



# EAST LONGMEADOW

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## Community Development Plan



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***Prepared by the East Longmeadow Community Development Plan Committee  
In cooperation with the Pioneer Valley Planning Commission***

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# **Executive Summary: Bringing It All Together**



Town of East Longmeadow  
Community Development Plan

## **Bringing It All Together: Executive Summary**

This plan covers four major planning issues: open space, housing, economic development, and transportation. The Pioneer Valley Planning Commission worked in concert with town officials and staff to prepare this plan. Public input informed every step of the plan. Beginning in winter 2003, a survey was sent to all 5,280 households. The number of responses was 860 or 16.5%. In addition, public workshops were held on the key themes of this plan. Detailed results from this survey are listed in Appendix Three. Appendix Four contains the maps that were prepared as part of this plan. The Suitability Analysis map pulls together the major recommendations for future land uses in East Longmeadow.

### **Community Development Pre Planning Survey**

The residents of East Longmeadow are concerned about the governance of the town, the growth it has experienced, and the ramifications of that growth. As a community wishing to maintain a small-town atmosphere, but growing quite quickly, the town is struggling to strike an acceptable balance. Healthy economic development, responsible and diverse housing growth, and first class recreational opportunities are goals of the town. The comments from the mailed survey and from the public workshops ran the gamut, but many residents expressed support for improving the function of municipal government. To local residents, planning and growth management seem to be the main issues when considering all aspects of the town-- traffic flow and patterns, the school system, and commercial, industrial, and residential growth. Most responses had the common theme that the community must focus on finding the most effective use of municipal resources to accommodate the growing population at standards that are acceptable to residents.

### **Open Space**

East Longmeadow is fortunate to have some spectacular open spaces including the Watchaug Meadow conservation area and a number of working farms. The frenzied pace of residential development, however, has converted scores of acres to single family homes and if left unchecked threatens to convert many more acres. Open space planning must therefore be intrinsically linked to housing planning. Ensuring that recreation areas exist for future residents and children is critical, as is the need to protect the most fragile and environmentally important lands from being developed. If recreational and open space amenities are not available in town, potential residents and employers may look elsewhere for those quality of life benefits. Funds must be raised and dedicated to ensuring that critical open space parcels will be protected.

### **Open Space Strategies:**

- Adopt the Community Preservation Act that will provide a funding stream for parcel acquisition
- Create a Transfer of Development Rights program that moves development from outlying areas to existing developed areas with infrastructure
- Upgrade Heritage Park



## **Housing**

The housing market has experienced high growth over the past number of years. Every corner of the town has been affected by new construction. One of downsides to this growth is the effect it has on municipal services. As the population grows and more services are demanded, more dollars are needed to maintain the same level of service. This, in turn, leads to a higher burden on residential property taxes to pay for these services. Other issues tied up with housing growth are traffic congestion, land consumption and habitat fragmentation.

For middle income households, East Longmeadow's housing stock offers abundant opportunities. Other populations, however, are struggling to find affordable homes. Seniors, low-income families, and people looking for rental units are hard pressed to find affordable options. Looking to the future, the need for affordable senior units will likely grow. Another concern is to ensure that affordable housing exists for the next generation that wants to stay in their hometown.

### **Housing Strategies:**

- Adoption of a new senior housing bylaw allowing a diverse mix of housing options
- Permitting conservation subdivisions "by-right" to encourage efficient and flexible development
- Incorporating an Affordable Housing Bylaw that ensures a percentage of all development is affordable

## **Economic Development**

Like the fictional Lake Wobegon described by Garrison Keillor, East Longmeadow consistently ranks above average in most measures. East Longmeadow is home to a large number of medium-sized manufacturing and service companies, which contribute important tax dollars and provide employment to many from the community. Like the rest of the country, East Longmeadow is experiencing a shift from manufacturing outfits to service jobs. The big story, however, is the housing boom experienced over the past decade. Home construction and prices have soared, which in turn is changing the dynamic and make-up of the town. Residents are better educated and wealthier than in 1990. Less positive, this housing boom is creating strain on services, consuming land at alarming rates, and increasing the burden on residential taxes to meet this strain.

The well-established industrial and commercial sector's share of local tax revenues has dropped from 23.5% to 20% over the last 10 years. One of the major challenges facing East Longmeadow is the need to expand economic development opportunities. Right now, a number of positive steps are taking place but more needs to be done. The Industrial Park is expanding, allowing local companies to expand and creating space for new companies looking to relocate. There are still a few parcels remaining that are zoned industrial, but the town is quickly running out of space. The Village Center Shops proposal is an exciting project that is likely to stimulate the town center, providing opportunities for retail and services.

To ensure a stable and prosperous future East Longmeadow should work hard to expand economic development opportunities, steer housing into appropriate locations,

ensure a range of housing choices, and protect and expand open space and recreational resources. Some of the recommendations from this report follow.

**Economic Development Strategies:**

- Adopt Business and Commercial Performance Standards. These standards will help ensure that commercial development is safe, attractive, and appropriate for the town. Text for these standards is included in Appendix Two.
- Adopt Industrial Performance Standards. These standards will help ensure that industrial development is safe, attractive, and appropriate for the town.
- Consider allowing neighborhood stores in residential districts. This could save trips and reduce traffic congestion and serve as a social hub within neighborhoods.
- Work with property owners to market and develop commercial and industrial land
- Consider rezoning certain parcels located along the southern end of Shaker Road
- Continue to invest in open space and recreational amenities (Quality of Life)

**Transportation:**

This element provides a detailed analysis of the existing and anticipated traffic demands and an assessment of the impacts of current and planned land uses on federal-aid funded roads. The major products of the transportation element include: an existing conditions report including traffic and pavement condition; an assessment of transportation issues, and specific strategies for addressing these issues.

A combination of increasing commuter traffic as well as a number of land uses with high trip generating characteristics are expected to contribute to strains along the existing transportation infrastructure. Future development and a continually growing housing market could have a dramatic impact on future traffic volumes in the community. This study identifies current and future deficiencies to assist the Town of East Longmeadow in the development of projects and strategies to manage future growth.

The results indicate that East Longmeadow’s surveyed federal-aid eligible roadways are broken down as follows: 40% of the roadways are in good to excellent condition, 50% are in fair condition, and 10% are in poor condition. Future traffic volumes are expected to increase as based upon the predicted increases in population for East Longmeadow and the surrounding communities of Hampden, and Somers and Enfield, CT. Volumes on Somers Road and Shaker Road are expected to increase dramatically from 2003 to 2020. Traffic volumes along North Main Street (Route 83) north of Dearborn Street are projected to approach 24,139 vehicles per day in the 2025 analysis year. This is an increase of 39% over current levels. As traffic volumes and congestion continue to increase, vehicles may experience delays and seek alternate routes in order to reduce travel times.

