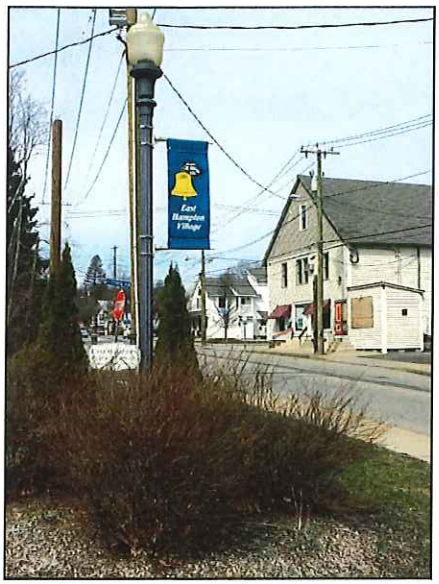
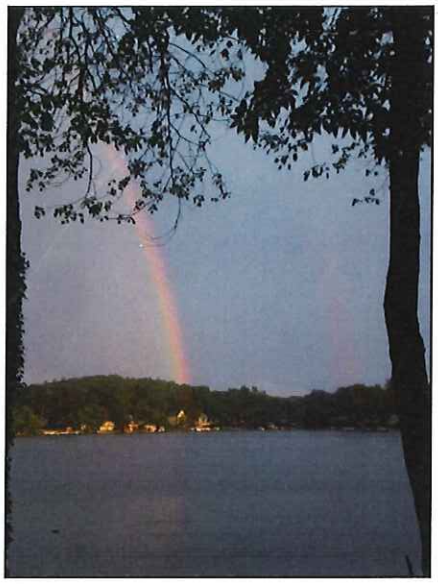
AGENDA
ITEM # 9a

A Vision for
East Hampton





TOWN OF EAST HAMPTON
1767
Connecticut

2016 Plan of Conservation and Development

July 1, 2016

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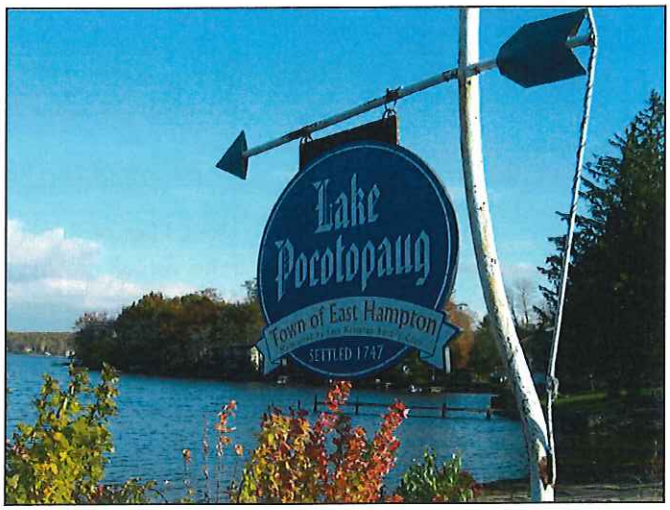
Welcome!



A Vision for East Hampton

Preservation of East Hampton's small town character with abundant open spaces and natural resources is essential for maintaining a vibrant community that fulfills the core societal needs of its citizenry, while providing a strong and multi-tiered economic base that is vital to ensuring the quality of life we have come to expect and enjoy in our proud and independent community.

Preface

Statutory Requirement

The Connecticut General Statutes, Section 8-23, requires local planning and zoning commissions to prepare, adopt, and amend a plan of Conservation and Development for the municipality. This plan must show the commission's recommendation for the most desirable use of land within the municipality for residential, recreational, commercial, industrial, and other purposes and for the most desirable density of population in the various parts of the town or city. In addition, the plan must include a statement of goals, policies, and standards for the physical and economic development of the municipality.

Purpose of the Plan

This Plan of Conservation and Development is a tool for guiding the future of East Hampton. It is intended to be both visionary and action oriented.

The primary purpose of this plan is to establish a common vision for the future of the community by determining implementation strategies leading to potential outcomes to guide future development within East Hampton.

If steadily implemented by East Hampton's residents and officials, this Plan will help protect important resources, guide appropriate development, address community needs, protect community character, and enhance the quality of life for current and future residents.

It is important to state that while the ideas, concepts and policies found in this document represent a broad and diverse approach to planning for the future of East Hampton, this Plan is not a regulatory document. The Planning and Zoning Commission, the Town Council and any other agency referenced herein are not bound to adopt, reject or otherwise respond in compliance with its findings. It will act as a guide for discussion, debate, and consensus building. The Planning and Zoning Commission has and will continue to explore effective methods and policies to enhance the quality of life in our Town. This Plan of Conservation and Development is the first step in that exploration.

Use and Maintenance of the Plan

This Plan is intended to provide a framework for consistent decision-making by Town boards, commissions, and residents with regard to conservation and development activities.

While generally intended to guide conservation and development over the course of a decade, this Plan will lay the foundation for long-term goals reaching far beyond the next ten year mandatory update.

This Plan is intended to be a dynamic document. As strategies are implemented and evaluated, the Plan should be refined to address new issues, adjust a course of action, or refine strategies.

The challenge for the Planning and Zoning Commission will be to keep the Plan updated and implemented on the prescribed schedule in the face of changing community priorities. Updates should be completed as the plan suggests in Chapter 8 with the understanding that the entire document will need to be updated and adopted after ten years.

All maps within this document are to be used for planning purposes only and are not necessarily a true representation of on-the-ground conditions.

Preparation of the Plan

This Plan is the result of an effort by Town Boards and Commissions, staff, the Lower Connecticut River Valley Council of Governments, the University of Connecticut Agricultural Extension Center, Planimetrics, LLC , and many others. It is intended to replace the last Plan, adopted in 2006 by the East Hampton Planning and Zoning Commission.

The Planning process included a compilation of recommendations from each Town Department and Commission along with meetings by the Planning and Zoning Commission from December 2015 to April 2016. The documents have been updated section by section over the ten years since its last adoption. Several public workshops were held to solicit input from East Hampton's citizens on a wide range of development related issues including housing, transportation, infrastructure, conservation, and development. The singular purpose of these workshops was to establish a basis on which to review and revise the new Plan of Conservation and Development.

The East Hampton Planning and Zoning Department created the first draft of this plan using the 2006 POCD. The first draft was substantially updated reflecting the current development patterns and demographic information. After three public workshops and updates from all Town departments, the first draft of the Plan was presented to the Commission.

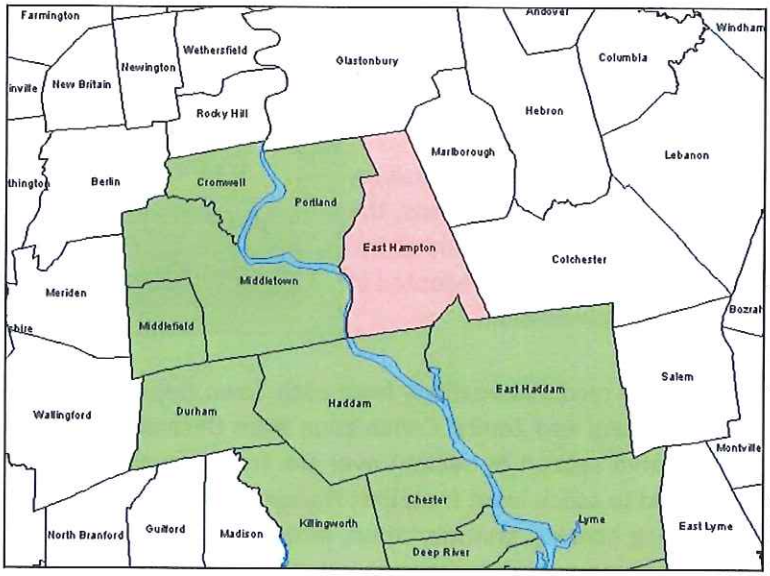
The Planning and Zoning Commission reviewed and modified the draft Plan and referred it to the Town Council and the Lower Connecticut River Valley Council of Governments for review and comments before holding a public hearing of their own for its adoption.

The public hearing for adoption of the 2016 Plan of Conservation and Development was held on June 1, 2016 and was adopted on June 1, 2016 by the East Hampton Planning and Zoning Commission, and acted on by the East Hampton Town Council on June 9, 2016. An effective date of July 1, 2016 was set.

1 Context

Introduction to East Hampton

The Town of East Hampton is located on the eastern bank of the Connecticut River in central Connecticut, approximately 20 miles southeast of Hartford and 12 miles east of Downtown Middletown.



East Hampton is located in Middlesex County and is one of seventeen member towns served by the Lower Connecticut River Valley Council of Governments (RiverCOG).

Originally named Chatham in 1767, the Town was incorporated from Middletown in 1783. An act of the General Assembly changed the name to East Hampton in 1915.

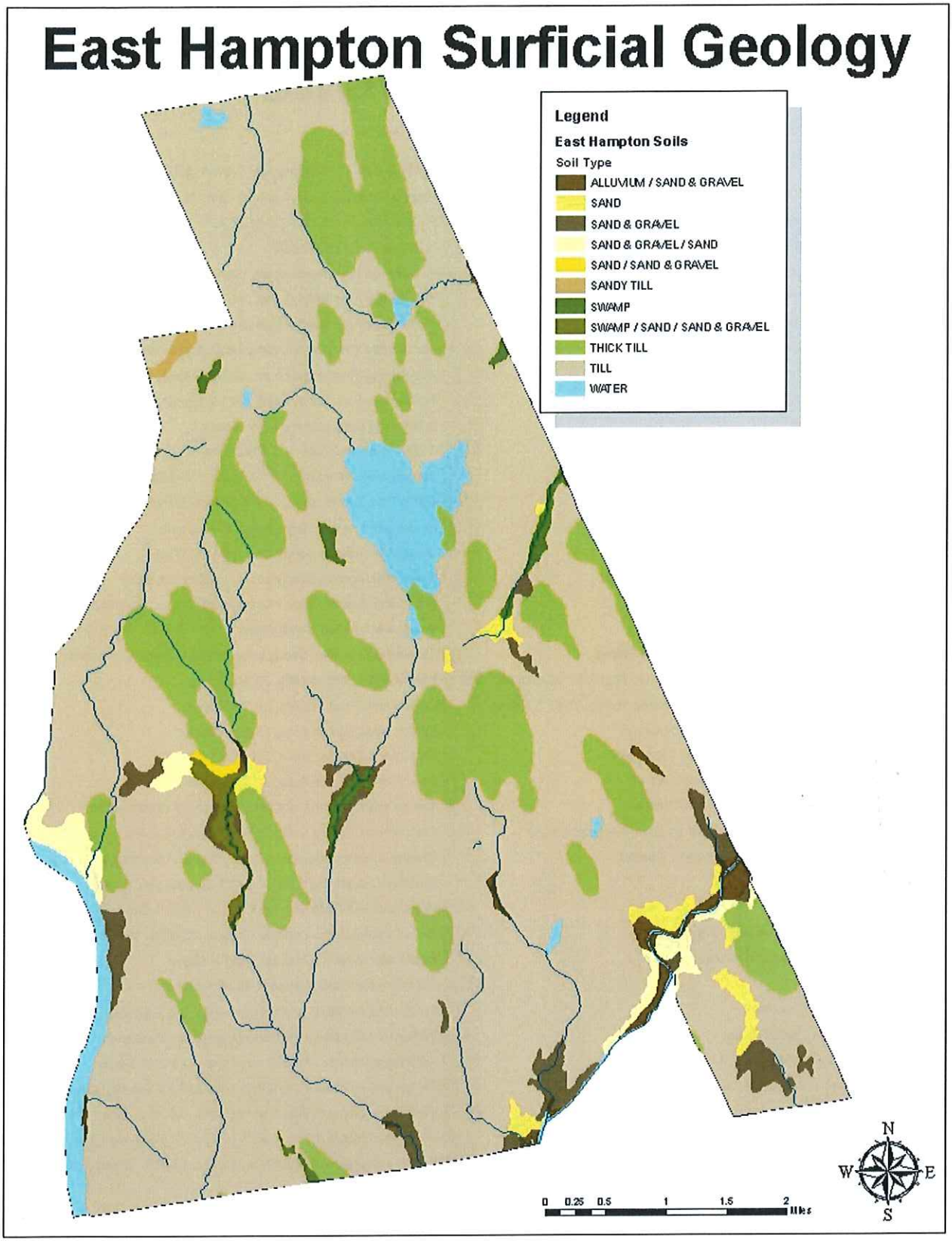
East Hampton's topography is dominated by numerous hills interspersed with streams, valleys, and wetland areas. Elevations range from a height of 916 feet above sea level on Meshomasic Mountain (part of the Bald Hill Range in the northwest corner of Town) to as low as 10 feet along the Connecticut River and the lower reaches of the Salmon River in the southeast corner of Town. Steep slopes (>15%) are scattered throughout Town, with concentrations in the Middle Haddam/Cobalt area as well as along the eastern Town boundary near Route 66 (See Topographical Map, Page 15).

Geology of East Hampton

For more information about the bedrock geology of East Hampton and all of Connecticut, see Bedrock Geological Map of Connecticut, John Rodgers, 1985 and The Face of Connecticut: People, Geology, and the Land by Michael Bell, 1985 both published by the Connecticut Geological and Natural History Survey, Hartford (Bedrock Geology Map, Page 14).

Historical Context

James Wright is believed to be the first settler of the Town when he built a house and barn in the early eighteenth century on property his father had bought from Chief Terramuggus in 1675. John Clark is believed to have been the second settler, building his home on Clark Hill around the year 1737. In 1739, the first large group of settlers emigrated by sea from Eastham, MA to form Middle Haddam Parish, named for the adjacent towns of Middletown and Haddam. Led by Isaac Smith, some of the early settlers left Middle Haddam to settle near Lake Pocotopaug, on which the Town of East Hampton now stands.


East Hampton Surficial Geology
Legend
East Hampton Soils
Soil Type
ALLUVIUM / SAND & GRAVEL
SAND
SAND & GRAVEL
SAND & GRAVEL / SAND
SAND / SAND & GRAVEL
SANDY TILL
SWAMP
SWAMP / SAND / SAND & GRAVEL
THICK TILL
TILL
WATER
0 0.25 0.5 1 1.5 2
Miles
N
W
E
S

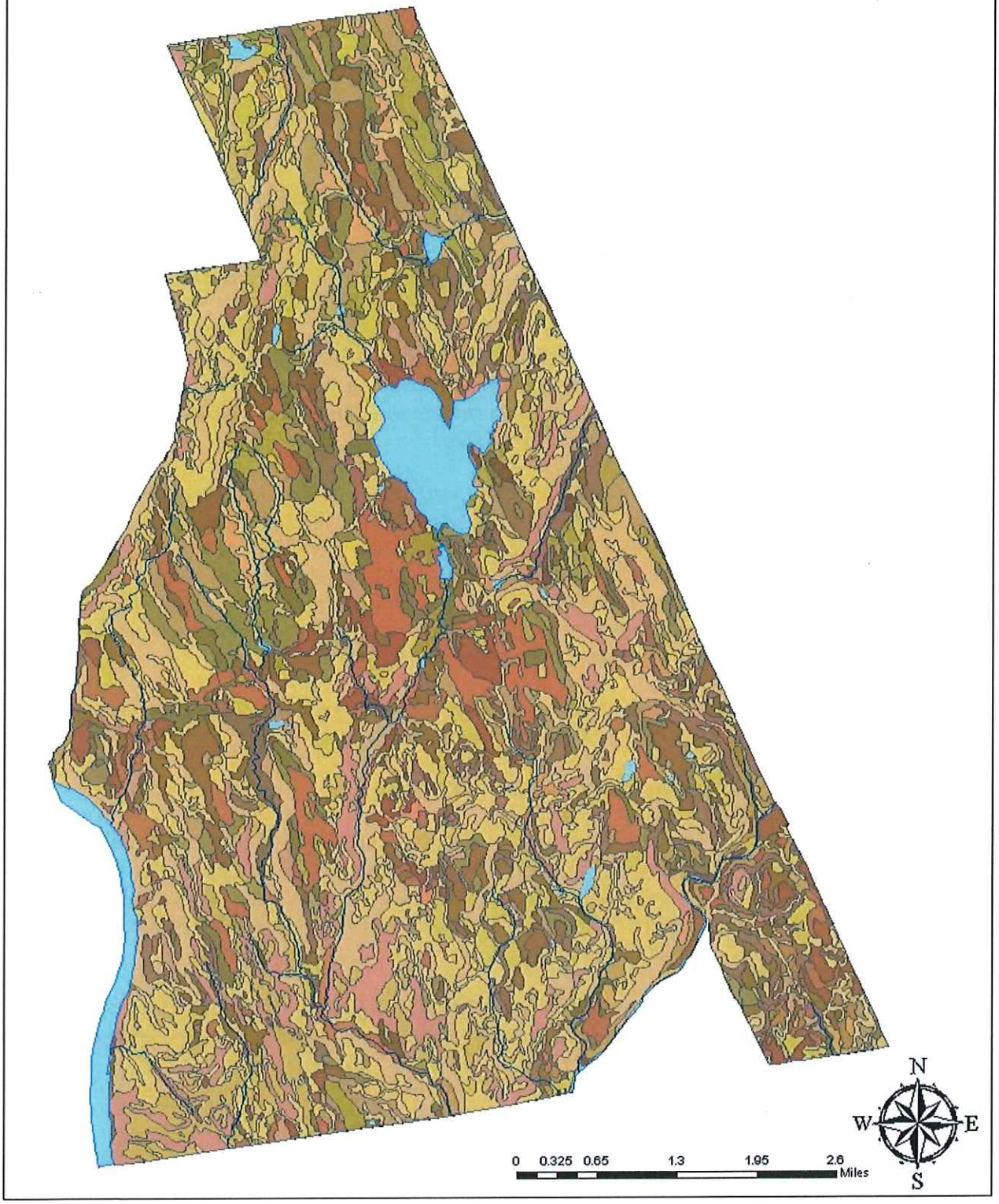
East Hampton Soils Legend

Soils

Types

- Suncook Loamy Fine Sand
- Occum Fine Sandy Loam
- Pootatuck Fine Sandy Loam
- Rippowam Fine Sandy Loam
- Winooski Silt Loam
- Fluvaquents-Udifluvents Complex, Frequently Flooded
- Raypol Silt Loam
- Walpole Sandy Loam
- Scarboro Muck
- Timakwa and Natchaug Soils
- Catden and Freetown Soils
- Ridgebury Fine Sandy Loam
- Ninigret and Tisbury Sols, 0-5 % Slopes
- Hero Gravelly Loam, 3-8 % Slopes
- Hinckley-Urban Land Complex, 0-3% Slopes
- Sudbury Sandy Loam, 0-5% Slopes
- 24A
- Charlton-Urban Land Complex, 15-25% Slopes
- Urban Land-Charlton-Chatfield Complex, Rocky, 3-15% Slopes
- Urban Land-Charlton-Chatfield Complex, Rocky, 15-45% Slopes
- Paxton-Urban Land Complex, 3-8% Slopes
- Paxton-Urban Land Complex, 8-15% Slopes
- Agawam Fine Sandy Loam, 0-3% Slopes
- Agawam Fine Sandy Loam, 3-8% Slopes
- Ridgebury, Leicester, and Whitman Soils, Extremely Stony
- Beaches-Udipsamments Complex, Coastal
- Dumps
- Pits, Quarries
- Udorthents-Pits Complex, Gravelly
- Udorthents-Urban Land Complex
- Urban Land
- Udorthents, Smoothed
- Udorthents, Flood Control
- Haven and Enfield Soils, 3-8% Slopes
- Merrimac Sandy Loam, 3-8% Slopes
- Merrimac Sandy Loam, 3-8% Slopes
- Merrimac Sandy Loam, 8-15% Slopes
- Windsor Loamy Sand, 0-3% Slopes
- Windsor Loam Sand, 3-8 Slopes
- Windsor Loam Sand, 8-15% Slopes
- Hinckley Gravelly Sandy Loam, 0-3% Slopes
- Hinckley Gravelly Sandy Loam, 3-15% Slopes
- Hinckley Gravelly Sandy Loam, 15-45% Slopes
- Leicester Fine Sandy Loam
- Woodbridge Fine Sandy Loam, 0-3% Slopes
- Woodbridge Fine Sandy Loam, 3-8% Slopes
- Woodbridge Fine Sandy Loam, 8-15% Slopes
- Woodbridge Fine Sandy Loam, 2-8% Slopes, Very Stony
- Woodbridge Fine Sandy Loam, 8-15% Slopes, Very Stony
- Woodbridge Fine Sandy Loam, 2-15% Slopes, Extremely Stony
- Sutton Fine Sandy Loam, 0-3% Slopes
- Sutton Fine Sandy Loam, 3-8% Slopes
- Sutton Fine Sandy Loam, 2-8% Slopes, Very Stony
- Sutton Fine Sandy Loam, 2-15% Slopes, Extremely Stony
- Gloucester Gravelly Sandy Loam, 3-8% Slopes
- Gloucester Gravelly Sandy Loam, 8-15% Slopes
- Gloucester Gravelly Sandy Loam, 15-25% Slopes
- Gloucester Gravelly Sandy Loam, 3-8% Slopes, Very Stony
- Gloucester Gravelly Sandy Loam, 8-15% Slopes, Very Stony
- Gloucester Gravelley Sandy Loam, 15-35% Slopes, Extremely Stony
- Canton and Charlton Soils, 3-8% Slopes
- Canton and Charlton Soils, 8-15% Slopes
- Canton and Charlton Soils, 15-25% Slopes
- Canton and Charlton Soils, 3-8% Slopes
- Canton and Charlton Soils, 8-15% Slopes
- Canton and Charlton Soils, 3-15% Slopes, Extremely Stony
- Canton and Charlton Soils, 15-35% Slopes, Extremely Stony
- Charlton-Chatfield Complex, 3-15% Slopes, Very Rocky
- Charlton-Chatfield Complex, 15-45% Slopes, Very Rocky
- Hollis-Chatfield-Rock Outcrop Complex, 3-15% Slopes
- Hollis-Chatfield-Rock Outcrop Compex, 15-45% Slopes
- Rock Outcrop-Hollis Complex, 3-45% Slopes
- Rock Outcrop-Hollis Complex, 45-60% Slopes
- Paxton and Montauk Fine Sandy Loams, 3-8% Slopes
- Paxton and Montauk Fine Sandy Loams, 8-15% Slopes
- Paxton and Montauk Fine Sandy Loams, 15-25% Slopes
- Paxton and Montauk Fine Sandy Loams, 3-8% Slopes, Very Stony
- Paxton and Montauk Fine Sandy Loams, 8-15% Slopes, Very Stony
- Paxton and Montauk Fine Sandy Loams, 3-15% Slopes, Extremely Stony
- Paxton and Montauk Fine Sandy Loams, 15-35% Slopes, Extremely Stony
- Water

East Hampton Soils



Watrous Falls, constructed to power downstream mills.

In 1746, the settlers named their growing community Easthampton Parish in honor of their original home in Eastham, Mass. In 1767, the new township of Chatham, named for the shipbuilding port in England, was incorporated by an act of the General Assembly and separated from the Town of Middletown. At its inception, Chatham included the parishes of Middle Haddam, Easthampton, East Middletown, and Cobalt.

As early as 1763, mining of nickel, cobalt, mica and perhaps even gold began on Great Hill in Cobalt.

Agricultural and Early Industrial Period (1780-1850)

Bevin Brothers Manufacturing, 19th Century

East Hampton's marginal farming conditions rarely allowed more than basic subsistence farming and residents came to rely on cheaper food imports as farming expanded into the American Midwest.

Following in the footsteps of nearby East Haddam, Middle Haddam and Cobalt would emerge as major shipbuilding centers during this period, spurring numerous cottage industries to supply the necessary shipbuilding components before waning by the 1840s.

As early as 1808, William Barton forged East Hampton's first bell, marking the beginning of what would become the dominant industry in Town. Led by the Bevin Brothers Manufacturing Company and growing to include as many as thirty bell manufacturers over the Town's history, East Hampton became known as "Belltown USA," a name that still rings true today. The technology for manufacturing bells also lent itself to the manufacture of assorted metal products ranging from coffee mills to toys.

One of East Hamptons many mill buildings, now used for offices.

In 1841, the East Middletown Parish separated from Chatham to become the Township of Conway, later renamed Portland.

Industrial Period (1850-1930)

The manufacturing of bells and other metal products continued to flourish during this period as the new Boston and New York Air Line Railroad provided easier rail transportation and electricity provided a more reliable source of power. Both the Civil War and World War I also spurred demand for East Hampton products.

TN Dickinson Witch Hazel is manufactured in East Hampton.

The name of the Town changed in 1915 to the long used name of East Hampton and the name and geographic boundaries remain unchanged to this day.

Modern Period (1930-Present)

The great depression marked a significant decline in bell manufacturing as bell sales decreased by as much as 60%, leading several manufacturers to diversify further into fishing tackle, high-pressure cylinders, and other products. The

Bevin's Brothers Manufacturing Company and several other firms continue making specialized bell products to this day. Bevin Brothers is particularly known for being the producer of the bells used by the Salvation Army Bell Ringers during the holiday season.

It was also during this period that the E.E. Dickinson Company of Essex, CT left its sibling company T.N. Dickinson without a source of Witch Hazel, forcing an alliance with American Distilling and Manufacturing Company of East Hampton, which through modernization and a major expansion would grow to become one of the largest employers and taxpayers in Town. In an ironic reversal of fortunes, E.E. Dickinson became the weaker of the two companies and was ultimately purchased and merged into the Hampton Essex Corporation, which manages both product lines.

With the opening of the Arrigoni Bridge in 1938, what is known today as Route 66 would grow in prominence as the main thoroughfare, enabling East Hampton to become both a vacation retreat and a bedroom community. The focus of commerce would shift from Main and Summit Streets to Route 66, where east-west traffic is now bypassing the village center.

Regional Context

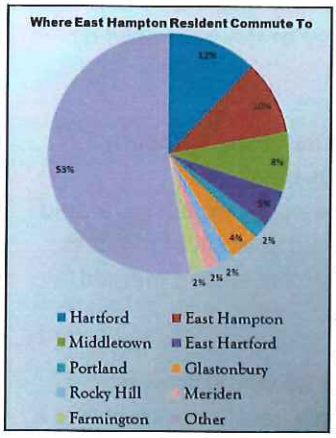
East Hampton is one of seventeen member towns in the Lower Connecticut River Valley Council of Governments (RiverCOG) and through its location on the Connecticut River, shares concerns with other Connecticut River towns to the north in the Capital Regional Council of Governments (CRCOG) as well. East Hampton has both the second smallest jobs to housing ratio and the second smallest jobs to worker ratio among neighboring communities. East Hampton's ratios indicate that there are nearly three times more homes than jobs and nearly four times as many residents in the workforce than jobs available in Town, marking East Hampton as a bedroom community and source of labor for surrounding communities.

Population Growth Trends and Projections (1920 - 2020)

	East Hampton		LCRVCOG Region		Connecticut	
Year	Population	% Growth	Population	% Growth	Population	% Growth
1920	2,394	Base	49,170	Base	1,380,631	Base
1930	2,616	9.30%	53,247	9.70%	1,606,903	16.40%
1940	2,955	13.00%	58,418	20.30%	1,709,242	6.40%
1950	4,000	35.40%	70,330	32.40%	2,007,280	17.40%
1960	5,403	35.10%	93,116	30.40%	2,535,234	26.30%
1970	7,078	31.00%	121,466	12.70%	3,029,074	19.60%
1980	8,572	21.10%	136,998	12.80%	3,107,576	2.50%
1990	10,428	21.70%	151,680	10.70%	3,287,116	5.80%
2000	10,956	5.10%	164,493	8.40%	3,405,565	3.60%
2010	12,891	9.30%	175,881	6.90%	3,435,400	0.90%
2020	12,695	7.10%	180,754	2.80%	3,702,472	7.70%

Source: US Census, CT Data Center at UCONN

East Hampton's commuting patterns confirm the Town's status as a bedroom community with 90% of the resident workforce commuting to other cities and towns. However, East Hampton



residents hold the majority of local jobs, indicating a good match between local employers and the skills of East Hampton's labor force.

East Hampton's most significant contribution to the region is its abundant opportunities for outdoor recreation. Hurd State Park, Meshomasic State Forest, and Wopowog Wildlife Area cover significant areas of East Hampton, while Lake Pocotopaug, Salmon Brook, and the Connecticut River offer opportunities for fishing and other water recreation. At present, the Air Line Trail's western terminus is in the village center of East Hampton and will eventually form a 50-mile trail linking Portland and Webster, MA. Plans are currently in place to extend the trail easterly into the town of Portland.

East Hampton's Water Pollution Control Facility continues to take on an increasing regional role, serving portions of Colchester, Hebron, and Marlborough.

Population Characteristics

It is important to identify the population characteristics of East Hampton residents in order to identify trends that occur over time. This information provides the basis to identify future town needs regarding a variety of issues such as housing, schools, infrastructure, transportation, community facilities, recreation, and other municipal services. The following section is based on statistics from a variety of different sources to profile the population characteristics unique to East Hampton.

Growing and Changing Population

East Hampton Continues to grow faster than the region and at a similar rate to the state.

The table on the previous page shows East Hampton's population growth from 1920 through 2020 compared to Regional and Statewide trends. Between 1930 and 1990, East Hampton's population growth exceeded both statewide and regional growth rates, reaching a peak during the 1940s and 1950s, when the population grew by more than one-third in successive decades. Growth slowed significantly during the 1990s but is projected to again exceed regional growth and keep pace with state growth through 2020.

Age Composition is Expected to Change

More important than total population growth is how that growth will be distributed among different age groups. The following table shows the actual and projected age distribution of the East Hampton residents between 1980 and 2020.

East Hampton Population by Age (1980–2020)

	1980		1990		2000		2010		2020	
Age	#	%	#	%	#	%	#	%	#	%
0-4	635	7%	782	7%	570	5%	717	6%	264	2%
5-19	2,144	25%	2,061	20%	2,750	25%	2,438	20%	2,229	18%
20-34	2,304	27%	2,720	26%	2,553	23%	1,502	12%	1,376	11%
35-54	2,036	24%	3,219	31%	3,440	31%	4,212	33%	3,356	27%
55-64	670	8%	745	7%	789	7%	1,933	15%	2,614	20%
65+	783	9%	901	9%	855	8%	1,782	14%	2,854	22%

Source: US Census, 2010

As "Baby Boomers" continue to age, the percentage of residents 55 and older is expected to grow to more than one-third of the total population by 2020, while the 0-19 age group is expected to decline from nearly one-third in 1980 to approximately one-fifth of the total population in 2020. The importance of these age trends is that each age group has different needs and by projecting them into the future, East Hampton can plan to meet these varying needs through housing and other strategies as well as community facility and service improvements.

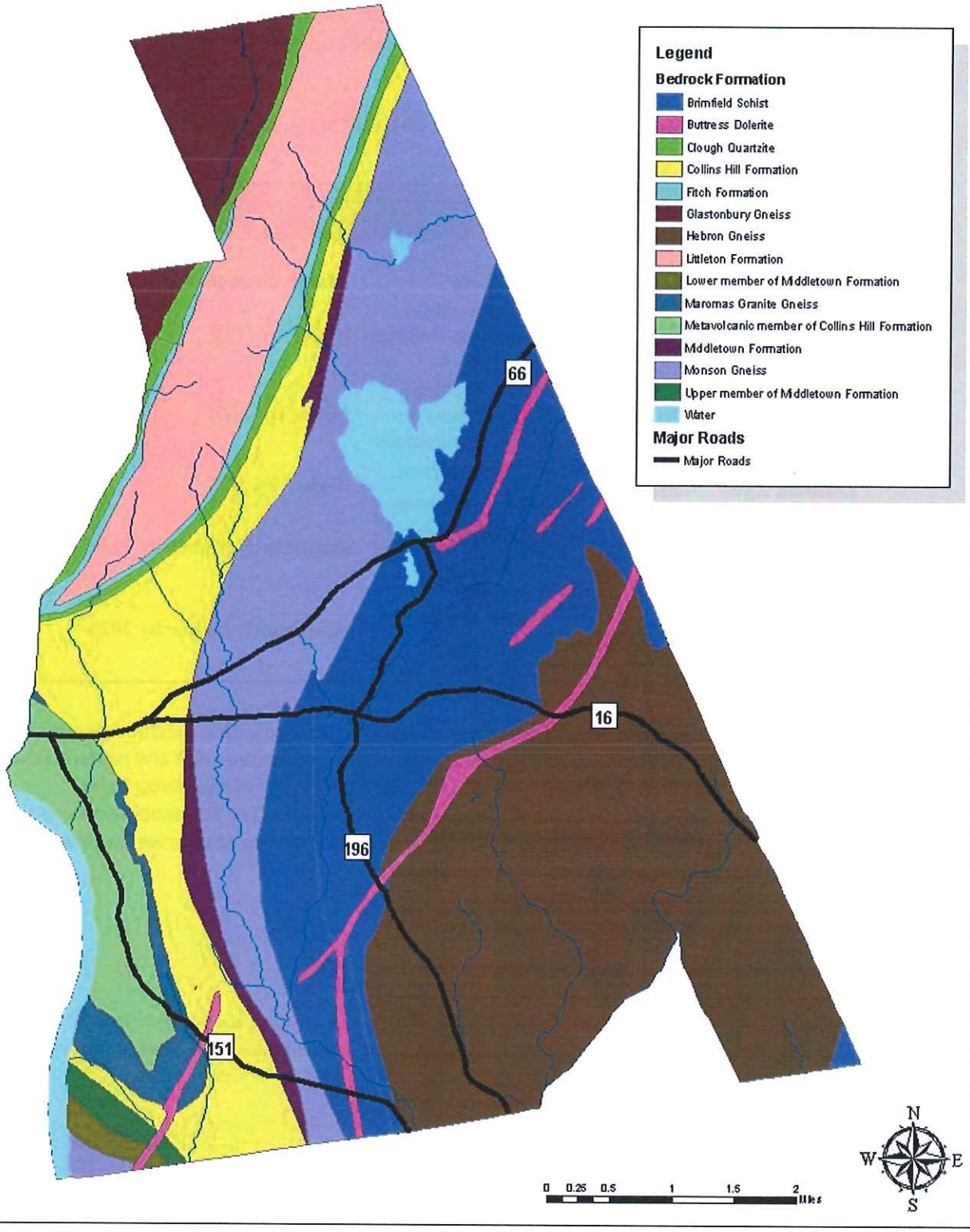
The following table depicts the various life-stages of East Hampton residents that will each have changing primary needs over the next fifteen years.

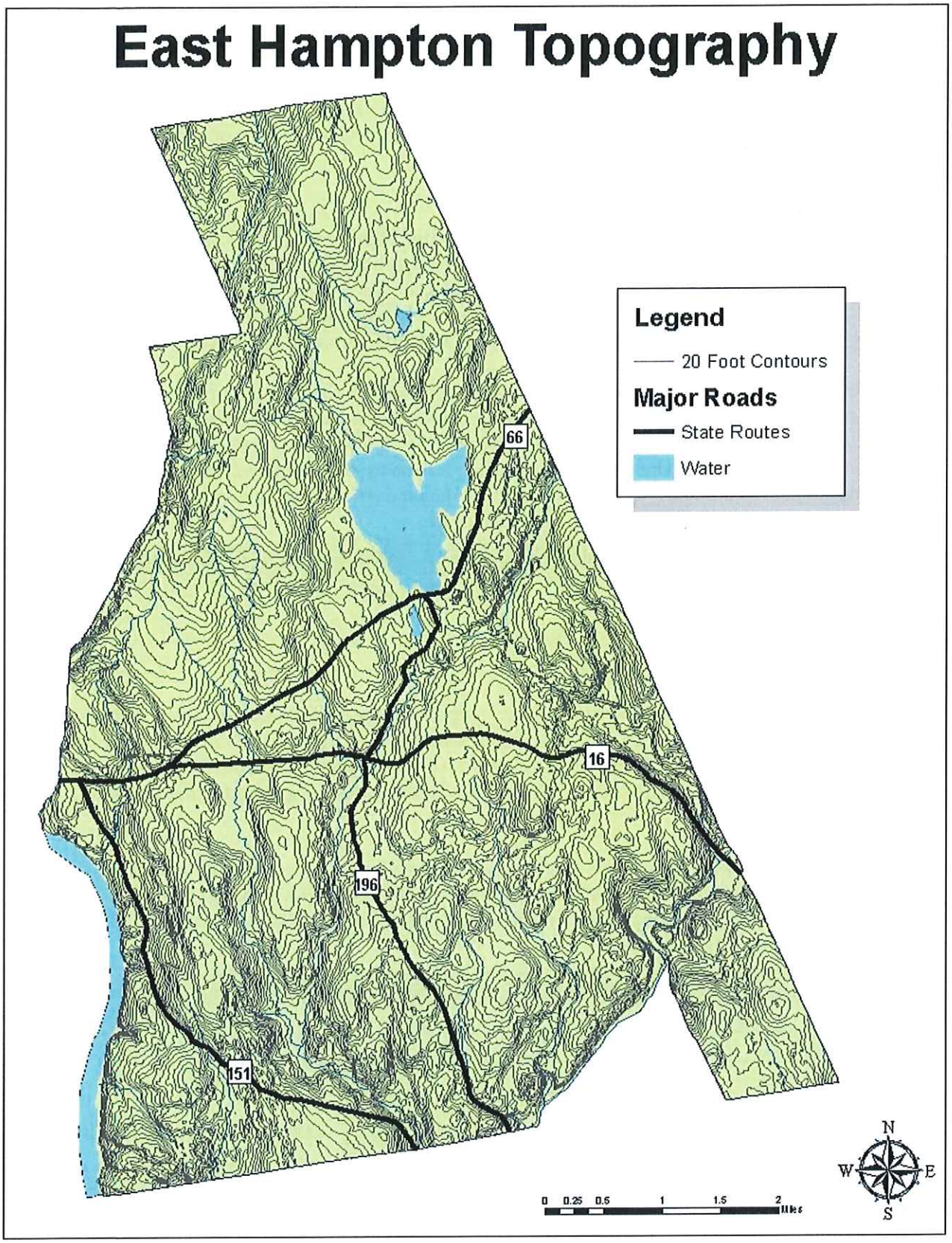
Description	Age Range	Primary Needs	Projection to 2020
Infants	0 to 4	• Child Care • School facilities	**Stable through 2020**
School-Age	5 to 19	• Recreation facilities/ programs • Rental housing	**Lower by 2020**
Young Adults	20 to 34	• Starter homes • Social Destinations	**Lower by 2020**
Middle Age	35 to 54	• Family programs • Trade-Up Homes	**Higher by 2020**
Mature Adults	55 to 65	• Smaller homes • Second Homes • Tax relief	**Significantly higher by 2020**
Retirement Age	65 & over	• Housing options • Transportation • Elderly Programs	**Significantly higher by 2020**

With moderate overall population growth expected, much of the change within specific-age groups will be the result of aging within East Hampton's existing population. The mature adult and retirement age groups are expected to increase significantly by 2020, due to the first half of the "Baby Boom" generation exceeding 75 years of age while the latter half will be 65 or older. Residents age 65 and over may nearly double as a percentage of total population by 2020, demanding alternative housing options, tax relief and other programs for older residents.

