

ADDRESSING COMMUNITY NEEDS

5

Overview

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.

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



Community Facilities and Services



Transportation Needs



Public Utilities



Housing Needs

Survey Results

In the 2002 survey of East Hampton households, 59% agreed that the Library should be enhanced, knowing that it would increase taxes.

60% disagreed that a new community center should be built, knowing that it would increase taxes.



**East Hampton Town Hall
on Route 66**



**East Hampton Public Library
and Senior Center on Main Street**



**Middle Haddam Public Library
on Knowles Road and Route 151**

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 following page.

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 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.

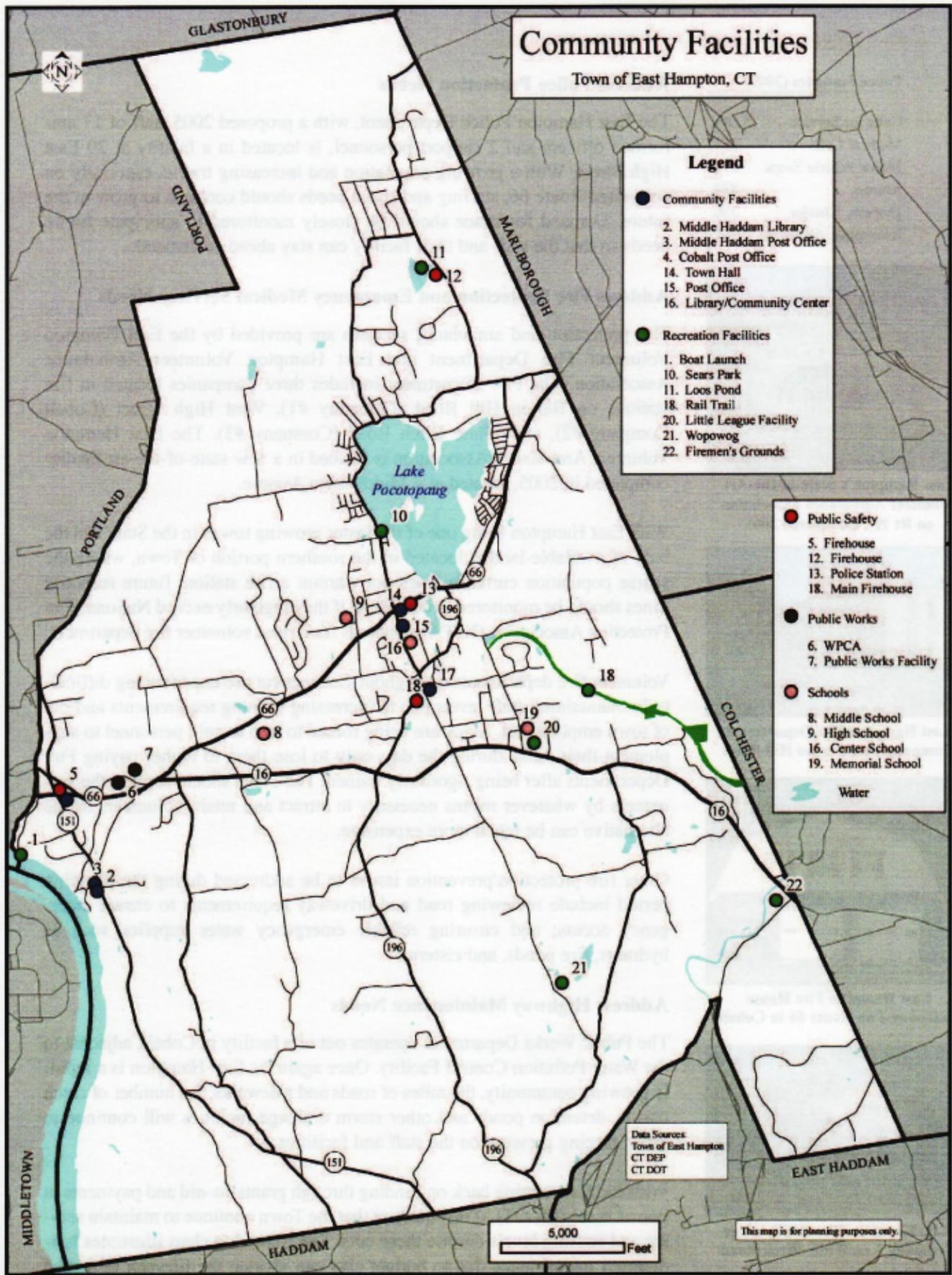
If consolidation and relocation of town functions is needed, Town Hall, and a community center if desired, should be relocated to the Village Center to reinforce its historic civic function and attract residents and visitors who will in turn support business activity and add to the Village's sense of 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 what are termed latchkey children, who await 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.