**Transportation Strategies:**

- Construct/Expand the Redstone Rail Trail Bikepath Project
- Install bike racks at popular destinations
- Identify “high priority” neighborhood streets for traffic calming

## **Potential Conflicts between Strategies**

Two of the parcels that the Chamber of Commerce is recommending for rezoning along Shaker Road have wetlands located along the road frontage. This will make commercial development of these parcels quite difficult.

The area south of Pease Road and east of Shaker Road also faces conflicting future development potential. Mostly forested with some agriculture, a number of these parcels are owned by Northeast Utilities and have power lines extending through them. A couple of parcels east of Shaker Road and bordering Enfield are recommended to be explored for industrial rezoning because the amount of industrially-zoned land is nearing capacity. Residential pressures continue to move south towards this area, as evidenced by a subdivision recently started just south of Pease Road off Shaker. Housing and industry don't always co-exist peacefully. In addition, the last OSRP identified much of this land as a candidate for protection. Now, however, it seems open space protection priorities are more focused in Watchaug Meadow and along a corridor west of Lee Street. The Town will need to act fairly soon to encourage the type of development they want for this area or else the first legally acceptable proposal will decide the issue.

Another community need is for more playing fields and recreation resources. With the town starting to approach build-out, there are very few areas with adequate open space that could be used for playing fields. This fact combined with the feverish residential development in the south points to a need for more parks and playing fields in this part of town.

# **Element One: Open Space & Resource Protection**



Town of East Longmeadow  
Community Development Plan

# Element One: Open Space

## Introduction

East Longmeadow is a suburban community situated in the Connecticut River Valley. The Town is bordered by: Springfield, on the north; Somers and Enfield Connecticut, on the south; Hampden, on the east; Wilbraham on the northeast; and Longmeadow, on the west. The community occupies approximately 13 square miles and lies entirely within the Connecticut River basin in Hampden County.

## **Key Open Space and Resource Protection Themes**

The following goals and objectives were developed by the East Longmeadow Open Space Committee in 2000:

1. Preserve open space, scenic areas, and rare plant and animal habitat to maintain the open character of the town.

Objective 1A: Identify key unprotected lands which should be protected to maintain a minimum of 12 % open space in the natural state in the Town and take appropriate action to preserve their open and natural character.

2. Preserve sufficient public open space to support the current and projected levels of outdoor recreation and team sports with the maximum projected population of the Town.

Objective 2A: Determine the amount of publicly accessible open space necessary to maintain the current level of outdoor recreation and team sports on the Town at the maximum population level projected for the Town.

Objective 2B: Identify the key unprotected lands which should be preserved to achieve this amount of publicly accessible land and take appropriate actions to preserve them.

Objective 2C: Integrate educational and recreational uses on all town lands, including school, conservation, and recreation lands.

3. Support existing agricultural operations to maintain a significant farming component in the Town economy for as long as reasonably possible.

Objective 3A: Identify economically viable farmlands that are significant to the town.

Objective 3B: Maintain the Town commitment to support agriculture through appropriate tax structures and by-laws.

Objective 3C: Educate residents about the value of existing farm operations to the Town and support efforts to increase sales of locally produced farm products.

4. Integrate conservation and recreation activities

Objective 4A: Preserve sufficient lands adjacent to wetlands to allow appropriate recreational use, e.g. hiking, nature study, and cross-country skiing.

Objective 4B: Provide public access to conservation lands via well-marked rights of way, publish maps of conservation areas, and publicize the existence of the areas.

Preserve wetlands for storm drainage.

Objective 5A: Identify and reserve wetlands for stormwater runoff and drainage based on the worst storm expected in 100 years.

Provide for the open space needs of elderly residents with special needs.

Objective 6A: Provide open space recreation areas accessible to the elderly and to people with special needs.

Objective 6B: Integrate recreation areas for the elderly and those with special needs with school and other athletic facilities as appropriate.

### **Progress to date on Open Space and Recreation Goals**

Unfortunately times have been tough since the adoption of the East Longmeadow Open Space and Recreation Plan. State and local budgets have experienced serious stress in recent years. In light of this economic reality, little progress towards these goals has been realized despite strong residential development. This is particularly unfortunate when considering the strong community support identified through the open space survey administered in 2000. Just under 90% of people answered what they liked most or liked somewhat about living in East Longmeadow is the rural small town character. Significant majorities of those surveyed identified residential development pressure, loss of farmland and small town character, and threats to the environment as very or somewhat concerning. And yet in the four years since the OSRP was completed, only one six and one-half acre parcel has been acquired through donation to the Conservation Commission, the Torcia property off Porter Road.

Perhaps the most significant development is the construction of the bike path from Denslow Street to Maple Street. This accessible, paved trail will add to the recreational opportunities of the town. A remaining issue is the right-of-way that continues north into the town center and through to Springfield. The owner of this parcel is not interested in a bike path at this point. Hopefully when the first segment is completed and successful, an opportunity for extending the trail will open up.

Residential development has been booming in East Longmeadow in recent years. This strong growth is creating tension in the town regarding increased costs for services (and taxes), in addition to losing scenic, farm, and other open lands. To date, there is no cluster or flexible subdivision development method, which would protect open space during the development process. In the 2000 survey, strong opposition to cluster was indicated. This may be from people associating cluster with affordable developments, according to a town official. Another possibility may stem from semantics: the term "cluster subdivision" is now more commonly referred to as "open space developments," "conservation subdivisions," or "flexible developments." Regardless of the reason,

implementing an attractive development option that preserves open space would certainly increase the amount of open space in town.

The Open Space Plan identified the area south of Pease and Denslow Roads as areas to acquire open space. This area has seen major changes in recent years. A number of farmland parcels under Chapter 61 were taken out and have been developed into an industrial park by WestMass. This project should help create opportunities for new jobs and revenue for the town. Unfortunately, the farmland will be gone. If the town wants farmland to continue contributing to the historic and scenic qualities of the town, permanent protection techniques are needed. The town has no farms enrolled in the state's Agricultural Preservation Restriction program, which does provide permanent protection. A number of new homes have been built through ANR and subdivision south of Pease Road.

### **Recommended Open Space Strategies**

**Conservation Subdivision:** with flexible dimensional standards that allow smaller lot sizes in exchange for permanently protected open space

**Transfer of Development Rights:** allows increased intensities in exchange for protected lands in outlying areas

**Community Preservation Act:** provides regular funds with a state match for open space acquisitions and improvements

**Acquisition of priority parcels**

**Heritage Park upgrades**

**Integrate bikeway, trails, and pedestrian planning and implementation** in all policies and procedures of town government

**Public outreach and education** on the critical need to enhance and expand natural and recreational resources

**Adopt Phase II Stormwater Regulations:** these address issues of construction site runoff, post-construction runoff, and stormwater pollution

**Inventory Street Trees and Assess Bylaws for Adequacy of Tree Protection**

## *Wetlands*

Wetlands include rivers, ponds, swamps, wet meadows, beaver ponds, and land within the FEMA-defined 100-year flood area. Wetland areas are home to frogs, fish, freshwater clams and mussels, beaver, muskrats, great blue herons, waterfowl, bitterns, and several other species. Wetlands filter toxins improving water quality, provide shellfish and wildlife habitat, and store water. Common wetland plants in East Longmeadow include red maple, water lily, arrowheads, cattails, sedges, and as many as 25 species of ferns

Wetlands that border rivers and streams are called bordering vegetated wetlands (BVW) and are offered protection by the Massachusetts Wetlands Protection Act and the Rivers Protection Act. Developments within the wetland or the buffer zone are reviewed by the local conservation commission and occur only at their discretion.

