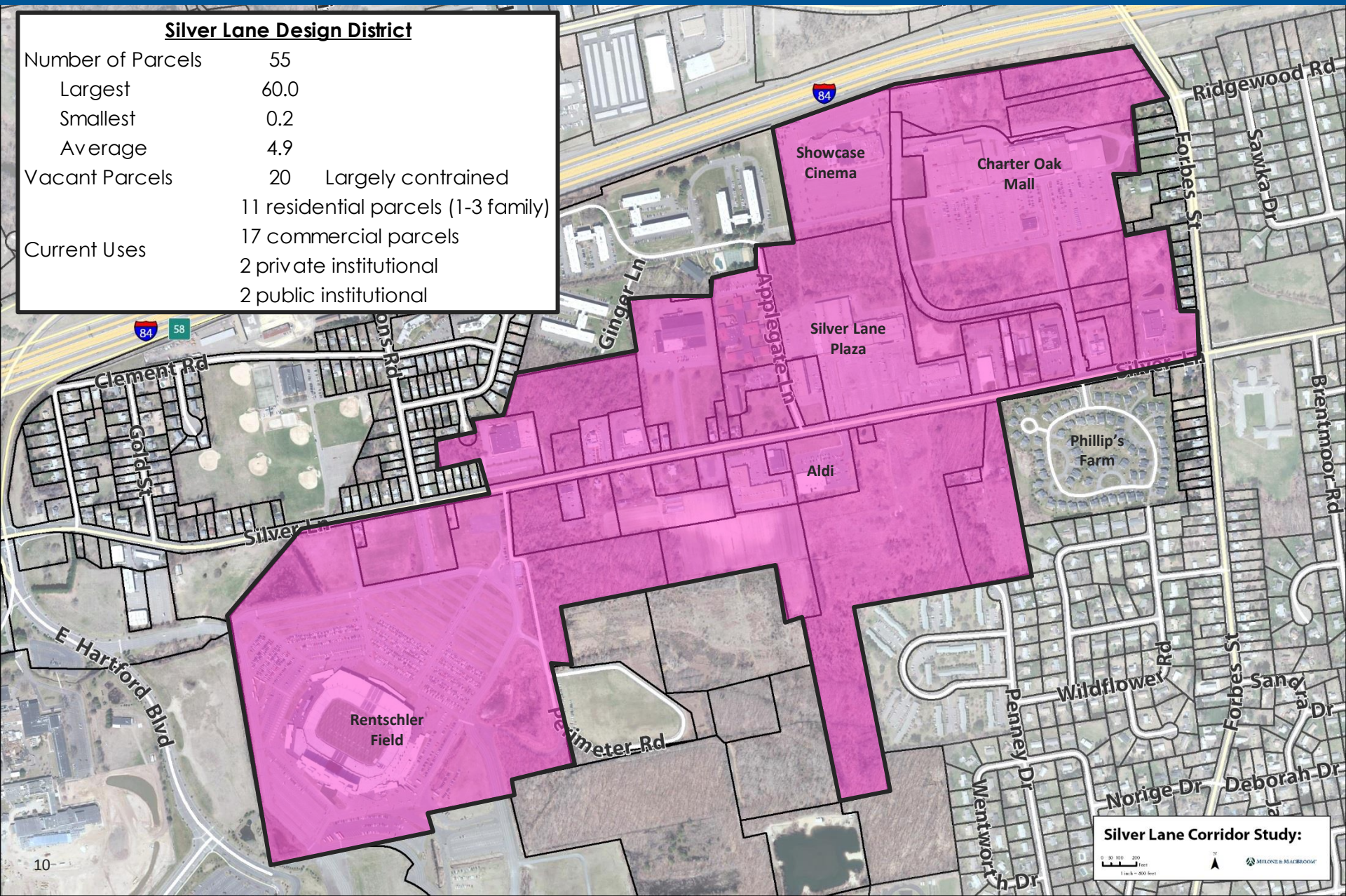
Implementing Zoning Changes

- Approaching changes one district at a time likely the most efficient and expedient
- Suggested order:
 - 1) Silver Lane Design District – Biggest change from current zoning, and current Town exploration of the National Amusement site
 - 2) Silver Lane Residential Design District – Least change from existing zoning
 - 3) Silver Lane Business District – Understanding transportation recommendations for this area (which will be forthcoming from the Transportation Study) important in determining zoning specifics; e.g. the recommended Greenway trail route