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.



Police Statistics (2003)

Calls for Service	6,686
Medical Calls	453
Motor Vehicle Stops	672
Alarms	449
Property Checks	736
Investigate Accidents	291



**East Hampton's State-of-the-Art
Volunteer Ambulance Association
on Rt 16 / Completed 2005**



**East Hampton Fire Department
Company 1 on Barton Hill Road**



**East Hampton Fire House
Company 2 on Route 66 in Cobalt**



**East Hampton Fire Department
Company 3 on White Birch Road**

Address Police Protection Needs

The East Hampton Police Department, with a proposed 2005 staff of 17 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.

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 in a new state-of-the-art facility completed in 2005, located at 4 Middletown Avenue.

With East Hampton being one of the faster growing towns in the State and the bulk of available land is 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.

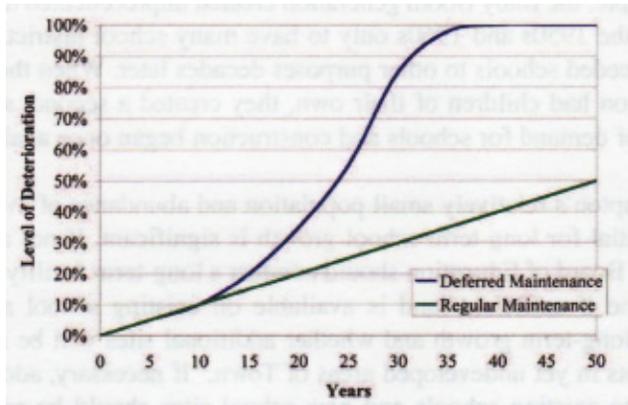
Address Highway Maintenance Needs

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. The following chart illustrates how deferred maintenance due to budget cuts can shorten the lifespan of a road

and increase repair costs over time. 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.

Road Deterioration with Regular vs. Deferred Maintenance



Address Recreation Needs

With a growing population, increasing participation by girls in sports and changing preferences in sports activities, athletic fields can become worn out from overuse across multiple sports seasons and. 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.

With a growing population and an increasing need for indoor activities to engage young residents, a majority of residents surveyed 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.

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

Survey Results

In the 2002 survey of East Hampton households, 57% of residents agreed that the Town needs an indoor youth recreation facility, knowing that it would increase taxes.



**East Hampton Public Works
Off Route 66**



**The New Pavillion at Sears Park
on Lake Pocotopaug**



**Tennis Courts at Sears Park
on North Main Street**

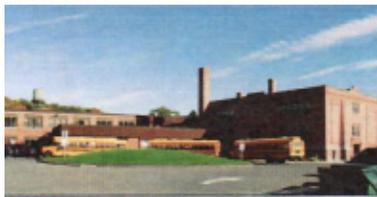




**East Hampton Public Schools
Administration Offices / Main Street**



**East Hampton Memorial
Elementary School
Kindergarten - 3rd Grade
Smith Street**



**East Hampton Center School
4th - 5th Grade / Summit Street**



**East Hampton Middle School
6th - 8th Grade / Childs Road**



**East Hampton High School
9th - 12th Grade
North Maple Street**

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.

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

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 Midstate Regional Planning Agency (Midstate RPA) are outlined in the table below and illustrated on the Transportation Plan on page 5-9.

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

Source Connecticut Department of Transportation and Midstate Regional Planning Agency

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 new National Pollutant Discharge Elimination System (NPDES) Phase II guidelines. By reducing pavement widths, where appropriate, on collector and local streets under the Town’s

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, interconnected 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.