State law does not protect non-BVW, called isolated wetlands, unless they are certified vernal pools. East Longmeadow has a local wetlands bylaw which extends protections to these isolated wetlands beyond the state minimum. Historically, and for practical reasons, both wetlands and floodplain development in the town has been limited.

An additional map of East Longmeadow's wetlands was developed during this process. George Kingston, Chair of the Conservation Committee, identified additional wet areas which were then transcribed to a GIS map. These wet areas were identified through site visits and through experience gained during permitting processes, but these sites are not technically surveyed. This map reveals more wetlands than the state identified on the wetlands map available at MassGIS. This map can help serve as a general guide in determining priorities for land protection as well as for steering development in appropriate areas.

## *BioMap Core Habitat and Supporting Natural Landscape*

With funding made available by the Executive Office of Environmental Affairs, the Natural Heritage Program developed the BioMap to identify the areas most in need of protection in order to protect the native biodiversity of the Commonwealth. BioMap focuses primarily on state-listed rare species and exemplary natural communities but also includes the full breadth of the State's biological diversity (NHESP).

BioMap Core Habitats are areas with the highest priority for conservation and biodiversity conservation. They represent the sum total of viable rare plant habitat, viable rare animal habitat, and viable exemplary natural communities (NHESP). East Longmeadow contains approximately 1,183 acres of NHESP BioCore habitat. BioMap Supporting Natural Landscapes are the most intact lands adjacent to and near Core Habitat areas. These lands provide linkages between habitats, buffer Core Habitat, and are thought to contain rare species not yet discovered.

## *Riparian Areas*

Riparian corridors are 100-meter buffers of vegetated lands adjacent to water sources. This juncture of land and water attracts a range of species and tends to mark a transition zone between habitats. As such, these corridors link one habitat to another. These



natural lands are areas within the riparian corridor that remain in a "natural state", potentially functioning as a corridor for select species movement, as well as additional ecological purposes (MA GIS).

### *Chapter 61*

"Temporarily protected parcels" are those that are enrolled in the Massachusetts Chapter 61 tax abatement programs. These programs offer landowners a reduction in their property taxes, in return for signing a contract promising that the predominant use of the land will not change during an agreed upon time (ten years for Chapter 61 and Chapter 61B, one year for Chapter 61A). The Chapter 61A program helps farmers by reducing their taxes while they farm their land. The Chapter 61 program helps lower the expenses of maintaining actively managed forestland. Landowners with parcels in the Chapter 61B program receive lower property taxes in exchange for keeping their land in open space for ten years.

One of the benefits to the community of the Chapter 61 programs is that they provide a mechanism for protecting land from development. When a parcel which has been enrolled in one of the Chapter 61 programs is put up for sale, the Town is provided a one hundred and twenty (120) day waiting period during which it can exercise its right of first refusal to purchase the property. Taking advantage of the right of first refusal is valuable if you have the ability to protect private land when it becomes available for sale. Identifying key parcels and building partnerships with local land trusts and landowners can be an effective planning process resulting in land protection. To take advantage of the right of first refusal option, the Town needs to have dollars or partners with money to devote to the project. Approximately 573 acres in town are enrolled in Chapter 61 protection, with 430 of these acres in the 61A program

## Greenways

A greenway is a linked network, or corridor, of open space. Greenways range in size from narrow strips of undeveloped urban landscapes to wide swaths of land with significant natural features. Some greenways provide recreation, while others protect natural habitat and are not meant for human activities. Greenways can follow streams, rivers, and wetland corridors. Some are designed along old railway tracks or trails. A greenway may incorporate public as well as private property, but it always benefits the larger community. A regional network of greenways can protect natural resources, provide recreational opportunities, and enhance the quality of life and natural beauty in communities and neighborhoods.

Some important benefits of well-designed greenways include:

- Preservation of native habitat for plants and animals, which improves species diversity
- Protection of migration corridors for wildlife and plant communities
- An increase in non-motorized recreation
- Farmland preservation
- Containment of urban sprawl
- New connections between existing greenways
- Improved health of tributary streams and water quality in regional waterways
- Better access to recreational trails
- Reduction of flood damage in residential and commercial areas

The Watchaug Meadows and the lands along Watchaug Brook are an existing greenway, some of which is protected, but a few key parcels remain unprotected. The parcels to the north and to the south of the Conservation Commission owned land are high priorities for protection. This would extend the greenway from north of Porter Road to Somers Road, creating a significant “green” resource in the middle of the community.

Another greenway corridor that would add to the “green infrastructure” of East Longmeadow connects a series of hydrologically connected wetlands east of Lee Street and running to the Somers, Connecticut border.

## Existing Land Use

**Table 1-1: Land Use Comparison in East Longmeadow 1971 to 1999**

<b>Land Use</b>	<b>Acres 1971</b>	<b>Percent 1971</b>	<b>Acres 1999</b>	<b>Percent 1999</b>	<b>Change in Acres 1971 to 1999</b>	<b>Percent Change</b>
Cropland	870.6	10.5%	534.8	6.4%	-335.8	-38.57%
Pasture	115.2	1.4%	47.6	0.6%	-67.6	-58.68%
Forest	3677.6	44.2%	2892.7	34.8%	-784.9	-21.34%
Wetland	20.5	0.2%	5.5	0.1%	-15.0	-73.17%
Mining	0.0	0.0%	0.0	0.0%	0.0	0.00%
Open Land	324.6	3.9%	353.2	4.2%	28.6	8.81%
Participation Recreation	291.2	3.5%	311.0	3.7%	19.8	6.80%
Spectator Recreation	0.0	0.0%	0.0	0.0%	0.0	0.00%
Water-based Recreation	0.0	0.0%	0.0	0.0%	0.0	0.00%
Multi family Residential	5.3	0.1%	44.7	0.5%	39.4	743.40%
Residential < 1/4 ace lots	38.3	0.5%	55.7	0.7%	17.4	45.43%
Residential (1/4 to 1/2 acre lots)	2014.0	24.2%	2816.6	33.8%	802.6	39.85%
Residential (> 1/2 acre lots)	368.5	4.4%	463.0	5.6%	94.5	25.64%
Commercial	142.6	1.7%	197.5	2.4%	54.9	38.50%
Industrial	140.4	1.7%	272.3	3.3%	131.9	93.95%
Urban Open Land	184.8	2.2%	177.0	2.1%	-7.8	-4.22%
Transportation	9.7	0.1%	11.1	0.1%	1.4	14.43%
Waste Disposal	14.4	0.2%	0.0	0.0%	-14.4	100.00%
Water	31.0	0.4%	41.1	0.5%	10.1	32.58%
Woody Perennial	72.4	0.9%	97.5	1.2%	25.1	34.67%

This table reveals the trend of converting fields and forests to residential uses. Over 1,000 acres of forest and cropland have been turned into housing. Steps need to be taken to ensure a balance between residential and open space land uses, so recreational and environmental resources can be enjoyed by future generations.