The Middle Haddam is a National Historic District. The Middle Haddam Episcopal Church is seen here.

East Hampton Bedrock




East Hampton Topography
Legend
20 Foot Contours
Major Roads
State Routes
Water
66
16
196
151
0 0.25 0.5 1 1.5 2
Miles
N
W
E
S

East Hampton Offers a Diversity of Housing

A community's housing stock is important because it is the primary land use of the Town and represents residents' biggest investment. The housing stock also greatly affects the quality of life for residents.

Average Household Size	
East Hampton	**2.54**
Region	2.40
Connecticut	2.56
Source: 2010 Census	

Housing Characteristics

As a result of lower birth rates, higher divorce rates, later marriages, and other factors, the average household size in Connecticut and the Lower Connecticut River Valley Region has declined from more than 3.1 persons per household in 1970 to 2.4 in 2010. As the table on the left illustrates, average household size in East Hampton has fallen as well.

The 2008 housing market crash caused a dramatic shift in new housing permits. In the early part of the 2000's it was not unusual that East Hampton would add well over 100 new residences in a year. That said, East Hampton has experienced a small increase in the number of new residential structures in the last two years. As the economy continues to recover, it remains to be seen what the impacts on the housing market will be. One area of growth has been townhouse and apartment style residences with the development of Edgewater Hill and Hampton Woods.

Residential Permits Authorized for Construction (2003-2014)											
2003	**2004**	**2005**	**2006**	**2007**	**2008**	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**
144	158	134	85	71	34	23	21	7	11	16	35
Source: US Census Bureau											

Detached single-family dwellings are the primary household type in East Hampton, and it appears this trend will continue into the future. The table below depicts the distribution of housing units by type. Changes in how the number of units per building are reported over time mask actual changes in the distribution of units but the 2010 results reveal relatively diverse housing opportunities for East Hampton's residents.

The following table depicts the ownership status or tenure of East Hampton's housing stock. The ownership rate has steadily increased from 1970 through 2010, which can be indicative of a stabilization of the Town's housing stock due to more resident owners, who historically take better care of dwellings than absentee property owners do.

Housing Tenure (1970 - 2010)										
Housing Type	1970		1980		1990		2000		2010	
	#	%	#	%	#	%	#	%	#	%
Occupied Units	2,148	100	2,941	100	3,770	100	4,126	100	4,506	100
Owned	1,643	76.5	2,317	78.8	2,988	79.3	3,337	80.8	4,015	89.1
Rented	505	23.5	624	21.2	782	20.7	789	19.2	491	10.9
Source: UC Census, 2010										

Housing Market

Median sales prices also help to illustrate the state of the local housing market. The table on page 18 shows the median sale price in East Hampton and the adjacent communities. Without knowing the mix of units sold in a given year (i.e. single-family vs. multi-family), East Hampton's prices showed steady growth prior to the 2008 housing market crash, but is rebounding while some regional towns showed declines in prices over time. With a $255,000 median sale price in 2012, East Hampton's housing stock appears relatively affordable within the region and the state as a whole.

Despite its rural location and character, nearly 11 percent of East Hampton's housing stock was rented in 2010. The rental rates and median rent shown on the next page are as much a reflection of the mix of rental units as their location in East Hampton.

Housing Units per Structure (1970 - 2010)

	1970		1980		1990		2000		2010	
Number of Units	#	%	#	%	#	%	#	%	#	%
1	1,828	79.5	2,551	83.4	3,373	80.2	3,553	80.5	4,247	86.3
2-4	0	0	0	0	448	10.6	428	9.7	239	4.9
5-9	0	0	384	12.6	195	4.6	203	4.6	218	4.4
10+	418	18.2	84	2.7	90	2.2	142	3.2	124	2.5
Mobile Home / Other3	53	2.3	403	1.3	99	2.3	86	3.2	96	1.9
Total	2,299	100	3,059	100	4,205	100	4,412	100	4,924	100

Source: US Census, 2010

Affordable Housing

While East Hampton certainly has affordable housing, an affordable mortgage or rent alone does not constitute an affordable housing unit by state statutes (G.G.S. Section 8-30g). Until a town reaches the goal of having 10% of its housing defined as affordable per Section 8-30g, it is subject to the affordable

2010 Affordable Housing Appeals Procedure List

(sorted by percentage affordable)

	Dwelling Units in 2010	Gov't Assisted	CHFA FMHA Mortgage	Deed Restricted	Total Assisted	Percentage
Middletown	19,697	3,679	613	0	4,292	21.80%
Colchester	5,409	390	84	0	474	8.80%
Portland	3,528	276	44	0	320	9.00%
Glastonbury	12,614	626	130	0	756	6.00%
East Hampton	**4,412**	**75**	**71**	**25**	**171**	**3.90%**
Marlborough	2,057	24	13	0	37	1.80%
East Haddam	4,015	74	26	1	101	2.50%
Haddam	3,201	22	7	0	29	1.00%

Source: CT DECD

Housing Growth		
Year	Units	Average Annual Change
1970	2,299	NA
1980	3,059	3.30%
1990	4,205	3.70%
2000	4,412	0.50%
2010	4,924	1.20%
Source: US Census		

Rental Rates (2010)	
No cash rent	8%
<$499	10%
$500-999	62%
>$1,000	20%
Source: U.S. Census Bureau	

Median Rent (2010)	
Haddam	$862
Glastonbury	$1,111
East Hampton	**$897**
Colchester	$1,082
East Haddam	$1,244
Middletown	$905
Marlborough	$997
Portland	$897
County	$701
Connecticut	$681
Source: US Census	

housing appeals procedure that shifts the burden of proof to the Town to show that threats to public health or safety resulting from an affordable development outweigh the need for affordable housing. In order to qualify under Section 8-30g, a dwelling unit must be:

- Assisted housing (housing funded under a recognized state or federal program),
- CHFA-financed housing (housing financed under a program for income-qualifying persons or families), or
- Housing that is deed-restricted to be affordable to low or moderate-income persons or families for at least 40 years.
- A moderate-income household earning 80% of the regional median household income or a low-income household earning 50% of the regional median household income cannot spend 30% or more of its gross income on rent, mortgage, utilities, taxes, or similar costs.

Median Residential Sale Price (1995—2012)					
	1999	1997	1999	2009	2012
Glastonbury	$180,000	$180,000	$199,500	$333,000	$345,000
Portland	$148,000	$123,000	$141,500	$245,000	$217,000
Marlborough	$140,500	$135,000	$137,000	$284,900	$316,000
East Haddam	$112,875	$130,000	$135,000	$255,000	$250,000
Colchester	$123,900	$121,000	$132,000	$235,500	$238,000
Haddam	$145,000	$138,500	$130,000	$237,500	$321,500
East Hampton	**$95,000**	**$121,000**	**$123,500**	**$257,500**	**$255,000**
Middletown	$115,000	$115,000	$116,000	$240,500	$220,000
Source: CERC Town Profiles, 2016					

At just under four percent affordable units, the Town is well below the State's goal of 10% affordable housing stock. As depicted in the table on the previous page, Middletown is the only nearby community that has met the goal of 10%.

Since the Legislature adopted Section 8-30g in the late 1980's, 171 deed restricted affordable housing units have been constructed or authorized by the Planning and Zoning Commission in East Hampton. When the State goal of 10% per town is met, the Town is exempt from the requirements of Section 8-30g.

For example, the median household income from the 2010 Census for East Hampton was $96,066. A family earning 50% of that would therefor have an annual income of $48,033, or $4,002.75 per month. Using 30% of monthly household income for housing expenses, they could potentially afford up to
$1,200 per month. As previously noted, the median rental cost in East Hampton was considerably lower at $897 per month. Despite this, twenty-three percent of the renter occupied units in East Hampton (112 households) had a gross rent greater than 35% of their household income, which for many low and moderate income households would create financial distress.

East Hampton Has a Modest Economy

Income

Income can be used as a measure of local wealth and stability. East Hampton's 2010 per capita income is slightly below the county and statewide averages while median household income is well above both the county and statewide averages. The discrepancy in income averages relative to the state and county is easily explained by East Hampton's larger than average household size, which distributes household income across a larger household, thus reducing per capita income.

Labor Force and Employment

East Hampton Labor Force (1970-2010)					
	1970	**1980**	**1990**	**2000**	**2010**
Population	7,087	8,572	10,428	13,352	12,891
Labor Force	1,611	1,738	2,874	7,266	9,191
Participation Rate	48.30%	53.80%	71.90%	70.70%	71.30%
Source: U.S. Bureau of the Census					

Over the last decade, the average annual unemployment rate has fluctuated between 2.4% and 5.4%.The following table shows labor force statistics for East Hampton. The Town's labor force and participation rate increased at a much faster rate between 1970 and 1990 than the overall population due to the impact of more women entering the workforce. However, the participation rate has remained relatively stable since that time.

Educational Attainment of Population			
Attainment	**East Hampton**	**Middlesex County**	**Connecticut**
Less than 9th Grade	2.30%	3.30%	5.80%
9th to 12th grade, no diploma	6.40%	8.00%	10.20%
High school graduate	32.00%	28.60%	28.50%
Some college, no degree	19.00%	18.80%	17.50%
Associate degree	10.10%	7.50%	6.60%
Bachelor's degree	19.80%	20.10%	18.20%
Graduate or professional degree	10.40%	13.70%	13.30%
Total	**100.00%**	**100.00%**	**100.00%**
High school graduate or higher	91.30%	88.70%	84.00%
Bachelor's Degree or higher	30.20%	33.80%	31.40%
Source: US Census, 2010			

2014 Median Household Income	
Glastonbury	$108,157
Marlborough	$112,714
Haddam	$99,010
Colchester	$98,899
East Hampton	**$96,066**
East Haddam	$82,773
Portland	$82,770
Middletown	$61,373
County	$77,931
Connecticut	$69,899
Source: CT CERC, 2014	

2010 Per Capita Income	
Glastonbury	$49,324
Marlborough	$41,669
Portland	$39,100
Haddam	$37,324
East Haddam	$37,156
Colchester	$35,479
East Hampton	**$34,555**
Middletown	$31,348
County	$37,519
Connecticut	$36,775
Source: CERC Town Profiles, 2014	

Percent of Grand List from Business (2013)	
Cromwell	14.90%
Middletown	14.31%
Middlefield	14.10%
Portland	8.90%
Haddam	5.60%
East Hampton	**5.30%**
Durham	4.90%
East Haddam	4.50%
Source: CPEC 2013 Municipal Profile	

2014 Jobs, Housing, and Worker Balance					
	Number of Jobs	Housing Units	Jobs/Housing Ratio*	Number of Workers	Jobs/Worker Ratio*
Middletown	27,488	21,335	1.29	26,083	1.05
Glastonbury	16,505	13,428	1.23	18,606	0.88
Portland	2,281	4,053	0.56	5,212	0.43
Colchester	3,573	6,341	0.56	9,026	0.40
Marlborough	1,156	2,320	0.50	3,603	0.32
Haddam	1,321	3,321	0.40	5,107	0.26
East Hampton	**1,887**	**5,490**	**0.34**	**7,090**	**0.27**
East Haddam	1,425	4,705	0.30	5,239	0.27
Connecticut	1,893,100	1,485,445	1.22	1,859,934	1.01

Employment by Industry (2010)	
Category	**%**
Agriculture, forestry, fishing, hunting, mining	1.1
Construction	5.8
Manufacturing	14
Wholesale trade	2.9
Retail trade	9.5
Transportation, warehousing, utilities	5.3
Information	4.5
Finance, insurance, real estate, rental, leasing	8.5
Professional, scientific, management, administrative	7.2
Educational, health, social services	27.1
Arts, entertainment, recreation, accommodation, food services	7.9
Public administration	3.2
Source: CT CERC, 2014	

Business Profile (2012)				
Sector	**Firms**	**% of Total**	**Employees**	**% of Total**
Construction	24	10.8%	107	5.7%
Manufacturing	14	6.3%	85	4.5%
Retail Trade	31	13.9%	322	17.0%
Health Care and Social Assistance	18	8.1%	228	12.1%
Accommodation and Food Services	17	7.7%	242	12.9%
Total Government	19	8.6%	502	2660.0%
Local/Municipal Government	14	6.3%	465	2460.0%
Total	**222**	**100.0%**	**1,887**	**100**

The tables on the previous page illustrate the education of East Hampton's residents relative to the County and State. The tables to the left contain information regarding the Town's labor force and employment. Educational, manufacturing followed by retail trade are the largest employment sectors as expected given the Town's four largest employers; East Hampton Public Schools, American Distilling & Manufacturing Co., America Extract Corp, and Stop and Shop.

Tax Base

In 2010, East Hampton ranked 122 out of 169 towns in terms of business property values as a percentage of its Grand List (5.3%). As shown in the table on page 19 , East Hampton ranks the third to lowest of the eight surrounding towns within the LCRVCOG Region. However, the Town's equalized mill rate is average among region towns.

Development Potential in East Hampton

With over 8,400 acres or 28 percent of the Town consisting of vacant and uncommitted residentially zoned land, there is considerable potential for additional residential development in East Hampton. Based on the current regulations, future residential development may occur on residentially zoned properties that are currently vacant, have excess land area for future development, or are not permanently protected from future development.

The latter category includes unprotected agricultural land and managed open space that is currently being used, but could be developed residentially in the future.

After factoring in such variables as zoning requirements, open space set- asides, road acreage, and natural constraints, the aforementioned acreage is reduced to 5,427 developable acres capable of supporting 2,788 additional housing units. Adding this number to East Hampton's existing housing stock results in approximately 7,800 housing units at full build-out.

Multiplying the potential number of dwelling units by East Hampton's average household size results in a potential population of over 19,812 residents at full buildout for an increase of nearly 6,900 residents above the 2010 Census population.

Zoning in East Hampton

East Hampton has a relatively simple system of nine zoning districts. The conventional districts fall into three main categories (residential, commercial, and industrial) that control the type and intensity of land use and allow for the segregation of incompatible uses. The Design Development, Professional Office / Residential, and Village Center Districts allow for a mix of uses, with the latter two mixing commercial and residential uses in close proximity. The map on page 23 reflects the current pattern of zoning in East Hampton.

Eighty-seven percent (87%) of East Hampton is zoned for residential development in four conventional zones, with minimum lot sizes ranging from 20,000 square feet (nearly one-half of an acre) in the Lakeside and Village Residential (R-1) District to 85,000 square feet (approximately two acres) in the Rural Residential (R-4) District. The R4 District has the most developable land at approximately 4,900 acres, which is almost 60% of all developable land in East Hampton.

Equalized Mill Rates (2012)	
Portland	21.62
Durham	21.29
Middlefield	20.70
Middletown	20.51
Haddam	19.75
East Hampton	**18.02**
Cromwell	19.59
East Haddam	15.74

Source: CT CERC Town Profiles, 2014

Equalized Mill Rates are adjusted to reflect the market value of Grand Lists in the year that they are reported, allowing towns with varying revaluation dates to be compared. Comparisons of equalized mill rates should be used carefully as they are dependent not only on the size of the grand lists but on the relative property values and levels of services provided from one community to the next.

Acreage by Zone	
Zone	Acres
R-1	1,016
R-2	5,304
R-3	1,719
R-4	10,752
PO/R	15
C	267
VC	46
I	317
DD	423
Total*	23,474

*Total may not add up due to Reserved Land.

Light industrial uses are limited to the Industrial and Design Development Districts that comprise approximately three percent (3%) of East Hampton's land area. These minimum lot sizes in these districts range from the 40,000 square feet in the Industrial District to five-acres in the Design Development District.

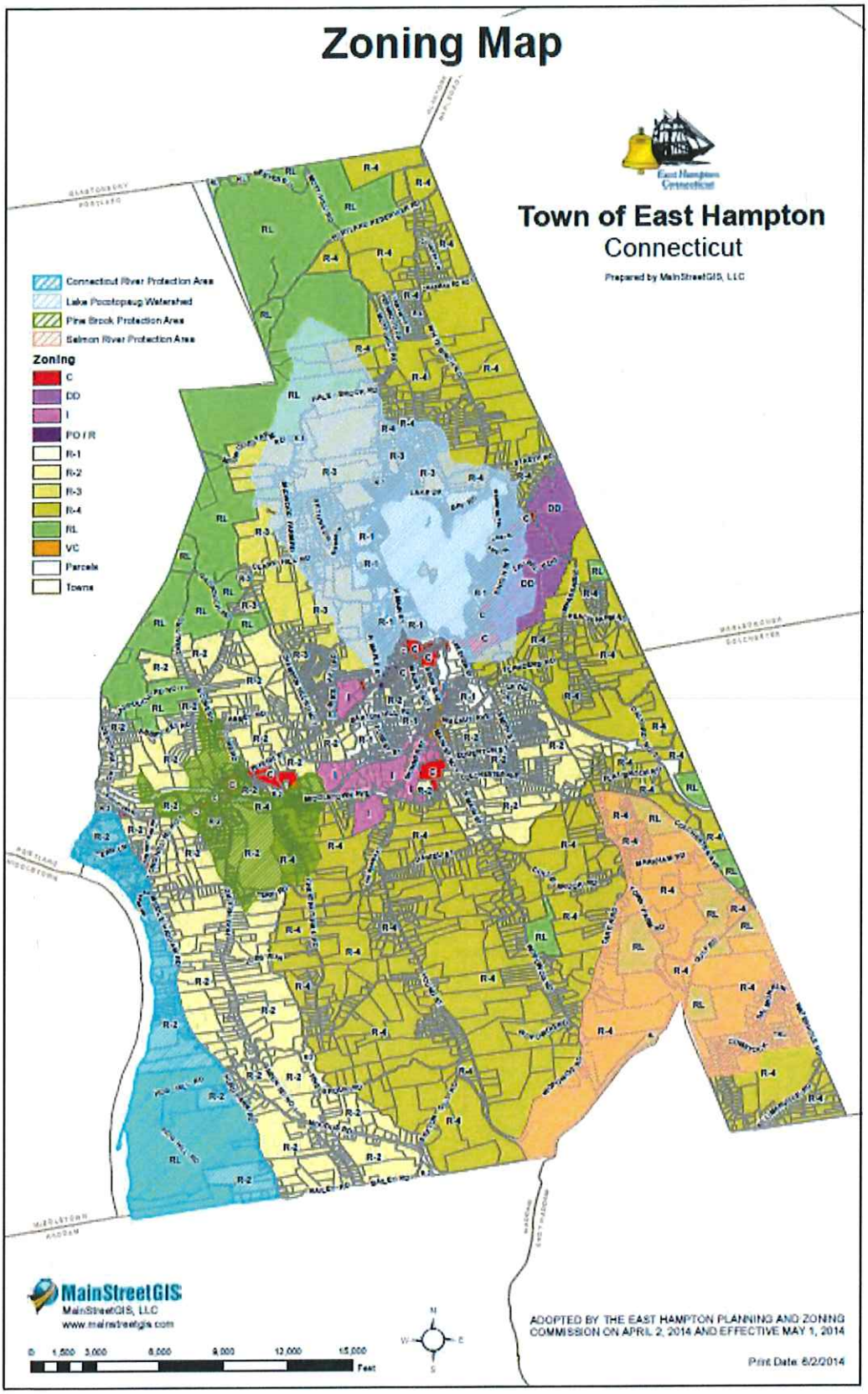
The Design Development District also allows commercial uses permitted in the Town's other Commercial (C) and Village Center (VC) Districts that comprise approximately one percent (1%) of East Hampton's land area. These range in size from the 20,000 square foot VC District to the 40,000 square foot C District.

The Planning and Zoning Commission has approved several zones which can be applied throughout town and serve different purposes. The Housing Opportunity District (HOD) Zone was created in order to allow the development of diverse housing types, including affordable housing to address housing needs. This zone can be applied to a lot larger than 10 acres and smaller than 200 acres in one of the residential zones. The Hampton Woods development along Route 66 near the Marlborough town line is being constructed using the HOD overlay. This project will include approximately 250 housing units, 30% of which will be affordable.

The Mixed Use Development District (MUDD) was created to encourage a mix of uses including housing and commercial uses. This zone is a floating zone governed by a Master Plan which must be approved by the Commission. The zone can be applied to any underlying zone, but must have direct access to a State highway and must be served by public water and sewer.

The Mixed Use Development District is currently in use at the Edgewater Hills Development on Route 66. This development lies on a roughly 70 acre parcel and will include a mix of commercial and residential buildings.

Edgewater Hills is a large mixed use development created using the MUDD overlay zone in the DD zone.


Zoning Map
Town of East Hampton
Connecticut
Prepared by MainStreetGIS, LLC
Connecticut River Protection Area
Lake Pocotopaug Watershed
Pine Brook Protection Area
Salmon River Protection Area
Zoning
C
DD
I
PD / R
R-1
R-2
R-3
R-4
RL
VC
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Towns
MainStreetGIS
MainStreetGIS, LLC
www.mainstreetgis.com
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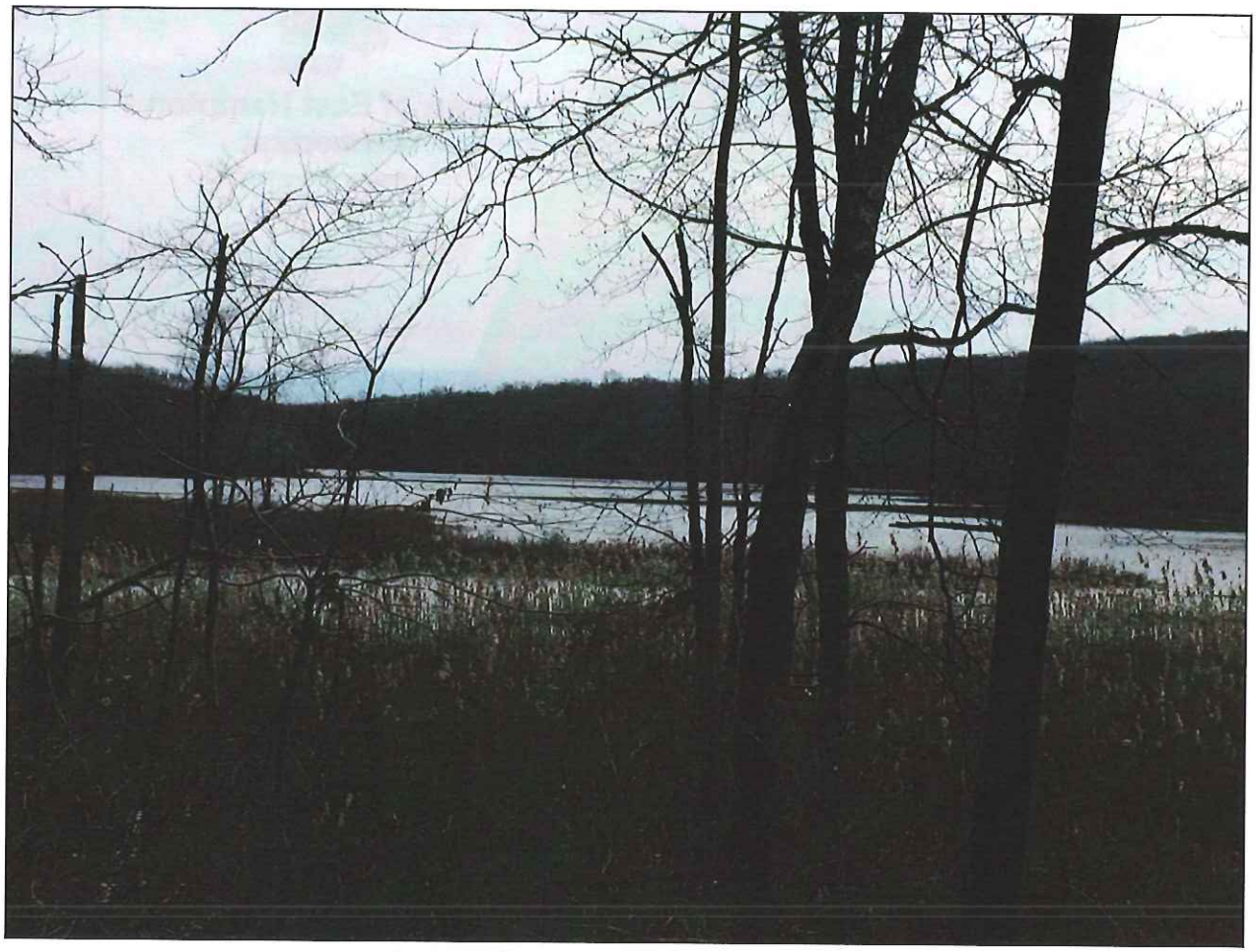
ADOPTED BY THE EAST HAMPTON PLANNING AND ZONING COMMISSION ON APRIL 2, 2014 AND EFFECTIVE MAY 1, 2014
Print Date: 6/2/2014



Town Owned Property on Chestnut Hill Road.

2 Community Issues

Overview

> *"If we could first know where we are, and whither we are tending, we could better judge what to do, and how to do it."*
>
> *Abraham Lincoln*

Public input is an important and necessary component of any Plan of Conservation and Development. Through public involvement, the Planning and Zoning Commission gains an understanding of the issues and concerns that are important to residents and ensures that the overall vision, and the strategies designed to achieve that vision, reflect the consensus of the community. By involving residents and building consensus during the planning process, the Planning and Zoning Commission can inspire residents to become advocates for the Plan who could ultimately push for the implementation of strategies that are important to them.

To ensure representative community involvement in the development of this Plan, the Planning and Zoning Commission employed several approaches: a series of public workshops along with discussion over several meetings, culminating in a public hearing on adoption. The public workshops covered various topics including housing, transportation, economic development, infrastructure, and future land use. The results of these efforts were used to:

- identify and prioritize important community issues,
- develop strategies to address them, and
- refine strategies prior to adoption.

The comments received were also used throughout this Plan to illustrate community consensus on various planning issues and the strategies to address them.

Things to Encourage

Through the Planning and Zoning Public Workshops and other public input, a number of guiding principles, activities, and community elements were identified as important to residents and should be encouraged through this Plan.

When asked during a scoping workshop, what are the most important issues to address in the Plan of Conservation and Development, the Planning and Zoning Commission responded with the following:

- retain and enhance community character;
- protect significant water resources such as Lake Pocotopaug, the Salmon River and potential drinking water aquifers;
- develop rational controls on retail growth to manage the amount and scale of development; and
- meet statutory requirements for planning and zoning.

Throughout the public participation process, residents were asked to rate the importance of various

Village Center Looking North on Main Street

community issues and amenities. A majority of respondents rated the following issues as very important, mirroring the Commission's primary concerns in many cases:

- small rural town,
- tax rate,
- Lake Pocotopaug,
- open space,
- beauty of the Town,
- the library, and
- road improvements.

Residents were also asked what they liked best about East Hampton. Responses included:

- small-town atmosphere,
- Lake Pocotopaug,
- people/community,
- the environment,
- location, and
- the schools.

Residents also indicated that the following activities should be encouraged:

Epoch Arts

- develop industrial/business base,
- promote shops/businesses,
- attract better restaurants,
- develop outlet/variety/specialty/gift/antique shops,
- create a public water system and expand public sewers, and
- fix and enhance sidewalk network.

By encouraging these issues, policies and ideas, the Town will enhance the safety, sustainability, environmental health, fiscal stability, ambiance and overall community welfare as we move forward into the future.

Things to Discourage

Village Center Looking West from Summit Street

Public input was also used to identify activities and elements that detract from the community and should therefore be discouraged.

Residents indicated the following as some of the challenges for the town moving forward:

- rapid development,
- blighted properties,
- distance from services,
- taxes,
- lack of an economic base or water system to support it,
- abuse of the Lake and environment,
- the condition of roads and sidewalks,
- RT 66 / traffic.

Additional activities and elements that residents feel should also be

discouraged, reduced, or eliminated include:

- rapid residential development,
- RT 66 traffic and speeding in general,
- speeding around Lake Pocotopaug, side streets,
- village center blight (junk/junk cars/derelict buildings/ roadside trash),
- damaged roads and sidewalks,
- High speed boats on Lake Pocotopaug, and
- Lack of diversity in businesses throughout town.

These are clearly detracting elements that are undermining the quality of life for residents and wherever applicable, the Plan should take steps to discourage or eliminate them.

Guiding Vision

Balance preservation of important resources with appropriate, diversified economic and residential development that meets community needs in order to protect East Hampton's rural small-town character and enhance the quality of life for its residents.

Overall Plan Direction

Guiding Vision

The Planning and Zoning Commission and East Hampton residents developed the following guiding philosophy for the development of this Plan:

Preservation of East Hampton's small town character with abundant open spaces and natural resources is essential for maintaining a vibrant community that fulfills the core societal needs of its citizenry, whereas providing a strong and multi-tiered economic base is vital to ensuring that the people enjoy the quality of life they have come to expect in our proud and independent community.

Like many of the community desires expressed on the preceding pages, the goals of preserving small-town character and providing a strong economic base to pay for desired community facilities and services can be at odds with one another. In order for this Plan to be successful in the face of such competing goals, compromises are necessary to strike a reasonable balance and ensure a better chance of success for all of the community's goals. Achieving balance is a recurring principle throughout this Plan and is an important theme in the overall vision for the Plan.

To achieve this vision, the Plan has been organized under the themes listed below.

Themes	Components
Protect Important Resources	• Protect water and other natural resources • Preserve more open space • Protect historic and scenic resources
Guide Appropriate Development	• Maintain rural small-town character • Provide better control of residential development • Guide appropriate, diversified, and quality business development
Address Community Needs	• Maintain and enhance quality community facilities and services • Ensure adequate infrastructure to support desired development • Ensure a safe and efficient transportation system

3 Protecting Important Resources

Protecting important resources is a critical element in maintaining community character and ensuring quality of life for current and future generations.

Overview

Much of East Hampton's community character and quality of life stems from its unique combination of natural, historic, and scenic resources. By protecting these important resources and guiding future development, East Hampton can maintain and enhance community character and quality of life for generations to come.

Protecting East Hampton's environment, character and other resources is very important to Town residents. To accomplish this goal, this Plan will strive to:

- protect water and other natural resources,
- preserve more open space, and
- protect historic and scenic resources.

Protect Water Quality

Protection of East Hampton's surface and groundwater resources is critical not only for environmental and public health but for economic health as well. Lake Pocotopaug, the Salmon River, the Connecticut River, and their fisheries are valuable recreational resources that play a vital role in the Town's tourist economy. The map on the opposing page illustrates many of East Hampton's water resources (and their water quality classification), which are described in more detail in the strategies to follow.

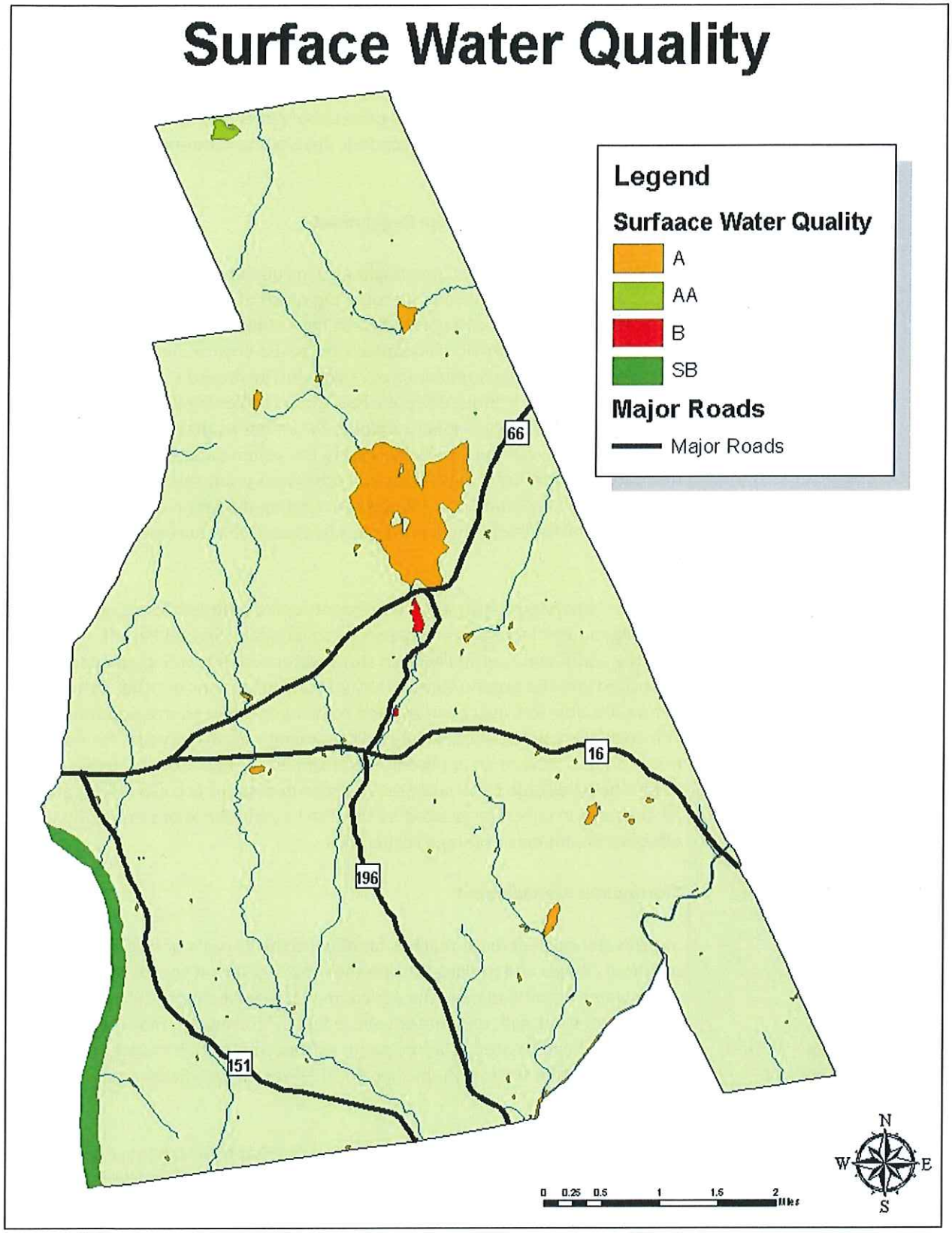
Protect Surface Water Quality

With its surrounding cottage development, recreational opportunities, and scenic beauty, Lake Pocotopaug (the Lake) is arguably the single most defining aspect of East Hampton's character. The Salmon River and other surface water bodies, while not as significant to community character, are also important for their natural, recreational, and scenic functions. While the following strategies are intended to have a direct impact on the water quality in the Lake and other water bodies, there are many other strategies contained throughout this chapter and the remainder of the plan that will indirectly serve to protect and improve surface water quality.

Watershed Protection Regulations

East Hampton has established both aquifer protection regulations and surface water protection areas to protect future public drinking water supplies critical surface waters in the Town. While not public drinking water reservoirs, these water bodies are used for swimming, boating, and fishing and their degradation can have far-reaching ramifications for the Town.

Watershed Protection Regulations and Surface Water Protection areas have been applied to critical watersheds and are identified on the Zoning Map as Watershed and Water Protection Zones and apply


Surface Water Quality
Legend
Surfaace Water Quality
A
AA
B
SB
Major Roads
Major Roads
66
16
196
151
N
W
E
S
0 0.25 0.5 1 1.5 2
Miles

Surface Water Quality Classifications
(Map on Page 29)

Class AA
Designated uses: existing or proposed drinking water supply, fish and wildlife habitat, recreational use (may be restricted,) agricultural and industrial supply.

Discharges restricted to: discharges from public or private drinking water treatment systems, dredging and dewatering, emergency and clean water discharges.

Class A
Designated uses: potential drinking water supply; fish and wildlife habitat; recreational use; agricultural and industrial supply and other legitimate uses including navigation.
Discharges restricted to: same as allowed in AA.

Class B
Designated uses: recreational use: fish and wildlife habitat; agricultural and industrial supply and other legitimate uses including navigation.
Discharges restricted to: same as allowed in A and cooling waters, discharges from industrial and municipal wastewater treatment facilities (providing Best Available Treatment and Best Management Practices are applied), and other discharges subject to the provisions of section 22a-430 CGS.

use standards and best management practices. Uses likely to cause surface water contamination can be regulated to the degree that they pose a minimal threat, or if impractical, prohibited altogether. Care should be taken to strike a balance between environmental protection and economic development; since much of East Hampton's economic development potential lies within the Lake's watershed.

Effective Impervious Coverage Regulations

The Watershed Protection Zone might also include improved standards for impervious coverage. The land surrounding much of the Lake was initially developed as seasonal cottages but most have since been converted to year-round use. Their conversion has caused increased environmental pressure on the Lake by increasing impervious coverage and increased stormwater runoff. Public sewers have addressed septic issues but the Zoning Board of Appeals continues to grant dimensional variances for additions that can negatively impact surface water quality by increasing the volume and velocity of runoff that can carry fertilizers, pesticides and other non-point source pollutants into the Lake. The maximum lot coverage surrounding the lake is set at 20%, but it is not unusual for these small properties to exceed that maximum by a large margin.

Effective impervious coverage requirements could address this situation by allowing modest increases in impervious coverage by Special Permit, provided that the additional essentially clean stormwater runoff is collected and infiltrated into the ground through dry wells, rain gardens or other means, before it is able to travel overland and collect non-point source pollutants. This regulatory process would negate the zoning variance process for many minor additions since an applicant must exhaust all regulatory remedies before being eligible for a variance. The stricter standards could also apply to all increases in coverage granted by the ZBA beyond those prescribed by the effective impervious coverage regulations.

Stormwater Management

Stormwater management reaches far beyond the impacts of single-family additions. Roads and parking lots are the most significant source of stormwater runoff and have the added impact of collecting significant amounts of sand, salt, and motor vehicle fluids. Stormwater management has historically been treated as a free good, with pavement stormwater runoff discharged into a state or municipal storm sewer, or an adjacent wetland and forgotten.

Under the Environmental Protection Agency's (EPA) new National Pollutant Discharge Elimination System (NPDES) Phase II guidelines, East Hampton and commercial properties tying into its stormwater system will be responsible for

reducing the discharge of pollutants to the "maximum extent practical" through the implementation of a series of "minimum control measures" and "best management practices." Such measures and practices might include:

- clarifying and strengthening the zero increase in runoff regulations contained in the Zoning Regulations;
- providing regular scheduled maintenance and cleaning of stormwater facilities;
- improving stormwater treatment by natural or mechanical means such as vegetative wetland buffers that filter pollutants; or grease and sediment traps that capture oily residue from motor vehicles and sand applied to pavement in winter;
- limiting clearing and grading of sites to minimize impacts on natural drainage patterns; and
- providing water quality education s to commissions and the public.

East Hampton is progressive in using mechanical separators to remove sand, silt and greases from public street stormwater runoff. With the purchase of a state-of-the-art vacuum truck and the proven success of three Vortecnic mechanical separators, it is feasible to require the use of these or similar devices for all new public streets within critical watersheds where stormwater treatment is not addressed through more natural means such as vegetated drainage swales or rain gardens.

The new Municipal Separate Storm Sewer (MS4) permit issued to the CT DEEP requires that municipalities take steps to clean pollutants from storm sewer systems prior to discharging them into public waterways. In addition, municipalities must take steps to identify and eliminate Illicit connections to the systems.