East Hampton Police Department
Located at 20 East High Street

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.

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 Midstate RPA and ConnDOT to ensure that future improvements do not excessively detract from local character.

Maintain a Safe and Efficient Road Network

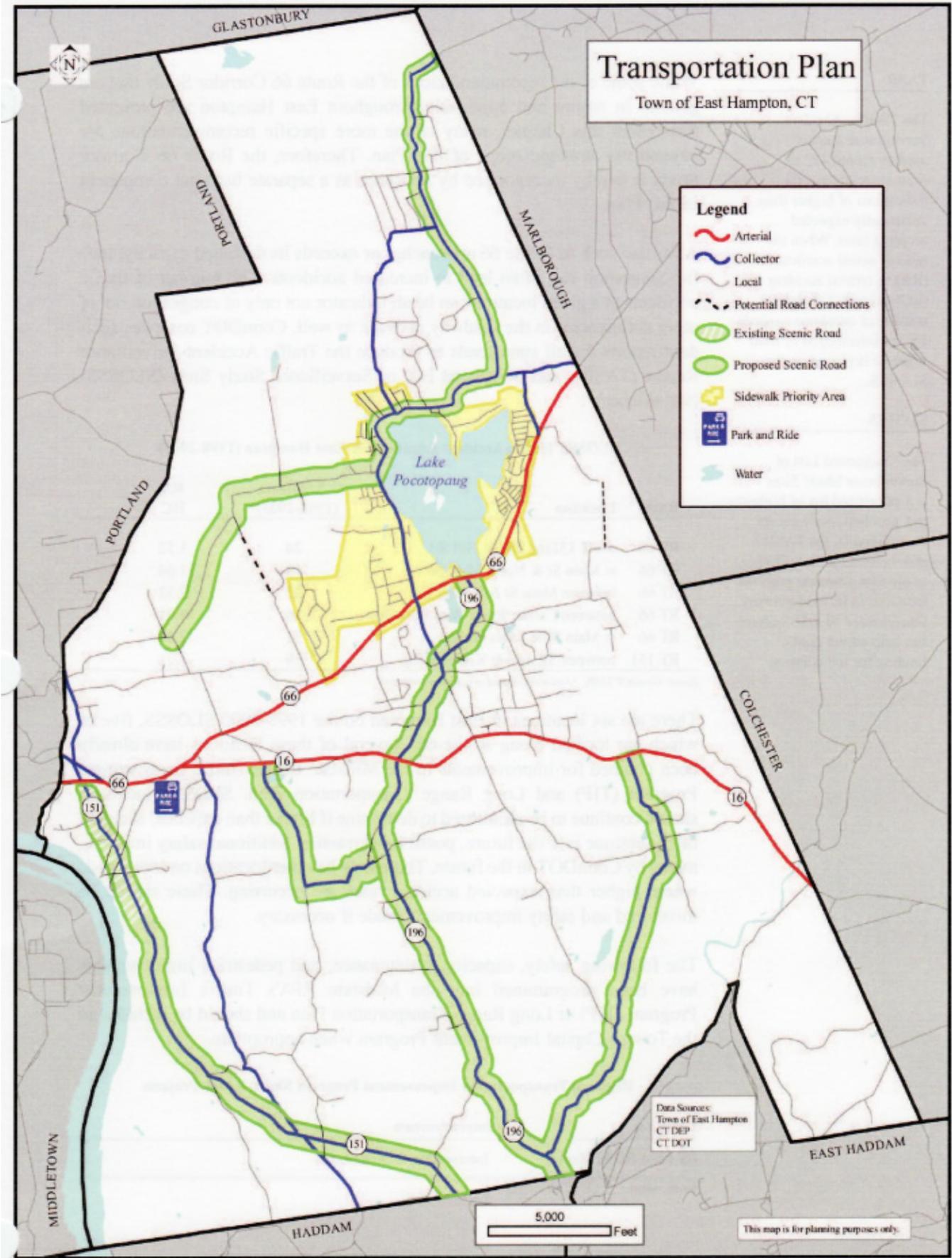
Route 66 is the only state road in East Hampton identified by ConnDOT in 2001 as over capacity. It is also one of the most congested roadway segments in the Midstate Region. No other roads in East Hampton are projected to be either approaching or over capacity by 2020.