## **Land Use Suitability Analysis**

The Land Use Suitability Analysis is a process by which PVPC planners and the East Longmeadow Community Development Planning Committee can identify those lands that are most appropriate for development and those areas that need some form of protection from development.

Development of the East Longmeadow Land Suitability Map and the subsequent discussions with the Community Development Planning Committee will lead to a clear set of geographic priorities that can guide future land use decisions in this plan and, more specifically, in the development of a Future Land Use Map for the town.

### Land Use Suitability Map

The Land Use Suitability Map is created by combining and comparing various digital layers of information developed from federal, state, and local sources. Overlays of the GIS mapping data will identify those lands that are the most environmentally fragile and thus most desirable to protect, and those areas that are well suited for new residential and commercial development. This analysis is also informed by local experts and town officials to ensure that the resulting Suitability Map is as accurate as possible.

To aid in the visualization of these future land use priorities, PVPC has developed a range of categories for all lands in the town. Every acre of land in East Longmeadow will fall into one of these categories. A brief description of each land use category – including the list of mapping data or characteristics used to create the category – follows:

#### **Category 1: Protected from Future Development**

This category includes lands that are most likely to remain undeveloped in the future. In some cases this is because the identified lands are protected from development or are in government or institutional ownership and are unlikely to be developed in the near future. Also included in this category are lands that are already developed. In articulating future land use strategies in East Longmeadow, the community may wish to identify some previously developed lands as being appropriate for future redevelopment. However, for the purposes of this analysis the developed lands may remain in this first category.

##### Data Layers

- A. Open Water
- B. Existing Protected Open Spaces
- C. Existing Developed Lands

This category includes lands that are currently shown as developed on the most recent McConnell Land Use Maps from UMASS.

#### **Category 2: Land Suitable for Compact Development** (Mixed Use, Affordable Housing, Commercial Development)

This category includes lands that are currently served – or could be potentially served – by the infrastructure that supports the most intensive development. Many times, these

lands will occur around village centers, along developed commercial corridors, or in more intensively developed residential and mixed use neighborhoods.

#### Data Layers

Unprotected, unconstrained lands within any of the following simple buffers to be established showing lands within:

#### Services

- ¼ mile of water line
- ¼ mile of sewer line
- ¼ mile of public transit line
- ½ mile of an interstate (or turnpike) exchange

#### Places

- ¼ mile of major employer/employment center
- ½ mile buffer of town center/s
- ¼ mile buffer of village centers
- ¼ mile buffer of other community-designated growth node

- Does not include active farmlands
- Commercial/Industrial zoned land not included (these appear in Category 6)

### **Category 3: Land Suitable for Protected Open Space**

This category includes lands that provide some valuable benefit to the natural or human environment in East Longmeadow and that should be protected from future development.

#### Data Layers

##### A. Resource Areas

- 100-year Flood Plain
- DEP Zone 1
- Outstanding Water Resource Watershed
- Wetlands (plus 100-foot buffer)
- Rivers Protection Act (100-foot buffer, inner riparian zone)
- BioCore Areas
- Certified and Potential Vernal Pools (point designations only)
- Steep Slopes (over 15%)
- NHESP Rare & Endangered Species Habitat
- Active Farmland

##### B. Existing Open Space with Limited Protection from Development

- Government-owned Lands
- Institutional Lands
- Private Lands

Does not consider existing zoning designations

#### **Category 4: Sensitive Lands Suitable for Low Intensity Use**

This category includes environmentally-sensitive lands that are most appropriate for low intensity uses such as low density residential housing, active recreational uses, or scattered, low-impact commercial activity. When appropriate, some of these areas may also be appropriate for long-term protection from development.

##### Data Layers

All undeveloped and unrestricted lands not within Categories 1, 2, 3, and 4, but within:

DEP approved Zone 2  
Aquifer Protection Overlay Zones  
Interim Wellhead Protection Areas  
NonTransient/NonCommunity Water Supply Buffers  
Pioneer Valley Regional Greenways Priority Areas  
Planned Municipal trails or greenway corridors

#### **Category 5: Land Suitable for Potential Economic Development (High Intensity)**

This category includes lands that may be suitable for high intensity commercial or economic development in East Longmeadow. Not all communities have areas in all of these categories, but it is likely that at least some areas in town will fall into this category.

##### Data Layers

Undeveloped, unprotected, unconstrained lands within:

Existing Industrial Park  
Designated Economic Opportunity Area  
Brownfield Sites  
Existing Vacant/Underdeveloped Industrial/Commercial Sites  
Lands Currently Zoned for Commercial or Industrial Use

#### **Category 6: Remaining Lands – Suitable for Local Designation**

These lands are those that offer neither prime development opportunities nor particularly valuable environmental assets. The Community Development Planning Committee may choose whether or not to include specific strategies regarding future uses of these lands.

##### Data Layers

All remaining lands not included in Categories 1 through 6

#### **Findings from the Land Use Suitability Analysis**

From a quick glance at the map, it becomes obvious that most of the western part of town is already intensely developed. The large areas of protected lands and the highest priority lands for further protection are concentrated in the Watchaug Meadows and along Watchaug Brook. The riparian and wetlands along Watchaug Brook are important habitat areas and serve critical ecological functions such as stormwater storage and

water filtration. Large contiguous blocks and connected corridors of protected lands are many times more valuable than smaller, isolated patches of habitat. In addition to the environmental value, these lands offer recreational opportunities and economic benefits. Parcels located close to open spaces are often highly sought after and tend to be worth more because of the enhanced privacy and attractiveness.

A number of the properties along Meadowbrook Road, Parker Street, and bordering Hampton in the southeast are still actively farmed. Some are enrolled in the Chapter 61A program, which taxes farmland at a lower rate than “developable” land. Unfortunately, there is no guarantee that this land will not be developed one day—even in the near future, land can be taken out of the 61 program as long as the back taxes (at the higher rate) are paid. These lands are important to the character and future of East Longmeadow for a number of reasons. Historically agriculture has been a key lifestyle and landscape characteristic of town. Over time many fields have been converted to residential or industrial development. From 1971 to 1999, East Longmeadow lost over 40% of its farmland (a loss of almost 400 acres). Now only a little over 500 acres remain. To ensure these farms remain farms, the Town should work with these landowners to explore options for permanently protecting this land. Many options exist including: agricultural preservation restrictions (APR); conservation easements; purchase by the Town or a land trust; and conservation subdivision that cluster housing on the non-prime agricultural soils and protect the active farmland.