Septic Management Program

Septage from failed septic systems can pose a significant threat to both surface and groundwater resources by spreading Cholera, Cryptosporidium, Giardia, and other harmful bacteria. As noted previously, the use of public sewers has addressed this issue for much of the Lake's watershed but there are undoubtedly septic systems that remain in use within this watershed as well as in critical watersheds in more rural locations such as that of the Connecticut River, Pine Brook, and Salmon Brook. Before implementing such a program, the Town should assess the threat within each watershed to determine the necessity and appropriate tools to apply.

A Septic Management Program can include a variety of tools that the Health Department can mix and match according to need, including:

- registration of systems, noting their age, location and reserve capacity;
- mailed reminders for regular inspection and cleaning;
- certification of regular inspection and cleaning by a septic contractor;
- amortization of existing septic systems over a fixed period of time before hookup to available public sewers is required; and
- educational programs on the financial and public health benefits of proper care and maintenance of septic systems.

Waters Designated For Recreation in the Town of East Hampton

Percent Impervious Cover
- 0-11%
- 12-25%
- 26-50%
- 51-75%
- 76-100%

Designated For Recreation
- Fully Supporting
- Not Supporting
- Unassessed

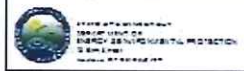
Subregional Basins

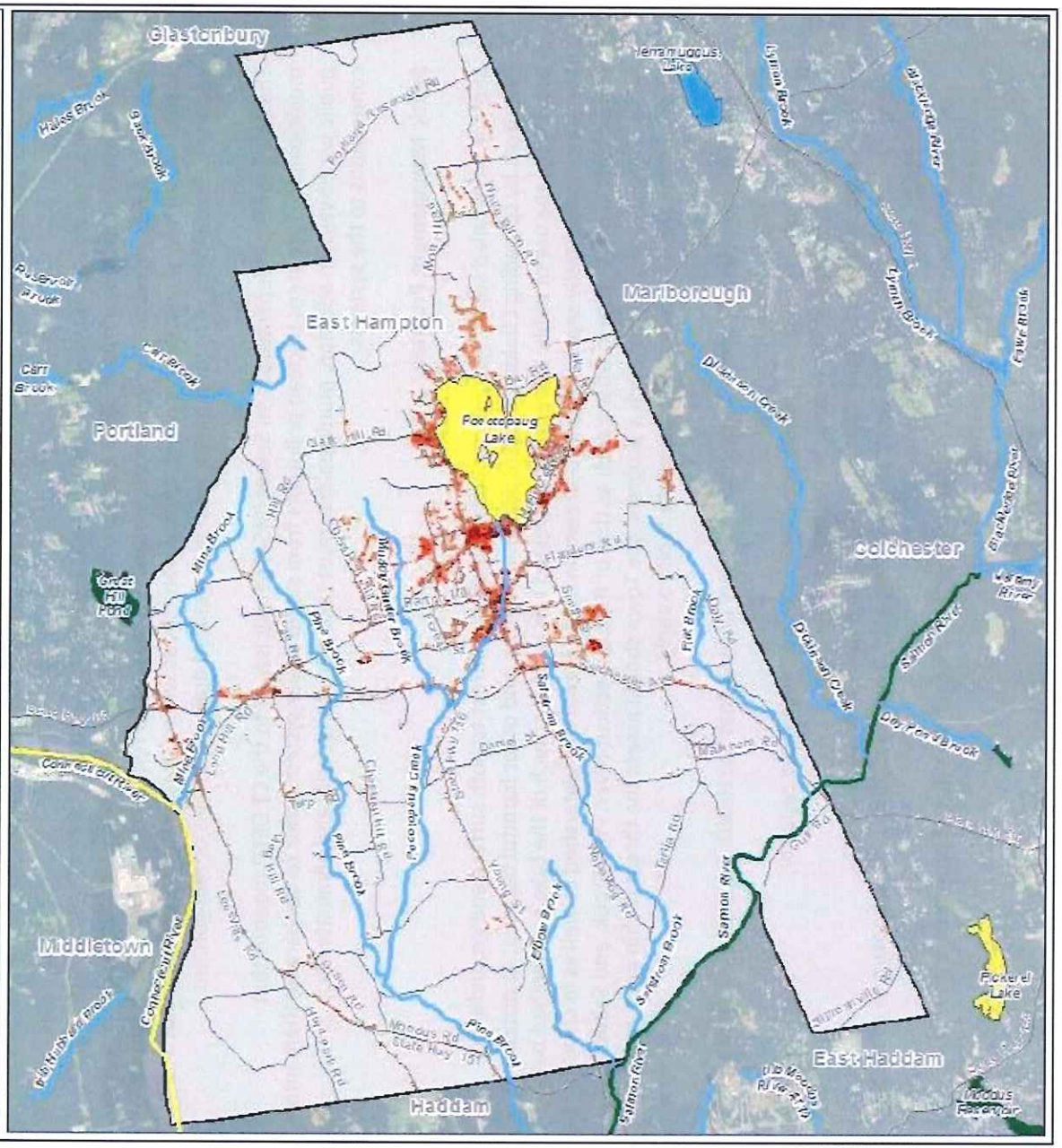
- Carr Brook
- Cold Brook
- Connecticut River
- Dickinson Creek
- Moodus River
- Pine Brook
- Reservoir Brook
- Salmon River

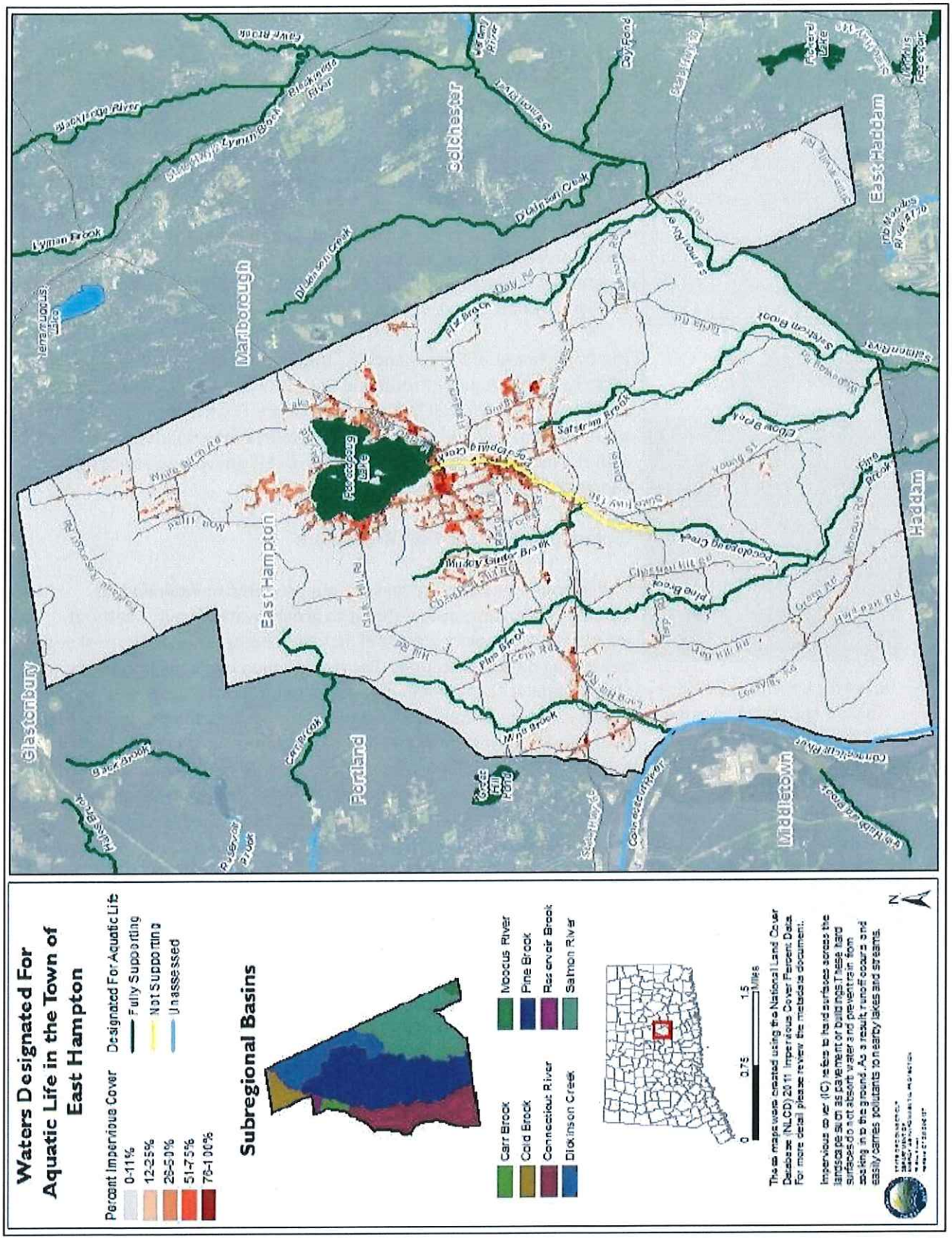
0 0.75 1.5 Miles

These maps were created using the National Land Cover Database (NLCD) 2011 Impervious Cover Percent Data. For more detail please review the metadata document.

Impervious cover (IC) refers to hard surfaces across the landscape such as pavement or buildings. These hard surfaces do not absorb water and prevent rain from soaking into the ground. As a result, runoff occurs and easily carries pollutants to nearby lakes and streams.






Waters Designated For Aquatic Life in the Town of East Hampton
Percent Impervious Cover
0-11%
12-25%
26-50%
51-75%
76-100%
Designated For Aquatic Life
Fully Supporting
Not Supporting
Unassessed
Subregional Basins
Carr Brook
Cold Brook
Connecticut River
Dickinson Creek
Moodus River
Pine Brook
Reservoir Brook
Salmon River
0
0.75
1.5
Miles
These maps were created using the National Land Cover Database (NLCD) 2011 Impervious Cover Percent Data. For more detail please review the metadata document.
Impervious cover (IC) refers to hard surfaces across the landscape such as pavement or buildings. These hard surfaces do not absorb water and prevent rain from soaking into the ground. As a result, runoff occurs and easily carries pollutants to nearby lakes and streams.
Glastonbury
Portland
East Hampton
Marlborough
Colchester
East Haddam
Haddam
Middletown
Pocotopaug Lake
Salmon River
Connecticut River
Lyman Brook
Blackledge River
Dickinson Creek
Salmon Brook
Pine Brook
Muddy Gutter Brook
Mine Brook
Carr Brook
Back Brook
Reservoir Brook
Great Hill Pond
Day Pond
Fickerd Lake
Moodus Reservoir
Hemmingous Lake

Town residents have identified protecting water quality as one of the highest priorities in this Plan.

Removing Underground Storage Tanks is essential to protecting groundwater resources.

Failing Septic System

Oil on a Parking Lot

Protect Groundwater Quality

Aquifer Protection Regulations

Aquifers are subsurface deposits of sand and gravel that contain significant amounts of water that can be pumped in volumes and rates necessary for public wells without appreciable effects. Despite the lack of any public wells within these watersheds, East Hampton already has aquifer protection regulations intended to regulate the use and storage of potential water contaminants above these aquifers and has appointed the Planning and Zoning Commission as the regulating authority.

The Department of Energy and Environmental Protection (DEEP) has adopted Model Aquifer Protection Regulations that specifically affect public water supply well fields. In light of the Town's desire for a public water system, it would be prudent to modify these regulations to comply with the minimum requirements of the DEEP's new regulations in anticipation of their future use.

Underground Storage Tank Regulations

Underground fuel storage tanks, if not properly maintained and monitored, can also pose a threat to groundwater quality. Without maintenance, an older steel tank has a life expectancy of 10 to 20 years, depending on soil conditions. For most homeowners, an underground storage tank is "out of sight and out of mind" until a problem arises. Recognizing the potential for leaking tanks to threaten property values, many lending institutions and insurance companies are requiring the removal of underground storage tanks prior to issuing mortgages or policies. However, this trend does little to address many longtime homeowners whose tenancy has long surpassed the life expectancy of their oil tanks.

To protect existing and potential drinking water resources, East Hampton should consider adopting an underground storage tank ordinance that:

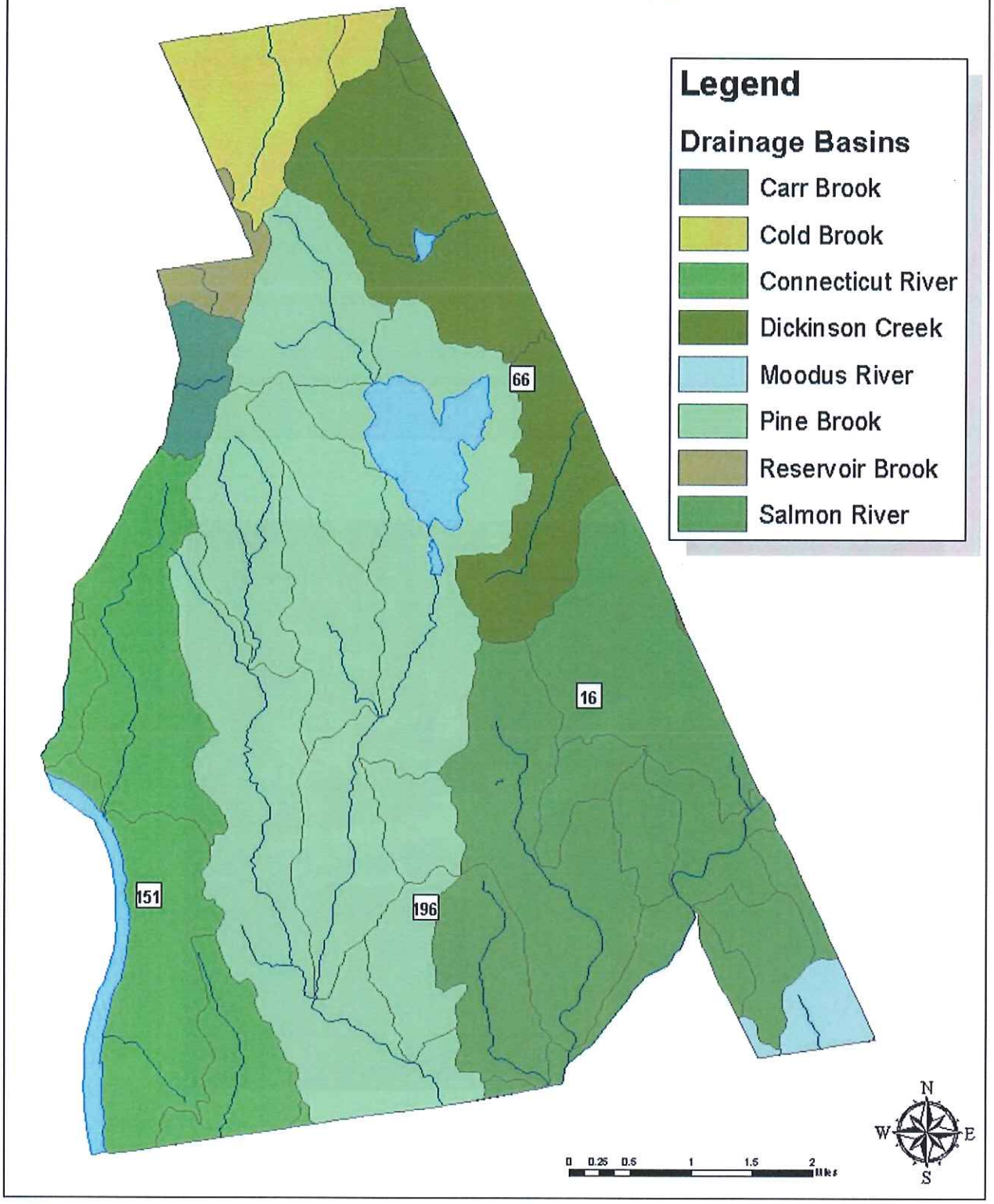
- prohibits the installation of new underground storage tanks;
- requires the registration, testing and/or monitoring of existing tanks; and
- requires the amortization of older tanks based on their age, construction and designed useful life.

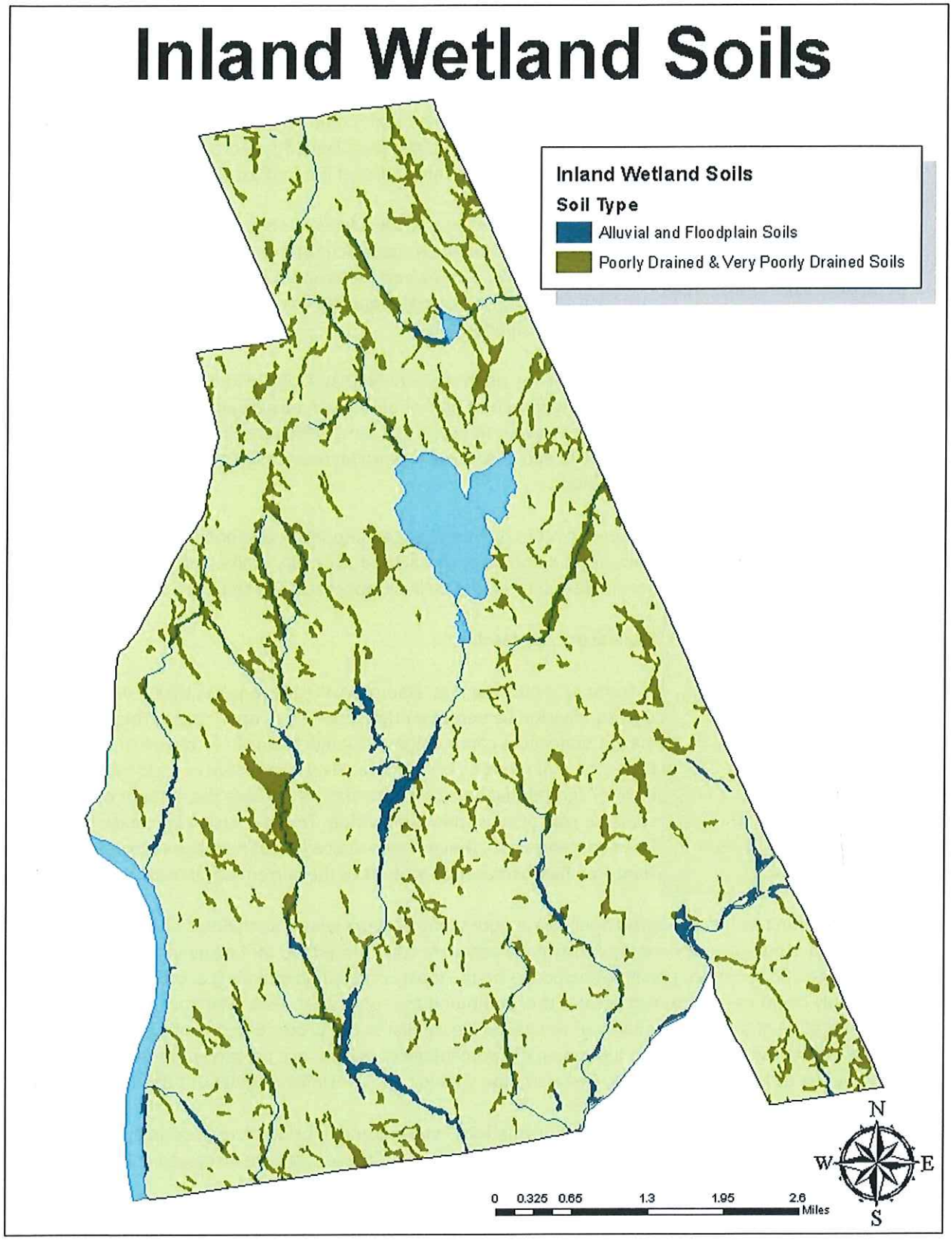
Water Quality Protection Strategies

1. Consider including effective impervious coverage requirements in the Watershed Protection Overlay Zone.
2. Require that the "first flush" of runoff be appropriately treated in terms of quality and rate of runoff.
3. Encourage site designs that minimize impervious surfaces, promote infiltration of stormwater, and reduce runoff.
4. Continue to provide vegetative buffers to wetland and watercourses to filter pollutants and protect them from direct receipt of runoff.
5. Consider requiring vegetative buffers surrounding Lake Pocotopaug to filter pollutants and protect it from direct receipt of runoff.
6. Limit the clearing and grading of sites to minimize the impact on natural drainage patterns.
7. Promote public education programs that address "non-point" pollution issues.
8. Modify the aquifer protection regulations to comply with the DEEP's model Aquifer Protection Ordinance when it becomes available.
9. Adopt a residential underground storage tank ordinance to prohibit the installation of new tanks, require the licensing and monitoring of existing tanks, and require the removal of older and undocumented tanks.

Pine Brook Falls Preserve

East Hampton Drainage Basins




Inland Wetland Soils
Inland Wetland Soils
Soil Type
Alluvial and Floodplain Soils
Poorly Drained & Very Poorly Drained Soils
N
W
E
S
0 0.325 0.65 1.3 1.95 2.6
Miles

Open Space Types

From an open space planning perspective, experience has shown that open space generally falls into four categories.

Dedicated Open Space
Land preserved in perpetuity as open space, often with public use.

Managed Open Space
Land set aside for some other purpose, such as a golf course or public watershed land that provides some open space value. Public use may not always be allowed.

Protected Open Space
Land protected from development, such as a conservation easement, but public use may not be allowed.

Perceived Open Space
Land that looks or feels open, such as a fallow farm or private woodlands, but is not preserved as open space.

Preserve More Meaningful Open Space

Preserving meaningful open space will help conserve important natural resources, protect wildlife habitat, create more environmentally sensitive development patterns, provide fiscal benefits, protect community character, and enhance the quality of life for East Hampton's residents.

The Open Space Plan page 40 illustrates the current inventory of open space and suggests desirable open space acquisitions that might further the many strategies to follow, if and when the properties become available through purchase, donation, or partial acquisition as open space set- asides as part of a residential subdivision.

In a 2005 survey, open space ranked as a high priority for East Hampton residents, with 82% of households surveyed agreeing that the Town should expand greenways to protect streams, 79% agreeing with purchasing more open space and 66% agreeing with increasing open space in new subdivisions.

Preserving more open space is an important component of protecting East Hampton's community character and quality of life. This can be accomplished through two basic approaches: regulation and acquisition.

Regulatory Approaches

In terms of regulation, East Hampton already requires that 15% of every new subdivision be permanently preserved as open space. This is typical of many Connecticut communities although towns have begun to increase the percentage of required open space. Sixty-six percent of residents surveyed in 2005 agreed that East Hampton should increase the amount of open space as part of every new subdivision. To date, such an increase has not been implemented., though open-space as a percentage of property in East Hampton has increased as a result of the current regulation.

Some communities have adopted open space equivalency factors where wetlands, floodplain, steep slopes, and other environmentally constrained areas are "discounted" so that an even greater percentage of open space preservation occurs on the most constrained parcels (i.e. one acre of wetlands might only count as one-quarter acre). Other communities require that dedicated open space be representative of the overall quality of the parcel (i.e. similar in the proportion of wetlands, floodplains, and steep slopes). In addition to increasing the percentage of open space preserved, these measures also improve the quality of open space. East Hampton should consider similar regulations for these reasons.

Flexible development and buildable land regulations, while intended primarily as resource protection tools, can also result in significantly more quality open space. These tools are discussed in more detail in Chapter 4.

When there is no appropriate open space within a new subdivision, the Connecticut General Statutes allow the Commission to accept a fee-in-lieu of open space equal to ten percent of the fair market value of the land prior to development, to be used to purchase open space elsewhere in Town. The Commission can also accept a combination of land and fee, but again is limited to ten percent despite a mandatory set-aside of 15% or more. Any fees must be placed in a dedicated open space fund created by the Town Council and Board of Finance expressly for this purpose.

An alternative might be to allow an equivalent off-site dedication of open space, such as land linking to the Air Line Trail, land adjacent to the Salmon River, or similar valuable open space. A variation on off-site dedication is open space banking in which the Town purchases threatened but desirable open space as it comes on the market and allows developers to gradually pay- down the purchase over time with fees-in-lieu of open space as they develop less environmentally sensitive land elsewhere in Town.

Regardless of the methods used, the Planning and Zoning Commission should obtain desirable open space or a fee-in-lieu thereof as part of every residential subdivision.

Acquisition Approaches

For East Hampton to be able to preserve the open space parcels that are most important to the Town's open space strategy, the community must be prepared to purchase key properties and/or work with property owners for their full or even partial donation, preferably before they come on the market.

To facilitate this, the Town should finance a dedicated open space fund on an annual basis or consider bonding to have an immediately effective fund, able to purchase critical open space as it becomes available. Several communities, such as Groton, CT, have successfully used this approach. When adequately funded, an open space fund can be used to leverage matching open space grants as they become available, making local funds twice as effective, and giving the Town a competitive edge over Communities with no appreciable funds in place.

Open space preservation does not always have to mean the purchase of an entire property. Many communities participate in one or more programs for purchasing development rights to protect farmland and open space. Land can also be purchased outright and paid back over time through a "reverse mortgage," leased back to an owner, or an owner can be granted "life use" of the property.

Donating land or development rights can also be an effective estate-planning tool. Many property owners have an emotional attachment to their land and given the choice, would prefer to see their property preserved in a way that enhances the

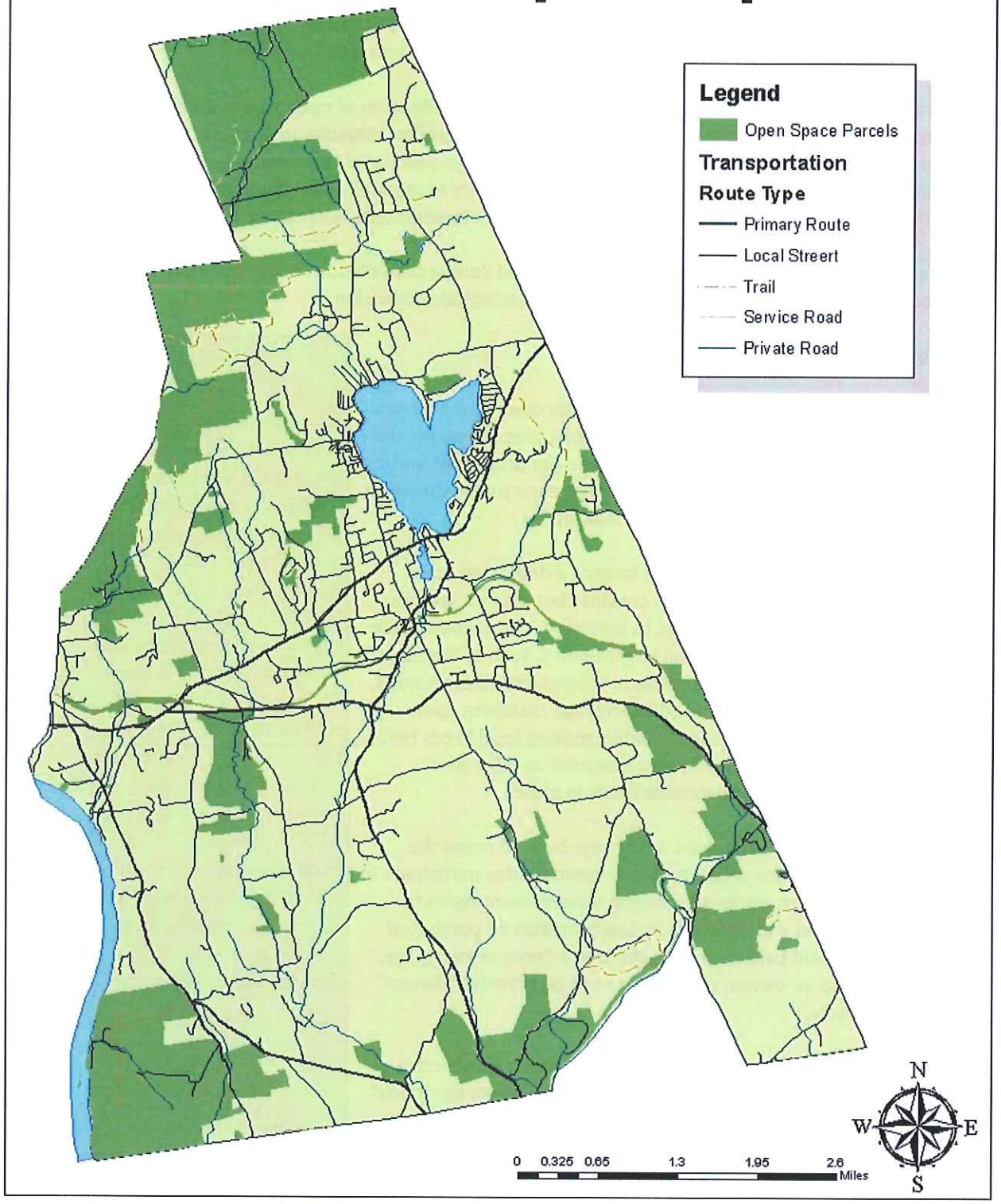
Fiscal Benefits

Studies have shown that purchasing open space can be fiscally responsible over time when compared to the perpetual costs of residential development that might otherwise occur. A 1990 study of three Dutchess County, NY towns by Scenic Hudson, Inc. found that residential land required $1.11 to $1.23 in services for every tax dollar it generated, while open land required only $0.17 to $0.74 in services.[1] According to a report by the Association of New Jersey Environmental Commissions, "for every $1.00 collected in taxes, residential development costs between $1.04 and $1.67 in services..." [2] A study of three rural Massachusetts towns found that residential development requires $1.12 in services for every dollar in tax revenue, compared to $0.33 in services for farmland and open space.[3]

1Thomas, Holly L. February 1991. "The Economic Benefits of Land Conservation," Technical Memo of the Dutchess County Planning Department.

2Association of New Jersey Environmental Commissions. "Open Space is a Good Investment: The Financial Argument for Open Space Preservation." 1996.

Protected Open Space



community rather than be developed. The active solicitation of open space donations (land, development rights, and easements) is an increasingly popular and successful open space tool that should be promoted in East Hampton. As discussed elsewhere in this Plan, Open Space Subdivisions can be another effective way of adding to the open space system as land is developed.

Transfer of Development Rights

Transfer of development rights (TDR) is a market based technique that encourages the voluntary transfer of growth from places where a community would like to see less development (called sending areas) to places where a community would like to see more development (called receiving areas). The sending areas can be environmentally-sensitive properties, open space, agricultural land, wildlife habitat, historic landmarks or any other places that are important to a community. The receiving areas should be places that the general public has agreed are appropriate for extra development because they are close to jobs, shopping, schools, transportation and other urban services." (Source: Pruetz, AICP, 1999).

Overall Open Space System

Interconnecting open spaces with greenways and enlarging existing open spaces is the most effective way for East Hampton to establish a meaningful open space system that provides benefits for both recreation use and protection of wildlife. The Town should connect open spaces into a system of greenways to protect streams and vernal pools. This strategy can be expanded to include trail and wildlife corridors as well. A system of greenways can function as wildlife corridors, allowing wildlife to migrate between larger open space habitats. By connecting the three villages with school campuses, recreation facilities and other community amenities, a trail system within the greenways can not only provide passive recreation but can also reduce dependency on automobiles.

Connectivity between greenway segments is critical to the effectiveness of the overall system. To close gaps in a greenway system, the Town should encourage other open space organizations to allow public access and secure easements over private property when necessary.

Enhance Existing Open Space

When opportunities to acquire land adjacent to existing open space arise, they should be evaluated for their ability to enhance the overall utility of the open space system and acquired if desirable. Such acquisitions can enhance wildlife habitat, create linkages between open spaces, and expand both passive and active recreational opportunities.

Protect Important Resources

Preserving open space is an important tool for protecting natural and scenic resources. While outright acquisition of open space typically provides the greatest benefits, protection of a natural or scenic resource can also be effectively accomplished using conservation easements. The Planning and Zoning Commission and Inland Wetlands and Watercourses Agency can require conservation easements to protect important resources during their respective application review processes.

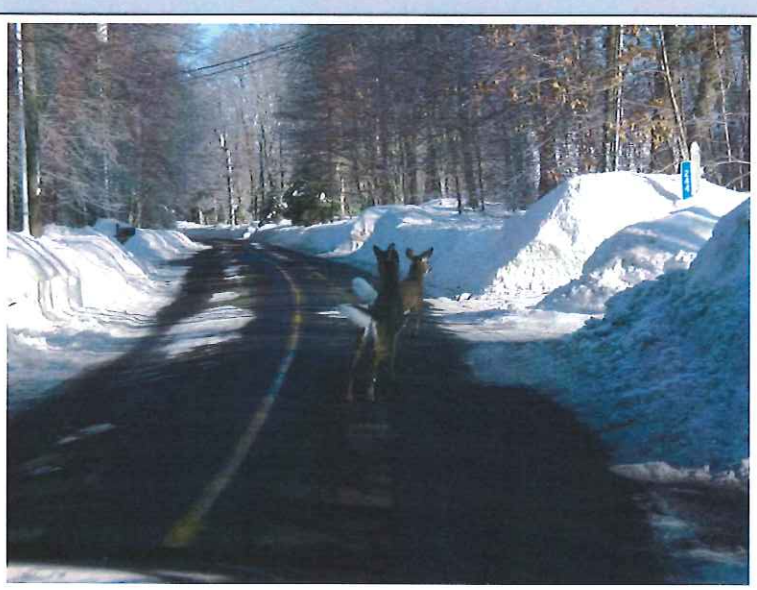
Identify and Prioritize Open Space Parcels for Acquisition

In order to facilitate the most effective use of open space funds, the Town should prioritize open space

parcels for acquisition based on their open space value or threat of development, to produce the most effective open space system for East Hampton. Depending on the workload of existing boards and commissions, the Town Council should consider creating an independent Open Space Committee comprised of commission members and other interested residents, to perform this function as well as make recommendations to the Council and Planning and Zoning Commission on both outright purchases of open space by the Town and mandatory set-asides through the subdivision process to preserve more meaningful open space.

Open Space Preservation Strategies

1. Consider increasing the mandatory open space "set-aside" to 20% as part of every residential development application.
2. Encourage the use of Open Space Subdivisions which maximize the amount of open space rather than traditional subdivisions which currently have a lower open space requirement.
3. Adopt regulations to require open space equivalency factors that discount the value of environmentally constrained open space or require the mandatory portion of open space to be representative of the parcel as a whole.
4. Adopt regulations to allow the acceptance of fees in lieu of open space.
5. Adopt regulations to allow off-site dedication and/or banking of open space.
6. Consider creating an open space acquisition fund and building it through annual contributions in the budget and/or by bonding to have a more immediate effect.
7. Pursue state and/or federal open space grants.
8. Convert unprotected and perceived open space into protected open space by acquiring land or easements.
9. Educate residents about benefits of open space donation and sale of development rights. Preserve Meaningful Open Space and Create a Greenway System
10. Interconnect open spaces into a system of greenways.
11. Establish trails along greenways to encourage passive recreation.
12. Encourage other organizations to allow for public access and use.
13. Continue to require conservation easements or other measures during approvals.
14. Identify and prioritize open space parcels for acquisition.



Deer running on White Birch Road during a particularly snowy winter.

Protect Important Natural Resources

Conservation of natural resources is important for preserving environmental functions, maintaining biodiversity, and preventing damage to the environment.

Relate Development Intensity to Land Capability

While natural resources are often degraded over time due to pollution and other factors, development activity poses one of the most significant threats to both the quantity and quality of natural resources in East Hampton. Not all land is created equal and unless development regulations acknowledge that fact, development will continue to encroach upon environmentally sensitive areas, degrading or depleting natural resources.

Buildable land regulations can relate development potential to the capacity of the land to support development. Environmentally sensitive areas such as wetlands, steep slopes, and floodplains are less capable of supporting development than dry, flat land, yet are often treated equally in many regulations. Development in and around these sensitive areas can lead to increased erosion and flooding as well as biodiversity and property loss.

East Hampton currently requires a minimum buildable area on each new lot in a residential subdivision. While well intentioned, this regulation is tuned more toward ensuring an adequate area to support a house, a well and a septic system, than protecting natural resources. Nothing discourages developers from incorporating unbuildable sensitive areas into oversized building lots where they can be built upon (slopes or floodplain) or inadvertently encroached upon in the future by careless homeowners clearing additional lawn (wetlands or wildlife habitat).

Salmon Run Open Space Subdivision

A developable land regulation has a subtle distinction from a buildable land regulation in that unbuildable areas are subtracted from the development potential of an entire subdivision before building lots are planned, thus minimizing development pressure on sensitive areas. In order for a developable land regulation to function, the Town must first adopt a density-based standard for determining development potential instead of the current minimum lot size approach. In this way, a density standard specifying the number of allowed dwelling units per acre can be multiplied by the developable acreage to determine an environmentally sensitive development yield. Density-based zoning will be discussed in more detail in Chapter 4.

The Cascade in Meshomasic State Forest

While not preventing the inclusion of environmentally sensitive areas in individual building lots, there is no longer an incentive to do so in order to maximize development yield. For example, if only half of a parcel is developable and the allowed density is tuned to create the equivalent yield of one-acre lots, the maximum development yield could be

achieved with one-acre lots located almost entirely within the developable area, leaving as much as half of the property untouched. Any financial gains achieved by incorporating unbuildable areas to increase lot sizes would be offset in part by increased infrastructure costs required to serve larger, wider lots. Soil conditions will determine the ultimate lot size where onsite septic systems are used.

Preserve Natural Diversity

Vast areas of the Town remain developable and likely contain significant areas of wildlife habitat. As development occurs, wildlife habitat will be fragmented and lost unless their disturbance is minimized. Loss of habitat can lead to wildlife encroaching on residential development and even a reduction in biodiversity if rare or endangered species are affected (see side- bar). Vernal Pools are an important resource devoid of fish which provide the necessary type of nutrients to allow the safe development of natal amphibian and insect species unable to withstand competition by predatory fish. The pools should be considered in addition to the NDDB and Natural Resource Protection areas.

To protect threatened or endangered species habitat identified in the DEEP's Natural Diversity Database, East Hampton's staff should work closely with applicants to mitigate any negative development impacts on these sensitive natural resource areas.

Another simple measure of added protection for preserving the natural ecosystem is to prohibit the deliberate introduction of non-native or invasive species during the site development or subdivision process. Invasive and non- native plant and animal species can aggressively multiply in the absence of natural predators, replacing native wildlife food sources, causing costly property damage and even threatening human health and safety. The DEEP maintains lists of invasive and non-native plant species as well as State endangered, threatened, or special concern plant and animal species. East Hampton should work closely with the CT DEEP and the UConn Extension in order to limit the spread of these species in order to protect valuable resources.

Lake Pocotopaug is also vulnerable to invasive species such as Eurasian Milfoil and Zebra Mussels, which could enter the Lake attached to boat trailers, in boat bilges, live wells, etc. East Hampton should continue boater education programs to prevent the spread of these harmful species.