To address capacity and safety issues on Route 66, the Midstate RPA undertook 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 Midstate RPA's Traffic Improvement Program (TIP) and Long Range Transportation Plan.



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

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 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. ConnDOT 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).

SLOSSS Traffic Accident Locations in East Hampton (1998-2003)

Route	Location	Accidents (1998-2003)*	RA RC
RT 66	at RT 151 and Depot Hill Rd	24	1.32
RT 66	at Main St & North Main St	18	1.64
RT 66	between Main St & Carrier Rd	25	2.52
RT 66	between Carrier Rd & West Point Rd	16	4.01
RT 66	at Main St & Jones Hollow	32	2.86
RT 151	between SR 149 & Knowles Rd	19	1.21

Source: ConnDOT TASR. *Accidents occurred over a three-year period.

There are six locations in East Hampton on the 1998-2000 SLOSSS, five of which are located along Route 66. Several of these locations have already been planned for improvements in the Midstate RPA’s Traffic Improvement Program (TIP) and Long Range Transportation Plan. SLOSSS locations should continue to be monitored to determine if higher than expected accident rates continue into the future, possibly warranting additional safety improvements by ConnDOT in the future. There may be other locations on local roads where higher than expected accident rates are occurring. These should be monitored and safety improvements made if necessary.

The following safety, capacity, maintenance, and pedestrian improvements have been programmed into the Midstate RPA’s Traffic Improvement Program (TIP) or Long Range Transportation Plan and should be included in the Town’s Capital Improvement Program when appropriate.

Regional Transportation Improvement Program Short-Range Projects

Location	Improvements
RT 66 at North Main St	Intersection improvements

Source: MRPA



Regional Transportation Plan Mid-Range Projects

Location	Improvements
Brewer Rd - White Birch Rd to Mott Hill Rd	Base rehabilitation
Flat Brook Rd	Culvert replacement over Flat Brook
Mott Hill Rd at Lake Dr	Intersection improvements
Portland Reservoir Rd - TL to White Birch Rd	Structural improvements
RT 16 - Harlan Place to Tartia Rd	Straighten curve
RT 16 at Hog Hill Rd	Intersection improvements & slope reduction
RT66/151 at Depot Hill Rd/Oakum Dock Rd	Improve intersection & consolidate curb cuts
RT 66/196/Old Marlborough Rd	Intersection, sight line & other improvements
RT 66 at Champion Hill Rd	Grading & sight line improvements
RT 66 at Long Hill Rd	Intersection improvements
RT 66 at North Main St/Main St	Intersection & sidewalk improvements
RT 151 at Keighly Pond Rd	Intersection improvements
RT 151 at Long Hill Rd	Intersection improvements

Source: MRPA

Regional Transportation Plan Long-Range Projects

Location	Improvements
Flat Brook Rd	Culvert and bridge replacement
RT 16 at Long Hill Rd	Intersection reconstruction
RT 16 at Tartia Rd	Intersection reconstruction
RT 66 at Barton Hill St	Intersection improvements
RT 66 at Champion Hill Rd	Re-grade & widen
RT 66 at East Hampton Mall/Brooks Plaza	Intersection & other improvements
RT 66 at Maple St	Intersection improvements
RT 66 at north end of Marlborough Rd	Intersection reconstruction
RT 66 at south end of Marlborough Rd	Intersection reconstruction
Mott Hill Road - Lake Rd to Brewer St	Base rehabilitation
White Birch Rd - Brewer Rd to Chapman Rd	Base rehabilitation
White Birch Rd - Chapman Rd to Country Rd	Realignment

Source: MRPA

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.