### **Priorities for Protection**

The following parcels have been identified as top priorities for protection:

- The parcel in Watchaug Meadows that would extend the Conservation Land to Porter Road
- The parcel in Watchaug Meadows that would extend the Conservation Land south to Somers Road
- The greenway corridor that parallels Lee Street to the west
- The area around the pond off Jawbrook Creek in the far southeastern part of town, south of Denslow Road. This area would be a wonderful location for a park.

In summary, the Land Use Suitability Map identifies a number of parcels that should be protected. These parcels are located from the northeast to the southeast part of town, forming a shape similar to the letter “C.” In ranking the parcels in terms of priority, the Town should consider which are most threatened by development. Those parcels should be targeted first to prevent the fragmentation of this ecological corridor. Ensuring that adequate open space is protected is critical to the long term health of East Longmeadow. Even from an economic development perspective, quality of life issues such as recreational resources are an important consideration for prospective employers and for workers who are considering relocating to town.

# Element Two: Housing



Town of East Longmeadow  
Community Development Plan



## Element Two: Housing

### Introduction

The Town of East Longmeadow is experiencing a rapid rise in population and high housing growth. In 2003, East Longmeadow was the third fastest growing community in the western Massachusetts region with a population increase of 405 residents from 2001 to 2002 and a total population of 14,505. East Longmeadow's largest population group is the 35-55 age group with the next largest age group ages 5-19, indicating that the community is home to a large number of families with children. Like most towns in the region, East Longmeadow also has an aging population of residents and persons nearing retirement age. This dynamic of a large demographic of young families and an aging population creates special economic pressures on the residents of East Longmeadow to increase services, provide affordable housing stock and maintain the school system. Because it is a residential destination spot for the region, East Longmeadow is also experiencing tremendous development pressures that threaten infrastructure capacity and increase the need for recreational and open space acquisition.

According to interviews with real estate agents and developers in the region, the building trend is to develop available farmland. East Longmeadow's 2000 Open Space Plan also states that as a result of the extension of the Town sewer previously undevelopable land, due to poor percolation rates, is now subject to heavy development pressures especially in the southeast corner of the Town. The large tracts of land being developed are then subdivided into one or two acre lots. Because of East Longmeadow's location and residential desirability, the market value of the land is often very expensive. The developers and real estate agents both agree that this results in the building of larger houses in order for the developer or buyer to hope to see a return of their investment in the future. The average cost of these houses is \$350,000 to well over \$500,000. These houses are not affordable to the median income earner who can afford a maximum house mortgage of \$188,040.

East Longmeadow, like other communities in the region, has a population that is aging. Elderly housing will become an issue in the future as older residents begin to sell their larger houses and move into smaller, more manageable residences. Many elderly residents who have been living in communities for many years prefer to remain in the area. These long-term residents of East Longmeadow have a desire to remain in close geographic proximity to friends, family, their houses of worship and familiar services such as banks and medical offices. Providing affordable housing needs for this demographic will be challenging in the near future. According to the officials at the East Longmeadow Housing Authority there is and will be a future need for more moderately priced housing in order for elderly residents to remain in East Longmeadow if they sell their house to move to smaller and more manageable housing.

## Housing Supply Inventory

- **Description of housing stock and densities**

East Longmeadow had 5,363 housing units in year 2000, an increase of 12% over the 4,796 housing units in 1990 (Source: 2000 U.S. Census). This reflects high growth in housing production as compared to the Commonwealth as a whole (6.0% increase) and the Pioneer Valley region (4.9% increase) over the same time period. The housing supply in East Longmeadow increased by 62 ownership units between 2001 and 2002. Twenty-eight of these units were considered affordable in the range of \$100,000 to \$241,960 according to the 2002 Amendment to the Eastern Subregion Housing Plan.

Analysis of 2000 Census data for East Longmeadow indicates that housing unit growth (11.8%) has kept pace with household growth (12.4%) during the past ten years. Growth in year-round ownership units from 1990 to 2000 was 12.4% while the number of rental units grew by 7.5%. These numbers are consistent with vacancy rate statistics. The vacancy rate for ownership units was low and remained steady for the past decade at approximately 1%. This is an extremely low vacancy rate and indicates a need for more rental opportunities. The vacancy rate for rental units decreased from 4.1% to 2.2% during the same time period. The need for ownership units is greater than the need for rental units in East Longmeadow and unit growth patterns indicate that the needs are being met through ordinary market mechanisms (Amendment to the Eastern Subregion Housing Plan 2002). Most of the housing in East Longmeadow was constructed prior to 1990. Significant growth was experienced in the 1940's, 50's, and 60's. The age of the housing stock remains spread over a century and 12% of the homes in East Longmeadow are more than sixty years old (Source: 2000 U.S. Census). This contrasts with the Pioneer Valley region where only 7.3% of its housing stock was built after 1989 and over 29% of the units are more than sixty years old.

**Table 2-1: Age of Housing**

	East Longmeadow		Pioneer Valley Region	
	Number	Percent	Number	Percent
Total Housing Units	5,363		244,520	
Occupied Housing Units	5,248		231,279	
<b>Year Structure Built</b>				
1999 to March 2000	43	0.8%	1,855	0.8%
1995 to 1998	211	3.9%	6,513	2.7%
1990 to 1994	335	6.2%	9,686	4.0%
1980 to 1989	577	10.8%	25,070	10.3%
1970 to 1979	568	10.6%	33,707	13.8%
1960 to 1969	906	16.9%	32,786	13.4%
1940 to 1959	2,102	39.2%	62,544	25.6%
1939 or earlier	621	11.6%	72,359	29.6%
<b>Year Householder Moved into Unit</b>				
1999 to March 2000	453	8.6%	38,593	16.7%
1995 to 1998	991	18.9%	60,181	26.0%
1990 to 1994	820	15.6%	33,415	14.4%
1980 to 1989	1,055	20.1%	37,819	16.4%
1970 to 1979	733	14.0%	25,429	11.0%
1969 or earlier	1,196	22.8%	35,842	15.5%