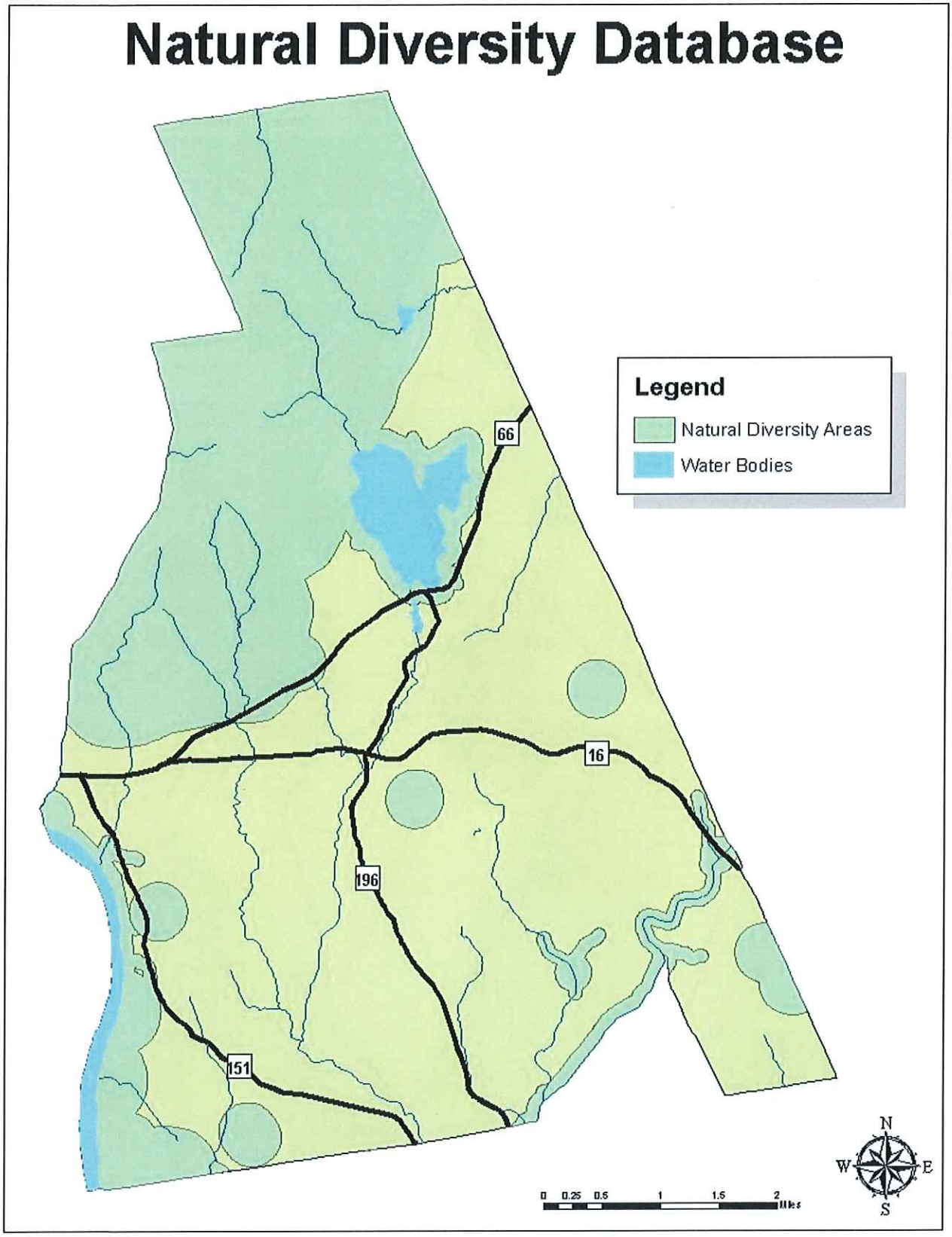
Important Wildlife Habitat

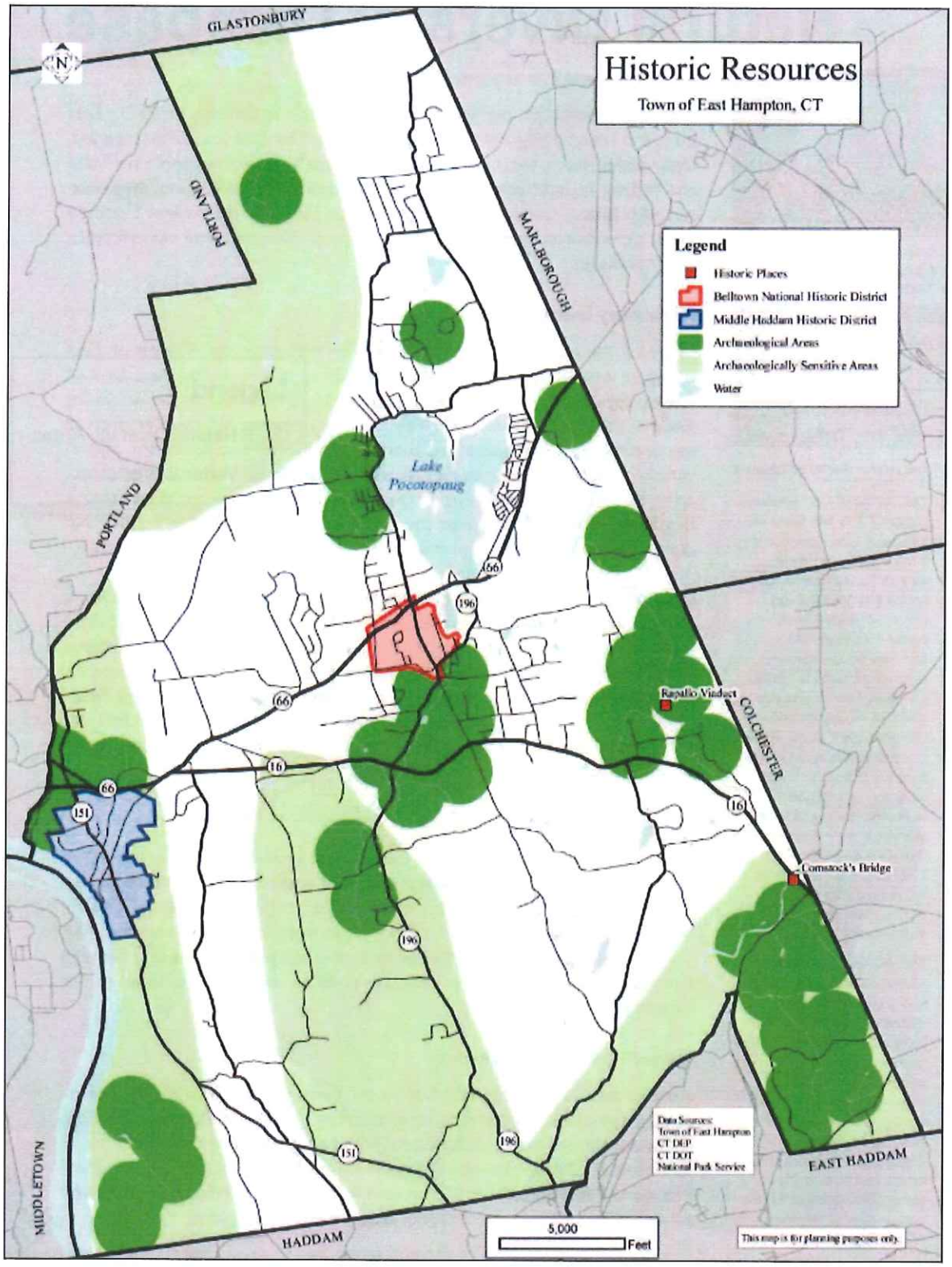
The Connecticut Department of Energy and Environmental Protection (DEEP) maintains a Natural Diversity Database (NDDB) that identifies areas where species of concern that are threatened or endangered may exist within East Hampton.

When development proposals occur in these areas identified by the DEEP, applicants should work closely with Town and DEEP staff to mitigate any impacts on the species of concern and its habitat.

Important Natural Resource Protection Strategies

1. Adopt developable land regulations to relate the density of development to the capability of the land to support it.
2. Minimize wildlife habitat loss through the preservation of open space and natural resource areas.
3. Work with applicants to ensure that important vernal pools and Natural Diversity Database (NDDB) resources are protected.
4. Prohibit the introduction of non-native or invasive species during the site development or subdivision process.
5. Collaborate with CT DEEP and the UConn Extension Service to maintain the health of open space properties, especially concerning invasive species.


Natural Diversity Database
Legend
Natural Diversity Areas
Water Bodies
66
16
196
151
N
W
E
S
0 0.25 0.5 1 1.5 2
Miles


Historic Resources
Town of East Hampton, CT
Legend
Historic Places
Belltown National Historic District
Middle Haddam Historic District
Archaeological Areas
Archaeologically Sensitive Areas
Water
GLASTONBURY
PORTLAND
MARLBOROUGH
COLCHESTER
EAST HADDAM
HADDAM
MIDDLETOWN
Lake Pocotopaug
Rapallo Viaduct
Comstock's Bridge
66
16
151
196
Data Sources:
Town of East Hampton
CT DEP
CT DOT
National Park Service
5,000
Feet
This map is for planning purposes only.

Preserve Historic Resources

East Hampton is proud of its rich heritage as both the center of bell manufacturing in the United States and as an important 19th Century ship-building center. Fortunately, residents' strong sense of pride and the Town's rural nature have enabled the preservation of much of the Town's history through its architecture and other historic elements. Now that East Hampton has been discovered as a residential bedroom community for the Hartford, New Haven and other labor markets, pride alone may not be sufficient to protect many of East Hampton's historic resources.

Encourage Sensitive Stewardship

Owning an historic resource is not for everyone and purchasing historic property should be considered carefully. While most of East Hampton's historic resources are privately owned, they are a significant part of the Town's character and there is an implicit obligation to maintain their architectural and historic integrity for the good of the Community as a whole. Owners who are emotionally and financially committed to maintaining historic resources can be the most effective means of preserving them. This kind of sensitive stewardship should be encouraged through educational programs and other technical assistance because no amount of incentives or regulations can protect privately owned historic resources from owner neglect and ultimately demolition.

Historic Resources Inventory

Building upon the earlier work required to nominate East Hampton's two National Register Historic Districts, the Town should complete a town-wide historic resources survey. When completed, the survey can be used to expand the existing National Register Historic Districts and make nominations to the national, state or even a local historic register for individual properties outside of these districts. Some of the Town's historic resources are illustrated on the map on page 46.

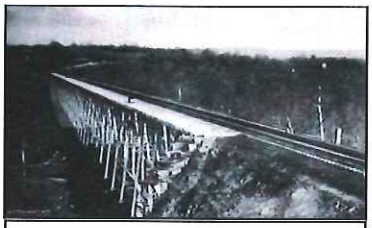
Recognize Significant Historic Resources

Recognition programs such as the National Register of Historic Places can encourage sensitive stewardship by instilling pride in ownership. East Hampton has two National Register Historic Districts: the Belltown Historic District in the Village of East Hampton and the Middle Haddam Historic District in the Village of Middle Haddam along the Connecticut River. There are also two National Register historic structures: the Comstock Bridge over the Salmon River and the Rapallo Viaduct over the Flat Brook. While mostly honorary in

National Register Benefits

In addition to honorific recognition, listing in the National Register offers the following benefits.

- Section 106 of the National Historic Preservation Act of 1966 requires that Federal agencies allow the Advisory Council on Historic Preservation an opportunity to comment on all projects affecting historic properties either listed in or determined eligible for listing in the National Register. The Advisory Council oversees and ensures the consideration of historic properties in the Federal planning process
- Owners of properties listed in the National Register may be eligible for a 20% investment tax credit for the certified rehabilitation of income-producing certified historic structures such as commercial, industrial, or rental residential buildings.
- Federal tax deductions are also available for charitable contributions for conservation purposes of partial interests in historically important land areas or structures.
- Qualification for Federal grants for historic preservation, when funds are available.



The Rapallo Viaduct in East Hampton spans Flat Brook on the Airline Railroad. Named for a director of the railroad, it is 1,380 feet long and 60 feet high. It was built out of iron in 1873, and later filled in when trains became heavier.

Historic District Designation will lower the value of homes.

False. Studies have shown that both national and local historic district designations can stabilize or increase property values relative to similar properties outside of historic districts.

Local Historic District Commissions can regulate interior changes to buildings.

False. Local Historic Districts in Connecticut can only regulate the exterior appearance of properties that are visible from the street. Any changes to the interior of a building and any changes to the exterior that are not visible from the street are not regulated.

Local Historic District Commissions can control the color of a house.

False. Painting a house is routine maintenance and is not a regulated activity. If requested, a Historic District Commission might offer advice on historically accurate paint schemes.

Local Historic District Commissions can prohibit the installation of handicapped access ramps or fire escapes.

False. Historic District Commissions cannot prohibit the permitted installation of features required to protect public safety.

nature, these national designations afford financial and preservation benefits as well (see sidebar on page 47).

The Connecticut Historical Commission also maintains a State Register of Historic Places, which contains 15 East Hampton buildings as well as the Comstock Bridge. Unlike the National Register, the State Register is strictly honorary in nature.

While there are certainly additional historic resources in East Hampton worthy of pursuing for either state or federal recognition, there are also historic resources of local significance that could be placed together with the state and nationally designated sites into local register of historic places. This would again be simply honorary in nature but the program could include placards to identify the age and/or original owner of the structure.

Local Historic Districts

Local historic districts are another effective means of protecting the integrity of historic resources. Local historic districts are established by a two-thirds vote of the property owners within the proposed districts and regulated by a Historic District Commission, whose membership is typically drawn from within the districts themselves. Once appointed by the Town Council, the Commission(s) can then adopt and administer ordinances requiring a Certificate of Appropriateness for certain exterior improvements as well as the demolition of historic structures within their district.

East Hampton already has one local historic district: the Middle Haddam Historic District (MHHD), created in 1975. Formerly a center for shipbuilding, the area encompassed by the MHHD contains over 100 structures from the Colonial, Federal, pre-Civil War and Victorian periods as well as more modern homes. East Hampton should continue to support the efforts of the Middle Haddam Historic District Commission to preserve the historic integrity within the district.

The Village of East Hampton could also benefit from the added protection of a local historic district but the timing and nature of the district would have to be mindful of the flexibility needed to adaptively reuse many of the historic industrial buildings in the Village. These buildings could be initially excluded from such a district and addressed through other means outlined below.

While the scope of regulations may vary from district to district, the intent should be to ensure that repairs and improvements do not harm the architectural character of historic properties or the surrounding

district. For example, Middle Haddam warrants regulations that attempt to keep the architectural integrity of existing structures and the village intact while a Belltown Historic District might need more flexible regulations that recognize the difficulties of adapting functionally obsolete industrial buildings to modern-day mixed- uses.

Preservation-minded property owners within local historic districts often appreciate the assurance that their investment in rehabilitating and maintaining their properties is protected by the continued historic and architectural integrity of neighboring properties. However, a concerted effort will likely be needed to educate property owners about the benefits of membership in a local historic district and to dispel myths and misinformation about how historic districts are regulated (see sidebar on page 48).

Certified Local Government Designation

With the creation of the Middle Haddam Historic District in 1975, East Hampton became eligible for designation as a Certified Local Government. Once designated, a local historic district would be eligible to apply for State and Federal historic preservation grants to conduct rehabilitation, education and other historic preservation programs. East Hampton should seek Certified Local Government status to take advantage of the additional opportunities that it provides.

Regulatory Incentives

Many of the commercial and industrial properties in the Village of East Hampton were built in the 19th and early 20th Centuries, before the advent of zoning regulations and the emergence of the automobile as the dominant mode of transportation. As such, they are non-conforming in many respects to modern building, fire, health and zoning codes. To encourage historic preservation, regulatory incentives such as adaptive re-use provisions can be adopted by the Planning and Zoning Commission to give historic property owners flexibility in re-tenanting their properties in return for making repairs that ensure the continued architectural and historic integrity of their properties.

One means of addressing the larger industrial sites would be to create a Design Development District that allows owners to master plan the redevelopment of their sites and create tailored regulations with uses and standards that balance the particular non-conformities of their sites with the requirements and needs of modern mixed-use development. In return for this flexibility, the master plan and regulations would take measures to protect the architectural and historic integrity of the property to the extent that it is practical (see sidebar).

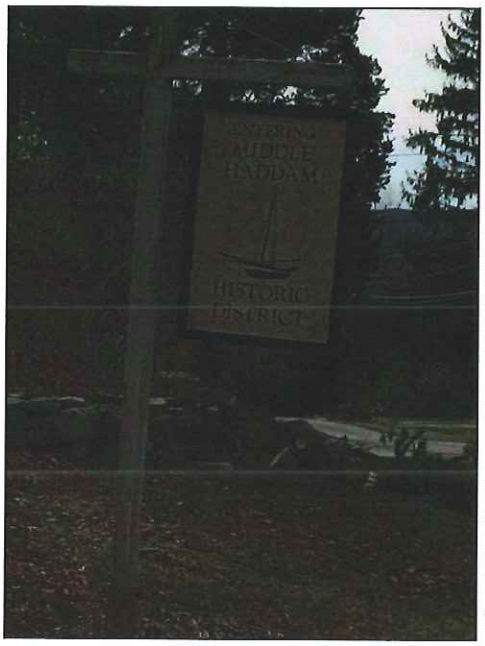
Archaeological Agencies

The State Historic Preservation Office's (SHPO) Staff Archeologist reviews all federal and State funded projects for impacts to archeological resources.

The State Archeologist of the Office of State Archaeology (OSA) provides technical assistance in the preservation of archeological resources to municipalities in their planning and zoning capacity for projects that do not require compliance with federal or state preservation legislation.

Industrial Heritage District

The Village of Collinsville in Canton, CT is similar to the Village of East Hampton in many respects but most notably for its historic industry (tool manufacturing) which influenced every aspect of village life. To allow for the adaptive reuse of the historic Collins Company factory property while protecting its historic character, the Canton Zoning Commission adopted regulations providing the frame- work for the creation of Industrial Heritage Districts that allow the owners of large industrial properties in Collinsville to create individualized regulations and master plans to govern their redevelopment. The resulting Industrial Heritage District regulations and master plans specify permitted uses as well as their location and intensity. Master plans identify all buildings to be added, preserved, or removed while the regulations provide standards for parking, landscaping, lighting, signs, and even architecturally and historically compatible materials for the construction or renovation of buildings.



Financial Incentives

The Town Council and Board of Finance can provide economic incentives such as tax abatements for the restoration of eligible historic resources. By simply deferring the tax increase on improvements made to historic properties, a major disincentive for making those improvements is reduced. The Town benefits not only from the visual improvement of the property but also from the eventual increase in property taxes as the improved value of the property is phased in.

Demolition Delay Ordinance

Another measure that can be taken by the Town Council is to adopt a demolition delay ordinance that requires as much as a 90 -day waiting period before historic buildings can be demolished. While not preventing the demolition of an historic building, the waiting period allows the opportunity to seek alter- natives to demolition such as purchasing the property, relocating the structure(s), or at a minimum, salvaging architectural components.

Education and Tourism Programs

The Chatham Historical Society should continue to expand upon their efforts to educate the public about East Hampton's history and the benefits of historic preservation, becoming a clearinghouse of information for residents interested in understanding and preserving the history of their homes. The Historical Society should continue to encourage house tours and other historic tourism initiatives as an element of East Hampton's overall economic development strategy.

Preserve Archeological Resources

East Hampton has a rich history and archeological resources are an important aspect of the Town's cultural heritage, which should be protected.

To date the Office of State Archeology (OSA) has recorded 51 archeological sites, including Native American camps, villages, and burial sites dating from over 11,000 years ago, as well as more recent colonial farms and industrial ruins. Of particular concern are the Middle Haddam Historic District, Salmon River, Pine Brook, Flat Brook, Connecticut River, and the Town Center.

At present, subdivision applications require an inspection for historical sites, but are not specific in terms of guidance. The Zoning Regulations do not address archeological review for Site Plans or Special Permits. If archaeological requirements are developed, they should be careful not to become a major financial or logistical burden for developers and property owners and discourage desirable development.

Historic Preservation Strategies

1. Encourage "sensitive stewardship" or pride in ownership as the most effective means of preserving historic resources.
2. Continue to identify and recognize important historical resources through national and state recognition programs.
3. Complete a town-wide historic resources survey.
4. Consider establishing a local register of historic places.
5. Pursue Certified Local Government designation.
6. Provide economic incentives such as tax abatements for restoration of historic resources.
7. Adopt regulatory incentives (such as historic overlay and/or adaptive re-use provisions in the Zoning Regulations).
8. Adopt a demolition delay ordinance that requires as much as a 90-day waiting period before historic buildings can be demolished.
9. Continue to provide educational programs and technical assistance about historic preservation to historic property owners.
10. Consider modifying the Zoning and Subdivision Regulations to clarify and strengthen archaeological and historic resource requirements.

The Comstock Bridge, originally built in 1840 was significantly rebuilt recently by the CT DEEP.

Preserve Scenic Resources

East Hampton's natural and man-made scenic character plays a significant role in the overall character of the community. From its picturesque villages to its scenic vistas, East Hampton's scenic character makes the town attractive to residents, tourists, and outdoor enthusiasts alike. Like natural and historic resources, if not adequately protected, scenic resources can be degraded or even lost.

Protect Scenic Areas and Vistas

Scenic resources can be grouped into two main categories: vistas that offer distant scenic views and scenic areas that may offer scenic views from within as well as from afar. Lake Pocotopaug offers numerous scenic vistas and there are expansive views of the Connecticut River as well.

Other scenic areas include East Hampton Village Center, Middle Haddam and East Hampton's abundant state park, forest and wildlife preserve land which derive their scenic character from a combination of natural and historic elements.

The Town should form or designate a committee to conduct a thorough inventory of scenic resources to allow the Town boards and commissions, such as the Planning and Zoning Commission can take steps to protect them.

Preserve Undeveloped Land As Long As Possible

While not protected from development, undeveloped land contributes to the overall character and quality of life in East Hampton. Such land should be preserved for as long as possible.

Public Act 490 can be an effective tool in reducing the cost of owning undeveloped land. This program allows the Town to reduce property taxes on farmland, forest and open space in return for not developing the land for a ten-year period. If the land is developed during the ten-year period, a recapture provision allows the Town to recoup a prorated share of the taxes that would have otherwise been paid without the tax reduction.

East Hampton should investigate whether it is one of a select number of Connecticut towns authorized to regulate forestry practices. Once the Department of Energy and Environmental Protection adopts model regulations, authorized towns will be able to use its Forest Practice Ordinance designed to mitigate the impacts of commercial logging through a strict regulatory process administered by the local conservation commission or other agency.

Protect Scenic Roads

East Hampton has many roads throughout town that are scenic in character due to natural and historic features located along them as well as the rural character of the roadways themselves (i.e. narrow, winding, tree lined, etc.). Several scenic roads are illustrated on the Transportation Plan (page 89). A scenic road ordinance offers a degree of protection by limiting road improvements that might alter a road's scenic character. Unfortunately, many of the elements that make a road scenic such as stone walls, significant trees, rustic barns, and scenic meadows often lie outside of the road right-of way,

beyond the reach of state and local scenic road regulations, requiring a second level of protection. As development threatens the character of these roads, consideration should be given to protecting scenic elements through conservation easements, open space acquisition, or other means to limit the disturbance of stone walls, street trees, and other scenic features, while pushing development away from roads. Consideration should be given to providing design flexibility in the Subdivision and Zoning Regulations to allow for thoughtful subdivision designs that do not penalize a developer for preserving historic or scenic resources.

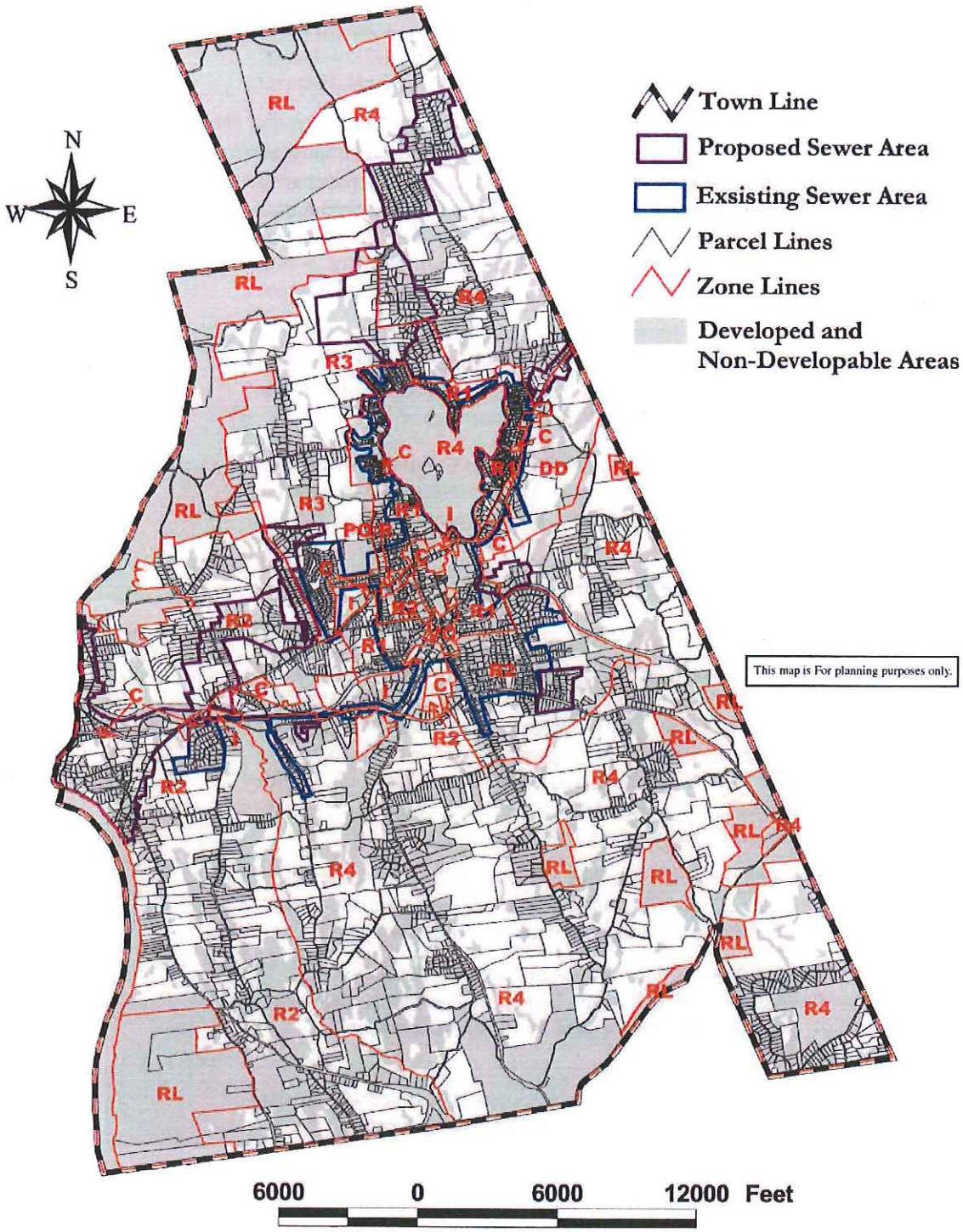
Utility maintenance is also a threat to scenic roads. Utility companies and their contractors often disfigure street trees for the sake of electrical or telephone reliability. While an important duty, such maintenance does not always have to be so destructive to scenic character. The Town's designated Tree Warden can intervene and should work cooperatively with the utility companies to limit pruning to the extent necessary to maintain service reliability.

Scenic Resource Protection Strategies

1. Inventory scenic resources and establish policies and regulations to protect them.
2. As scenic roadsides are developed, preserve scenic elements through conservation easements or open space set-asides.
3. Take full advantage of all three PA 490 programs to delay development of land for as long as possible.
4. Work with utility companies to preserve scenic streetscapes.

The Airline Trail is a scenic resource and a major tourist draw.

Town of East Hampton, CT
DEVELOPABLE AREAS MAP



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4 Guiding Appropriate Development

community that will continue to experience growth pressure over the next ten years and beyond. Unless this growth is guided more appropriately, current patterns of development will consume larger than necessary amounts of forest, farmland, and wildlife habitat, and alter the rural character of the community. By better guiding the character, location, and intensity of development, East Hampton can minimize its impact on community character and protect the natural, historic, and scenic resources that are so important to East Hampton residents.

Economic development is an important issue in East Hampton for providing a diversified tax base, jobs and shopping opportunities, as well as defining community character.

Major development issues facing East Hampton include:

- guiding more appropriate residential development;
- attracting appropriate commercial and industrial development; and
- improving the appearance of commercial and industrial development.
- protecting the quality of surface and ground water.

Guide Appropriate Residential Development

With the vast majority of East Hampton zoned for residential use, future residential development will likely create the most significant impacts on community character and quality of life. By guiding more appropriate development patterns, East Hampton can minimize some of the negative impacts of residential development without increasing housing costs.

Consider Adopting Density Based Zoning

As in numerous other communities throughout Connecticut, many East Hampton residents are unhappy with the pattern and appearance of residential development. Like many of these other communities, East Hampton needs to look no further than its own conventional zoning regulations to place the blame. Property owners and developers are simply seeking to maximize returns on their investments within a regulatory framework where addressing community concerns are often at the expense of building lots and profits.

East Hampton's conventional zoning regulations use minimum lot area and minimum lot width to control the density of development, resulting in large-lot, "cookie cutter" subdivisions that can undermine community character. To maximize densities, developers must incorporate environmentally sensitive areas into building lots, where they become vulnerable to insensitive property owners. Minimum width requirements place a premium on infrastructure and encourage the development of existing, sometimes scenic road frontages to minimize road costs. Open space can become an afterthought at the rear of subdivisions, as placing it towards the front of a subdivision requires longer streets and utilities to serve lots at the rear of a development.

Density-based zoning replaces minimum lot standards with simple density factors that regulate density in a more flexible and less intrusive manner. For example, in the R-4 district, current regulations require a minimum lot size of 85,000 square feet or roughly two acres per lot and a minimum lot width of 100 feet, creating an effective density of one dwelling unit per two acres before accounting for roads and open space. This regulation results in an entire developable parcel being carved into building lots of two-acres or more, with the exception of new roads and any mandatory open space. Under density-based zoning, a simple density factor is used instead of a minimum lot size and lot width. The density factor accounts for the provision of new roads, mandatory open space, and the difficulty of maximizing the number of building lots under conventional zoning when dealing with the irregular area and shape of raw land (an efficiency loss factor). A density factor of 0.38 dwelling units (d.u.) per acre in the R-4 District might be derived as follows:

- 1.0 d.u. per 2 acres = 0.50 d.u. per acre
- 0.50 d.u. per acre – 15% for open space -5% for public roads – 5% for efficiency loss = 0.375 d.u. per acre, rounded up to 0.38 d.u. per acre.

The Planning and Zoning Commission (P&Z) can also derive density factors from actual densities achieved in conventional subdivisions in each District or set them at any level that they feel is appropriate to meet community goals.

Another benefit of density-based zoning is that the P&Z can adopt and easily adjust density factors without creating non-conforming lots since density- based zoning eliminates minimum lot sizes and only regulates the further subdivision of land. For example, if the P&Z rezoned an area from the conventional R-3 District to the R-4 District, existing parcels of approximately 60,000 square feet in area would become non-conforming in size, and a property owner with sufficient land to create two 60,000 square foot lots might not have enough land to create two 85,000 square foot lots. If the P&Z rezoned the same area from a conventional R-3 District to a density-based R-4 District with a density of 0.38 d.u. per acre, it would not create non-conforming lots, since there would no longer be a minimum lot size, but that same property owner would still have insufficient land to create two building lots at the new lower density.

As discussed in Chapter 3, a developable land regulation can be used in conjunction with density-based zoning to subtract unbuildable areas from the development potential of a parcel before building lots are planned, thus minimizing development pressure on sensitive areas. By multiplying a density standard by only the developable acreage, a more environmentally sensitive development yield is achieved. As noted earlier, this process does not prevent the inclusion of environmentally sensitive areas in individual building lots, but there is no longer an incentive to do so in order to maximize development yield.

Encourage Open Space Development Patterns

In a 2002 Town-wide survey, the majority of residents were opposed to alternatives to large-lot residential development and allowing higher densities in sewered areas. One could speculate that residents at the time were not necessarily opposed to the residential housing patterns but to the notion of allowing increased densities, which in turn can lead to more demand for services and higher taxes. In an effort to protect valuable natural resources and in response to the 2002 survey, the Planning and Zoning Commission adopted regulations for Open Space Subdivisions in 2011. This type of development is not a requirement, rather a tool that can be used by the Planning and Zoning Commission in order to

protect open space and allow developers flexibility when subdividing land. Residents should be comforted in knowing that the system of density-based zoning, developable land regulations, and conservation development patterns outlined in these regulations are intended to allow alternative development patterns without increasing densities in the process. In fact, they could result in a gradual lowering of density by better protecting environmentally sensitive areas.

One Open Space Subdivision has been approved conforming to the regulations since they were established. The Chatham Forest subdivision off from Colchester Avenue in the southeast part of town preserved over 31 acres of forest in the Salmon River Watershed while creating fifteen building lots. The open space is contiguous with other persevered open land. Another subdivision, Salmon Run Estates, approved prior to the creation of the Open Space Subdivision regulations, achieves many of the same goals. This development preserved over 115 acres in the Salmon River watershed contiguous to other preserved open land and created 58 building lots. Neither of these subdivisions have been completely built out, but continued construction is anticipated. Whispering Woods subdivision off from Peach Farm Road was also created using similar regulations, creating a maximum number of building lots and creating a large amount of open space.

When density factors are used to determine the total number of housing units in a development, more attention can be paid to overall development patterns because there is less incentive to utilize entire parcels. A developer is free to design the development in a more environmentally sensitive manner, maximize profits by reducing necessary public improvements, and set aside additional open space as a result of the ability to reduce lot sizes.

Depending on soil conditions, the amount of additional open space preserved as a result of lot size reductions can be significant. For example, if half of a parcel is developable and the allowed density is adjusted to create the equivalent of two-acre lots, the maximum development yield could be achievable with one-acre lots located within half of the developable area, leaving as much as three-quarters of the property as open space.

Density-based zoning also relieves developers of the obligation to design a conventional subdivision for the sole purpose of determining the number of building lots in a conservation subdivision. The added cost of soil testing and engineering a conventional subdivision that the developer has no intention of building can be a major deterrent to developing conservation subdivisions.

Outside of the sewer service area, soil conditions could also become a deterrent to conservation development patterns by necessitating large lots to accommodate wells and on-site septic systems. By allowing community septic systems, to be managed by the WPCA, more flexible development patterns could be accommodated outside of the sewer service area.

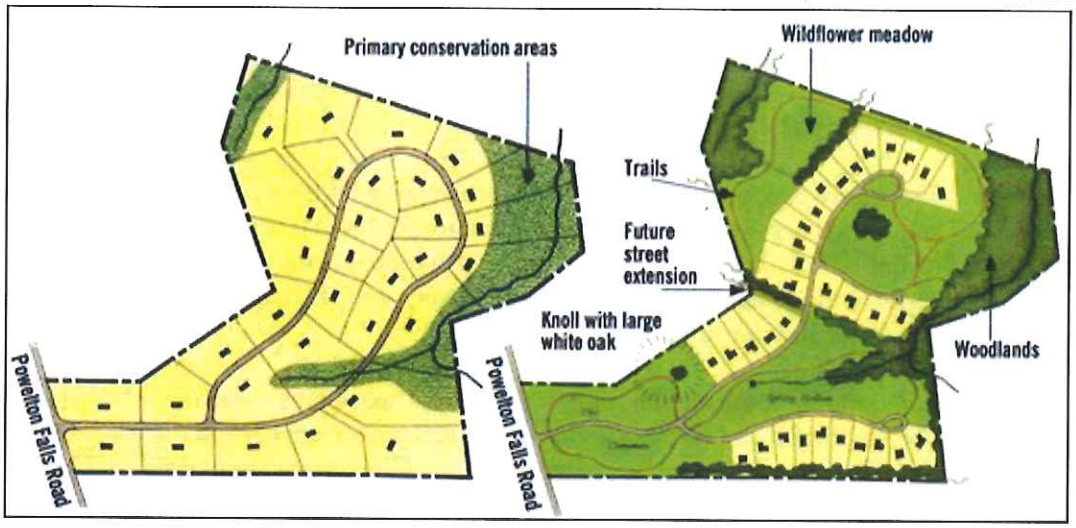
Another method of encouraging open space development patterns is to discourage conventional development patterns by permitting conservation subdivisions by right and requiring Special Use Permits for conventional subdivisions. The P&Z could then place the onus on a developer to show good cause as to why a conventional development is superior to a conservation development on a particular parcel.

The following figures illustrate the benefits of conservation subdivisions that utilize open space

development patterns. The hypothetical conventional subdivision on the left would consume the entire road frontage; require a longer cul-de-sac; incorporate wetlands into several building lots, and set aside minimal open space in order to achieve thirty-two lots and maximize profits. In contrast, the conservation subdivision on the right would achieve the same number of lots while preserving half of the road frontage; requiring a shorter cul-de-sac, encroaching on no wetlands, and preserving significantly more open space that is accessible from nearly every building lot.

Guide To Appropriate Economic Development

East Hampton is predominantly a residential community with a light industrial tax base and limited, seasonal tourism activities. Principle businesses include botanical extraction, wire and steel fabrication,



Residential Growth Management Strategies

1. Create a program that encourages developers to create Open Space Subdivisions instead of conventional subdivisions.
2. Consider Special Use Permits for conventional subdivisions that maximize lot size (based on applicable density) while allowing conservation subdivisions by right.

Townhouse style apartments at Edgewater Hills

precision machining, cabinetry, bell and paper box manufacturing, forestry, and a growing base of professional offices. East Hampton's non-residential development has historically occurred in the three historic centers of Cobalt, Middle Haddam, and East Hampton's Village Center. Within those centers, development has been concentrated primarily on the major state roadways such as Routes 16 and 196, and particularly along Route 66.

During the planning process, a number of economic development issues were identified including:

- properties zoned for economic development are limited by lack of sewer and water, access, conflicts with existing land uses, contaminants, and natural features;
- adaptive reuse, "incubator," and multi-use regulations have not been developed to encourage maximum reuse of vacant older industrial buildings in the Village Center;
- the 1990 Village Center Revitalization Study and 1995 Economic Development Strategy have only been partially implemented due to a lack of coordination and leadership, staffing, funding, and infrastructure;
- a Design Review Board has was established in 2006 with the purpose of reviewing building and site plans to ensure a cohesive appearance particularly in commercial areas.
- new and existing businesses looking to expand are challenged to reconcile economic growth and diversification with a desire to preserve the Town's rural, historic character.

Despite these issues, East Hampton has several economic development strengths including access to northeast markets; access to multiple state highways; an available and educated workforce; an attractive community with a high quality of life; quality local services; and the support of local government.

The Town should continue to improve its economic base and the quality of commercial development. Some of the most frequent business related suggestions from the public include:

- promoting shops/businesses,
- attracting more restaurants,
- developing outlet/variety/specialty/gift/antique shops, and
- developing industrial/business base & water system.