Parking Flexibility

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

Modify Parking Standards

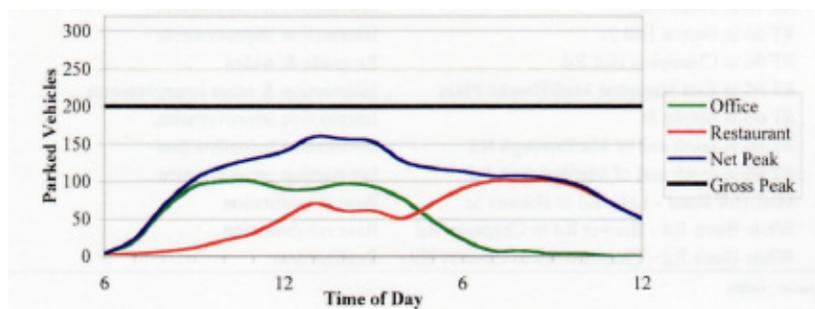
Communities use parking standards to ensure that each use has sufficient parking to meet its own needs without impairing traffic, public safety or the use of adjacent land. Excessive parking requirements can waste valuable land, create additional stormwater runoff, and detract from community character.

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 chart 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.

Peak Parking Demand



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.

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.

Parking lot lighting (and building lighting) should be restricted in height and intensity, utilizing 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 MRPA to minimize the aesthetic impact of state highway improvements.
3. Continue to work with ConnDOT and MRPA to implement the Route 66 Corridor Study.
4. Monitor critical accident (SLOSSS) locations for possible safety improvements in the future.
5. Continue to work with ConnDOT and MRPA to implement transportation improvement projects on the MRPA TIP and Long Range Transportation Plan.
6. Continue to schedule transportation improvement projects into the Town's Capital Improvement Program.
7. Implement the access management recommendations of the Route 66 corridor, both within the corridor and in other appropriate locations.
8. Reduce impervious surfaces using porous pavement systems, deferred parking and shared parking requirements where appropriate.
9. Reevaluate the parking requirements by use and make adjustments as necessary to ensure adequate yet efficient numbers of parking spaces.
10. Deleted.

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.

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.

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 vehicle, 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 are 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, shopping along Route 66, etc. Given the density of development, residents should also be able to circumnavigate Lake Pocotopaug safely, especially along the lakeshore at Old Marlborough Road (west).

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 at Main and North Main Streets. 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.



What are needed are clear policies as to 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 a 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, 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 bicyclist as well as other non-motorized users such as pedestrians and horseback riders.

Bicycle projects are eligible for funding under many federal aid transportation programs such as the Enhancement Program, Hazard Elimination Program, Rail/Highway Crossing Program, Recreational Trails Program, National Scenic Byways Program and many others. To create "bicycle friendly" roadways 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. Bicycles should also be accommodated in the site planning process where appropriate.



Bicyclists from Massachusetts Visit East Hampton to Ride the Old Airline Trail and Enjoy Lunch on the Lake



**MTD's Route F
Portland/East Hampton**

Fiscal Year	Passengers
1990	12,171
1995	11,766
2000	17,100

Source: MTD

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 Midstate 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. 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 promote 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.

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 free listing of rideshare opportunities in the state, helping commuters match origins and destinations with other commuters interested in coordinating their trips.

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 MRPA, this lot was only utilized at an average rate of 18.8% during fiscal year 2004 compared to the combined average of 45.8%.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 along Route 66 in East Hampton.



Anticipate Elderly and Disabled Transportation Services Needs

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 bicycles whenever practical in road and site development projects.
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..

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

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%.

Provide For Adequate Utility Services

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. 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. Other utilities such as natural gas, and wireless communications services are sporadic to non-existent due to remoteness from urban centers.