Silver Lane Design District

Silver Lane Design District

Number of Parcels	55	
Largest	60.0	
Smallest	0.2	
Average	4.9	
Vacant Parcels	20	Largely contrained
	11 residential parcels (1-3 family)	
Current Uses	17 commercial parcels	
	2 private institutional	
	2 public institutional	



Silver Lane Corridor Study:

0 50 100 200
Feet
Scale = 1:500 feet



MILONE & MACBROOM

Mixed-Use Core

“Silver Lane Design District”

- Intent: Create a node of activity in corridor through mixed-use, pedestrian-centered development and design
- **Enable wide variety of uses** - light manufacturing, commercial, retail, multi-family residential, age-restricted planned developments, mixed-uses, public parks
- **Be flexible on density** provided impervious, height, bulk requirements and demonstration of sufficient parking
- **Enable shared parking** for mixed-uses, and parking reductions for car- and bike-share spaces
- **Consider incentivizing sustainable design/construction** to help create niche product
- **Streamlined approval process**
- **Enable integrated site design and planning**
 - Parking
 - Stormwater management
 - Access/egress

Mixed-Use Core

- **Strong design standards with flexibility**
 - Emphasize **pedestrian orientation**
 - Reduce front yards along Silver Lane to bring buildings closer to street
 - Fenestration (windows) and main entries facing the street
 - Require or incentivize provision of public spaces (benches, plazas, etc.)
 - Encourage connections to Greenway
 - Provision of sidewalks *within* sites that connect to the sidewalk network on Silver Lane
 - **Building orientation, massing and height**
 - Consider differentiating between Silver Lane frontage and rear parcels to enable higher buildings in the rear and enable street wall creation on internal driveways
 - **Low impact design**
 - Encourage new technologies and techniques for water quality improvement and “green” niche product
 - **High quality landscaping and architecture**
 - Flexible in architectural style - quality building materials
 - Native landscaping materials
- Consider requiring site design standards to be met, as feasible, with any substantial addition to existing buildings/ sites

Mixed-Use Core

Example of integrated site planning regulations in report

SILVER LANE

Case Study A: Consolidated Site Planning South Windsor Zoning Regulations Buckland Road Gateway Development Zone

4.2.7 Consolidated Parcels

A. Purpose

In the interest of promoting development continuity, the consolidation of contiguous parcels is encouraged. 'Consolidation' is defined here as the integration of 2 or more individually owned parcels into a single Consolidated Parcel for the purposes of creating a shared-use arrangement of selected site components, e.g. common points of access/egress, drive passage, parking, loading/unloading, building coverage and yards.

B. Procedure

- 1. A consolidated parcel shall be developed with an integrated plan of buildings, parking, loading and unloading, and open space.*
- 2. The owner of each lot shall give to the owner of each lot in the consolidated parcel by deed, easement, or agreement filed in the Office of the Town Clerk, the right of entrance, exit, passage, parking, and loading.*

C. Access

The Commission may require or limit the number of access/egress drives and/or direct the placement of same within a Consolidated Parcel such that only 1 or more of several individually or commonly owned "sub-parcels" within the Consolidated Parcel would have a point of access/egress. Such restriction would be in accordance with current access management policies and plans.

D. Yards

Side or rear yards may be ignored along common boundaries of consolidated lots.