Attract and Retain Appropriate Businesses

With limited commercial/industrial land, lack of direct access to an interstate highway and rural location, East Hampton is not positioned to become a major business destination. However, this does not mean that the Town is without economic development potential. East Hampton needs to make the most of its economic potential by focusing on its strengths to attract and retain businesses. The summer population and draw to the Town created by Lake Pocotopaug make East Hampton a great destination for seasonal businesses. Outdoor recreation destinations are abundant in the area. East Hampton should focus on what is needed to encourage businesses that cater to the day-tripper and summer vacationer to locate in East Hampton. With an expanded Airline Trail being completed in the coming year and its proximity to the Lake as well as other outdoor recreational opportunities, East Hampton is poised to become a destination for the needs of those tourists.

The Village at 82 Main contains several rental and personal service shops in the Village Center

Lakeview Court lies at the intersection of Route 66 and 196 overlooking Lake Pocotopaug. It is home to a CVS and a savings bank.

Auto Oriented Commercial Development along Route 66.

The former East Hampton Mall replaced with a new supermarket in 2008.

Meet Residents' Everyday Shopping Needs

Attracting and retaining small-scale retail and service businesses that meet residents everyday needs is a good way to generate tax revenue and improve residents' quality of life without compromising community character. The Economic Development Commission (EDC) can identify unmet goods and service needs and take steps to attract those businesses to East Hampton or grow them from within. Local ownership is preferable to regional or national entities that might undermine the Town's unique character with their ubiquitous corporate architecture. The EDC and Planning and Zoning Department should continue to work together to develop regulations which allow residents to create businesses which benefit themselves and the community. Good regulations can encourage new entrepreneurs to locate in town and grow their business.

Regulate Large-Scale "Big Box" Commercial Development

Apart from the current supermarket fulfilling residents' everyday needs, large-scale or what are more commonly known as "big box" retail stores and large "strip malls" are often incompatible with rural small-town character and may be inappropriate for East Hampton's unique character. These types of developments require acres of parking; are an imposing presence on the landscape; generate significant traffic, stormwater runoff and police calls; and bring a sameness that can significantly undermine a community's unique identity. The Route 66 corridor can be seen by developers as a perfect location for such development due to increasing traffic volumes and its central location in the surrounding area. Regulations along this corridor should be reviewed and strengthened to avoid this unwanted development style.

Expand the Local Economy from Within

Given East Hampton's attributes as a business location, attempting to attract major employers to town is not a good use of limited economic development resources. With much of the job growth in the U.S. economy occurring in small startup firms, East Hampton's best strategy is try to grow from within. In today's wired, global economy, multi-million dollar businesses are being conducted out of residential dwellings. As businesses add employees and outgrow the home environment, many owners will look to move locally rather than uproot their families. By protecting its community character and promoting home-based businesses , East Hampton can put its positive residential attributes to work by becoming an attractive place to live and start a business.

To promote home based businesses, the Planning and Zoning Commission (PZC) should examine their home occupation regulations to ensure that they are flexible without compromising residential character in the process. A specific

regulation allowing the most innocuous uses as of right while businesses that have limited employees, regular visitors or deliveries, or use hazardous materials (such as paint strippers) would require a higher level of scrutiny through Town Staff inspections and/or through Special Permits by the PZC. By registering all home based businesses, the Assessor can issue forms for home-based businesses to declare personal property used for the business and the EDC can better track business activity in Town.

To help businesses remain competitive and grow, the EDC can play a proactive role by working with state and regional economic development agencies to act as a clearinghouse of information on available loans, training, and other programs available to small businesses; and to maintain a business visitation program to stay informed of the concerns and needs of the business community.

Consider Modest Expansion of Commercial and Industrial Development Areas

With East Hampton's limited potential for new economic development, the Planning and Zoning Commission should consider modest expansions of existing commercial and industrial zones where appropriate due to available utilities, traffic capacity, and adequate buffers against incompatible uses and important resources. That said, any expansions should be consistent with the State POCD and existing land uses. Any expansions should be reflected in the Future Land Use Plan in Chapter 6.

Expand the Local Tourist Economy

The Connecticut State Office of Tourism estimates that as of 2015, there are 118,500 jobs supported by the tourism industry including 80,000 direct tourism jobs in Connecticut. Overall, travelers in Connecticut spent approximately three percent more in the State in 2013 than in 2012. The tourism industry provides over $850 million in direct taxes to the state. The tourism industry in Middlesex County alone employed 5,789 people and produced over $625.6 million in state and local revenue in 2013.

Route 66 between Route 9 in Middletown and Route 2 in Marlborough has evolved into one of several scenic routes throughout the State that are frequented by tourists attracted by quaint historic villages, recreation opportunities and antique and gift shops that dot the highway. As a result, East Hampton has a burgeoning tourist economy with several antique stores, gift shops, and other businesses that take advantage of the Town's location and historic character. The Town also

Tourism Benefits

Tourists are a market multiplier without placing demands on schools and only minimally affecting municipal services. As a market multiplier, tourism brings increased demand for services such as restaurants, arts and entertainment, and shopping, and can foster improvements to existing establishments competing for tourist dollars. As a result, East Hampton residents could get a broader selection of restaurants, sundries, and other services without waiting for population growth to drive improvements.

Additionally, tourism fosters aesthetic and other improvements in Town buildings, construction of attractive new buildings, and conservation of natural resources. To attract and hold tourists who seek a rural experience or a New England village getaway, business owners will strive to maintain and improve such things as the Village Center and service businesses along the High Street corridor, directly enlarging the grand list.

Municipal leaders may also seek to eliminate evidence of economic blight characterized by abandoned and neglected buildings, equipment, and vehicles in tourist areas. Scenic natural areas will receive similar attention to keep them attractive.

Lake Pocotopaug from the corner of Route 66 and Old Marlborough Road.

Loos Pond

Angelico's Lake House on Lake Pocotopaug

Lyman Viaduct on the Airline Trail

boasts two museums (Chatham Historical Society and the Goff House), Comstock covered bridge, and two historic districts (Middle Haddam and the Belltown Historic District).

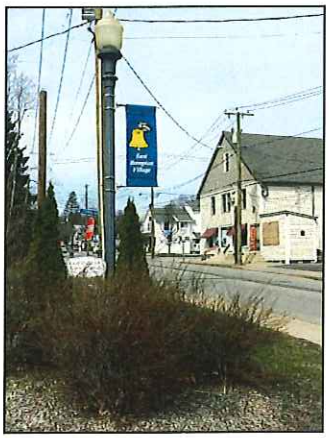
East Hampton was an early twentieth-century discovery of New York tourists attracted by the Lake, clean air, and rural setting. Since the introduction of walleye in 2001 to control algae blooms, the Lake has earned a reputation as a productive fishery for the prized game fish. The small shops and antique stores in the Village Center have replaced quaint small-town stores, but the Town has retained the Center as a charming and productive place to shop. There are no longer any short-stay accommodations or attractions surrounding the Lake as there once were, but the Economic Development Commission (EDC) is actively encouraging small-scale restaurants, bed and breakfasts, and country inns to recapture tourist dollars. Short term rentals of seasonal homes can also provide visitors with short overnight stays.

In addition to the Lake, residents and visitors also appreciate East Hampton's ridgelines, wooded countryside, state parks and forests, and the Connecticut and Salmon Rivers. An enjoyable trail system highlighted by the Airline Trail and Shenipsit Trail in the Meshomasic State Forest are easy and engaging for walks, runs, or recreational bike rides.

Agricultural tourism is a growing segment of Connecticut's tourist economy. While East Hampton's Zoning Regulations currently allow agricultural activities in residential areas, they should be examined from the perspective of allowing the kinds of commercial activities that Connecticut farmers are turning to make small-scale farming viable. These activities might include orchards selling baked farm produce and handmade gifts; dairies selling homemade ice cream and other dairy products; wineries operating accessory restaurants to showcase their wines; and farmers creating corn mazes and offering hay or sleigh rides. In 2015, the East Hampton Planning and Zoning Commission adopted Farm Brewery Regulations to allow farmers to brew and sell beer made on the premise. The first farm brewery was approved in 2016. Visitors attracted by agricultural tourism may linger in the area and spend time and money at shops and restaurants, or stay overnight if accommodations were made available. While limited in area due to East Hampton's geology and topography, every two acres of farmland that remain in productive use over time is one to two fewer houses that could be built and demand services.

While preservation of farmland is an important aspect to growing the tax base and encouraging tourism, efforts should be made to minimize the negative effects farming can have within the watershed areas. Fertilizers and pesticides can have a detrimental effect on water quality and use of such products should be carefully monitored within sensitive areas.

East Hampton developed and installed wayfinding signs throughout the Village Center and commercial area on Route 66 within the vicinity of Town Hall. This signage should be expanded to other areas of town. Signage could be developed for the Middle Haddam Historic District with signage pointing to the district from major corridors such as Route 66.



East Hampton Village Signage

A growing trend in overnight accommodations is the use of part-time homes, or spare bedrooms as Air BnB rentals. With a significant number of summer, or weekend only homes surrounding the lake the potential exists for overnight accommodations being made through this online service. The Town should consider amending its Bed and Breakfast regulations to allow for the use of Air BnB where an owner may only be renting out one room at a time, or using a portion of the home as a Bed and Breakfast on an intermittent basis.

Strategies to Encourage Appropriate Economic Development

1. Seek to attract and encourage businesses that meet residents everyday needs.
2. Promote home-based businesses and consider developing regulations to allow for Start-Up Home Occupations that would not negatively impact residential areas.
3. Institute a Business Visitation Program with the Economic Development Commission to keep informed of businesses concerns and needs.
4. Consider modest expansions of commercial and industrial zones where appropriate.
5. Promote recreational opportunities such as an expanded Airline Trail or a golf course for residents with the ability to attract visitors from other areas.
6. Consider updated regulations to allow for Air BnB lodging accommodations.
7. Promote agricultural tourism by allowing flexibility for accessory agricultural uses.
8. Expand the current system of wayfinding signs.
9. Consider creating a Tourism Board to help in the promotion of tourist related activities.
10. Seek grant opportunities to expand the Airline Trail and create better signage for trail users to encourage use of local businesses by trail users.

The parking area in the Village Center has been upgraded to allow for better access to the Airline Trail and downtown business.

Wayfinding signs have been installed throughout the Commercial Zone along Route 66 and the Village Center, as well as near the Lake and as guidance to the Airline Trail.

GrowSMART

A collection of small town ideas can lead to BIG regional solutions.

Key Findings

Jobs are concentrated..
The majority of jobs are concentrated in five sectors.

Manufacturing is still significant...
This industry is still a core economic driver in the region.

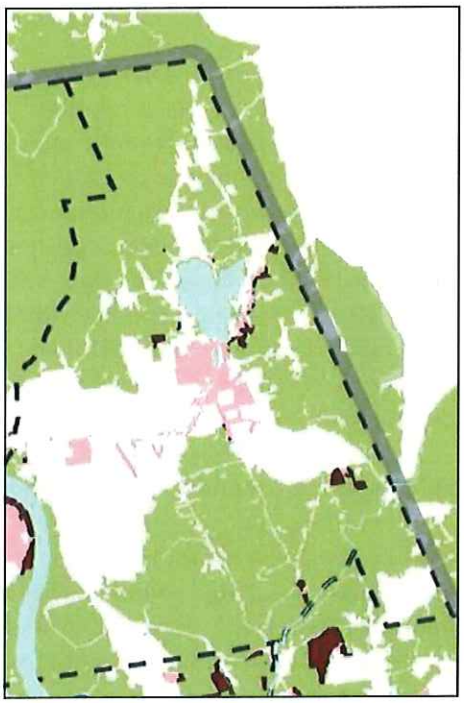
Self-employment is the largest single industry...
An increasing number of people are self employed.

RiverCOG Region has four economies...
That have different characteristics, requirements and ability to be shaped by activities of the RiverCOG communities.

In 2015, the Lower Connecticut River Valley Council of Governments conducted a study to determine some of the best strategies for growing the economy within the Region. The project, entitled "GrowSmart" is a regional economic growth strategy rooted in analysis of the region's assets, capabilities, and challenges. The purpose of this study was to define a desirable and feasible pathway to economic prosperity for each of the towns and the region as a whole. The project included a significant and lengthy public participation process which included several workshops and surveys.

The project identified several findings including the fact that the population is rapidly aging, the future workforce is more racially and ethnically diverse than the current generation, and out-migration data suggests that people are moving closer to job centers.

A series of recommendations from the project included themes such as balancing development and conservation, building on existing economic assets, and hedging the future.



Right: This map is the result of finding a balance between economic opportunity areas and key conservation areas. The pink areas are those places where several infrastructure opportunities exist including water, sewer, gas, and/or fiber optic internet. It is these areas that the plan suggests focusing on for future economic growth. The green areas indicate important conservation areas, and the red areas are those where conservation and economic growth areas overlap.

For more information, please contact the Lower Connecticut River Valley Council of Governments or view the entire document at www.growsmartregion.org.

Improve the Appearance of Business Development

East Hampton residents have expressed concern about the appearance of businesses and protecting the rural small-town character of the Town. There are several tools available to the Town that can help improve the appearance of businesses and multi-family development while protecting East Hampton's unique community character.

Strengthen Design Review Board

In recent years, much of the commercial development occurring around the country can be characterized as strip development, catering to motorists and their vehicles while industrial development often consists of utilitarian metal buildings, juxtaposed against residential areas or located at gateways into the community. This type of development can undermine the community character that residents value so highly.

In 2006 the Town adopted an ordinance creating the East Hampton Design Review Board (DRB) to ensure that development in the Town of East Hampton is in accord with the Plan of Conservation and Development and does not adversely affect surrounding properties. In addition to the DRB, the Town adopted the Design Guidelines as a set of guiding principles in order to set forth aesthetic and functional provisions.

While not bound by the design review process, existing businesses may be inspired (or shamed) into voluntarily making architectural and landscaping improvements to their properties in order to keep pace with new development, possibly triggering commercial gentrification throughout East Hampton.

Provide Tax Incentives for Improving Businesses Properties

The creation of the DRB and the Design Guidelines has begun to create contrast between old and new commercial and industrial properties. To facilitate the improvement of existing older properties, the Town can adopt a tax abatement program under Section 12-65 of the Connecticut General Statutes to abate the increase in assessment due to major building improvements over a seven-year period. These programs are a win-win situation for the business owners and towns. A town benefits from the elimination of blight, the improved appearance of business properties, and eventually reaps the reward of an improved tax base that might not otherwise have occurred without the program. Business owners are able to afford improvements without the immediate added sting of increased taxes as a result. Criteria would have to be established to ensure the program's effectiveness such as a minimum age of building, a minimum cost threshold, and design criteria such as adopted architectural design guidelines described above.

Enforce the Blight and Nuisance Property Ordinance

In 2012, the Town of East Hampton created a Blight and Nuisance Ordinance as a way to improve the appearance of blighted commercial and industrial properties in town. The Building Official has been named as the Blight Enforcement Officer since many times blighted conditions on a property involve damaged or collapsed buildings or those in significant disrepair.

Many residents are concerned with the appearance of blighted commercial and industrial properties in town. The Blight Ordinance gives the town some leverage in its ability to work with property owners and improve the appearance. Each violation of the ordinance is considered a separate municipal offense and property owners can be held liable for incurred costs.

The Blight Enforcement Officer and the Zoning Enforcement Officer should continue to work together to solve the problem of Blighted properties as these also often contain zoning violations. Numerous commercial and industrial properties throughout the Village Center could be considered blighted. Until a time when blight is less of a problem, the priority should be with buildings and structures that pose a direct threat to life and safety, then with structures in major commercial areas. Blighted structures in prominent locations bring the values of neighboring properties down and reflect poorly upon the Town.

Improve Commercial and Industrial Development Standards

Beyond the oftentimes subjective nature of architectural design, there are more objective measures that the PZC can use to improve the quality and appearance of commercial and industrial development. The PZC should comprehensively review the Zoning Regulations to identify the standards that have allowed the type of development that residents are concerned with, and make modifications where necessary to ensure that future development is more compatible with the character of the community. Buffers, landscaping, lighting, parking, signage, and yards are all factors that can easily be modified to help mitigate the negative impacts of development. Specific recommendations for improving some of these standards can be found throughout this Plan.

The commercial zone along Route 66 adjacent to the Village Center should be a focus of any efforts to improve the character of the area. This area is adjacent to the Lake and a major draw for tourists and residents alike. Creating a cohesive and attractive commercial center for the town should be of utmost importance. This area of East Hampton is also a regional draw, bringing residents of nearby towns into East Hampton for the supermarket, car wash, and other services not available in nearby towns. While this area will be a primary focus of new large commercial developments due to its location along Route 66, every effort should be made to maintain East Hampton's rural character.

It will be important to include any recommendations from the Design Review Board for new projects in this area. Architecture should be consistent, green plantings should be utilized wherever appropriate, and parking facilities should be designed to be not only attractive, but also to filter pollutants considering the proximity to Lake Pocotopaug.

Strategies to Improve the Appearance of Business Development

1. Continue to review all commercial and industrial plans for conformity with the Design Review Guidelines.
2. Create a tax abatement/incentive program to encourage exterior improvements to commercial/industrial buildings.
3. Enforce the Blight Ordinance.
4. Comprehensively review and modify the Zoning Regulations where necessary to ensure that future development is more compatible with the character of the community.
5. Pursue the redevelopment of the old mill buildings throughout the Commercial and Village Center Zones.

Historic Mill Structures above the Village Center

Epoch Arts inside a former mill

Allow the Adaptive Reuse of the Mills

With limited land available for new economic development, the mills in the Village Center represent a significant piece of East Hampton's overall economic development strategy. The mills are particularly well suited to supporting two economic development strategies: building upon the local tourist economy and growing the local economy from within. The location and character of the buildings makes them attractive as a tourist destination for antiques, gifts, art galleries and possibly dining. Historic mills throughout New England have been successfully put to use as antique shops, gift shops, furniture outlets and even luxury housing. Portions of one or more of the mills could also be used as incubator space for small businesses that have outgrown the home office or garage environment. Small professional offices, such as architects, engineers, and planners are often attracted to the quirky, historic spaces created within mill complexes.

Many of the mill complexes exist within the Village Center zone. This zone allows for flexibility with a focus on retail and commercial uses on the first floor and living or office space above it. All use changes within the zone require a site plan review to allow the Commission to ensure consistency among developments and preservation of the architecture and character of the village.

One advantage of the Village Center Zone is that it can be extremely flexible, yet through a site planning process, can specify both allowed uses and standards within the district. The zone will allow for a range of uses as of right, and even more uses with a Special Permit. The Special Permit and Site Plan Review Process help ensure consistency throughout the Village Center.

The Town should help property owners seek additional grant funding to help resolve environmental contamination issues in the Village Center. Grant funding can also be sought for municipal development, manufacturing assistance, local/regional financing or small business incentive programs to encourage investment and improve existing business profitability in conjunction with the East Hampton Village Center Brownfields Revitalization Initiative. A significant aspect of the initial EPA grant awarded to the Town will be a targeted Village Center property revitalization and redevelopment plan. This activity provides the initial steps in seeking additional funding.

Mill Redevelopment Strategies

1. Complete a Village Center property revitalization and redevelopment plan using available EPA grant funds.
2. Help property owners and businesses seek additional sources of financing for environmental remediation, redevelopment and business startup costs.
3. Work with the Economic Development Commission to implement the findings from the 2006 and 2016 update to the Market Assessment conducted for the Mill Sites.

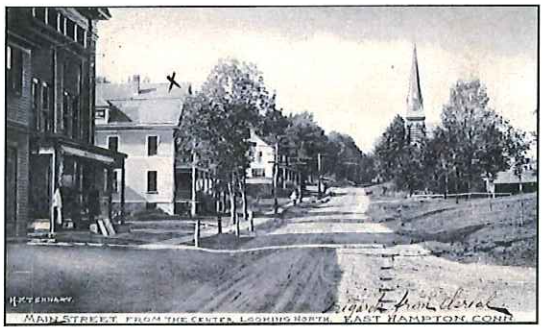
Reinforce the Villages

East Hampton's villages have been the focus of community life for hundreds of years. Churches, civic functions, shops, schools, factories, and shipyards were all located in the villages. Post World War II suburban expansion has shifted the focus away from the villages, with housing, industry and schools all becoming dispersed and more dependent on private motor vehicles.

82 Main Street in the early twentieth century when it housed a First National Store.

Adopt Village Districts

One area where the Planning and Zoning Commission (PZC) can have a profound impact on the appearance of commercial development is in its villages. All three villages have seen historic structures demolished, moved, and in some cases replaced by development that is out of character with the historic nature of the respective village.



East Hampton Center in the Late 19th Century

Traditional zones have long been recognized as an imperfect tool for controlling the aesthetics of development, although through various means many communities have used them effectively nonetheless. With the passage of the Village District Act by the Connecticut Legislature, Planning and Zoning Commissions were given an effective tool regulating aesthetics, but only for protecting the character of established villages.

The Village Center Zone was adopted in accordance with Section 8-2j of the Connecticut General Statutes in order to foster the redevelopment of the historic Village Center District and allow for a mix of uses including offices of various types, restaurants, and retail shops. Apartments may also be allowed with a special permit, so long as they are not on the ground floor and meet certain size requirements. The Village Center district allows for a maximum lot coverage of seventy-five percent with a smaller required setback from the street than in other commercial areas.

The Design Review Board was created and serves as an advisory board to the Planning and Zoning Commission when considering new applications within the Village District. This board also has the authority to make recommendations to the Commission for site plans in any of the commercial zones in Town.

The town should consider enacting village district guidelines in village areas within other areas of town such as Cobalt and Middle Haddam. After defining the character of each village, the PZC can adopt separate and unique village districts with architectural and site design standards to ensure that new development reflects the most desirable attributes of each village. In doing so, East Hampton can welcome appropriate new business to a village and be assured that businesses will not detract from the character of the village or neighboring properties.

Sidewalk Standards

Sidewalks in the villages should be provided on both sides of major streets and at least one side of all other streets. Five foot widths allow pedestrians to walk side by side and comfortably pass. Sidewalks should be either integrated into curbs or separated by several feet to accommodate an area large enough for grass to thrive.

Coordinated streetscape elements such as lighting, benches, trash receptacles, and tree grates, can create an attractive, comfortable pedestrian environment and add significantly to community character and sense of place.

Burial of overhead utilities in these areas can also greatly enhance the streetscape by eliminating overhead wires and allowing the unimpeded

Po's Rice and Spice

As in the Village Center District, any new village districts might require buildings to be located close to the street and served by broad landscaped sidewalks, forcing parking to the side and rear of buildings. It might also allow zero lot lines so that multiple buildings can be attached in the traditional manner of a small downtown. Parking requirements could be reduced to acknowledge the availability of on-street parking.

Given the resistance that village districts have received in some Connecticut communities, the PZC should consider involving the public in village district workshops when formulating regulations in order to solicit public input, educate the public on their benefits, distinguish them from historic districts, and dispel any myths about them before attempting to adopt them. Unlike local historic districts, the PZC can unilaterally adopt village districts after conducting one of their typical zone change hearings, but reducing public opposition through education and involvement is still a wise decision.

Encourage Housing and Maintain Civic Functions in the Village Center

Housing is a critical element of a successful and vibrant village center. Residents living in or near villages are less dependent on automobiles, patronize village businesses, and contribute to the vitality that makes villages attractive.

Age-restricted housing as well as congregate and assisted-living facilities, if desired, should be focused in or near the villages not only because of their symbiotic relationship with businesses and other village functions but also because of the possible availability of public water and sewer needed to serve them. While this obstacle can be overcome with community wells and septic systems, these solutions should not be used to allow alternative housing options to locate in remote locations such as the Design Development District (where active adult-housing) has already been constructed), where older residents will be dependent on automobiles or dial-a-ride service to perform daily functions.

Mixed-use development is another way of adding to the vitality of a village. By allowing housing in combination with commercial businesses, business owners can live and work on the same premises or create affordable rental opportunities within walking distance of village services.

With Town Staff scattered across several buildings and sites in Town, any future expansion or relocation of Town Hall or other communitywide facility should consider relocating to the Village Center to reinforce its historic civic function and generate business activity and add to the sense of place. By adding landscaping, a fountain, and park benches, the sense of place would be enhanced, encouraging people to stroll, gather, and linger in the Village Center.

Create Walkable Villages

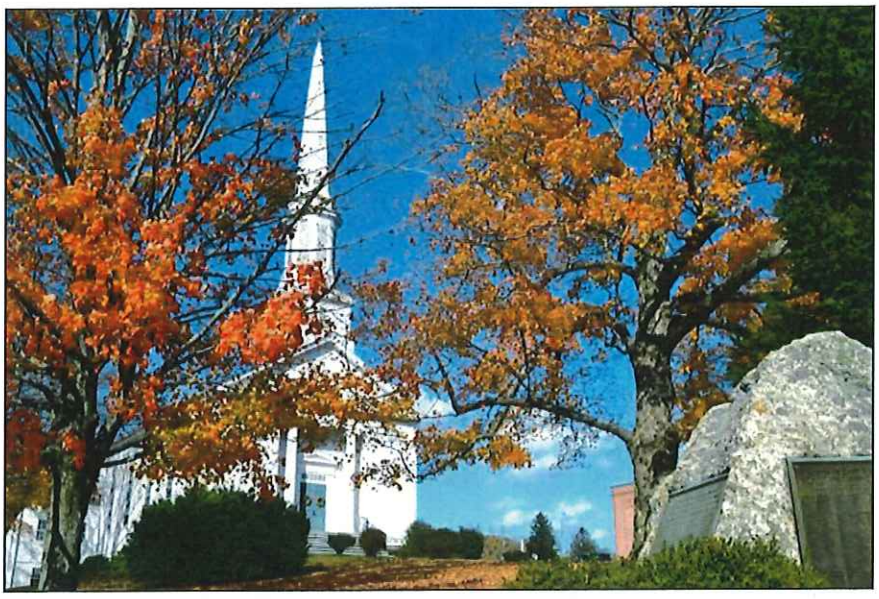
Enhancing pedestrian access throughout all of the villages will add to community character and quality of life by reducing dependence on motor vehicles as well as promoting a healthier, more convenient environment for residents and tourists.

Implement Existing Village Plans

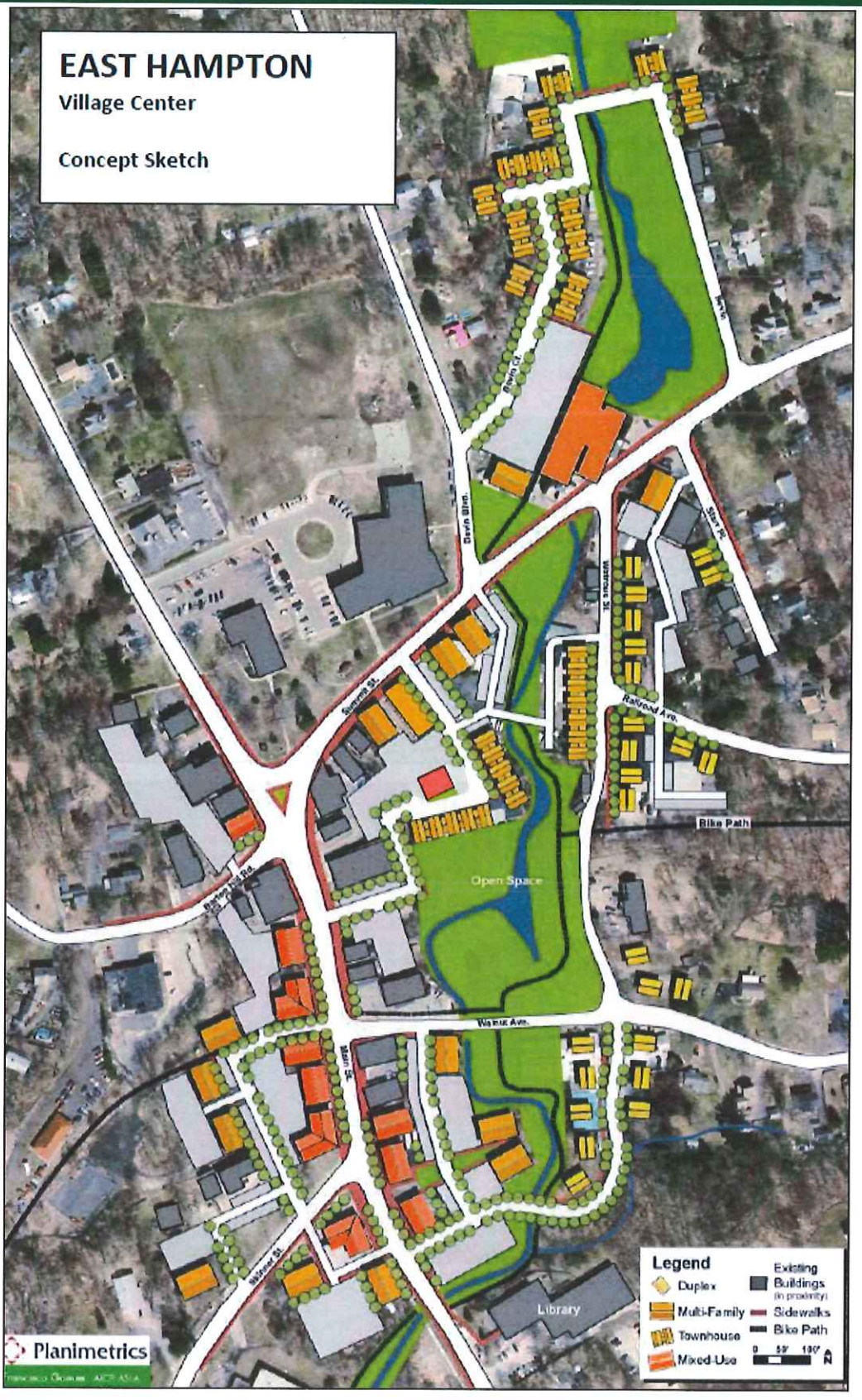
The Village Center Revitalization Study, developed in 1990 by Betty Sanders MLA, ASLA and John Mullin, Ph.D., AICP for East Hampton Village Center, has only been partially implemented. Central Connecticut State University graduate students have subsequently developed another concept plan for the Village. Both studies should be reviewed, considered, and where still feasible, systematically implemented as originally intended.

Village Reinforcement Strategies

1. Encourage property owners to redevelop unused or underutilized properties within the Village Center .
2. Encourage age-restricted and other alternative housing in and near the villages.
3. If necessary, consider relocating Town Hall and other community wide facilities to the Village Center.
4. Create walkable villages through sidewalk, safety, and streetscape improvements.
5. Extend the Airline Trail westward to connect to Portland.
6. Seek grant funding to bury utilities as part of a streetscape improvement program for the Village Center and nearby portions Route 66.

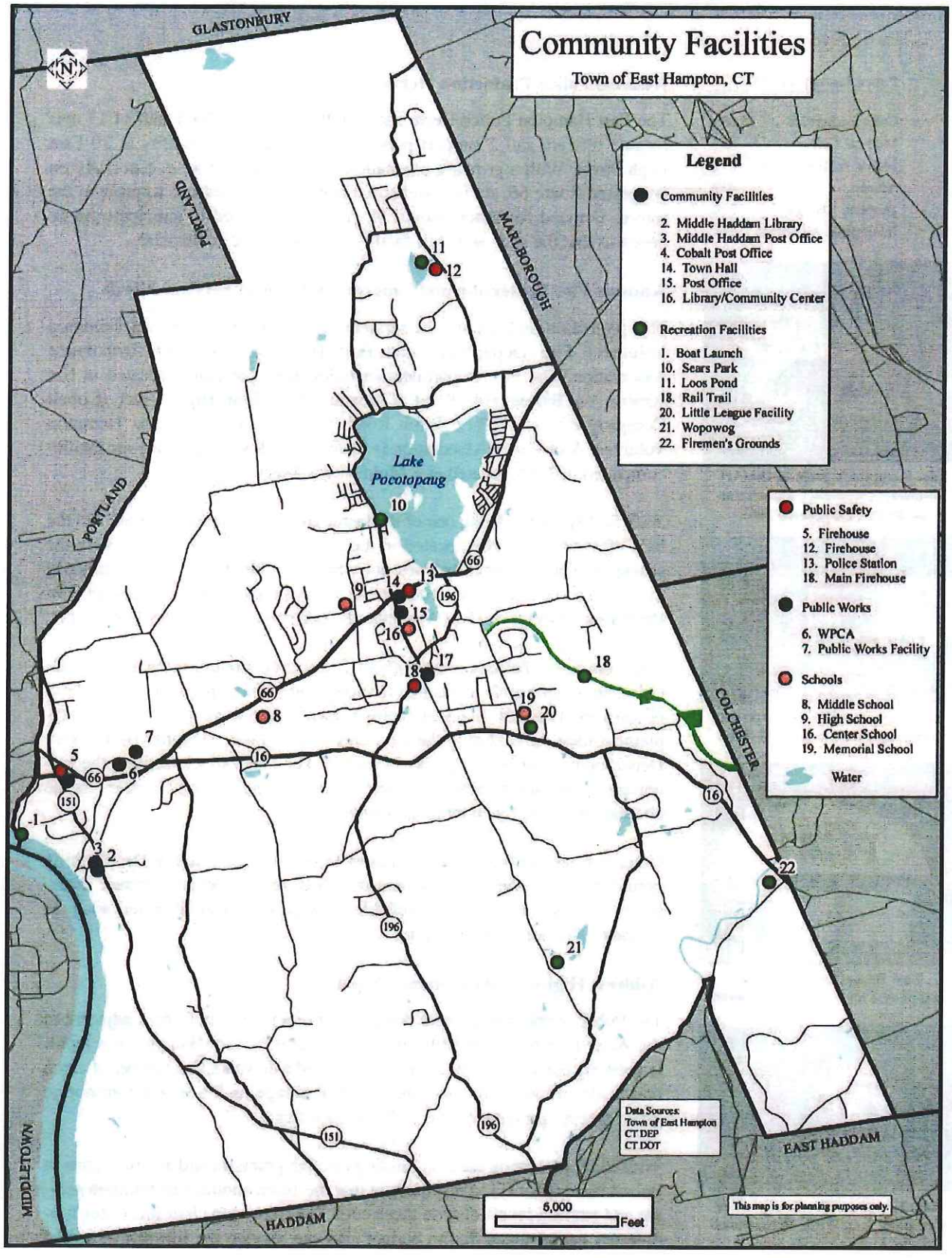


The East Hampton Congregational Church overlooks the Village Center.


EAST HAMPTON
Village Center
Concept Sketch
Bike Path
Open Space
Library
Planimetrics
Legend
Duplex
Multi-Family
Townhouse
Mixed-Use
Existing Buildings (in proximity)
Sidewalks
Bike Path

Shops on Main Street in the Village Center

Shops on the Corner of Main Street and Summit Street in the Village Center


Community Facilities
Town of East Hampton, CT
Legend
Community Facilities
2. Middle Haddam Library
3. Middle Haddam Post Office
4. Cobalt Post Office
14. Town Hall
15. Post Office
16. Library/Community Center
Recreation Facilities
1. Boat Launch
10. Sears Park
11. Loos Pond
18. Rail Trail
20. Little League Facility
21. Wopowog
22. Firemen's Grounds
Public Safety
5. Firehouse
12. Firehouse
13. Police Station
18. Main Firehouse
Public Works
6. WPCA
7. Public Works Facility
Schools
8. Middle School
9. High School
16. Center School
19. Memorial School
Water
Lake Pocotopaug
GLASTONBURY
PORTLAND
MARLBOROUGH
COLCHESTER
EAST HADDAM
HADDAM
MIDDLETOWN
Data Sources:
Town of East Hampton
CT DEP
CT DOT
6,000
Feet
This map is for planning purposes only.

5 Addressing Community Needs

Overview

By addressing housing needs and providing adequate public facilities and infrastructure, East Hampton can ensure good quality of life for all residents.

Infrastructure such as transportation facilities and utilities can be used to help guide appropriate development patterns as discussed in Chapter 4. Transportation facilities and utilities together with community facilities and services can also have significant impacts on residents' quality of life depending on how well they meet their everyday needs.

The predominance of single-family homes in East Hampton coupled with a changing population is likely to increase the need for alternative forms of housing over the next ten to twenty years. If residents are to be able to remain in East Hampton, the Town will need to create fiscal programs to allow aging residents to stay in their homes as well as make regulatory changes and provide appropriate infrastructure to facilitate alternatives to high-end, single- family homes to meet residents' needs in the years to come.

The Village Center already contains many of the elements needed to create a walkable village, such as appropriately sized sidewalks, pedestrian crossings, streetscape amenities such as shade trees, seating areas, and pedestrian scaled lighting. Many of these improvements can be expanded out to Route 66 as improvements are made or required as properties along the corridor are redeveloped.

The Town recently completed a project to develop an Airline Trail trailhead in the Village Center. This new trailhead, along with an improved parking facility has increased tourism and pedestrian activity in the Village Center and provides additional off-site parking for Village properties. A new project which will begin in the coming year will extend the Airline Trail westward toward Portland. Eventually, downtown Portland and the Village Center will be connected by the trail providing for increased tourism opportunities and better pedestrian access.

Burial of overhead utilities can significantly improve the pedestrian environment and overall character of the Village Center by removing unsightly utility poles from sidewalks and allowing for large street-trees that might otherwise interfere with the reliability of the utilities. The cost of burying existing over - head utilities can be prohibitive without grant funding through programs such as federal scenic byway or other non-traditional transportation grants.

Address Community Facility and Service Needs

Community facilities support important community functions such as education, public safety, and recreation and contribute significantly to residents overall quality of life. As East Hampton's population continues to grow and mature over the coming decades, the Town must anticipate growing and changing demands for community facility space, staffing, and community services. The locations of East Hampton's many community facilities are illustrated on the map on the opposing page 74.

East Hampton Town Hall

East Hampton Fire Headquarters

East Hampton Library/ Community Center and East Hampton Senior Center

Middle Haddam Post Office

Address Town Hall Needs

With Town Staff distributed among several buildings and some office spaces clearly at capacity, the Town must plan for future space and staffing needs to meet the growing demand for services. If necessary, space planning should begin early in the planning period to allow for its funding, design and construction before capacity is reached. Digital technology can be used in the interim to address short-term storage needs, especially in the areas of building, planning and zoning, and land records, where rapid growth can quickly consume storage and vault space.

If consolidation and relocation of town functions is needed, the Town Hall, police station, and a community center if desired, should be relocated to the Village Center to reinforce its historic civic function and attract residents and visitors who will in turn support business activity and add to the Village's sense of place. As a part of such a move, allow for a proactive redevelopment plan for the existing Town Hall site, which is in a highly desirable location in the business district on Route 66 (East High Street). In redeveloping the current Town Hall site, every effort should be made to ensure that the site is developed in a way that complements existing businesses in appearance, function, and (preferably local) ownership.

Address Library Needs

The East Hampton Public Library is a popular facility with East Hampton residents. With changes in technology, such as internet access, CDs, video tapes and DVDs, more space is needed to maintain the diversity of media. Many towns in Connecticut are also finding their libraries used heavily after school by students waiting for working parents to return home in the evenings. This trend has placed additional space and staffing pressure on libraries, which are ill-equipped to serve as child caregivers. A majority of East Hampton residents would like to see the facility enhanced despite the added cost and impact on taxes. In addition, the parking lots have become a concern. Water running downgrade has been known to cause erosion issues and a nearby stream has caused flooding in the past.