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

Pursue Necessary Piped Utilities

Pursue Reliable Public Water Service

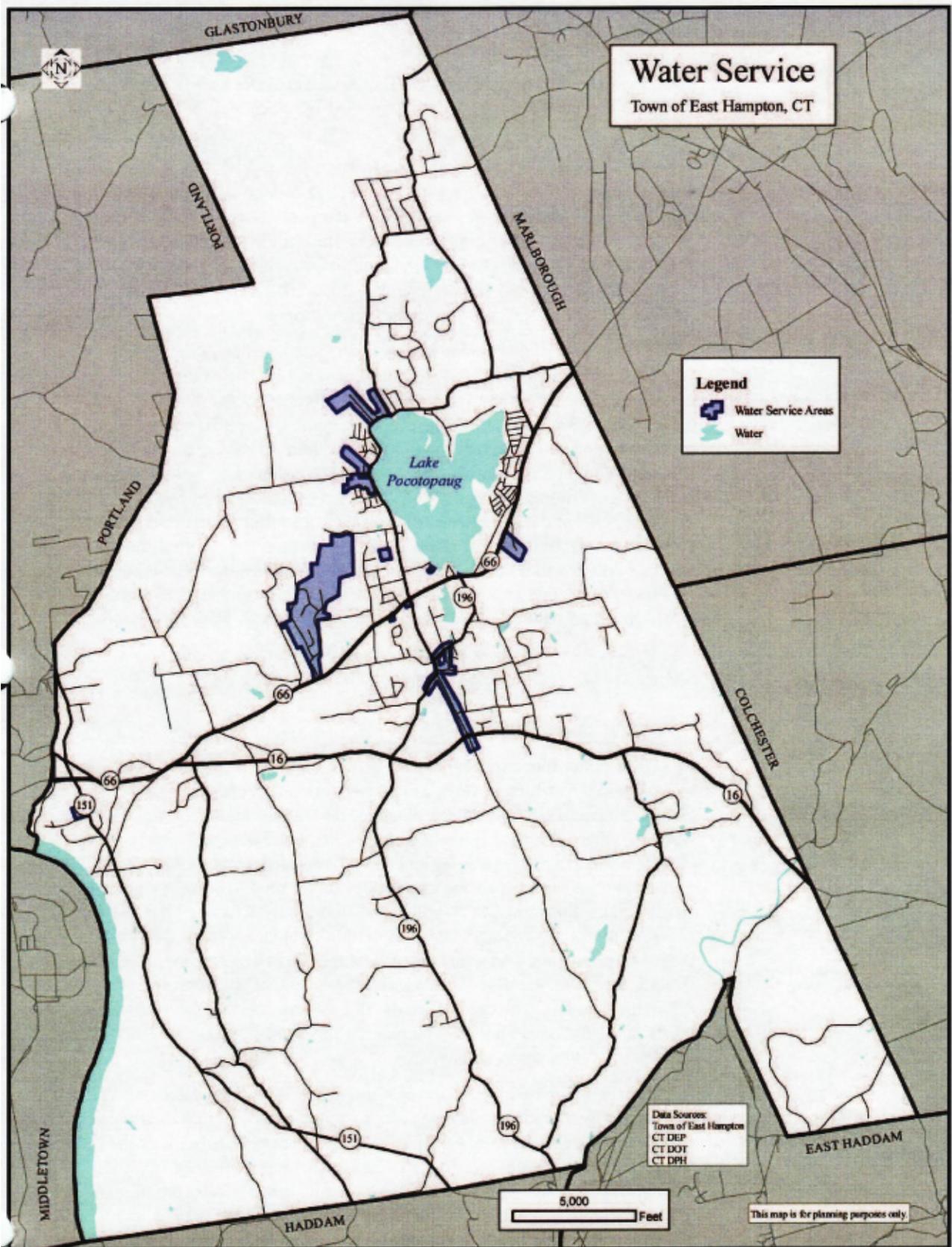
The Town of East Hampton has historically relied upon individual on-site wells for water. Over the last several years an increasing number of quality and quantity problems, incidents of contamination, iron and manganese problems, as well as decreasing water table levels, have been identified in the area. 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 on an intermittent basis. Included among these is the Village Center

The 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 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. At this writing, the plan is under review by several State agencies. 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 with the 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.



**East Hampton's WPCA
on Gildersleeve Drive**

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.

The Plan is in place. With public referendum approval, it will become the accepted public policy for public water service in the Town.

Ensure Adequate Public Sewer Service



**East Hampton Transfer Station
on Bear Swamp Road**

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. 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 20 years, this system has faithfully served the needs of all the communities. The plan on the opposing page 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. This study was necessary in order to achieve future State and Federal water quality goals while providing for expected future growth within the wastewater service areas of a seven (7) Town region as portions of the east side of Portland where added to the regional plan. This plan will serve the wastewater needs for the next 20 years.