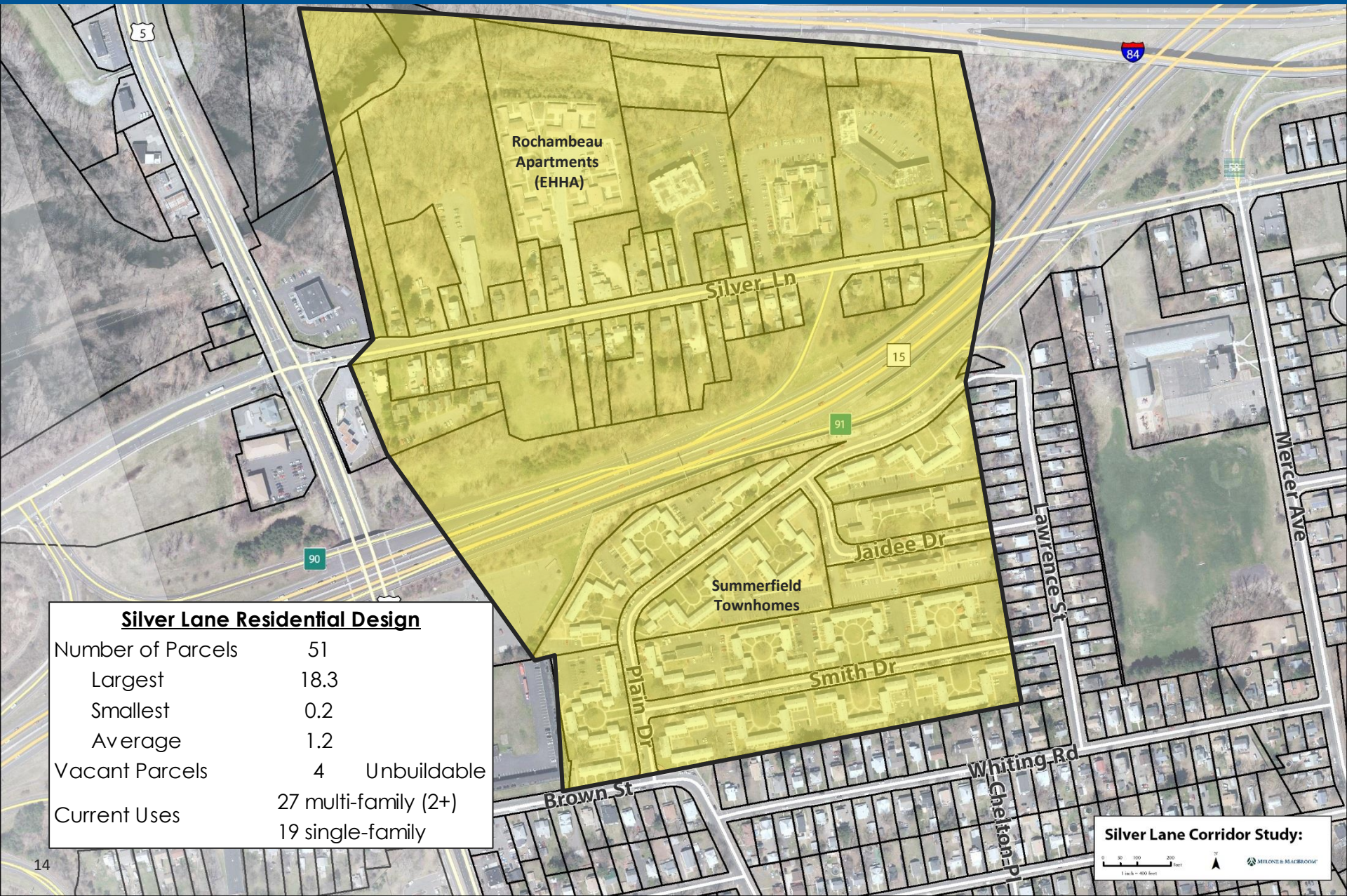
E. Impervious Coverage Bonus

A 5% impervious coverage bonus may be granted for the consolidation of 2 or more lots that are nonconforming to the minimum lot size requirement into 1 larger lot. When a non-conforming lot is combined with a conforming lot, an additional 5% of the area of the non-conforming lot can be added to the total impervious surface allowed.



South Windsor's Buckland Road Gateway zoning regulations have successfully promoted parcel and driveway consolidation, and connectivity between adjacent developments

Residential Design District



Silver Lane Residential Design

Number of Parcels	51
Largest	18.3
Smallest	0.2
Average	1.2
Vacant Parcels	4 Unbuildable
Current Uses	27 multi-family (2+)
	19 single-family

Silver Lane Corridor Study:

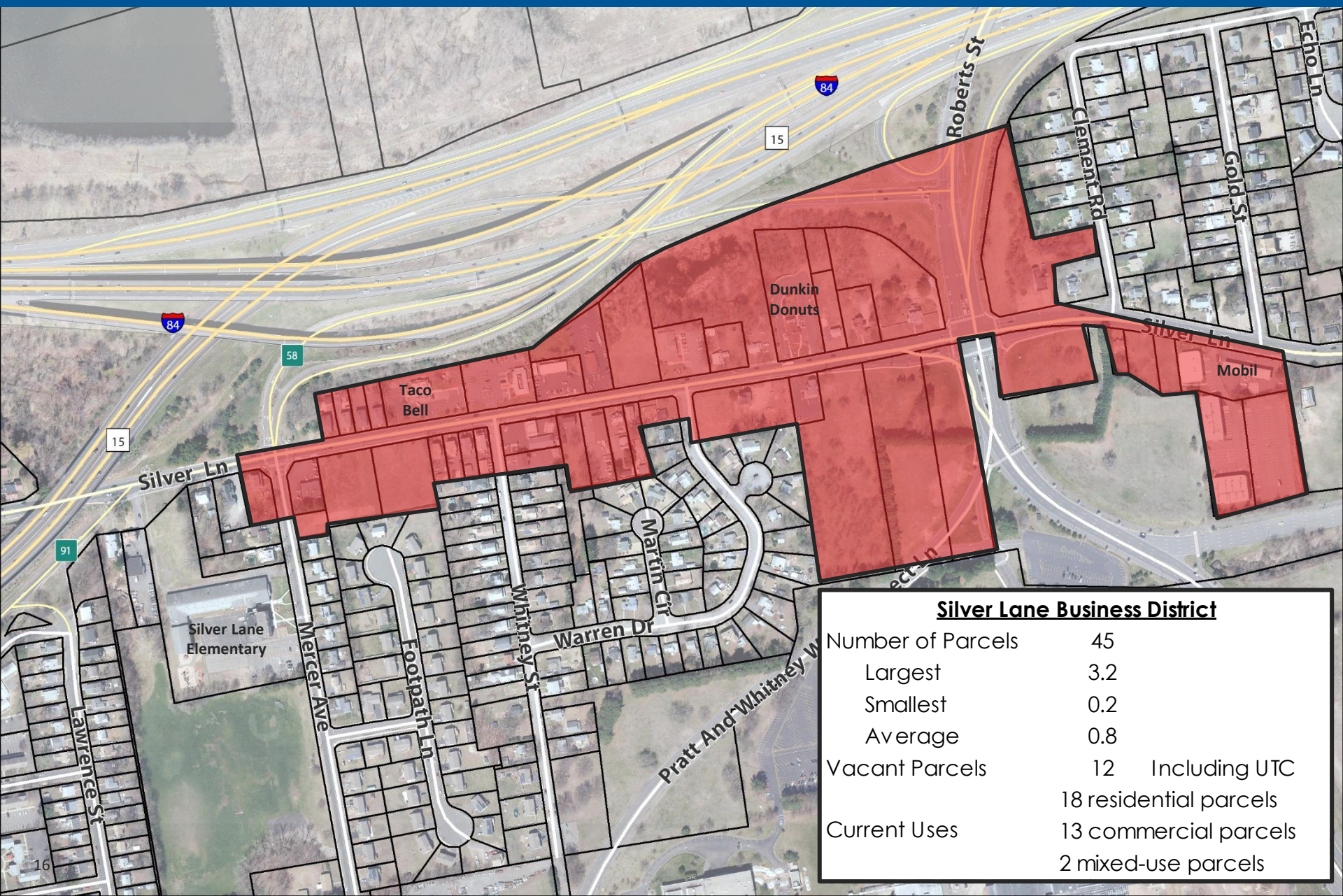


Residential Redevelopment/ Infill Area

“Silver Lane Residential Design District”

- Intent: redevelopment and infill focus that encourages high quality design
- **Enable mix of housing types** that currently exist: Single-family, 2-3 family, multi-family
- **Emphasize design standards**
 - Parking out of view of street
 - Street landscaping and green space requirements
 - Encourage architectural standards to quality/ durability of materials
- **Intensity**
 - Max density for multi-family 17 units/ acre (currently allowed in R-5) on minimum of 1 acre or more to encourage property assembly
 - Similar density and bulk requirements as current for single-, two- and three- family
- **Increase pedestrian friendly/ transit oriented design**, consider parking reductions for:
 - Car and/or bike share spaces
 - Affordable units

Silver Lane Business District



Silver Lane Business District

Number of Parcels	45
Largest	3.2
Smallest	0.2
Average	0.8
Vacant Parcels	12 Including UTC
	18 residential parcels
Current Uses	13 commercial parcels
	2 mixed-use parcels

Neighborhood Commercial

“Silver Lane Business District”