Monitor Senior Center Needs

With East Hampton's population expected to grow proportionally older over the next decade due to the aging of the Baby Boom generation, the Senior Center and the services that it offers such as hot meals and recreation programs, could be one of the most affected facilities. Demand for space and services should be closely monitored to anticipate future needs so that facilities and staff can stay ahead of demand.

Address Police Protection Needs

The East Hampton Police Department, with a 2016 staff of 15 uniformed officers and 2 support personnel, is located in a facility at 20 East High Street. With a growing population and increasing traffic, especially on congested Route 66, staffing and space needs should continue to grow in the future. Demand for space should be closely monitored to anticipate future needs so that the staff and their facility can stay ahead of demand.

Police Statistics (2014)	
Calls for Service	9,928
Motor Vehicle Contacts	1,115
Medical Calls	757
Alarms	613
Case Investigations	352
Administrative Services	311

Address Fire Protection and Emergency Medical Services Needs

Fire protection and ambulance services are provided by the East Hampton Volunteer Fire Department and East Hampton Volunteer Ambulance Association. The Fire Department includes three companies located in fire stations on Barton Hill Road (Company #1), West High Street (Cobalt Company #2), and White Birch Road (Company #3). The East Hampton Volunteer Ambulance Association is located at 4 Middletown Avenue (Route 16).

With East Hampton being one of the faster growing towns in the State and the bulk of available land being located in the southern portion of Town, where the sparse population currently does not warrant a fire station, future response times should be monitored to determine if they regularly exceed National Fire Protection Association (NFPA) standards for a rural volunteer fire department.

Volunteer fire departments throughout Connecticut are experiencing difficulty in maintaining staff levels due to increasing training requirements and out of town employment. Many are being forced to turn to paid personnel to supplement their ranks during the day, only to lose them to higher paying Fire Departments after being rigorously trained. The Town should support the volunteers by whatever means necessary to attract and retain volunteers as the alternative can be much more expensive.

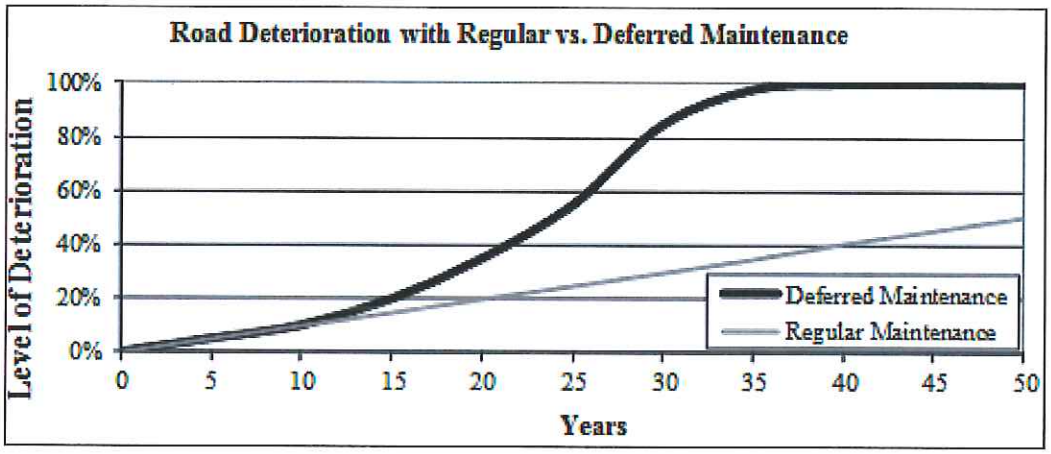
Other fire protection/prevention issues to be addressed during the planning period include reviewing road and driveway requirements to ensure emergency access; and ensuring reliable emergency water supplies such as hydrants, fire ponds, and cisterns.

Address Highway Maintenance Needs

The Public Works Department operates out of a facility in Cobalt, adjacent to the Water Pollution Control Facility. Once again, as East Hampton is a rapidly growing community, the miles of roads and sidewalks, the number of catch basins, detention ponds and other storm drainage facilities will continue to grow, placing pressure on the staff and facilities.

With the State cutting back on funding through grants-in–aid and payments in lieu of taxes (PILOT), it is important that the Town continue to maintain service and staffing levels despite these cuts. To avoid more costly repairs and premature replacement of roads and other improvements, East Hampton should maintain funding levels and ensure adequate staff to properly maintain roads, sidewalks, and storm drainage facilities.

The following graph shows the dramatic increase in the level of deterioration when routine maintenance is deferred. As roads are left without regular maintenance the deterioration can increase nearly 50% within a short period of time. Deferred maintenance costs the town nearly twice as much in the long run, requiring more labor intensive rebuilds.



The table on the following page includes the Transportation Improvement Program Projects listed in the Lower Connecticut River Valley Metropolitan Planning Organization Transportation Improvement Program. The Transportation Improvement Program (TIP) is a four year planning document that lists all projects expected to be funded in those identified four years with Federal Highway Administration and Federal Transit Administration participation. The RiverCOG develops the list with the help of each town within the Region. Although projects may not receive funding based on availability, only those projects listed in the program are eligible for funding.

East Hampton Park & Ride Facility at the Intersection of Routes 16 & 66

Regional Transportation Improvement Program Projects	
Improvements	**Road**
Brewer Road, Mott Hill Road, White Birch Road, Depot Hill Road, Haddam Neck Road, Lake Drive, Lake Road, Main Street 1, Main Street 2, North Main Street, Old Middle Road, and Staeth Road, RT 16, RT 66, RT 151, RT 439	Road / Bridge Improvements
Route 66	Improvements at Long Hill Road (realign to perpendicular and slight widening for vehicular bypass)
Route 66	Grading and sight line improvement at Champion Hill Road.
Route 66	Intersection improvements at Main Street/North Main Street (left turn lanes at intersection, increase curve radii, sidewalks, and crosswalks)
Route 66	Improvements at RT 151/Depot Hill Road/Oakum Dock Road (left turn lanes, remove island, close Depot Hill Road at RT 66 and consolidate curb cuts, clear sightlines at Oakum Dock Road)
Route 66	Intersection improvements at Marlborough Road, Maple Street, Barton Hill Road, and East Hampton mall/Brooks Plaza area
Route 151	Intersection improvements at Keighly Pond Road and Long Hill Road
Route 151	Incorporate traffic calming measures as high speeds, poor sightlines, frequent curb cuts and mini-mal shoulder create unsafe conditions for bicyclists and pedestrians
Route 16	Intersection improvements at Hog Hill Road and straighten curve between Harlan Place and Tartia Road
Route 16	Intersection improvements at Tartia Road and Long Hill Road
Flat Brook Road	Culvert Replacement
Mott Hill Drive	Intersection Improvements at Lake Drive
White Birch Road	Realign between Chapman Road and Country Road
Source: RiverCOG, CT DOT	

Signage on Lake Pocotopaug

Address Recreation Needs

With a growing population and changing preferences in sports activities, athletic fields can become worn out from overuse across multiple sports seasons and leagues. Similarly, indoor athletic facilities such as school gymnasiums can be difficult to schedule as they can serve double duty for school sanctioned sports as well as youth and adult recreation programs.

The Park and Recreation Department should study athletic field and indoor/outdoor court usage as well as current demographic and recreation trends in order to anticipate future needs for these facilities. If athletic fields are expected to reach capacity in the foreseeable future, the Town should seek to acquire land adjacent to existing facilities if possible, to prevent field maintenance functions from being dispersed any further.

Governor O'Neill Performing Arts Pavilion at Sears Park

With a growing population and an increasing need for indoor activities to engage young residents, a majority of residents surveyed in 2002 agreed that the Town needs an indoor youth recreation facility. Such a facility can provide more structured activities and supervision than is currently available at the library and in this age of increasing obesity among America's youth, could also provide much needed physical activity. If indoor court space is at or near capacity, consideration should be given to including indoor courts in a new recreation center.
A major development currently in process in Town is the Sports on 66 Complex. This large indoor sports facility, when complete, will provide space for soccer, basketball, volleyball, ultimate Frisbee, baseball, and softball. The facility will also be able to facilitate senior center activities and birthday events. Although this facility will be operated privately, it will provide much needed recreational opportunities to residents of East Hampton as well as act as a regional draw for residents of surrounding towns coming into East Hampton.

East Hampton High School During Construction

Address Education Facility Needs

Despite the relative aging of East Hampton's population and the trend towards smaller households, East Hampton's population continues to grow. Planning for future school needs can be difficult in the long term because of changing demographic trends and accepted education standards. The Board of Education has access to school enrollment projections from both the State Department of Education as well as established private sources, that it can use to plan for short term space needs but these projections usually become unreliable after 3-5 years.

For long term projections, there are known cycles of about 32 years in

length that correspond with rising and falling birth rates from one generation to the next. For example, the Baby Boom generation created unprecedented demand for schools in the 1950s and 1960s only to have many school districts close or convert unneeded schools to other purposes decades later. When the Baby Boom generation had children of their own, they created a second, slightly smaller wave of demand for schools and construction began once again.

With East Hampton's relatively small population and abundance of available land, the potential for long-term school growth is significant. If not already completed, the Board of Education should conduct a long-term facility analysis to determine if sufficient land is available on existing school sites to accommodate long-term growth and whether additional sites will be needed to serve students in yet undeveloped areas of Town. If necessary, additional land adjacent to existing schools and new school sites should be acquired sooner than later while they are relatively inexpensive and still available.

Beginning in 2015, the East Hampton High School underwent a major expansion and reconstruction. This project should allow the building to continue to serve the needs of the East Hampton community for decades to come.

Community Facility and Service Strategies

1. Consider relocating a consolidated Town Hall to the Village Center and offsetting the cost through the sale of the current site for appropriate commercial development.
2. Plan to enhance or enlarge the Library if necessary during the planning period.
3. Monitor the growing senior population to anticipate staff and space needs at the Senior Center.
4. Monitor staff and space needs at the Police Station.
5. Encourage and support emergency services volunteers.
6. Review road and driveway requirements to ensure emergency access.
7. Ensure reliable emergency water supplies such as hydrants, fire ponds or cisterns is included in plans for new development.
8. Maintain highway maintenance funding and staffing at levels necessary to perform adequate maintenance and avoid premature and costly repairs in the future.
9. Conduct a study of future recreation needs and acquire additional land if necessary, adjacent to existing facilities if feasible.
10. Conduct a long-term school growth study to determine space and land needs, and acquire necessary land as soon as possible.

Address Vehicular Transportation Needs

Address Vehicular Transportation Needs

As a relatively isolated rural community, East Hampton's residents are principally dependent on automobiles and a network of state and local roads for their transportation needs.

The primary goal for the vehicular transportation network in East Hampton is to provide for the safe and efficient movement of persons, goods, and services in a manner that is economically and energy efficient, while preserving the natural resources and historical character of the Town. This goal is achievable through the incorporation of a diverse combination of transportation policies that the Town should encourage, including:

- design an adaptable transportation network that can reduce traffic congestion over time by providing adequate levels of service throughout its design life;
- design and maintain a transportation network that balances safety, and the natural and cultural resources of the Town through flexible roadway and land use design standards; and
- cooperate with federal, state, and regional agencies, interest groups, and the public, in the transportation planning process.

Relate Road Design to Desired Land Use

Road classifications are important for matching the design of roads to their location, adjacent land uses, and function. Road classifications assigned by the Lower Connecticut River Valley Council of Governments (RiverCOG) are outlined in the table on the next page and illustrated on the Transportation Plan on page 89.

Matching the width, surface, geometry, and alignment of the road to anticipated traffic needs (access, volume, and speed) creates an efficient circulation system. Roads that are generally straight, flat, and wide encourage speeding, require excessive clearing and grading, and can potentially detract from community character.

Roads are also a significant source of stormwater and non-point source pollution that must be dealt with under the National Pollutant Discharge Elimination System (NPDES) Phase II guidelines. By reducing pavement widths, where appropriate, on collector and local streets under the Town's control, the volume of stormwater runoff generated by new development can be reduced. Emergency services, highway, and planning staffs should cooperatively examine the Town's road standards to identify situations where road standards can be reduced without compromising vehicular or public safety. Narrower widths, waivers of curbing and the use of alternatives to storm sewers such as grassy swales and rain gardens can reduce the impacts of stormwater and help to maintain rural character.

Classifying Roads

Roads are typically classified based on their:

- function (through traffic versus access),
- major land use (business or residential),
- traffic volumes, and
- overall location.

Classification and Access

Arterial Road - A road primarily intended to carry regional traffic and serve major activity centers. Direct access to arterials should be restricted, requiring shared driveways, inter- connected parking lots, and similar measures to reduce curb cuts and maximize the movement of through traffic. Acceleration/Deceleration lanes could also be required at access points to facilitate the efficient flow of traffic.

Collector Road - A road intended to serve business areas and/or distribute traffic between arterial roads and neighborhoods. Collector roads can provide both direct and indirect access to adjacent land but access management measures should be encouraged in commercial and industrial areas.

Local Street - A road primarily intended to provide direct access to abutting properties and not serve major through traffic.

The Connecticut Department of Transportation (ConnDOT) maintains and regulates access to the two arterial highways and several collector roads, generally placing them outside of local control but Town Staff can still work closely with the RiverCOG and ConnDOT to ensure that future improvements do not excessively detract from local character.

Road Classifications		
Arterials	• Route 66 • Main Street • Mott Hill Road	• Route 16 • North Main Street • White Birch Road
Collectors	• Route 196 • Brewer Road • Depot Hill Road • Haddam Neck Road • Hog Hill Road • Lake Drive	• Route 151 • Old Middletown Road • Staeth Road • Tartia Road • Wopowog Road
Local	• All other Roads	
Source: CT DOT, RiverCOG		

Maintain a Safe and Efficient Road Network

Route 66 between the Portland town line and Route 16 is the only state road in East Hampton identified by ConnDOT in 2015 as over capacity. Route 66 from the intersection with Route 196 to the Marlborough town line is projected to be over capacity by the year 2035. It is also one of the most congested roadway segments in the LCRV Region. No other roads in East Hampton are projected to be either approaching or over capacity by 2020. As East Hampton has increasingly become a bedroom community, traffic has increased as a result.

2014 Commuting Patterns			
Residents Commute To:		Employees Commuting From	
Town	Percentage	Town	Percentage
Hartford	12%	**East Hampton**	**10%**
East Hampton	**10%**	Middletown	1%
Middletown	8%	Glastonbury	1%
East Hartford	5%	Colchester	1%
Portland	2%	East Hartford	1%
Glastonbury	4%	Marlborough	1%
Rocky Hill	2%	Portland	1%
Meriden	2%	Hebron	1%
Farmington	2%	East Haddam	1%
Other	53%	Other	82%
Total	100%	Total	100%
Source: CERC Town Profiles, 2014			

To address capacity and safety issues on Route 66, the former Midstate RPA conducted a Route 66 Corridor Study in 1997, addressing Route 66 between Route 9 in Middletown and the East Hampton/ Marlborough town line. The Study resulted in two work products: a Corridor Improvement Plan, consisting of management strategies and major transportation improvements to accommodate future travel along the corridor; and an Access Management Plan, containing guidelines to preserve existing capacity and extend the life of the roadway through capacity and operational improvements such as design changes, land use controls, curb cut management, and signal revisions.

The overall goal of the Study was to provide direction for future transportation and land use planning with a focus on improving safety and efficiency throughout the Route 66 Corridor. A more refined set of goals within the Study addresses such issues as:

- quality of life,
- aesthetics and sense of community,
- access management,
- traffic management,
- incident management,
- alternative transportation modes,
- environmental protection, and
- coordination between agencies.

The Route 66 Corridor Study contains many specific recommendations for physical improvements throughout the corridor as well as policies for regulating access and land uses along the corridor to both improve conditions and preserve new capacity created by the planned improvements. Some of the recommended improvements have already been programmed into the RiverCOG's Traffic Improvement Program (TIP) and Long Range Transportation Plan.

While some of the recommendations of the Route 66 Corridor Study that are general in nature and applicable throughout East Hampton are presented throughout this Chapter, many of the more specific recommendations are beyond the strategic scope of this Plan. Therefore, the Route 66 Corridor Study is hereby incorporated by reference as a separate but vital component of this Plan.
As a road such as Route 66 approaches or exceeds its designed capacity, traffic congestion can often lead

Frequent Crash Locations in East Hampton (2013)

Route	Location	Accidents
RT 66	between Portland Town Line and SR 151	6
RT 66	between SR 151 and SR 16	8
RT 66	at Main St. and North Main St.	8
RT 66	between Main St. and SR 196	8
RT 66	between Child's Road and Old West High St.	8
RT 16	between Main St. and Flanders Road	6

Source: UCONN Connecticut Crash Data Repository.

to increased accidents. The number of traffic accidents at a given location can be an indicator not only of congestion but of other deficiencies in the roadway network as well. CT DOT compiles accident reports for all state roads to produce the Traffic Accident Surveillance Report (TASR), and Suggested List of Surveillance Study Sites (SLOSSS) (see sidebar on page 85).

The Connecticut Department of Transportation completed an intersection improvement project in late 2015 at the intersection of Routes 66, 196, and Old Marlborough Road. This intersection was prone to accidents due to poor sight lines and high traffic volumes. To remedy the situation, a traffic signal was installed at the junction of Route 66 and 196, while the Old Marlborough Road intersection was realigned to form a proper "T" intersection in order to improve sightlines. This improvement should have a positive impact on the number of accidents occurring at this location.

Other improvements to the transportation network in East Hampton should be considered including better enforcement of speed limits. Currently, speeding issues plague stretches of Route 16, 66, and 196, lending to many of the high accident areas listed on the opposite page. Better enforcement of speed and traffic calming measures such as vertical elements along the roadway and narrower lanes can help to reduce the number of speed related crashes.

In addition, local congestion along busy stretches of Routes 16 and 66 might include re-timing of lights, and redesigned intersections to allow right turns on red lights where it is safe to do so.

TASR

The "Traffic Accident Surveillance Report" – is used by ConnDOT to evaluate roadways for indications of higher than statistically expected accident rates. When the ratio of actual accident rate (RA) to critical accident rate (RC) exceeds 1.0 and the number of accidents exceeds 15, the intersection or road segment is placed on the SLOSSS.

SLOSSS

The "Suggested List of Surveillance Study Sites"
is a prioritized list of highest risk accident locations, as determined by the TASR and. is used by ConnDOT to monitor potential problem locations in its road network. Documented SLOSSS issues can help attract public funding for remediation.

The safety, capacity, maintenance, and pedestrian improvements have been programmed into the RiverCOG's Long Range Transportation Plan and should be included in the Town's Capital Improvement Program when appropriate. The list of projects can be found on page 79.

Access management strategies can be used to alleviate existing congestion, protect capacity created through highway improvements, provide reasonable access to abutting property, and preserve community character along highways. Although ConnDOT regulates curb cuts onto state highways, the Planning and Zoning Commission can regulate land uses, limit future curb cuts, and encourage inter-parcel access along Route 66 and other arterial and collector roads in order to ensure the continued efficient movement of traffic through East Hampton.

Access management can be applied to existing developments with the consent of property owners, but is most effective when applied to developing or redeveloping areas, where the Planning and Zoning Commission has jurisdiction through the site plan review process. The Route 66 Corridor Study's Access Management Plan proposes a Route 66 Corridor Overlay Zone incorporating access management into the land use planning and roadway design processes. Access management guidelines include controls for access spacing, number of driveways, shared access, out-parcels, phased development, reverse frontage, interior lots, and nonconforming access. To give legal status to the guidelines recommended in the Access Management Plan, they need to be incorporated into the site plan review guidelines, Subdivision and Zoning Regulations.

The four tenths of a mile of Route 66 between Main Street and Route 196 is heavily travelled and is interrupted by approximately thirty curb cuts that are not controlled by traffic lights. The large number

of curb cuts within close proximity to each other results in difficulties making left turns into and out of driveways and poses hazards to drivers turning and entering. A total of nine accidents occurred within this short stretch of roadway in the year 2013 alone. The lack of connections between parking facilities causes drivers to enter the roadway and re-exit the roadway a short distance apart. In addition, Pedestrians using the sidewalks in this area are under constant threat of vehicles turning and entering driveways.

The Town of East Hampton has applied for funding to conduct a new Route 66 Corridor study in partnership with the Town of Portland and the RiverCOG. This study, if funded, will focus on creating a safe and efficient roadway for all users throughout the area. The heavily developed commercial area of East Hampton will be a focal point. Access easements between properties, enhanced pedestrian connections, street trees, and more cohesive signage may help to alleviate some of the issues along this stretch of road.

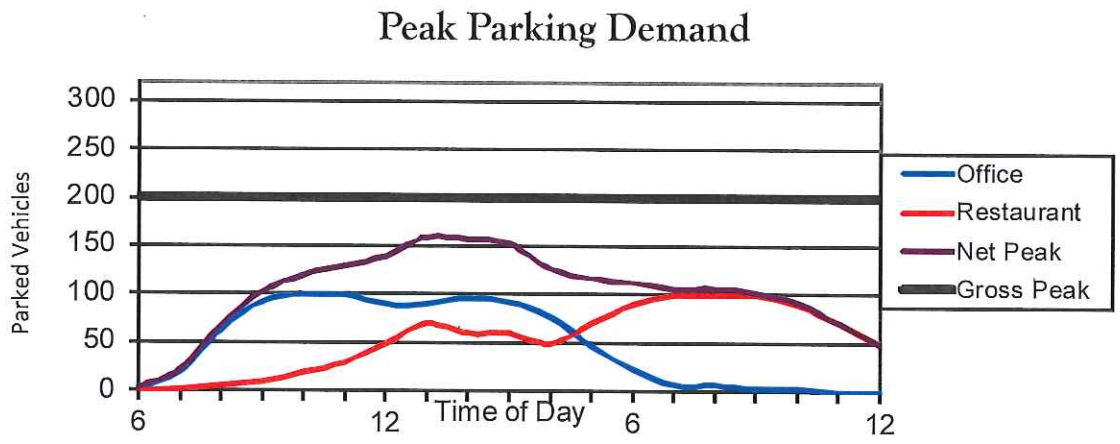
Modify Parking Standards

Communities use parking standards to ensure that each use has sufficient parking to meet its own needs without impairing traffic, public safety or the use of adjacent land. Excessive parking requirements can waste valuable land, create additional stormwater runoff, and detract from community character.

The Planning and Zoning Commission (PZC) should examine the parking ratios for each use and make modifications where necessary to ensure the most efficient provision of parking.

Since parking demand can vary significantly within major use classes such as retail stores, restaurants and offices, the PZC should allow a percentage of the required parking spaces shown on a site plan to be deferred until increased demands warrant their installation.

As the following graph illustrates, shared parking standards can further reduce required parking by recognizing that different uses within a development have variable parking needs and that the net peak parking demand for all uses can be considerably less than the gross required parking for individual uses.



Allowing development of consolidated parcels can also have a number of traffic and parking benefits. With proper cross-easements and modified yard/buffer requirements between consolidated parcels, curb cuts can be reduced and shared parking requirements can be implemented where they might otherwise not be possible.

Parking Flexibility

If the revitalization and re-use of industrial properties in East Hampton Village Center is to be successful, flexibility in parking will be a critical component of their success.

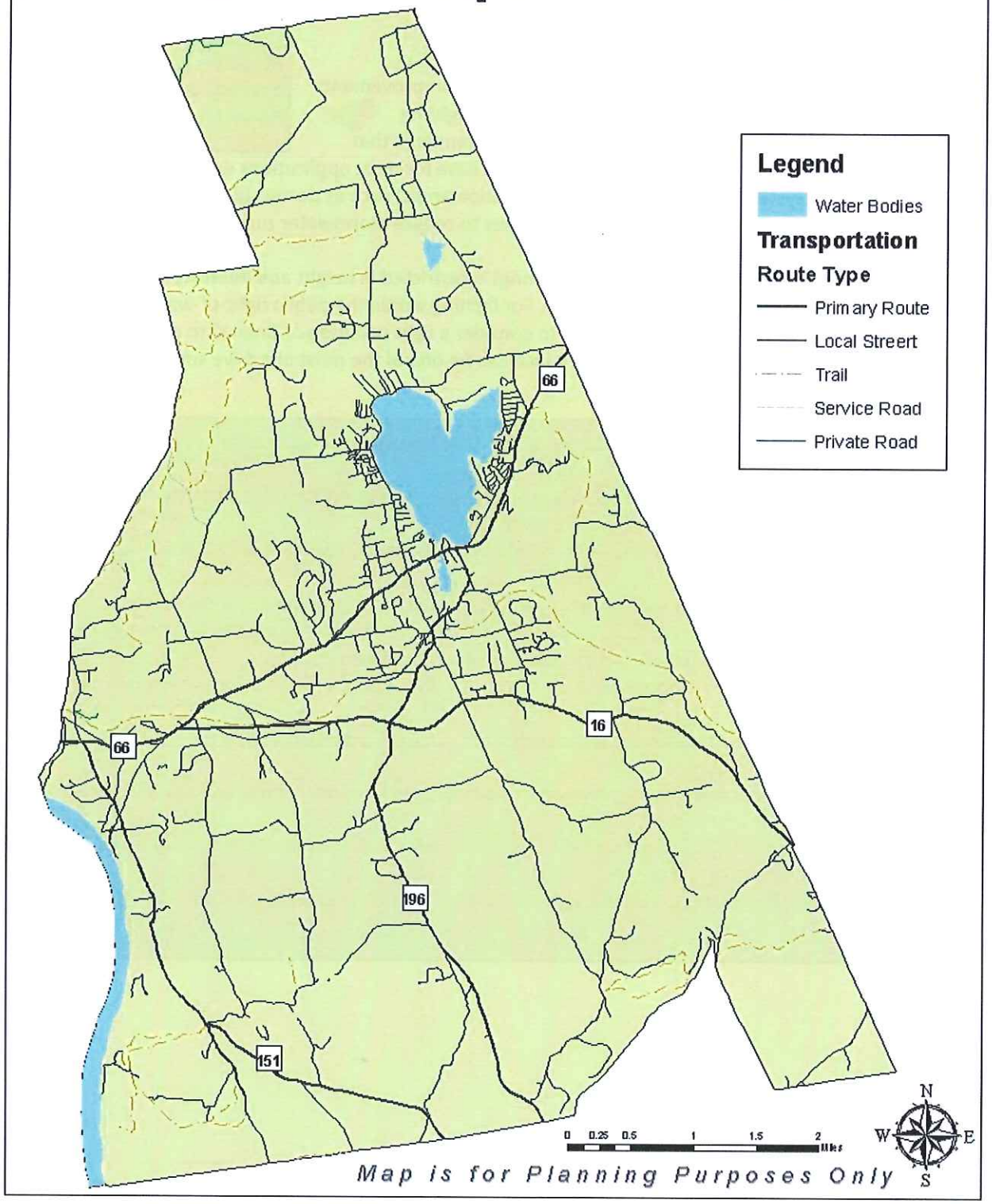
The Zoning Regulations should be examined for possible improvements in parking lot paving, curbing, pavement marking, and lighting requirements. Consider adopting flexible parking lot standards that require bituminous concrete pavement on a suitable base for most applications while allowing alternative pavement systems (outside of aquifer protection areas) such as porous block or grass pavers for seldom used parking spaces and perimeter fire lanes to reduce stormwater runoff.

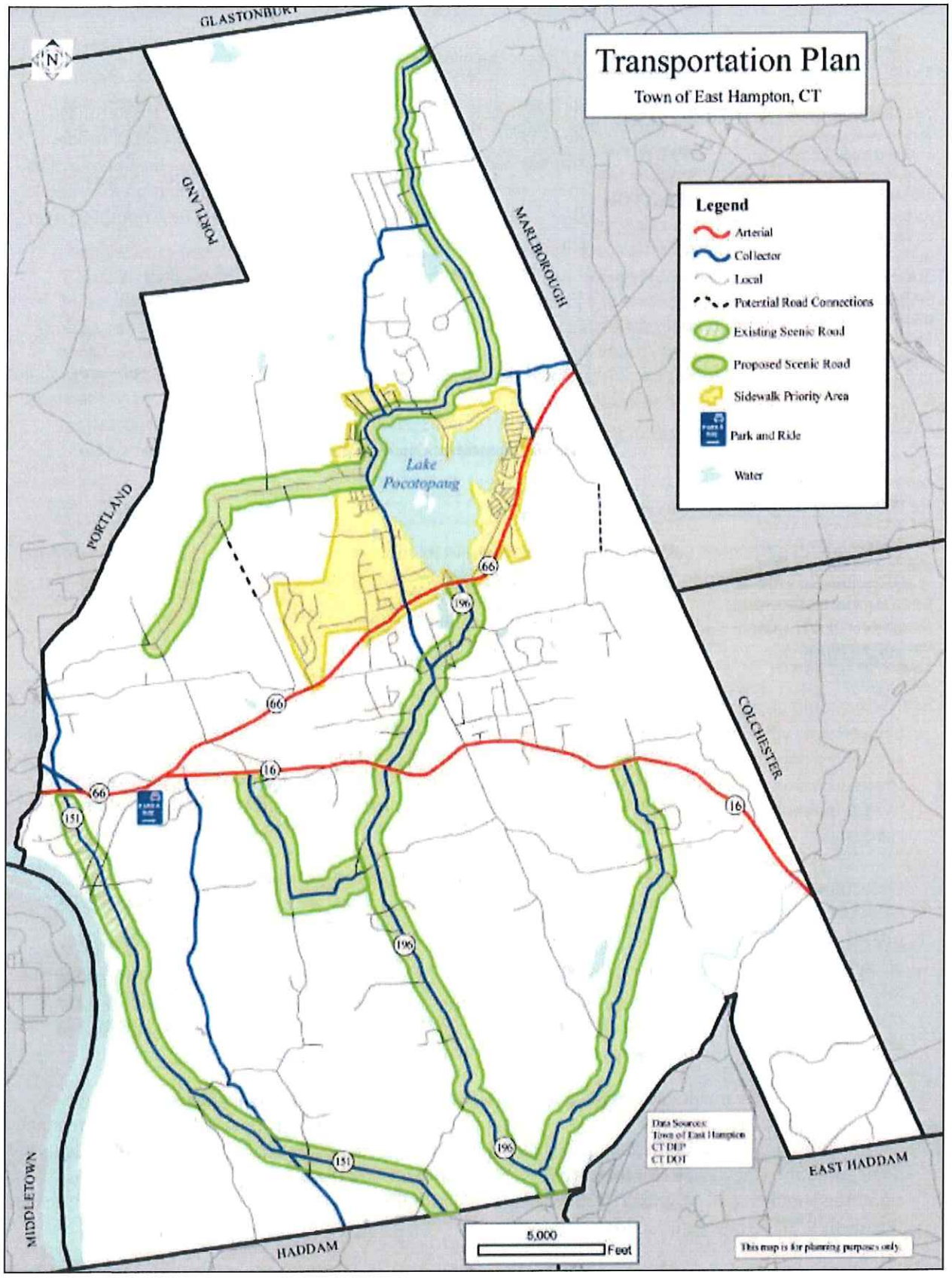
Currently, parking lot lighting (and building lighting) is restricted in height and intensity and requires full-cutoff fixtures that limit glare within a site. For lighting within the public right-of-way outside of PZC jurisdiction, the Town Council may wish to consider a light pollution ordinance to restrict the use of unshielded floodlighting on utility poles, which can be one of the most offensive sources of light pollution.

Strategies to Address Vehicular Transportation Needs

1. Relate road design to its function and adjacent land uses by creating flexible standards that Emergency Services, Highway, and Planning Staff can agree upon.
2. Work with ConnDOT and RiverCOG to minimize the aesthetic impact of state highway improvements.
3. Monitor critical accident (SLOSS) locations for possible safety improvements in the future.
4. Continue to work with ConnDOT and RiverCOG to implement transportation improvement projects on the RiverCOG TIP and Long Range Transportation Plan.
5. Continue to schedule transportation improvement projects into the Town's Capital Improvement Program.
6. Implement the access management recommendations of the Route 66 corridor, both within the corridor and in other appropriate locations.
7. Reduce impervious surfaces using porous pavement systems, deferred parking and shared parking requirements where appropriate.
8. Reevaluate the parking requirements by use and make adjustments as necessary to ensure adequate yet efficient numbers of parking spaces.
9. Conduct a new Route 66 Corridor Study with focus on particular areas of town such as Cobalt and the commercial zone.

East Hampton Roads




Transportation Plan
Town of East Hampton, CT
Legend
Arterial
Collector
Local
Potential Road Connections
Existing Scenic Road
Proposed Scenic Road
Sidewalk Priority Area
Park and Ride
Water
GLASTONBURY
PORTLAND
MARLBOROUGH
COLCHESTER
EAST HADDAM
HADDAM
MIDDLETOWN
Lake Pocotopaug
66
16
151
196
Data Sources:
Town of East Hampton
CT DEP
CT DOT
5,000
Feet
This map is for planning purposes only.

East Hampton should encourage alternative modes of transportation to reduce dependency on private motor vehicles, reduce traffic congestion, promote a healthier lifestyle and reduce pollution.

Address Alternative Transportation Needs

As a relatively isolated rural/suburban town, East Hampton is dependent on private motor vehicles for meeting most residents' transportation needs. Alternative transportation facilities such as mass transit, sidewalks, and trails are available but on a limited basis. Alternative transportation needs facing East Hampton over the next decade include:

- reducing dependency on private motor vehicles,
- creating a safe network of sidewalks and trails, and
- meeting increasing demand for dial-a-ride services.

To address these issues, East Hampton should promote, design, and integrate energy efficient transportation alternatives to the single-occupancy vehicles, such as ridesharing, mass transportation, bicycling, and walking into the overall transportation system.

Address Pedestrian Needs

With over 75 percent of East Hampton zoned for low- to very low-density, one- and two-acre residential development, the need for sidewalks in new residential neighborhoods is not critical unless road standards are reduced to the point where a separate sidewalk is needed. What is lacking are safe pedestrian routes in and between more intensely used areas that residents could be reasonably expected to walk.

There should be a safe network of sidewalks and/or trails not only within the village centers, but also between the villages and other activity nodes such as Sears Park, the East Hampton Public Library, and shopping opportunities along Route 66. Given the density of development, residents should also be able to circumnavigate Lake Pocotopaug safely, especially along the lakeshore at Old Marlborough Road (west). Currently sidewalks only exist around the lake along North Main Street and a short portion of Lake Drive.

Pedestrian access and safety is not limited to public sidewalks and trails. Crosswalks, signage, signals, and clear sight lines are all necessary components of a safe pedestrian environment. Areas frequented by pedestrians should be examined for safety deficiencies and improvements made where necessary, such as adding crosswalks throughout the Commercial Zones. Requiring pedestrian access between parking lots of neighboring businesses during the site planning process, to allow shoppers to park once and visit multiple businesses, can reduce traffic congestion and accidents by eliminating turning movements into and out of traffic.

The Town currently maintains all public sidewalks: a burden that makes the Planning and Zoning Commission and other officials reluctant to recommend and accept new sidewalks. Conversely, in many communities, the burden of regular sidewalk maintenance is the responsibility of the property owner adjacent to the sidewalk, making developers reluctant to include them in their developments. East Hampton should resolve this issue so that the Planning and Zoning Commission can act consistently and decisively with respect to new sidewalks.

Clear policies are needed to determine where and under what conditions sidewalks should be required and an ordinance assigning responsibility for their maintenance. Such an ordinance could even share responsibility between the Town and private property owners, either by assigning responsibility for all new sidewalks to private property owners and continuing to maintain existing sidewalks, or by assigning responsibility for all residential sidewalks to homeowners and continuing to maintain the sidewalks in commercial areas and other locations where a responsible homeowner is not located adjacent to the sidewalk. The Planning and Zoning Commission has, and should continue to support the Town Council's adoption of a sidewalk ordinance that includes assigning responsibility for sidewalk maintenance to homeowners in existing and new developments, with the Town retaining responsibility for only the sidewalk around the lake and in the immediate area of the commercial/business areas in the center of Town and adjacent to Lakeview cemetery.

East Hampton is rich with outdoor recreation opportunities such as Sears Park, Hurd State Park, Meshomasic State Forest, and the Airline Trail. As open space is acquired through purchase or dedication through the subdivision process, consideration should be given to using those acquisitions to create and enhance greenways and trails linking these resources into a more functional and meaningful system of open space, such as the trailhead for the Airline Trail in the Village Center.

Address Bicycle Circulation

East Hampton is a relatively bicycle friendly community. The Connecticut Bicycle Map, produced by ConnDOT in 1992 and currently being revised, depicts segments of Routes 16, 66 and 196 as part of a cross state route through East Hampton (Route 16 from Route 196 to the Colchester town line is not recommended). The Connecticut Bicycle Book published in 1993 shows a 40 to 45 mile Connecticut River Valley bike route looping through East Hampton and neighboring towns. The Mountain Bikers Guide to Southern New England also lists a ten-mile trail loop in Meshomasic State Forest in East Hampton, which is easily accessible from Route 66. The Airline Trail, built on the former Airline Railroad right-of-way, currently connects East Hampton to Hebron and is another resource for bicyclists as well as other non-motorized users such as pedestrians and horseback riders. The Airline Trail is soon to be extended to Portland.

Bicycle projects are eligible for funding under many federal aid transportation programs such as the Enhancement Program, Hazard

Common Forms of Alternative Transportation

Sidewalks

Sidewalks are defined as walkways located along streets. Sidewalks are typically dedicated to public use and improved (concrete, brick, asphalt).

Trails

Trails are defined as dedicated (but often unimproved) walkways/bikeways located off streets.

Bicycle Routes

A safe, convenient, comfortable, and secure bicycle riding environment will encourage bicycle transportation as an important transportation mode and recreation activity.

The types of bicycle facilities that may be appropriate in East Hampton include:

- shared roadway,
- wide curb lane,
- shoulder bikeway, or
- multi-use trails.

Sidewalk installation on Barton Hill

The Airline Trail has a large trailhead and parking area on Smith Street in East Hampton, adjacent to the Village Center.

Elimination Program, Rail/Highway Crossing Program, Recreational Trails Program, National Scenic Byways Program and many others. To create "bicycle friendly" road- ways bicyclist should be given greater consideration when designing transportation facility improvements. If roadway improvements are scheduled, then attempts should be made to incorporate wider shoulders, signage, bicycle friendly drainage grates, and other bicycle and pedestrian friendly improvement into the design as long as costs are not disproportionate to the main roadway improvements. Bicycle accommodations should be considered along roads connecting the airline trail to heavily developed residential neighborhoods and commercial zones, as well as to other recreational locations such as Hurd State Park. Bicycles should also be accommodated in the site planning process where appropriate.

MTD Route F
Portland/ East Hampton

Fiscal Year	Passengers
1990	12,171
1995	11,766
2000	17,100
2010	13,027
2015	14,351

Currently, Route F originates at MTD's terminal in Middletown and follows Route 66 over the Connecticut River to Portland where it provides access to the industrial park, and Main Street, and High Street areas including Portland Convalescent Home and Greystone Manor. The route then follows Route 66 into East Hampton to Route 16 to Main Street to Route 66 and from here the bus starts back to the terminal to complete its loop. A 22- passenger bus operates on a loop that corresponds to the a.m. and p.m. commute hours.