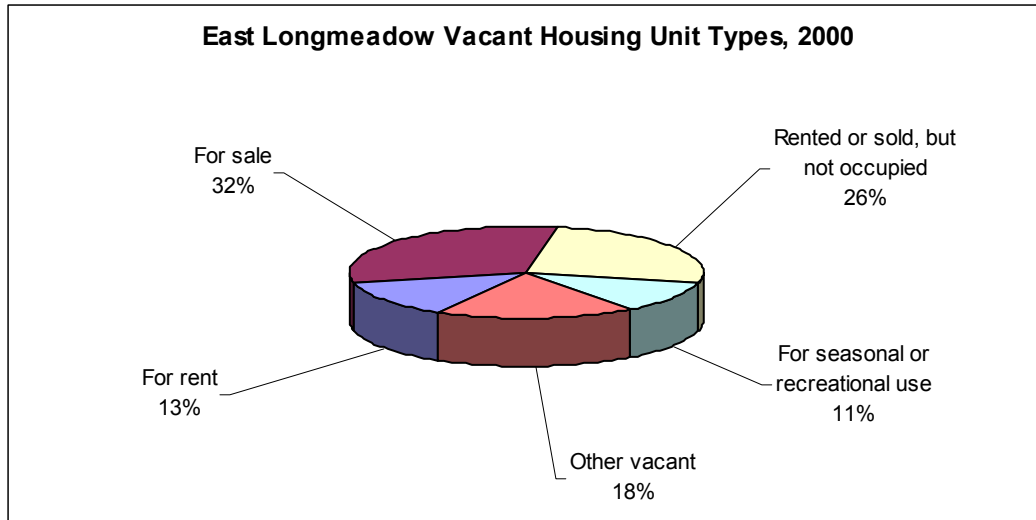
East Longmeadow has a very high housing occupancy rate, with 98% of all housing units occupied and only 2% vacant (Source: 2000 U.S. Census). Many of the vacant units were awaiting new occupants (26%) or for sale (31%). The Census recorded only 15 vacant rental units in year 2000, a relatively low rate of vacancy. Since 1990 the availability of rental units has decreased by 42%. This illustrates the increasing difficulty in finding available rental housing in town.

**Table 2-2: Housing Characteristics and Vacancy**

	1990		2000		% Change
	Number	Percent	Number	Percent	
Total Housing Units	4,796		5,363		
Occupied Housing Units	4,670	97.4%	5,248	97.9%	12.4%
Vacant Housing Units	126	2.6%	115	2.1%	(8.7%)
Vacant Units					
For rent	26	20.6%	15	13.0%	(42.3%)
For sale	40	31.7%	36	31.3%	(10.0%)
Rented or sold, but not occupied	11	8.7%	30	26.1%	172.7%
For seasonal or recreational use	18	14.3%	13	11.3%	(27.8%)
For migrant workers	0	0.0%	0	0.0%	0.0%

Source: U.S. Census Bureau

*Figure 2-1: Vacant Units by Type*



Considered by land parcels, 91% of East Longmeadow's land parcels are developed for single family residential uses, while only 2% were used for multi-family residential or apartments (Source: Mass. Department of Revenue).

**Table 2-3: Housing Parcel Type**

	Parcels 1991	1991-2001 Percent Change	Parcels 2001	2001 Percent of Parcels
Total Parcels	4,768	12.0%	5,342	
Single-Family Residential	4,332	12.7%	4,882	91.4%
Multi-family Residential	58	(5.2%)	55	1.0%
Condominium	N/A	N/A	44	0.8%
Apartment	1	200.0%	3	0.1%
Commercial	290	(6.6%)	271	5.1%
Industrial	87	0.0%	87	1.6%

Source: MA Department of Revenue, Municipal Data Bank

Most of East Longmeadow's housing units (89%) are single family detached houses, followed by apartments (7.6%) and duplex units (2.1%). When compared with the region, East Longmeadow's housing options are overwhelmingly composed of single family units. This may make it difficult for households interested in other living arrangements. The size of houses is highly variable, with the predominant size being 5 rooms (24%) or 6 rooms (19%). Almost all housing units (97%) in East Longmeadow have only one occupant per room, indicating that overcrowding is not a likely problem.

**Table 2-4: Housing Types and Sizes**

	East Longmeadow		Pioneer Valley Region	
	Number	Percent	Number	Percent
<b>Total Housing Units</b>	5,363		244,520	
<b>Units in Structure</b>				
1-unit detached	4,792	89.4%	137,915	56.4%
1-unit attached	51	1.0%	10,332	4.2%
2 units	112	2.1%	29,335	12.0%
3 or 4 units	72	1.3%	19,526	8.0%
5 to 9 units	61	1.1%	15,457	6.3%
10 to 19 units	143	2.7%	8,870	3.6%
20 or more units	132	2.5%	19,264	7.9%
Mobile home	0	0.0%	3,769	1.5%
Boat, RV, van, etc.	0	0.0%	52	0.0%
<b>Rooms per Housing Unit</b>				
1 room	9	0.2%	4,212	1.7%
2 rooms	115	2.1%	10,611	4.3%
3 rooms	266	5.0%	20,520	8.4%
4 rooms	320	6.0%	41,127	16.8%
5 rooms	979	18.3%	58,567	24.0%
6 rooms	1,340	25.0%	47,074	19.3%
7 rooms	1,062	19.8%	29,125	11.9%
8 rooms	803	15.0%	17,785	7.3%
9 or more rooms	469	8.7%	15,499	6.3%
<b>Occupants per Room</b>				
1.00 or less	5,215	97.2%	224,302	91.7%
1.01 to 1.50	33	0.6%	4,584	1.9%
1.51 or more	0	0.0%	2,393	1.0%

East Longmeadow's housing is predominantly owner occupied (87.5%), with only 12.5% renter occupied. If less than 30% of housing units are rentals, this may indicate a need for more rental units.

**Table 2-5: Owner versus Renter Occupancy**

	1990	Percent	2000	Percent	Percent Change (1990 to 2000)
Occupied Housing Units	4,670		5,248		
Owner Occupied	4,058	86.9%	4,590	87.5%	13.1%
Renter Occupied	612	13.1%	658	12.5%	7.5%

Source: U.S. Census Bureau

- **Public housing**

As of 2003, East Longmeadow had 219 state and 72 federal public housing units. The East Longmeadow Housing Authority, a state agency, administers 219 public housing units. The majority of the units are elderly housing with only four units that are handicap accessible. The Housing Authority also administers six single-family homes with an average rent of \$400 a month. The two federal public housing facilities are Brownstone Gardens Two and Brownstone Gardens Three. Brownstone Gardens Two has 32 units with rents at \$844 a month. Brownstone Gardens Three has 40 units with a maximum rent of \$450 a month. The residents pay 30% of their monthly income and the federal government subsidizes the remainder of the rent. All of the federal public housing units are for the elderly. As of November 2002, East Longmeadow had one unit receiving rental assistance through Section 8 federal rental assistance. (Source: MA Department of Housing and Community Development and HAP, Inc.).

- **First-time homebuyer programs**

East Longmeadow had 2 first-time homebuyer loans originated in 2001 administered by MassHousing under the MassAdvantage Program.

East Longmeadow participates in the Soft Second loan program, but no households in the town had utilized the program in 2001. The Soft Second program is sponsored by the Massachusetts Housing Finance Agency (MHFA) and the Massachusetts Housing Partnership Fund (MHP) and administered by HAP, Inc. The program subsidizes a second mortgage on a home to help cover interest on the first mortgage for lower income families. (Source: MHFA and HAP, Inc.)