NOT TO SCALE

FIGURE NO. 5-1
EXISTING AND POTENTIAL FUTURE SEWER AREAS
TOWN OF EAST HAMPTON



Natural Gas Service

Natural gas service is not available in East Hampton

Cable Television

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

In June of 2005, the Joint Facilities submitted its Facility Plan to the DEP containing a future wastewater service area for the Town of East Hampton that was consistent 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.

In conjunction with the Town of Marlborough's plan for a wastewater system the Town of Marlborough has secured additional funding on behalf of the Town of East Hampton to extend wastewater service to the east side of Lake Pocotopaug along Route 66 in the area of the Town's Design Development Zone.

Pursue Natural Gas Service

Natural gas is currently unavailable in East Hampton. The EDC recommends that a survey of businesses, Town facilities, and residents in the more densely populated neighborhoods be conducted to estimate potential gas needs to help justify extending gas lines to East Hampton from Portland.

Ensure Adequacy of Other Utility Services

Electrical Service

Electricity is delivered locally by Connecticut Light and Power Company 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

Wired telephone services available through SBC and Comcast of Middletown are reliable and available townwide to meet current and anticipated future needs.

Internet and other data services are provided by SBC 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.

Wireless Communication

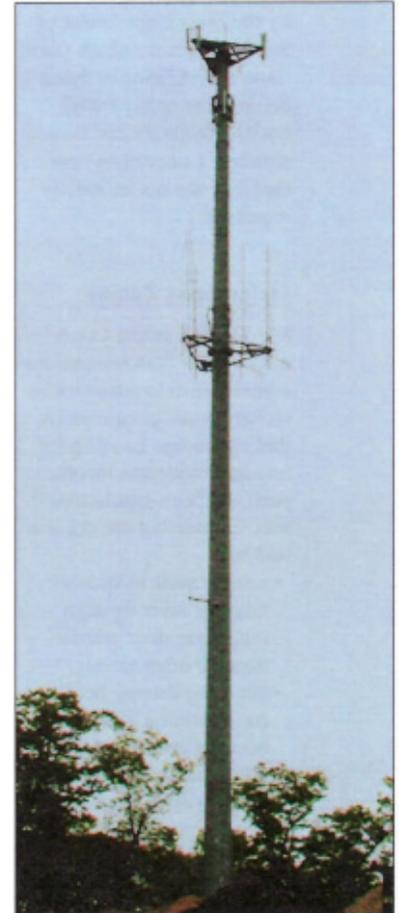
Due to the density of customers, major cities and interstate highways were the primary focus and backbone of most wireless networks. Towns like East Hampton eventually received service as the network expanded outward from this backbone, with coverage shaped by the highway network, topography, population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

Recent Federal legislation enabled the transfer of telephone numbers between both wired and wireless telephones which, combined with wireless 911 serv-



ice, is likely to spur tremendous growth in wireless phone service as residents and businesses cancel their wired telephones in favor of wireless phones. To meet the demand, new towers and antennae will be needed to fill existing gaps in coverage and handle additional call density in established areas.

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 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.



Preliminary Strategies

1. Continue to pursue the development and construction of a municipal water system per the Initial Water Supply Plan approved by the State under the authority of the Town's WPCA.
2. Ensure that public sewer capacity and availability supports desired development patterns and is not used to simply justify density increases.
3. Deleted
4. 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.



Public Water is Needed



Reliable Fire Protection Water is an Issue

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.

Address Changing Housing Needs

Following a trend occurring throughout Connecticut, East Hampton’s housing supply is becoming increasingly oriented towards 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.

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 2020. 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.

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.

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 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.



Royal Oaks on Smith Street Is the First Affordable Housing Subdivision in East Hampton

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. 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.
5. Deleted



**High Point Subdivision in Middle Haddam
Off Route 151**



**Laurel Ridge Off Route 66 Is East Hampton's
First Active Adult Housing Subdivision Age 55 & Over**



Seven Hills Subdivision Off Mott Hill Road



Spice Hill Subdivision Off Route 66