Increase Awareness and Use of Public Transit and Ridesharing

The Middletown Transit District (MTD) provides public transportation services in the northern portion of the RiverCOG Region. Rural route service to East Hampton began in 1987 as part of a two-year demonstration program with a grant from ConnDOT, offering ten trips per day. In 1990, rural Route F Portland/East Hampton became permanent but with a reduced schedule of six trips per day and no grant funding. Despite over 18,000 passenger trips in 2001 and increasing ridership, this service only accounts for about 70 single-passenger motor vehicle trips per day on Route 66. In 2011, service to Durham was dropped from the route due to low ridership. While it provides a valuable service to those who cannot or choose not to drive and every vehicle it removes from the road helps to reduce pollution and congestion, this service needs to attract more riders if it is to have a significant impact on Route 66.

The Town should work cooperatively with the MTD and ConnDOT to better advertise bus schedules and distribute materials such as the Commuters' Register, which promotes alternative forms of transportation. Encouraging the MTD to accommodate bicycles on their busses might also provide the flexibility that some residents need in order to get to and from the bus stops, thus increasing ridership.

In addition, East Hampton should work with MTD and ConnDOT to consider providing direct bus service to Hartford. With approximately 12% (850 people) of the working population of East Hampton travelling to Hartford, an opportunity may exist to relieve some traffic by providing bus service. Currently, CT Transit Route 14 travels between Colchester and Hartford along Route 2. The nearest stop to East Hampton is at Exit 12 in Marlborough where several commuter lots are regularly used at or near capacity. If a spur route were developed to serve East Hampton, or a connector route were established between East Hampton and the Marlborough park-and-ride facility, residents of East Hampton that

regularly commute to Hartford may choose to do so by bus.

Middletown Area Transit Bus

Ridesharing techniques such as carpooling and vanpooling became popular during the fuel crises of the mid and late 1970s. With fuel prices on the rise, ride-sharing should begin to gain acceptance again as a viable transportation alternative to the single occupancy vehicles, reducing congestion, air pollution, and transportation costs for ridesharing commuters.

The Rideshare Company is the designated commuter service agency in East Hampton and also happens to publish the previously mentioned Commuters' Register, whose goal is to promote ridesharing and public transit use in Connecticut. The Rideshare Company through The Commuters' Register provides a free listing of rideshare opportunities in the state, helping commuters match origins and destinations with other commuters interested in coordinating their trips.

Designated Bus Shelters allow for passengers to wait for a ride in comfort.

To facilitate ridesharing, a paved and lighted park-and-ride lot accommodating 28 vehicles is located at the junction of Route 66 and 16 in East Hampton. According to RiverCOG, this lot was only utilized at an average rate of 19.6% during calendar year 2015 compared to the combined average of 53.3% for all regional park-and-ride lots.

East Hampton should place an emphasis on ridesharing through the promotion of employer ridesharing incentives for their employees through flexible work hours, transit subsidies, or organizing a formal rideshare program. Promoting ridesharing through signs along Route 66 could eventually help to alleviate the congestion in East Hampton.

Anticipate Elderly and Disabled Transportation Services Needs

East Hampton uses small buses to transport senior citizens.

The Americans with Disabilities Act (ADA) requires that elderly and disabled transportation services be provided to compliment fixed bus routes. The Middlesex County Chapter of the American Red Cross operates a demand responsive dial-a-ride system for elderly and disabled residents in East Hampton on a first come first serve basis. With 48-hour notification, this service provides medical, shopping, recreational, educational, and other types of trips Monday through Friday from 8:00 a.m. to 6:00 p.m. The East Hampton Senior Center operates a complementary dial-a-ride service van to transport older residents to and from the Center as well as on recreation, medical and shopping trips to Marlborough and out of region towns that the Red Cross does not serve.

With residents aged 55 and older expected to double as a percentage of the Town's total population by 2020, demand for dial-a-ride service can be expected to increase. The Town in cooperation with the Middlesex County Chapter of the American Red Cross should monitor demand for these services in order to plan ahead to meet increased demand if any.

Alternative Transportation Strategies

1. Provide sidewalks throughout the commercial areas, more densely populated areas of the villages and around the Lake, with attention given to crosswalks and other safety enhancements.
2. Develop sidewalk policies to guide the provision and location of sidewalks for new development.
3. Adopt a sidewalk ordinance that assigns responsibility for maintenance of sidewalks.
4. Enhance and protect the existing trail system throughout Town.
5. Accommodate bicycle whenever practical in road and site development projects. Develop a list of roads where bicycles lanes should be considered.
6. Pursue bicycle accommodations with the Middletown Transit District (MTD).
7. Work with the MTD and the Rideshare Company to promote mass transit and ridesharing options to relieve congestion on Route 66.
8. Monitor the dial-a-ride services to anticipate future demand for drivers and equipment.
9. Explore options for direct bus service between East Hampton and Hartford.

Ice Fishing is popular when Lake Pocotopaug freezes.

Provide For Adequate Utility Services

Utilities should facilitate desired development patterns, support community structure, and enhance quality of life.

As a rural suburban town, East Hampton utility infrastructure is somewhat limited. Water service in East Hampton Village Center is unreliable and limited in area. Contaminated water sources also plague a large portion of the Route 66 corridor commercial zone north of the Village Center. Sewer service originally focused on Lake Pocotopaug to address the year-round conversion of small-lot recreational-residential development and protect the water quality of the Lake, but has expanded to accommodate surrounding areas. There is excess capacity in the processing facility in order to accommodate future growth. A large natural gas expansion was completed in the summer of 2015, offering natural gas to homes and businesses in and surrounding the Village Center area and much of the commercial area in town.

The major utility issue facing East Hampton is the creation and expansion of public water, especially in the Village Center, Commercial, Industrial, and Design Development Zones.

Infrastructure

The term infrastructure refers to utility services such as:

- piped utilities (water, sanitary and storm sewers and natural gas);
- wired utilities (electricity, telephone, cable TV, and internet); and
- wireless communications (telephone, paging, satellite TV and radio).

Margin of Safety – The Department of Public Utility Control requires water companies to maintain the capacity to safely exceed daily demand by 15%.

Pursue Necessary Piped Utilities

Pursue Reliable Public Water Service

The Town of East Hampton has historically relied upon individual on-site wells for water. Over the last several years an increasing number of quality and quantity problems, incidents of contamination, iron and manganese problems, as well as decreasing water table levels, have been identified in the area. In some areas, these incidents of contamination have rendered the water unsuitable for drinking. The full extent of groundwater contamination in East Hampton is not known as groundwater moves very slowly and it may take many years before an affected area is recognized.

In addition to individual residential wells, there are over 55 public (community) water systems in the Town, which are under continuing State regulation. These range from those which serve housing developments on an annual basis to those that serve public buildings, schools, churches, campgrounds, stores, restaurants, etc. which serve 25 individuals or more of an intermittent basis. Included among these is the Village Center.

The Village Center Water System was mandated by the State in 1989 and built in 1991 to alleviate serious chemical contamination in the center of the Town. These fragmented community water systems are required by the State to perform regular maintenance, monitoring and reporting. Health Department files are replete with reports of non-compliance with health standards requiring corrective actions on these systems.

In November 2004, the Town submitted an Initial Water Supply Plan (IWSP) to the State Department of Health to comply with its December 2002 order. As ordered by the State this plan addresses the potable

East Hampton Water Pollution Treatment Facility

drinking water needs of the Town for the present as well as for the projected 5-, 20-, and 50-year periods. Water sources, purification, distribution, storage, expenses, and revenue and funding concerns are all subject to inclusion in the planning process. To date, there has been no action on creating a municipal water system. This proposed municipal water system will mitigate the increasing water quality and quantity problems by interconnecting numerous community water systems operating in the Town along with the Village Center Water System. The system will not be extended to those systems owned by others except under written agreement.

The water system will be administered by the Town's WPCA as an enterprise fund. Financing for this project will be through federal and state grants and loans, with the balance being paid for by the users of the system. An independent rate study will determine the rates to be utilized. As planned, the project will be built in three phases. Initially, the project had a targeted completion date of 2010 for phase one and the total project completed by 2014. Approval by a public referendum will be required for the project to proceed.

A typical water supply wellhead consists of a cap and seal, as well as an air vent. East Hampton relies primarily on private wells on individual properties.

The development of this system hinges upon locating a new, safe, and reliable supply of high-quality groundwater. The Town has identified the aquifer running along the Connecticut River as the most likely spot for the development of this ground water resource. The proposed municipal water system will mirror the existing wastewater system, plus serve portions of Cobalt and Middle Haddam. The plan is to service all households, commercial enterprises, and industry properties below elevation 650' or an estimated population of 9,000 people or 75% of the population of the Town. In addition, fire protection will be made available to the residents of East Hampton for the first time. The water provided will meet all state and federal drinking water standards. The development of this new water system will undergo extensive scrutiny by local, state, and federal officials and will meet or exceed all requirements. Any water connection would need to be approved by Town Council.

Currently, there is a Water Supply Task Force working under the direction of the Town Council to develop the best plan for water supply in Town. This Task force recently put out a Request for Expression of Interest in hopes of partnering with a larger water supplier, such as the Metropolitan District Commission, Connecticut Water, or Aquarian. The results of this request will help the Town Council move forward on how best to provide adequate clean drinking water to residents and businesses.

Ensure Adequate Public Sewer Service

In 1978, an inter-municipal agreement between East Hampton and

Colchester was entered into which governed the construction and operation of the Joint Facilities Water Pollution Control Plant located in East Hampton. This wastewater treatment facility originally built for the public sewerage needs of East Hampton and Colchester was designed to process an average daily flow of 3.9 million gallons with expansion capabilities to 7.0 mgd to serve the towns of East Haddam, Lebanon, Marlborough and Hebron in the future. Currently, the facility processes approximately 1.2 million gallons per day, far below its capacity. The treatment process utilizes an activated sludge system to remove approximately 90% of the major pollutants. The total cost of both the East Hampton and Colchester systems was over 46 million dollars with the treatment plant cost in excess of 8.5 million dollars. For over 30 years, this system has faithfully served the needs of all the communities. The plan on page 100 illustrates the current and future sewer service areas.

In 2002, the Commissioner of the Environmental Protection Agency ordered that a Facility Planning Study be commissioned to investigate the improvements necessary at the Joint Facilities Water Pollution Control Plant and collection systems within the Towns. The plan was completed in 2005 and included a list of items required for updating the wastewater treatment facility including new filtering techniques, a UV treatment system and other operational upgrades. The total expense was estimated to be approximately 30 Million dollars. To date, the improvements have not been funded by the DEEP since the plant is currently operating efficiently and is treating wastewater sufficiently.

In June of 2005, the Joint Facilities submitted its Facility Plan to the DEEP containing a future wastewater service area for the Town of East Hampton that was consistent with the State's Plan of Conservation and Development. Under Section 7-246(b) of the Connecticut General Statutes, the maps contained in the Facilities Plan legally define the wastewater service boundaries for all seven (7) Towns. The future wastewater service area for East Hampton encompasses known and potential health concerns and addresses future service areas such as the Town's Design Development Zone. Connections to Marlborough Town Center and the areas surrounding Lake Terramuggus were approved to be completed in three separate phases.

Natural Gas Service

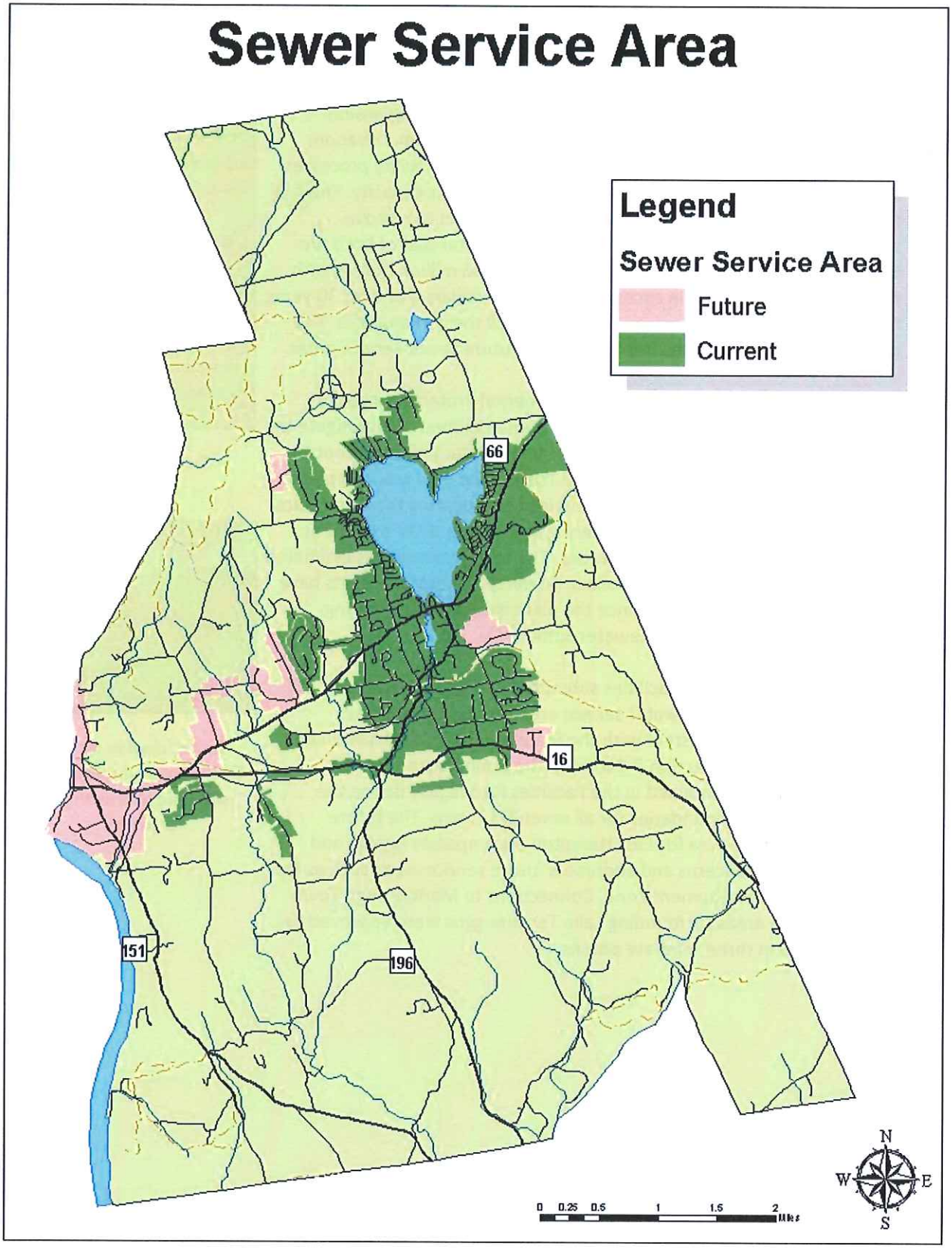
Natural gas service is now available in the commercial areas of East Hampton as well as several residential areas near the center of East Hampton.

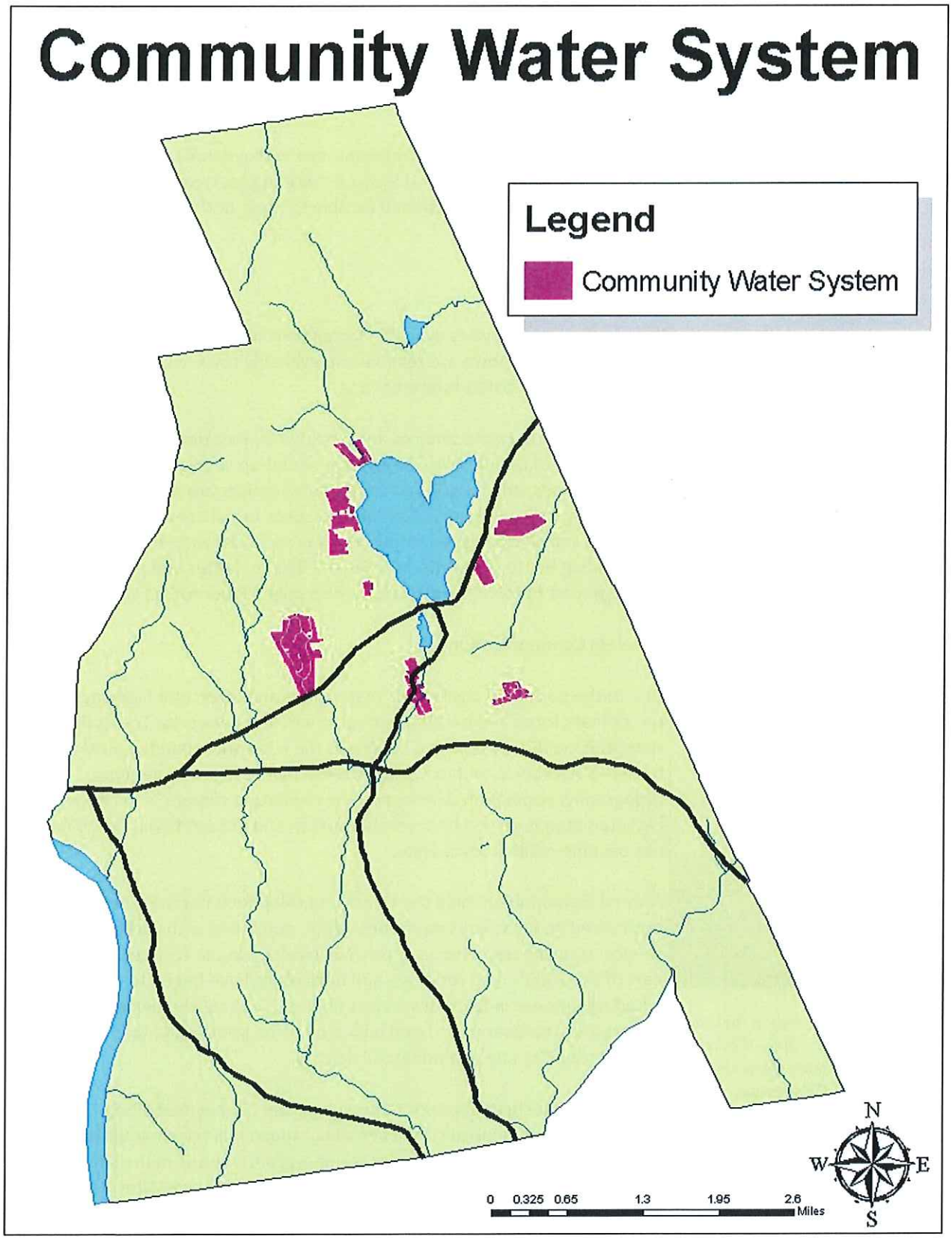
Cable Television

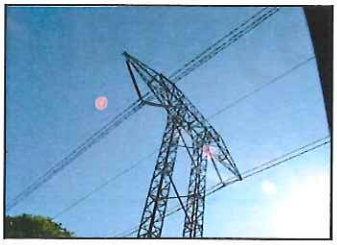
Cable television is available from Comcast of Middletown throughout East Hampton. Satellite television is available from a number of providers.

Center School in the Village Center houses the water system which supplies water to the center.

Sewer Service Area




Community Water System
Legend
Community Water System
N
W
E
S
0 0.325 0.65 1.3 1.95 2.6
Miles



Electricity is delivered locally by Eversource

Ensure Adequacy of Other Utility Services

Electrical Service

Electricity is delivered locally by Eversource with customers able to choose their own electricity supplier. Electric service in East Hampton is reported to be reliable town-wide and should be able to meet both current and anticipated future needs.

Wired Communication

Cable is provided by Comcast, while wireline telephone is provided by Frontier

Wired telephone services available through Frontier Communications and Comcast of Middletown are reliable and available town-wide to meet current and anticipated future needs.

Internet and other data services are provided by Frontier Communications and Comcast of Middletown in the form of dial-up service, high-speed DSL, T1, and T3 lines, and broadband cable. Such services are becoming increasingly critical for attracting a broad spectrum of commercial and industrial activity to desired locations. At present, areas of town surrounding Route 16, portions of 66, the Village Center and portions of the southern part of town have access to high speed Fiber to End User access.

Wireless Communication

Cell towers such as this one near the Public Works Department provide for wireless services.

Due to the density of customers, major cities and interstate highways were the primary focus and backbone of most wireless networks. Towns like East Hampton eventually received service as the network expanded outward from this backbone, with coverage shaped by the highway network, topography, population density and the regulatory climate of each town. East Hampton is served by several towers in and around town and coverage has become reliable town-wide.

Federal legislation enabled the transfer of telephone numbers between both wired and wireless telephones which, combined with wireless 911 service, spurring tremendous growth in wireless phone service in the early part of the 2000's and residents and businesses have begun to cancel their wired telephones in favor of wireless phones. To meet the demand, new towers and antennae have been added over the last decade to fill gaps in coverage and handle additional call density.

Due to a Connecticut Superior Court ruling, the Connecticut Siting Council (CSC) currently has jurisdiction over all but municipal telecommunication towers. The Town should consider taking a proactive role in the siting process of any future towers by identifying desirable tower sites based on the location of existing towers, topography, and visual sensitivity (i.e., avoid

ridgelines, historic areas, etc.). At a minimum, the Town should actively participate in the siting process by working with prospective telecommunications providers/tower owners as they seek approvals from the CSC to ensure the most efficient and least obtrusive tower network.

In the age of wireless internet, the Town should consider the installation of Wi-Fi hotspots in locations throughout the commercial zones. This would allow existing businesses, as well as new businesses to offer internet connectivity to patrons. With the availability of internet, workers on their lunch hour, or working outside of their normal work hours may choose to patronize local coffee shops or restaurants and use the Wi-Fi to conduct business.

Preliminary Strategies

1. Continue to pursue the development and construction of a municipal water under the authority of the WPCA. Allow the Water Task Force to work with the Town Council and WPCA to determine the best path forward for providing water.
2. Ensure that public sewer capacity and availability supports desired development patterns and is not used to simply justify density increases.
3. Plan for additional growth in wireless communications by identifying desirable tower and antenna locations and working with the Connecticut Siting Council to minimize their impact on the Community.

Address Changing Housing Needs

Following a trend occurring throughout Connecticut, East Hampton's housing supply has become increasingly oriented toward larger single-family homes. Projected demographic changes over the next 20 years suggest that East Hampton residents may need alternative types of housing in the future. If both young and old are to be able to find housing that meets their needs, new housing will need to accommodate elderly and active-adult residents as well as moderate-income households and first-time buyers. Several projects developed during the last decade have helped increase housing diversity; however, more is needed in order to meet the projected need.

Increase Elderly Housing Options

East Hampton's population aged 55 and older is expected to double as a percentage of the total population by the year 2025. The majority of these residents will probably want to stay in their homes as long as possible.

To facilitate this, the Town should create an elderly tax relief program for age and income eligible residents. The Town should also anticipate expanding existing elderly programs such as meals-on-wheels and dial-a-ride services to allow these residents to maintain their relative independence .
Even with a tax relief program, encouraging "empty nesters" to remain in their homes can be financially beneficial for the Town when compared to the cost of services required by young families with children that might replace them if they are forced by income or infirmity to leave their single-family homes.

For those who choose to downsize or can no longer maintain their single-family homes, options such as active-adult housing and income-assisted elderly housing should be encouraged, preferably close to the villages where infrastructure is available to support it and residents are within walking distance of daily needs.

Other elderly housing options that the Town should consider include:

- congregate and life-care facilities that provide independent living with varying degrees of medical and other services; and
- in-law apartments that allow family members to care for elderly or infirm relatives while giving them a sense of independence.

Congregate and life-care facilities would likely require water and sewer services unless community septic systems are permitted.

Accommodate Housing for a Diversity of Resident Incomes

Despite the availability of affordable rents and mortgages, the housing statistics cited in Chapter 2 show that there are East Hampton households paying an uncomfortable portion of their gross income on housing costs. The rising cost of land, rising interest rates, the current strength of the housing market and East Hampton's growing desirability as a residential community are all making it even more difficult to purchase a home in Town, requiring housing that remains affordable over time regardless of market conditions.

Affordable housing is often equated with low-income, high-density, government-assisted housing "projects," when in fact there is a broad range of affordable housing options, ranging from age-restricted apartments to modest single-family starter homes that are no different from many older homes found in East Hampton today. With today's low interest rates, qualifying dwelling units meeting the State's definition of an affordable housing unit are being sold in Connecticut for over $170,000.

Such affordable housing need not be concentrated in one or more locations. Habitat for Humanity, religious groups, and other organizations are able to construct small-scale projects, often as small as one or two homes on existing vacant lots.

In 2008, the East Hampton Planning and Zoning Commission created the Housing Opportunity District (HOD) as an overlay zone that may be applied to a parcel larger than ten acres in several zones. This zone allows for at least 15% of the units to be sold at affordable rates as defined in CGS Section 8-30g. Although affordable housing is not a requirement of the zone, it, along with diverse housing types are encouraged by allowing higher densities than elsewhere in town.

A large housing project in East Hampton currently in development is the Hampton Woods development along Route 66 in the Design Development District using an HOD overlay. This project, if fully developed will consist of 253 townhouse style pre-fabricated homes on several new roads. Provisions are included for common recreational space and sidewalks. Thirty percent of these housing units, when complete, will be deed restricted Affordable Housing as per CGS 8-30g.

In addition to affordable housing, in the 2006 POCD, the town identified a need for more rental housing for young professionals and those that may not want to own their own homes. The Commission created the Mixed Use Development District (MUDD) to use as an overlay zone. This zone is to be approved using a Master Plan which will be subject to review and approval by the Planning and Zoning Commission. The intention of the zone is to encourage mixed-use development incorporating a neighborhood concept for separate and distinct neighborhoods within the development. Provisions for open space, pedestrian connections, street furniture and signage, and recreational facilities are encouraged.

One development is currently underway using the MUDD overlay. Edgewater Hill is a large multi-phase development fronting on Route 66 consisting of apartments, town-houses, small single family homes, and commercial buildings. The master plan, intended as a fifteen year

Elderly Housing Options

The number of nursing home beds are tightly controlled by the State Department of Social Services, which must issue a Certificate of Need before new or expanded nursing facilities can be constructed. Congregate care facilities are not as strictly regulated.

Inclusionary Zoning

Section 8-2i of the Connecticut General Statutes enables communities to adopt inclusionary zoning regulations that encourage housing for low and moderate-income persons. Such regulations may include but are not limited to:

- setting aside affordable housing units through long-term deed restrictions or other means,
- allowing density bonuses for providing affordable housing units, and
- allowing a fee-in-lieu of an affordable housing unit.

To address concerns over the impacts of affordable housing developments, East Hampton can draft affordable housing regulations that address public health and safety issues such as the provision of public water and sewer, fire prevention and traffic.

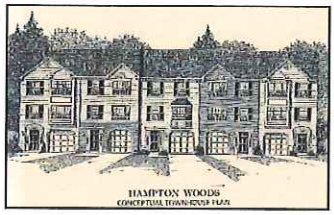
East Hampton can also regulate the construction of affordable units such as requiring affordable units to be similar in size and appearance to market rate units or preventing a developer from "skimming" a project by building all of the market-rate units at a higher density without building the affordable units.

Edgewater Hills Townhouse Style Apartment Concept. This style of housing can be attractive to empty nesters looking to downsize and eliminate maintenance.

project, includes walking trails, restaurants, office space, a pond for recreational purposes and other amenities. This development could become an entire neighborhood within East Hampton where residents could potentially live, work, and recreate.

East Hampton could take one or more of the following measures to encourage affordable housing on a similar scale:

- allow development flexibility in return for providing one or more affordable units within a proposed development;
- allow a modest increase in density to be used to build affordable units;
- encourage a small percentage of all new housing units to be affordable; and/or
- allow a fee-in-lieu of providing affordable units to be placed in a housing trust fund to purchase, construct, or rehabilitate affordable units.



Hampton Woods Townhouse Concept. The Hampton Woods development will be located on private roads, with private ownership of 253 townhomes, 30% of which will be deed restricted affordable housing.

By creating an affordable housing trust fund and accepting fees-in-lieu of affordable housing units, the Town can retain control over the design (design review), density (units and bedrooms), and the ability to locate units where they are most appropriate.

Creating age-restricted affordable housing projects can also provide multiple benefits to East Hampton including:

- providing affordable housing units;
- progressing towards the State goal of 10% affordable housing units in Town;
- helping to meet the projected demand for elderly housing;
- allowing elderly residents to remain in Town, and
- remaining revenue positive for the Town despite their affordability, due to lack of school children.

Laurel Ridge is an age-restricted housing development along Route 66.

Housing Need Strategies

1. Continue elderly tax relief programs.
2. Actively encourage active-adult and elderly housing when and where appropriate based on water and sewer availability, and achieving other Plan goals such as enhancing village centers.
3. Expand options for accessory apartments as elderly units.
4. Expand options for accessory apartments as rental units.
5. Encourage use of the MUDD and HOD overlay zones to increase housing diversity throughout town.
6. Consider expanding the DD zone to include provisions for 55+ age-restricted housing.
7. Consider one or more of the following affordable housing initiatives:
   - allow additional development flexibility in return for providing one or more affordable units within a proposed development;
   - allow a small increase in density with additional density earmarked for building affordable units;
   - encourage a small percentage of all new housing units to be affordable; and/or
   - allow a fee-in-lieu of providing affordable units to be placed in a housing trust fund to purchase, construct, or rehabilitate affordable units.

Edgewater Hill Master Plan. When fully complete, the concept is a community-within-a community. A variety of housing is envisioned which includes apartments, bungalows, and large single family units. This concept was designed using the MUDD overlay zone.

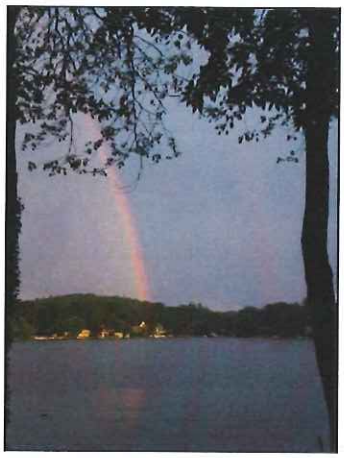
6 Future Land Use Plan

The Future Land Use Plan is a depiction of the Plan's recommendations for the future conservation and development of East Hampton.

Overview

This chapter will be considered by many as the heart of the Plan of Conservation and Development. It encompasses in graphic and text form, the recommendations of each of the preceding chapters in the Plan.

From a practical point of view the Future Land Use Plan is fundamentally a guide to the physical development of the community. It translates values into a scheme that describes how and where to build, rebuild or preserve the Town.



A rainbow appears during a rainy day over Lake Pocotopaug.

The Land Use Map expresses current policies that will shape the future. As we move forward this map may and probably will be modified as circumstances dictate. The map is not to be construed as a rigid image of East Hampton in the future. The Land Use Map is a result of considering the inter- relationships of the other elements of the Plan of Conservation and Development.

The Future Land Use Map does not share the same legal status as the Zoning Map. It should be considered a guide, expressing the Towns vision for the future, and should be used to influence future land use decisions, not regulate the activities in specific zones.

In summary:

The Future Land Use Plan is a statement of what the people of East Hampton would like the East Hampton of tomorrow to become.

The Lake is primarily surrounded by single family homes.

After adoption of this plan the Planning and Zoning Commission will undertake a comprehensive review of the zoning regulations, with the goal of establishing an approach of "creative flexibility" in future land use development proposals, consistent with this Plan of Conservation and Development.

A discussion of implementation mechanisms appears in Chapter 7 of the Plan of Conservation and Development.

Consistency with State and Regional Plans

The Future Land Use Plan was compared to the Plan of Conservation and Development Policies Plan Locational Guide Map for 2013-2018. At the

time of the writing of this Plan, the RiverCOG was in the process of drafting the Regional POCD.

While the land use categories used are different in the two plans, both plans focus on the preservation of important natural resources and on concentrating economic development along established transportation corridors with access to utilities. A major strategy of this Plan is to revitalize the Village Center. Additional economic growth, primarily in the light industrial sector, is proposed for areas along the east side of Route 66, from Lakeview Street to the Marlborough Town line as well as areas along Route 16.

In addition, this Plan will provide maximum protection of community character, environmental quality, and water quality, and is consistent with the growth management goals of the State Plan of Conservation.

The Following is a listing of specific growth strategies proposed by the East Hampton Planning and Zoning Commission. These strategies are designed to accomplish the goals of the Land Use Plan. These strategies are not listed in their order of importance:

Revitalize and Redevelop the Town Center

- Redevelop and revitalize the Village Center as a mixed-use area easily accessible to pedestrians, bicyclist, and automobiles. The Village Center is an appropriate area for dense, Village District development when it is served by public water and sanitary sewers. It is an existing local commercial center. This Plan recommends denser development of this area with retail and office on ground level and housing on the upper floors, improved circulation and improved parking.
- Collaborate with the Connecticut Department of Transportation to improve the vehicular configuration of Route 66 and to accommodate pedestrians and bicyclists in a pedestrian friendly environment.
- Revitalize the Village Center, and use the parking capacity of the Village for visitors. An emphasis on bicycle and pedestrian paths and increased access will relieve the need for an auto-dependent Village Center.
- Support local commercial and office development in concentrated nodes along major transportation corridors, and the Village Center.
- Support efforts to bring water services to the Village Center area to support denser development.

Promote Other Economic Development Activities

- Work with the Economic Development Commission to encourage new businesses to locate in East Hampton and work with existing businesses to aid in their growth.
- Collaborate with the Middlesex Chamber of Commerce to attract and retain businesses appropriate for the scale of development in East Hampton.
- Consider developing home based business regulations and encouraging Start Up Home Occupations.

Conserve the Environment and Historical Resources

- Develop partnerships with appropriate regulatory agencies, such as the Connecticut Department of Energy and Environmental Protection; private entities, such as Eversource; and public interest organizations, such as the Nature Conservancy, the Middlesex Land Trust, and the National Pesticide Stewardship Alliance, dedicated to conservation and restoration of important environmental, cultural, and historic resources.
- Collaborate and communicate with appropriate partners to identify and acquire funding sources available for acquisition and management of lands, which conserve and restore natural environmental functions; protect cultural and historical resources; and preserve rural lands.
- Develop management programs for town owned lands consistent with the goals of conserving and restoring the environmental, cultural, and historic resources. Special attention should be given to Lake Pocotopaug.
- Develop additional policies and actions for the preservation and protection of traditional rural lands, which provide a major element in the community's character.
- Develop and revise land use regulations to limit and/or prohibit development in areas of severe physical constraints, if these lands are not already appropriately protected.
- Consider a density-based zoning regulation to allow for preservation of larger pieces of contiguous open space.
- Review comments and concerns of the Department of Energy and Environmental Protection (DEEP) relative to development proposals in areas identified by DEEP as Areas of Special Concern, and incorporate comments and concerns as necessary and appropriate.
- Continue to identify appropriate lands for acquisition, and dedication through the subdivision process, which can and should be included in the Town's Open Space Plan.
- Continue to make use of the formal PA 490 Open Space Assessment Policy to preserve private lands in open space, agriculture, and forestry.
- Collaborate with the Connecticut Department of Energy and Environmental Protection to develop strategies and identify funding sources for acquisition of lands deemed critical for environmental protection.
- Collaborate with the CT DEEP and UConn Extension service to prevent the spread of invasive species in order to reduce the risk to important natural resources.
- Consult with the Connecticut Department of Energy and Environmental Protection to ensure that areas identified as Areas of Critical concern, are zoned appropriately.
- Establish dialogues and collaborative activities that support archeological preservation efforts, particularly with the Sate Archaeologists, to ensure that the Map of Archeological Resources reflects the most current information on known archeological resources in East Hampton.

Expand Housing Opportunities and Design Choices

- Promote housing diversity and create a range of housing opportunities and choices.
- Encourage age-restricted housing options for the over 55 year old population.
- Consider a density-based zoning requirement to allow for more clustered housing that includes significant preservation of open spaces.
- Promote consideration of specific strategies to promote affordable housing such as requirements that all housing projects provide for affordable housing by including affordable units or contributing to a fee-in lieu of account.
- Consider revising the regulations relative to accessory apartments to allow this housing choice in

appropriate locations.
- Develop appropriate standards and densities for age-restricted housing compatible with appropriate carrying capacities.

Protect Public Health and Safety

- Control the use of fertilizers, herbicides, and pesticides with programs designed at promoting the safe storage, use, and waste management of these potentially toxic materials.
- Establish criteria for the registration, construction, installation, monitoring, repair, closure, and removal of tanks used to store fuel, hazardous wastes or materials.
- Identify the capacity of the groundwater relative to the number of septic systems and revise the Zoning Regulations accordingly.
- Establish a septic system-monitoring program including an education program for residents with septic systems about the threats that septic systems can pose to groundwater supplies.
- Preserve and protect notable and significant trees by enacting a tree protection ordinance and/ or tree replacement ordinance.
- Improve the Emergency Services Capacity by reviewing the NFPA standards and guide lines and making any necessary revisions to ensure effective emergency response capabilities.
- Improve road safety by implementing specific recommendations of the State of Connecticut Route 66 Corridor Improvement Plan, the Route 66 Study Access Management Plan and the RiverCOG Regional Transportation Plan.
- Work with the RiverCOG and the Town of Portland to conduct a new Route 66 Corridor Study.
- Institute a safety education program about sharing the road with all users.
- Designate "bicycle boulevards" or consider Safe Routes to School projects.
- Fund efforts to comply with the federally mandated Stormwater MS4 General Permit Program.
- Revise standards for street and stormwater drainage that reflect the Connecticut Stormwater Manual.
- Revise the Zoning and Subdivision regulations to include provisions for compliance with the MS4 programmatic requirements.