The income limits for the Soft Second loan program in the town of East Longmeadow are as follows:

Household Size	Maximum Income
1	\$40,039
2	\$40,039
3	\$40,039
4	\$41,700
5	\$45,000
6	\$48,350
7	\$51,700
8+	\$55,000

(Source: Massachusetts Housing Partnership Fund)

The price limits for the Soft Second loan program for the town of East Longmeadow are as follows:

<b>Property Size</b>	<b>Maximum Purchase Price</b>
Condominium	\$165,000
Single Family	\$165,000
Two Family	\$220,000
Three Family	\$230,000

(Source: Massachusetts Housing Partnership Fund)

- **Homelessness problems**

East Longmeadow does not have a homeless shelter and there is little data available on homelessness in East Longmeadow.

According to the Donahue Institute's Needs Assessment Report for the Hampshire County Action Commission<sup>1</sup>, homelessness is an issue in the Pioneer Valley Region. Of the 172,916 individuals serviced by the Food Bank of Western Massachusetts, over 16,000 people (9.4% of those served by the Food Bank) identified themselves as homeless. If we consider Western Massachusetts to include Berkshire, Franklin, Hampshire, and Hampden Counties, the total population of the region according to the 2000 Census was 814, 967 individuals<sup>2</sup>. The homelessness rate according to the statistics from the Food Bank of Western Massachusetts is therefore approximately 2% in Western Massachusetts. However, homelessness may be more pronounced in more urban areas such as Springfield and Holyoke—a plausible possibility that is not reflected in the rate of homelessness based on the Food Bank statistics. The Food Bank statistics are not encompassing of all homeless persons in western Massachusetts, meaning homelessness may be a real concern in the area.

In another measurement of homelessness as part of the 2000 Census, researchers visited all known emergency and transitional shelters in counties with at least 100 shelter beds on the same day (March 27, 2000) to gauge the relative problems of homelessness by state and county<sup>3</sup>. The shelter population for Massachusetts was 5,405 individuals, including the 330 individuals sheltered in Hampden County (at least 141 of whom were located in Springfield)<sup>4</sup>. Not included in the shelter population were individuals in shelters for victims of domestic violence, nor were waiting lists for shelter beds taken into account in the survey<sup>5</sup>. As the Donahue Report points out, more comprehensive services for homeless people may be available in more urban areas such as Springfield

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<sup>1</sup> *An Overview of Hampshire County: A Needs Assessment Report for the Hampshire County Action Commission*. University of Massachusetts Donahue Institute, Research and Evaluation & Economic Research and Analysis Units, April 2002; p. 37.

<sup>2</sup> US Bureau of the Census, 2000 decennial census.

<sup>3</sup> *An Overview of Hampshire County: A Needs Assessment Report for the Hampshire County Action Commission*; p. 37.

<sup>4</sup> US Bureau of the Census, 2000 decennial census. The 141 persons identified as located in Springfield were in census tract 8012.

<sup>5</sup> *An Overview of Hampshire County: A Needs Assessment Report for the Hampshire County Action Commission*; p. 37.

and Boston, therefore attracting homeless individuals to those areas from more rural settings such as many found in western Massachusetts<sup>6</sup>.

- **Fair Housing Plan**

East Longmeadow does not have a Fair Housing Plan.

- **Chapter 40B goal, number, type and percent of subsidized housing**

In 2001, East Longmeadow had 393 units of subsidized housing meeting the criteria for M.G.L. Chapter 40B, or 7.4% of its total housing stock (Source: PVPC, Western Regional Housing Plan).

Chapter 40B is the Comprehensive Permit law, which authorizes a housing agency or developer to obtain a single comprehensive permit for the construction of subsidized low or moderate-income housing if less than 10% of its total year-round housing in the community is subsidized low or moderate-income housing. Chapter 40B counts units subsidized under 21 different state housing assistance programs, and 13 federal housing programs, toward the 10% goal.

East Longmeadow is below the state's 10% Chapter 40B goal for subsidized housing, which makes the town vulnerable to a Comprehensive Permit application, unless the town undertakes efforts to expand its supply of subsidized housing. 40B applications can be a real problem because they are able to over-ride local zoning as long as 25% of the units are affordable. Thus, a large 40B project could be located in a zone where only large lots are allowed or even in districts where residential uses are not permitted. The other difficulty hindering East Longmeadow's drive to reach the 10% goal is the addition of new market rate units. The more total units in the city, the more subsidized units are needed to simply maintain the existing percentage. This "moving target" essentially means that a larger percentage of affordable units must be created to improve on the overall percentage considered affordable.

Some of the 40B units are permanently affordable, but others have expiration dates associated with the affordability restrictions. Upon expiration, an owner is no longer required to maintain the affordability requirements and may rent or sell at market rates. It will be important for East Longmeadow to work with the various property owners to ensure that these units remain affordable so the City is not continuously adding new units to simply replace existing affordable units for no net gain. Brownstone Gardens is the first facility set to expire in 2017 with 100 units.

- **Checklist for housing certification**

East Longmeadow is currently housing certified under Executive Order 418 as of September 3, 2002 (Source: DHCD website) and is certified for FY2004. The East Longmeadow Housing Authority filed a Request for Executive Order 418 Housing Certification on January 18, 2002, and was certified that year (2002) after East

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<sup>6</sup> *An Overview of Hampshire County: A Needs Assessment Report for the Hampshire County Action Commission*; p. 37.

Longmeadow completed requirements that were missing in the initial Plan. The following are the complete requirements that were missing or incomplete in the initial Plan endorsed by the Town of East Longmeadow (Source: Amendment to the Eastern Subregion Housing Plan 2002):

#### Importance of Housing Certification

Housing certification is important because uncertified communities are not eligible to apply for certain key state grants, including:

- Massachusetts CDBG Ready Resource Fund (RRF)
- Massachusetts CDBG Community Capital Fund (MCCF)
- Community Development Action Grants (CDAG)
- Public Works Economic Development Grants (PWED)
- Affordable Housing Trust
- Capital Improvements Preservation Fund.

In addition, housing certification can also provide communities with bonus points for the following competitive grant programs:

- Massachusetts CDBG Community Development Fund
- Self-help Program
- Massachusetts Clean Water State Revolving Fund Program
- Massachusetts Drinking Water State Revolving Fund Program
- Housing Stabilization Fund
- Soft Second Loan Program
- Other programs

In order to access the incentives established pursuant to E.O.418, a community must be housing certified by:

- developing an approved housing strategy and
- demonstrating that new units have been created for households and individuals with low, moderate, and middle-incomes.