- Intent: Capitalize on existing and potential retail opportunities through redevelopment and infill in a livable, walkable corridor
 - Commercial/ retail development focus – consider no longer allowing single-family
- **Strong access management regulations**
 - Require connections and easements across properties
 - Require adjacent parking lots to share street access to reduce curb cuts
 - Consider offering financial assistance to facilitate redesign of curb cuts
- **Encourage parcel consolidation** (integrated site development of contiguous properties) through incentives
 - Bonus building/ impervious coverage
 - Reduction in parking
- **Pedestrian friendly design**
 - Building orientation, massing and height (reduce current B-2 height)
 - Site design and landscaping
 - Consider parking maximums
 - Pedestrian connections from buildings to sidewalk network

Neighborhood Commercial

Example of access management regulations in report

— SILVER LANE —

Case Study B: Access Management; Consolidated Site Planning from Southington's West Street Business Zone (WSB) Regulations (4.05)

The purpose of the West Street Business Zone is to foster high-quality development of businesses and sites, with careful attention to appearance of buildings and their surroundings. Within the zone, it is important to promote and sustain the economic viability of the area by introducing a multi-family residential component. The establishment of a mixed-use land use pattern will accomplish the cohesive goals of the zone. Access Management will be an integral part of site planning, with access drives and limited curb cuts to facilitate traffic flow and safety.

4-05.1 General Concepts

A. Careful site planning is an essential element of the West Street Business Zone. It is the express intent of these regulations to garner projects that do not result in a commercial strip mall center. All developments should take into consideration the functionality and importance of pedestrian friendly amenities while concentrating on incorporating a New England Village aesthetic into a responsible, sustainable development.

B. Within this zone, smaller sites are encouraged to combine with conforming sites in order to provide larger cohesive

developments. As an incentive to promote the combining of properties, a 10% impervious coverage bonus shall be granted for nonconforming lot consolidation.

C. Access Management will be required on all sites to reduce the number of driveway cuts onto West Street, thereby limiting traffic congestion that typically follows increases in commercial activity. Access management techniques will include shared driveways, interior service drives, and cross easements for adjacent parcels.

D. Historical and/or natural features exist in this zone. The Planning and Zoning Commission shall have at their discretion the right to require an applicant to protect and promote such features during the Site Plan review process.

4-05.2 Pre-Application Discussion

Applicants are encouraged to participate in a pre-application meeting with town staff to discuss the conceptual design and attributes of a proposed development. West Street is a State Highway. Applicants are also encouraged to engage the State Department of Transportation and/or the Office of the State Transportation Administration in the early stages of the development process.

4-05.4 Consolidated Parcels

A. Purpose
In the interest of promoting continuity, the consolidation or assemblage of contiguous parcels is encouraged.

"Consolidation" is defined here as the integration of 2 or more individually owned parcels into a single Consolidated Parcel for the purpose of creating a shared-use arrangement of selected site components, e.g., common points of access/egress, drive passage, parking, loading/unloading, building coverage and yards.

B. Procedure

1. A consolidated parcel shall be developed with an integrated plan of buildings, parking, loading/unloading, and open space.

2. The owner of each lot shall give to the owner of each lot in the consolidated parcel by deed, easement, or agreement filed in the Office of the Town Clerk, the right of entrance, exit, passage, parking, and loading/unloading.

C. Access

The Commission may require or limit the number of access/egress drives and/or direct the placement of same within a Consolidated Parcel such that only 1 or more of several individually or commonly owned "sub-parcels" within the Consolidated Parcel would have a point of access/egress. Such restriction would be in accordance with Access Management requirements in Section 4-05.8A. Once a primary use is established under

Implementation

- Suggest starting the process to amend the POCD quickly
 - Can incorporate the whole study or parts as an appendix to existing POCD, and refer to appendix in the section that currently addresses Silver Lane
 - Amendment process is same as adoption process with referrals, comment periods and public hearing
- Research and draft Silver Lane Design District regulations while in comment period on POCD amendment
 - Look at the regulations for successful mixed-use areas for examples
 - Consider each of the key elements recommended
- Following amendment of the POCD, conduct public hearing process on Silver Lane Design District Zone regulations
- Draft and adopt Residential Design District regulations
- Research, draft and adopt Silver Lane Business District regulations
 - Consider Transportation Study recommended improvements
 - Consider each of the key elements recommended by the BAR Study