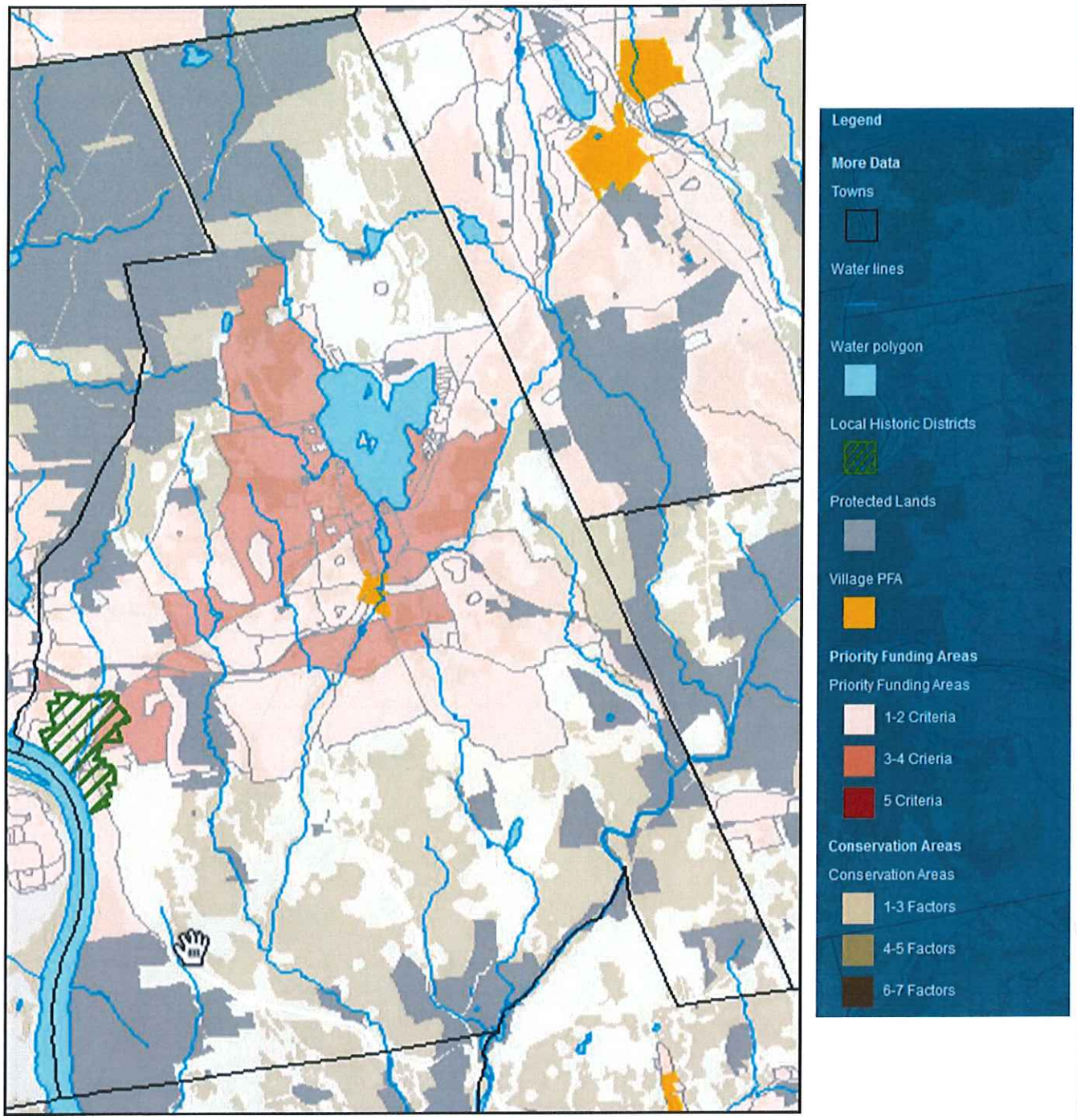
Twin Islands in the Middle of Lake Pocotopaug

Conclusion

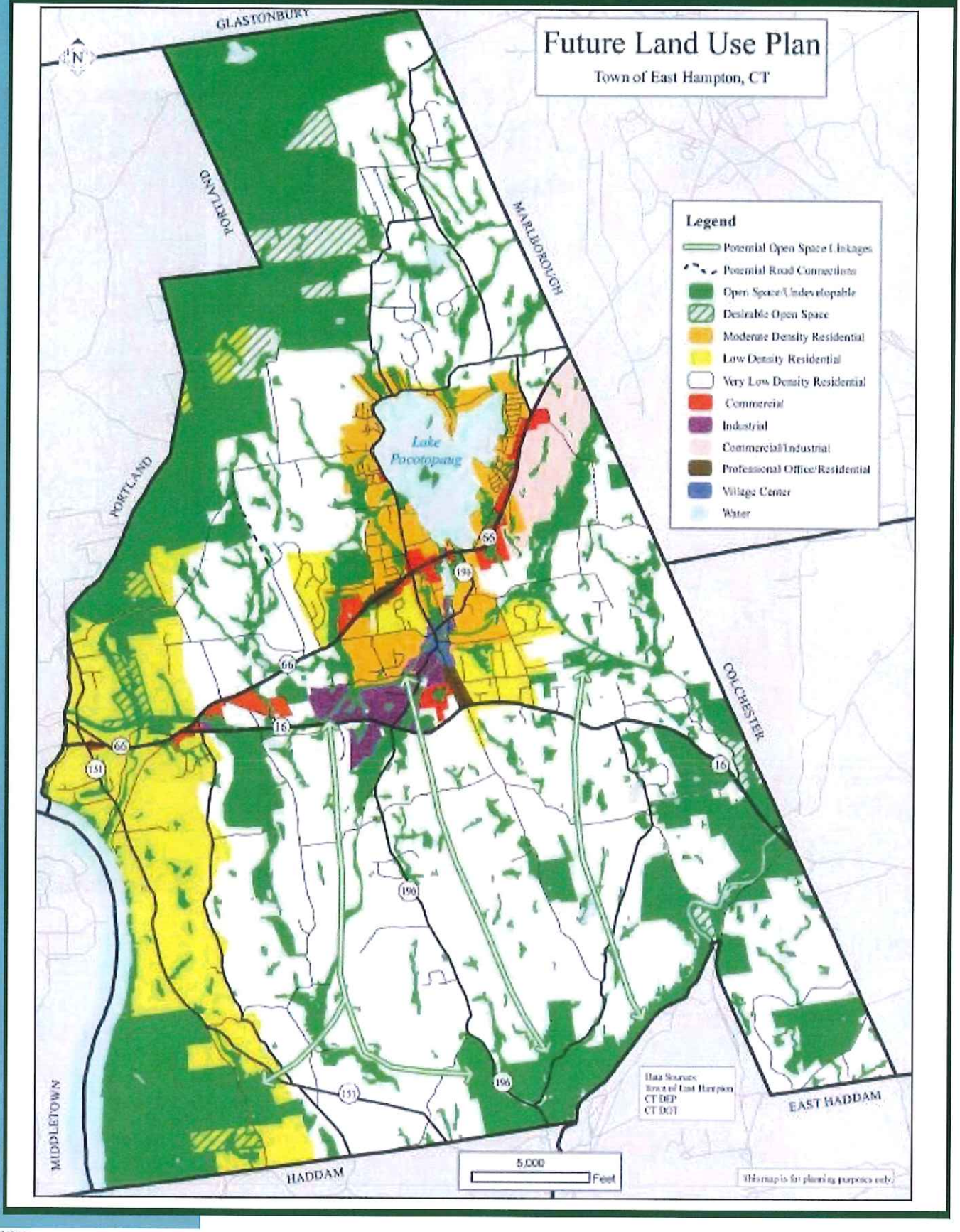
The major element of this chapter is the Future Land Use Map. As with any planning the map cannot be all things to all people. Any statements made with certitude as to what the future land use will be are risky at best, and foolish at worst. Nevertheless there is merit in attempting to project current trends into a land use guide for the Town's future. Land use plans and maps will continue to be reviewed, and new ones produced because of the compelling logic, that it is imperative to look ahead, to anticipate rather than to react, to coordinate rather than to compete, and to make decisions that are based on shared community objectives.

Note
The Future Land Use map is to be used as a guide. It is not a factual document, nor an exact representation of on-the-ground conditions. If a conflict exists between the map and any policy statements made in the Plan, the written word rules.

Descriptions of Future Land Use Categories	
OPEN SPACE	
Open Space	Areas currently preserved or used for open space purposes.
Undevelopable	Areas with significant environmental constraints that represent the highest priorities for conservation.
Desirable Open Space	Land that is desirable as future open space, should it become available in the future through purchase, donation, or acquisition as an open space set-aside as part of a residential subdivision.
RESIDENTIAL AREAS	
Very Low Density	Areas where adverse environmental conditions or Plan strategies restrict development to densities less than one single-family dwelling unit per two acres.
Low Density	Areas where environmental conditions are suitable for residential densities of approximately one single-family dwelling unit per acre.
Moderate Density	Areas where, due to the availability of water and sewer, are suitable for residential densities of greater than one single-family dwelling unit per acre.
BUSINESS AREAS	
Commercial	Areas that have been, and are intended to be, developed with retail, personal service, and office facilities.
Industrial	Areas that have been, and are intended to be, developed with office, research, and light industrial development and similar facilities.
Commercial / Industrial	Areas that have been, and are intended to be, developed with an appropriate mix of retail, personal service, office, and light industrial facilities.



Locational Guide Map as Contained in the Connecticut Plan of Conservation and Development 2013-2018.


Future Land Use Plan
Town of East Hampton, CT
Legend
Potential Open Space Linkages
Potential Road Connections
Open Space/Undevelopable
Desirable Open Space
Moderate Density Residential
Low Density Residential
Very Low Density Residential
Commercial
Industrial
Commercial/Industrial
Professional Office/Residential
Village Center
Water
GLASTONBURY
PORTLAND
MARLBOROUGH
COLCHESTER
EAST HADDAM
HADDAM
MIDDLETOWN
Lake Pocotopaug
66
16
151
196
5,000
Feet
Data Sources:
Town of East Hampton
CT DEP
CT DOT
This map is for planning purposes only.

7 Implementation

Overview

Implementation of the strategies and recommendations of the Plan of Conservation and Development is the main purpose of the planning process.

Implementation of a Plan typically occurs in two main phases:

- many of the major recommendations can and should be carried out in a relatively short period of time since they are critical to the implementation of the Plan;
- other recommendations will be implemented over time because they may require additional study, coordination with or implementation by others, or involve the significant commitment of financial resources.

The Planning and Zoning Commission can implement many of the recommendations of the Plan of Conservation and Development through regulation amendments, application reviews, and other means and has the primary responsibility of overseeing the implementation of all of the Plan's recommendations.

Other recommendations may require cooperation with and action by other local boards and commissions such as the Town Council, Board of Finance, Inland Wetlands and Watercourses Agency, and similar agencies.

However, if the Plan is to be realized, it must serve as a guide to all residents, businesses, builders, developers, applicants, owners, agencies, and individuals interested in the orderly conservation and development of East Hampton.

Implementation Committee

Oversight of implementation can be coordinated by the Planning and Zoning Commission or another committee.

An "ad hoc" committee made up of residents and representatives of local boards would be a significant step towards including a variety of Town agencies in implementing the Plan and monitoring progress. This Committee could provide status reports to the Planning and Zoning Commission, Town Council, and others.

Such a committee could meet quarterly to review implementation and coordinate local activities.

Annual Update Process

An appropriate way to regularly update the Plan may be to update major sections of the Plan every year by:

- holding a public informational meeting to summarize the Plan recommendations and receive feedback from the community,
- holding a workshop session for local boards and other interested persons to discuss Plan strategies and suggest alternative language,
- revising Plan sections, as appropriate, and
- re-adopting the Plan (even if there are no text or map changes).

Tools

Using the Plan of Conservation and Development

Using the Plan of Conservation and Development as a basis for land use decisions by the Planning and Zoning Commission will help accomplish the goals and objectives of the Plan. All land use proposals should be measured and evaluated in terms of the Plan and its various elements.

Plan Implementation Committee / Annual Work Program

A Plan Implementation Committee (PIC) is an effective way to help implement the Plan. A PIC could develop an annual implementation program of issues to be addressed by boards and commissions.

A PIC might include representatives of various boards and commissions and would help to prioritize, coordinate, and refine the implementation of the Plan. The Committee could meet two to four times a year to establish priorities and guide implementation of the Plan's recommendations. In addition, the committee could assess the status of specific recommendations, establish new priorities, and suggest new implementation techniques.

As the ultimate responsible agency, the Planning and Zoning Commission can also assume the responsibility for coordinating implementation of the Plan's recommendations.

Annual Update Program

A Plan that is updated only once every ten years can be silent on emerging issues, trends and current policy objectives, which could lead to conflicts in land-use decisions or missed opportunities. When a Plan is considered strictly a reference document rather than a working document, its effectiveness in guiding the community can diminish over time. East Hampton should consider keeping this Plan current and not waiting to update it every ten years. A preliminary schedule might be as follows:

Conservation Themes	Development Themes	Community Needs
2017	2018	2019
2020	2021	2022

Each review and update would extend the Plan's ten-year life until the community felt that a comprehensive update was required. A work program for annual updates of the Plan is discussed in the sidebar on page 113. A Plan Implementation Committee could also assist in this effort.

Updating Zoning and Subdivision Regulations

Many of the recommendations in the Plan of Conservation and Development can be implemented by the Planning and Zoning Commission through regulation amendments, application reviews, and other means. The Subdivision Regulations and Zoning Regulations provide specific criteria for land

development at the time of applications. As a result, these regulations are important tools to implement the recommendations of the Plan. However, this is only true if the regulations reflect the recommendations of the Plan.

In the near future, the Planning and Zoning Commission should undertake a comprehensive review of the Subdivision Regulations and Zoning Regulations and Zoning Map, making whatever revisions are necessary to:

- make the regulations more user-friendly,
- implement Plan recommendations, and
- promote consistency between the Plan and the Regulations.

Capital Improvement Program

The Capital Improvement Program or CIP is a tool for planning major capital expenditures of a municipality so that local needs can be identified and prioritized within local fiscal constraints that may exist.

The Plan contains several proposals whose implementation may require the expenditure of Town funds. The Plan recommends that these and other items be included in the Town's CIP and that funding for them be included as part of the Capital Budget.

Referral of Municipal Improvements

Section 8-24 of the Connecticut General Statutes requires that municipal improvements (defined in the statute) be referred to the Planning and Zoning Commission for a report before any local action is taken. A proposal disapproved by the Commission can only be implemented after a two-thirds vote of the Town Council. All local boards and agencies should be notified of Section 8-24 and its mandatory nature so that proposals can be considered and prepared in compliance with its requirements and in a timely manner.

Inter-Municipal and Regional Cooperation

East Hampton can continue to work with other towns in the region, the Lower Connecticut River Valley Council of Governments, the State of Connecticut, and other agencies to explore opportunities where common interests coincide.

2016 East Hampton Plan of Conservation and Development Implementation Plan

The tables on the following pages are intended to guide implementation of the Plan of Conservation and Development for East Hampton. Although all the recommendations are considered important, they are not listed in the order of priority. While some recommendations can be carried out in a relatively short period of time, others may only be realized in a longer time period. Further, since some recommendations may involve additional study or a commitment of fiscal resources, their implementation may take place over several years or occur in stages.

The tables that follow will summarize the recommendations of this plan. The recommendations have been categorized as either a Task or Policy. A Task is an assignment to be acted upon to accomplish a goal. A Policy is a statement of the way Town business is conducted on a continual basis.

The column labeled "Timeframe" estimates the time required to implement the task described.
1: Immediate to 1 year 2: 2 to 5 years 3: 5 to 10 years O: Ongoing

The column labeled "Who" designates the primary agency, board, or person responsible for the action required to implement the indicated Task or Policy.

The column labeled "Other" designates other boards, agencies, or persons that will assist in implementing the indicated Task or Policy. Tasks that were included in the last Plan update and completed are marked as such.

Legend of Abbreviations in the Who and Other Columns	
BDS	Building Department Staff
BOE	Board of Education
BOF	Board of Finance
CC	Conservation Commission
CI	Capital Improvement
EDC	Economic Development Commission
EMS	Emergency Medical Services
FC	Fire Commission
HA	Housing Authority
CHD	Chatham Health District
IWWA	Inland/Wetland-Watercourse Agency
LCRVCOG	Lower Connecticut River Valley Council of Governments
LPC	Lake Pocotopaug Commission
MHHDC	Middle Haddam Historic District Commission
PD	Police Department
PRAB	Park & Recreation Advisory Board
P&Z	Planning & Zoning Commission
PWD	Public Works Department
TC	Town Council
TM	Town Manager
TS	Town Staff
WPCA	Water Pollution Control Authority

Implementation Plan Tables

Protect Water Quality

Item	Policy/Task	Timeframe	Description	Who	Others	Done
1	Task	1	Adopt a Watershed Protection Overlay Zone that allows uses according to their potential risk to water resource protection areas.	P&Z	IWWA CC	X
2	Task	1	Consider including effective impervious coverage requirements in the Watershed Protection Overlay Zone.	P&Z	LPC IWWA	
3	Task	1	Require that the "first flush" of runoff be appropriately treated in terms of quality and rate of runoff.	P&Z	IWWA	
4	Policy	O	Encourage site designs that minimize impervious surfaces, promote infiltration of storm water, and rate of runoff.	P&Z	IWWA	
5	Policy	O	Require vegetative buffers to wetland and watercourses to filter pollutants and protect them from direct receipt of runoff.	IWWA	P&Z	
6	Policy	O	Limit the clearing and grading of sites to minimize the impact on natural drainage patterns.	P&Z	IWWA	
7	Task	O	Promote public education programs that address "non-point" pollution issues.	CC	LPC	
8	Task	1	Modify the aquifer protection regulations to comply with CTDEP model Aquifer Protection Ordinance, when it becomes available.	P&Z		
9	Task	2	Adopt a residential underground storable tank ordinance to prohibit the installation of new tanks, require the licensing and monitoring of existing tanks, and establish a schedule for removal of older and undocumented tanks.	TC		
10	Task	1	Adopt a watershed protection overlay zone for the Lake Pocotopaug Watershed	P&Z		

Preserve Open Space

Item	Policy/Task	Timeframe	Description	Who	Other	Done
1	Task	1	Consider increasing the open space preserved as part of every subdivision.	P&Z		
2	Task	1	Adopt regulations to require open space to be representative of parcel as a whole.	P&Z		
3	Task	3	Consider regulations to allow the acceptance of fees in lieu of open space.	P&Z		
4	Task	3	Adopt regulations to allow off-site dedication and/or banking of open space for use in an open space fund.	P&Z	CC	
6	Task	O	Create an open space acquisition fund and build it by annual contributions in the budget, gifts from residents or others, and bonding when necessary.	TC	CC BOF	
7	Task	O	Pursue state and federal open space grants.	TC	CC	
8	Task	1	Convert open space or perceived open space into preserved open space by acquiring land or easements.	TC	CC P&Z	
9	Policy	O	Educate residents about open space donation and sale of development rights.	CC	PRAB	
10	Policy	O	Interconnect open spaces into a system of greenways.	P&Z	CC	
11	Policy	O	Encourage passive recreation by establishing trails along greenways.	P&Z	CC	
12	Policy	O	Encourage other land owners and organizations to allow public access and use of their property for scenic and recreational use.	CC		
13	Policy	O	Continue to require conservation easements or other measures where possible during approvals.	P&Z	CC	
14	Task	1	Identify and prioritize open space parcels for acquisition.	CC	PRAB	

Preserve and Protect Natural Resources

Item	Policy/Task	Timeframe	Description	Who	Other	Done
1	Task	1	Adopt developable land regulations to relate the density of development to the capability of the land to support it.	P&Z	IWWA CC	
2	Policy	O	Minimize wildlife habitat loss through the preservation of open space and natural resource areas.	TC	P&Z CC	
3	Policy	O	Work with applicants to ensure that important vernal pools and National Diversity Database resources are protected	IWWA	P&Z CC	
4	Task	1	Adopt regulation to prohibit the introduction of non-native or invasive species during the site development or subdivision process.	P&Z		
5	Task	1	Manage Town owned land to prevent and remove invasive plant and animal species	CC		

Preserve Historic Resources

Item	Policy/Task	Timeframe	Description	Who	Other	Done
1	Policy	O	Encourage "sensitive stewardship" and pride of ownership as the most effective means of preserving historic resources.	TC	MHHDC	
2	Policy	O	Continue to identify and recognize important historical resources through national and state recognition programs.	TC	MHHDC	
3	Task	2	Complete a town wide historic resources survey.	TC	MHHDC	
4	Task	2	Consider establishing a local register of historic places.	TC	MHHDC	
5	Task	2	Pursue Certified Local Government designation.	TC		
6	Task	O	Provide economic incentives, such as tax abatements for restoration of historic resources.	TC	EDC	
7	Task	2	Adopt regulatory incentives (such as historic overlay and/or adaptive reuse provisions in the Zoning Regulations).	P&Z	EDC	
8	Task	1	Adopt a demolition delay ordinance that requires a minimum of 90 days waiting period before historic buildings can be demolished. Require review by East Hampton Historical Society.	TC	BDS	
9	Policy	O	Continue to provide educational programs and technical assistance about historic preservation to historic property owners.	TC	MHHDC	
10	Task	2	Consider modifying the Zoning and Subdivision regulations to clarify and strengthen archaeological and historic resource requirements,	P&Z	CC	

Protect Scenic Resources

Item	Policy/Task	Timeframe	Description	Who	Others	Done
1	Task	2	Inventory scenic resources and establish policies and regulations to protect them.	CC	P&Z	
2	Policy	O	As scenic roadsides are developed, preserve scenic elements through conservation easements or open space set-asides.	P&Z	CC	
3	Policy	O	Take full advantage of all three PA 490 programs to delay development of land as long as possible.	TC	P&Z CC	
4	Task	O	Work with utility companies to preserve scenic streetscapes.	TC	PWD	

Residential Growth Management

Item	Policy/Task	Timeframe	Description	Who	Other	Done
1	Task	2	Consider making open space subdivisions as of right and requiring a special permit for conventional subdivisions.	P&Z		
2	Policy	O	Consider Special Use Permits for conventional subdivisions that maximize lot size (based on applicable density) while allowing conservation subdivisions by right.	P&Z		X

Encourage Appropriate Economic Development

Item	Policy/Task	Timeframe	Description	Who	Other	Done
1	Task	O	Seek to attract and encourage businesses that meet residents everyday needs.	EDC		
2	Task	O	Establish maximum floor areas for retail commercial development.	P&Z	EDC	X
3	Policy	O	Conduct business visitations to keep informed of business concerns and needs.	EDC		
4	Task	2	Consider modest expansion of commercial and industrial zones where appropriate.	P&Z	EDC	
5	Policy	O	Consider creating regulations to allow for home based occupations.	P&Z	EDC	
6	Task	3	Consider creating a Tourism Board to help in the promotion of tourist related activities.	EDC	TC	
7	Task	3	Consider attracting recreational attractions for all ages.	EDC	PRAB	
8	Policy	O	Promote agriculture tourism by allowing flexibility for accessory agriculture use.	P&Z		
9	Task	2	Investigate creating a system of "way finding" signs.	EDC	TC	X

Improve the Appearance of Business Development

Item	Policy/Task	Timeframe	Description	Who	Other	Done
1	Task	2	Create a Design Review Committee to adopt and administer development guidelines to help improve the appearance of commercial/industrial development outside of the village.	TC	EDC	X
2	Task	3	Create a tax abatement/incentive program to encourage exterior improvement to commercial/industrial buildings.	TC	EDC	
3	Task	2	Investigate the need for a blight ordinance and adopt one if necessary.	TC	EDC	X
4	Task	1	Comprehensively review and modify the Zoning Regulations where necessary to insure that future development is compatible with the character of the community	P&Z	CC EDC	

Mill Redevelopment

Item	Policy/Task	Timeframe	Description	Who	Other	Done
1	Task	2	Create a Design Development District for the East Hampton Village Center mill sites to encourage the reuse of the mills.	P&Z	EDC	
2	Task	1	Complete a Village Center property revitalization and redevelopment plan using available EPA grant funds.	TC	EDC	
3	Policy	O	Help property owners and businesses seek additional sources of funding for environmental remediation, redevelopment, and business startup costs.	EDC	P&Z	

Village Reinforcement

Item	Policy/Task	Timeframe	Description	Who	Other	Done
1	Task	2	Adopt Village Districts to allow traditional village development patterns that emphasize small-scale, mixed-use, architecturally compatible development that emphasizes pedestrians over motor vehicles.	P&Z	EDC	
2	Policy	O	Encourage age-restricted and other alternative housing in and near the villages.	P&Z	HA	
3	Task	3	If necessary, consider relocating Town Hall and other community wide facilities to the Village Center.	TC	P&Z EDC	
4	Task	2	Create walkable villages through sidewalk, safety, and streetscape improvements.	P&Z	TC EDC	
5	Task	2	Consider creating trail head for access to the Airline Trail.	TC	EDC	
6	Task	2	Seek grant funding to burry utilities as part of a streetscape improvement program in the village center and portions of Rt. 66.	TC	EDC	

Community Facilities and Services

Item	Policy/Task	Timeframe	Description	Who	Other	Done
1	Task	1	Consider relocating a consolidated Town Hall to the Village Center and offsetting the cost through the sale of current site for appropriate commercial development.	TC	P&Z EDC FM	
2	Task	2	Plan for the enhancement or enlargement the Library.	TC	FM	
3	Task	O	Monitor the growing senior population to anticipate staff and space needed at the Senior Center.	TC		
4	Task	O	Monitor staff and space needs at the Police Station.	TC	PD	
5	Policy	O	Encourage and support emergency service volunteers.	TC	FC EMS	
6	Task	O	Review road and driveway requirements to ensure emergency access.	P&Z	FC PD PWD	
7	Task	1	Ensure reliable emergency water supply such as hydrants, fire ponds, or cisterns is included in plans for new development.	P&Z	FC	
8	Task	O	Maintain highway maintenance funding and staffing at levels necessary to perform adequate maintenance and avoid future costly repairs.	TC	PWD FC	
9	Task	O	Conduct a study of future recreation needs and acquire additional land if necessary, adjacent to existing facilities if feasible.	PRAB	TC PW	
10	Task	1	Conduct a long-term school growth study to determine space and land needs, and acquire necessary land as soon as possible.	BOE	TC	

Vehicular Transportation Needs

Item	Policy/Task	Timeframe	Description	Who	Other	Done
1	Task	O	Relate road design to its function and adjacent land use by creating flexible standards that Emergency Services, Highway, and Planning Staff can agree upon.	P&Z	TC PWD FC PD	
2	Task	O	Work with ConnDOT and MRPA to minimize the aesthetic impact of state highway improvements.	P&Z		
3	Task	O	Continue to work with ConnDOT and MRPA to implement the Route 66 corridor study.	P&Z	PD	
4	Task	O	Monitor critical accident (SLOSSS) locations for possible safety improvements.	PD	P&Z	
5	Task	O	Continue to work with ConnDOT and MRPA to implement transportation improvement projects on the MRPA TIP and Long Range Transportation Plan.	PD	P&Z EDC	
6	Task	O	Continue to schedule transportation improvement projects into the Town's Capital Improvement Program.	TC	EDC	
7	Task	2	Implement the access management recommendations of the Route 66 corridor, both within the corridor and in other appropriate locations.	TC	P&Z	
8	Task	1	Reduce impervious surfaces using porous pavement systems, deferred parking and shared parking requirements where appropriate.	P&Z	PWD	
9	Task	1	Reevaluate the parking requirements by use and make adjustments as necessary to ensure adequate yet efficient numbers of parking spaces.	P&Z	EDC FC	

Alternative Transportation

Item	Policy/Task	Timeframe	Description	Who	Other	Done
1	Task	2	Provide sidewalks throughout the commercial areas and the more densely populated areas of the villages, with attention given to crosswalks and other safety enhancements.	P&Z	TC	
2	Task	2	Develop sidewalk policies to guide the provision and locations of sidewalks in new developments.	P&Z	PWD	X
3	Task	1	Adopt a sidewalk ordinance that assigns responsibility for maintenance of sidewalks.	TC	PWD	
4	Task	O	Enhance and protect the existing trail system throughout town.	TC	PRAB CC	
5	Policy	O	Accommodate bicycles whenever practical in road and site development projects.	P&Z	PWD PD	
6	Task	O	Peruse bicycle accommodations with the Middletown Transit District (MTD).	TC	PRAB	
7	Task	O	Work with the MTD and Rideshare Company to promote mass transit and ridesharing options to relieve congestion on Route 66.	TC		
8	Task	O	Work with MTD and CT DOT to develop a bus route allowing for direction access between East Hampton and Hartford.	TC	BDS	
9	Task	O	Monitor the dial-a-ride services to anticipate future demand for driver and equipment.	TC	TS	

Housing Need

Item	Policy/Task	Timeframe	Description	Who	Other	Done
1	Task	1	Continue elderly tax relief programs.	TC	BOF	
2	Policy	O	Actively encourage active-adult and elderly housing where and when appropriate based on water and sewer availability, and achieving other Plan goals such as enhancing the village centers.	P&Z	HA EDC	
3	Task	3	Expand options for accessory apartments as elderly units	P&Z	HA	
4	Task	1	Consider one or more of the following affordable housing initiatives: *allow additional development flexibility in return for providing one or more affordable units. *allow a small increase in density with additional density earmarked for building affordable units. *allow a small percentage of all new housing units to be affordable; and/or allow a fee-in-lieu of providing affordable units to be placed in a housing trust fund to purchase, construct, or rehabilitate affordable units.	P&Z		

Future Land Use

A major strategy of this Plan is to revitalize the Village Center. Provide additional economic growth, primarily in the light industrial sector along the east side of Route 66 from Lakeview Street to the Marlborough Town Line. Another strategy is, to provide maximum protection of community character, environmental quality, and water quality consistent with the growth management goals of the State Plan of Conservation.

The following is a listing of specific growth strategies designed to accomplish the goals of this Land Use Plan, they are not listed in order of their importance.

Revitalize and Redevelop the Town Center
Promote Other Economic Development Activities

Item	Policy/Task	Timeframe	Description	Who	Other	Done
1	Task	1	Redevelop and revitalize the Village Center as a mixed-use area easily accessible to pedestrians, bicyclist, and automobiles. It is an existing local commercial center. This Plan recommends denser development of this area with retail and office on ground level and housing on the upper floors, improved circulation, and improved parking.	P&Z	EDC TC	
2	Task	O	Collaborate with the Connecticut Department of Transportation to improve the vehicular configuration of Route 66 and to accommodate pedestrians and bicyclists in a pedestrian friendly environment.	P&Z	PD	
3	Task	2	Revitalize the Village Center and provide parking for visitors. Emphasize bicycle and pedestrian paths and increased access to relieve the need for an auto-dependent Village Center.	P&Z	EDC PD	
4	Policy	O	Support local commercial and office development in concentrated nodes along major transportation corridors and the Village Center.	P&Z	EDC	
5	Policy	O	Support efforts to bring sewer and water services to the Village Center area to support denser development.	TC	EDC	

Conserve the Environmental and Historical Resources

Item	Policy/Task	Timeframe	Description	Who	Other	Done
1	Task	1	Redevelop and revitalize the Village Center as a mixed-use area easily accessible to pedestrians, bicyclist, and automobiles. It is an existing local commercial center. This Plan recommends denser development of this area with retail and office on ground level and housing on the upper floors, improved circulation, and improved parking.	P&Z	EDC TC	
2	Task	O	Collaborate with the Connecticut Department of Transportation to improve the vehicular configuration of Route 66 and to accommodate pedestrians and bicyclists in a pedestrian friendly environment.	P&Z	PD	
3	Task	2	Revitalize the Village Center and provide parking for visitors. Emphasize bicycle and pedestrian paths and increased access to relieve the need for an auto-dependent Village Center.	P&Z	EDC PD	
4	Policy	O	Support local commercial and office development in concentrated nodes along major transportation corridors and the Village Center.	P&Z	EDC	
5	Policy	O	Support efforts to bring sewer and water services to the Village Center area to support denser development.	TC	EDC WPCA	
5	Policy	1	Develop and revise land use regulations to limit and/or prohibit development in areas of severe physical constraints, if these lands are not already appropriately protected.	P&Z	IWWA	
6	Task	1	Make revisions to land use regulations to protect aquifers to maximum amount possible.	P&Z	WPCA	Done
7	Policy	1	Consider a density-based regulation to allow for preservation of large pieces of contiguous open space.	P&Z		
8	Policy	O	Continue to identify appropriate lands for acquisition, and dedication through the subdivision process which can and should be included in the Town's Open Space Plan.	P&Z	CC	
9	Policy	O	Continue to make use of the formal PA 490 Open Space Assessment Policy to preserve private lands in open space, agriculture, and forestry.	P&Z		
10	Task	O	Work with Eversource to connect the Airline Trail in East Hampton with an anticipated trail on the old railroad right-of-way in Portland.	TC		

Expand Housing Opportunities and Design Choices

Item	Policy/Task	Timeframe	Description	Who	Other	Done
1	Policy	O	Promote housing diversity and create a range of housing opportunities and choices.	P&Z		
2	Policy	O	Encourage age-restricted housing options for the over 55 population.	P&Z		
3	Policy	1	Consider a density-based zoning requirement to allow for more clustered housing that includes significant preservation of open space.	P&Z		
4	Policy	1	Promote consideration of specific strategies to promote affordable housing such as requirements that all housing projects provide for affordable housing by including affordable units or contributing to a fee in lieu of account.	P&Z		
5	Policy	2	Consider revising the regulations relative to accessory apartments to allow this housing choice in appropriate locations.	P&Z		
6	task	1	Develop appropriate standards and densities for age-restricted housing with appropriate carrying capacities.	P&Z		

Protect Public Health and Safety

Item	Policy/Task	Timeframe	Description	Who	Other	Done
1	Task	O	Control the use of fertilizers, herbicides, and pesticides with programs designed at promoting the safe storage, use, and waste management of these potentially toxic materials.	TC	CC	
2	Task	2	Establish criteria for the registration, construction, installation, monitoring, repair, closure, and removal of tanks used to store fuel or hazardous wastes and materials.	BDS		
3	Task	O	Identify the capacity of the groundwater relative to the number of septic systems and revise the Zoning Regulations accordingly	CHD	P&Z	
4	Task	O	Establish a septic system monitoring program including an education program for residents with septic systems about the threats that septic systems can pose to groundwater supplies.	CHD	CC	
5	Policy	2	Preserve and protect notable and significant trees by enacting a tree protection ordinance and/or a tree replacement ordinance.	TC	CC	
6	Task	1	Improve the Emergency Services Capacity by reviewing the NFPA standards and guidelines and making any necessary revisions to ensure effective emergency response capabilities.	TC	FC PD EMS	
7	Task	1	Improve road safety by implementing specific recommendations of the State of Connecticut Route 66 Corridor Improvement Plan. The Route 66 Study Access Management Plan, and the Midstate planning Regional Transportation Plan.	PD	TC	
8	Task	O	Institute a safety education program about sharing the road for automobile drivers, pedestrians, and bicyclists.	PD		
9	Task	2	Designate "bicycle boulevards" or traffic-calmed routes to schools.	PD		
10	Task	O	Collaborate with the Connecticut Department of Environmental Protection to develop strategies and identify funding sources for acquisition of lands deemed critical for environment protection.	CC	TC BOF	
11	Task	O	Establish dialogs and collaborative activities that support archeological preservation efforts, particularly with the State Archaeologists, that the Map of Archeological Resources reflects the most current information on known archeological resources in East Hampton.	CC		
12	task	1	Fund efforts to comply with the federally mandated Storm water MS4 General Permit Program.	TC	BOF	
13	Task	1	Revise standards for street and storm water drainage to reflect the Connecticut Storm water Manual.	P&Z	PW	
14	Task	2	Revise the Zoning and Subdivision regulations to include provisions for compliance with the MS4 programmatic requirements.	P&Z		

8 Conclusion

The Plan of Conservation and Development has been prepared to meet the challenges that will confront the Town of East Hampton over the next ten years and beyond.

The first step in the planning process was to understand East Hampton and the desires of its residents. A great deal of information was collected, presented, reviewed, and discussed as part of the process of developing this Plan.

The second step was to develop actions and policies to guide East Hampton's residents and agencies towards achieving their vision. These specific strategies are detailed throughout the Plan.

Despite all of the thought and effort that went into preparing this Plan, the most important step of the planning process is implementation. While the task of implementation falls on all East Hampton residents, the responsibility for implementing the Plan lies with the Planning and Zoning Commission and other Town agencies.

The Plan is intended as a guide to be followed in order to protect and enhance the quality of life and community character of East Hampton. It is intended to be flexible in terms of how specific goals and objectives are reached, provided that the long-term goals of the community are achieved.

During the next few years, many of the higher priority tasks will be completed and hopefully goals will be achieved. Circumstances will inevitably arise that may suggest that it is time to reconsider the Plan or some of its elements. Such situations should be welcomed since it will mean that the Plan is being actively used and considered by residents. By preparing this Plan of Conservation and Development, East Hampton has taken the first step towards creating a better future for its residents.

R Resources

Source Material

The Following material was researched in preparation of the Plan of Conservation and Development:

Connecticut POCD

- State of Connecticut Plan of Conservation and Development – 2005.

Economic Development

- Economic Development Strategy – East Hampton Connecticut, May 1980. Midstate Regional Planning Agency
- Economic Development Strategy East Hampton Connecticut – An Investment in the Future, December 1995. Garnet Consulting Services.
- East Hampton Market Assessment Update, AMS Consulting, September 2015

Erosion / Soil

Connecticut Guidelines for Erosion and Sediment Control, Connecticut Department of Environmental Protection – 2002.

Soil Survey of Middlesex County – US Department of Agriculture, Soil Conservation Service.

Lake Pocotopaug

Lake Pocotopaug, Lake and Watershed Restoration Evaluation – Prepared by ENSR International – 2002.

ENSR reports on Lake Pocotopaug, Dr. Kenneth Wagner:

January - 2001 Proposal for the Ongoing Evaluation of Lake Pocotopaug Watershed Restoration

April - 2001 Wagner Special Presentation Report – Prioritization of Watershed

April - 2001 Letter to DEP re: Permit & ENSR Report – Analysis of Phosphorous Inactivation

September - 2001 Lake Pocotopaug Update

February - 2002 Lake Pocotopaug Lake Watershed Restoration Evaluation

March - 2003 Investigation of the Nutrient Flux and Sediment Oxygen Demand of the Sediments of Lake Pocotopaug

March - 2003 Lake Pocotopaug 2002 in the Water Sampling & Algal Assay Results

Report of the Lake Area Task Force, April 1988 – Lake Area Task Force.

Diagnostic and Management Assessment of Lake Pocotopaug1993 / Furgro – McClelland.

Ad Hoc Lake Advisory Committee Report.

Public Works

Other Public Works Dept. Commission complied several reports and white papers that may still prove useful resources (includes but is not limited to assessment on more complete usage of PA 490).

Stormwater

2017MS4 Permit

Connecticut Stormwater Quality Manual, Connecticut Department of Environmental Protection – 2004.

Appendix to Stormwater Renovation Study and Management Plan, March 1995. Lake Pocotopaug Management Recommendations, WMC Consulting Engineers.

Stormwater Renovation Study and Management Plan for the Lake Pocotopaug Watershed, March 1995; WMC Consulting Engineers.

Transportation

Lower Connecticut River Valley Council of Governments - Regional Transportation Plan.

Route 66 Corridor Study Access Management Plan.

State of Connecticut, Route 66 Corridor Improvement Plan.

CT DOT, Average Daily Traffic Maps

UConn Crash Repository

Trees

Street Tree Inventory, July 1977; Adam R Moore, Cornwood Foresters.

Village Center

East Hampton Village Center Revitalization Study, March 1977.

Prepared for the Board of Selectman by the Village Center Design Team, Conway School of Landscape Design, Inc.

East Hampton Village Center Revitalization Study, May 1990.

Prepared for the Economic Development Commission; Betty B. Sanders, MLA, ASLA & John R. Mulin Ph D, AICP.

Water

Water Pollution Control Authority Initial Water Supply Plan, November 19, 2004. Developed by the Maguire Group Incorporated and submitted to CT Dept. Public Health.

A Acknowledgements

The Residents of East Hampton

The Planning and Zoning Commission

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Kevin Kuhr	Vice Chairman
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Fire Marshall	Rich Klotzbier
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Parks & Recreation Director	Jeremy Hall
Library Director	Sue Berescik
Social Services Director	Wendy Regan
Senior Center Director	Jo Ann Ewing
Assessor	Terrance Dinean

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Middlesex County Agricultural Extension Center
CT Department of Energy and Environmental Protection
University of Connecticut Maps and Geographical Information Center

Lake Pocotopaug on a winter day.

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