Based on an analysis of the housing needs identified in the Eastern Subregion Housing Plan 2002 Plan, the number of new affordable units created in the past three years (according to E.O. 418 Housing Certification), the number of Chapter 40B units in the town, and the housing unit growth during the past ten years, the Town of East Longmeadow states the following goals as targets that it will make a best effort to achieve:

- Create fifteen units of affordable housing (single family, rental) per year.



**Table 2-6: Housing Units Created in East Longmeadow**

Assessed Value range	Number of Units Created - 1999	Number of Units Created - 2000	Number of Units Created - 2001	Number of Units Created - 2002
\$80,000-\$89,999				
\$90,000-\$99,999				
\$100,000-\$109,999				
\$110,000-\$119,999	1			
\$120,000-\$129,999		1		1
\$130,000-\$139,999		1		3
\$140,000-\$149,999	1	1		1
\$150,000-\$159,999		2	1	1
\$160,000-\$169,999		1	1	2
\$170,000-\$179,999	1	1	1	1
\$180,000-\$189,999		5	3	1
\$190,000-\$199,999	1	1	2	2
\$200,000-\$209,999		7		1
\$210,000-\$219,999	1	2	6	
\$220,000-\$229,999	5	2		2
\$230,000-\$239,999	13	2	2	4
\$240,000-\$249,999	4	1	1	1
\$250,000-\$259,999	2	1	5	2
\$260,000-\$269,999	3	1	3	7
\$270,000-\$279,999	1	2	6	2
\$280,000-\$289,999	2	1	6	3
\$290,000-\$299,999	1	2	4	3
\$300,000 and above	10	14	31	33

Source: East Longmeadow Assessors

According to Town records the average number of single-family building permits per year during 1999 and 2000 was 47. The number of single-family building permits increased significantly during the years 2001 and 2002 to 71. The largest increase in building permits were for houses assessed at \$300,000 and above. There were permits for 62 multi-family units issued during the period between 1997 and 2000.

For Fiscal Year 2003, the Massachusetts Department of Housing and Community Development (DHCD) has determined that:

- The affordable home purchase price for a median income household in East Longmeadow (Metro Springfield Area) is \$241,960.
- The affordable rent for a median income household is \$1,268.

It is important to note that the affordable house price of \$241,960 is based upon the median household income of the Metropolitan Springfield Area (MSA) and does not accurately reflect individual town median household incomes. This threshold resides at the high-end of affordability. For households earning in the lower ranges of the middle-income bracket and below, this “affordable” price of \$241,960 is out of reach.

In 2002, only 20 (29%) of the 70 new single family homes constructed in East Longmeadow were within the affordable purchase price range of \$241,960 for the

Springfield Metropolitan Statistical Area (Source: PVPC Subregional Housing Plan, 2002). This purchase price is affordable to a household earning 150% of the area's median income. So it is clear that low- and moderate income families would be unable to afford most of the new homes.

Clearly, East Longmeadow has experienced a population and housing boom during the years 2001 and 2002. This data corroborates with phone interviews with East Longmeadow real estate agents that indicate the housing being built in the Town is highly priced. During the year 2002, 71% of the housing built in East Longmeadow was priced above the highest affordable range for the median income earner. This trend indicates that the lion's share of new housing construction is beyond the reach of households earning incomes at the median or lower.

**Table 2-7: New Affordable Housing Construction and Chapter 40B Housing**

Total New Single Family Homes Constructed (FY02)	62
Affordable Single Family Homes Constructed (FY02)	32
Percent of New Single Family Units that are Affordable (FY02)	51.6%
Number of Year-Round Residential Housing Units (2000)	5,350
Number of Chapter 40B Housing Units (2002)	393
Percent of Year-Round Units that are Chapter 40B (2002)	7.3%

Source: PVPC, Subregional Housing Plans 2002

**Current housing costs**

In year 2000, the median monthly housing cost for homeowners to own a home in East Longmeadow was \$1,282 and the median rental cost was \$429 (Source: 2000 U.S. Census).

Two factors in the 2000 Census indicate that most residents are not burdened by housing costs in East Longmeadow. Seventy-seven percent (77%) of owners use 30% or less of their household income for monthly owner costs (see Table Eight). Federal guidelines suggest that 30% of household income is the upper limit of housing affordability. Another eight percent (8%) pay between 30% and 35% leaving 15% paying owner costs of more than 35% of their household income. Similar statistics exist for rental housing. Sixty-four percent (64%) pay less than \$500 per month for rent. Another twenty percent (20%) pay between \$500 and \$749 per month. The majority of renters (84%) in East Longmeadow pay less than \$750 per month for housing (Source: Subregional Housing Plans 2002). Almost one quarter of renter, however, are spending more than 30% of their income on housing.

**Table 2-8: Monthly Housing Costs**

Median Owner Costs or Gross Rent	Owners*		Renters	
	\$1,282		\$429	
Costs as a Percent of Household Income	Number	Percent	Number	Percent
Occupied housing units	4,421		642	
Less than 15.0 percent	1,540	34.8%	45	7.0%
15.0 to 19.9 percent	768	17.4%	46	7.2%
20.0 to 24.9 percent	655	14.8%	88	13.7%
25.0 to 29.9 percent	415	9.4%	212	33.0%
30.0 to 34.9 percent	347	7.8%	53	8.3%
35.0 percent or more	662	15.0%	95	14.8%
Not computed	34	0.8%	103	16.0%

Source: U.S. Census Bureau

\* Monthly owner's costs are based on owners with a mortgage.

In the five years from 1997-2002, the median sale price for a house in East Longmeadow rose 31% from \$132,029 to \$157,000 (Source: The Warren Group). Median sale prices increased significantly (7% or more) between the years 1997-1998 and again between the years 2001 and 2002. The county, in comparison, experienced only incremental growth with less than 5% increases each year. East Longmeadow had median sale prices for housing at prices on average \$33,640 higher than housing in the county, though the 2002 data suggests the county median sales price is nearing that of East Longmeadow.

**Table 2-9: Home Sale Prices**

	East Longmeadow		County		Comparison	
	Median Sale Price of Single-Family Homes	Median Sale Price adjusted into 2001 \$	Median Sale Price of Single-Family Homes	Median Sale Price adjusted into 2001 \$	Difference in Median Sales Price in 2001 \$	Percent Difference in Median Sales Price in 2001 \$
1997	\$120,000	\$132,029	\$85,001	\$93,521	\$38,507	41.2%
1998	\$129,900	\$140,903	\$90,000	\$97,624	(\$43,280)	(44.3%)
1999	\$133,000	\$141,356	\$95,000	\$100,968	(\$40,387)	(40.0%)
2000	\$142,000	\$145,958	\$102,000	\$104,843	(\$41,115)	(39.2%)
2001	\$145,000	\$145,000	\$114,450	\$114,450	(\$30,550)	(26.7%)
2002	\$157,000	\$153,830	\$165,000	\$161,668	\$8,000	4.8%
Percent Change 1997-2001	30.8%	18.9%	94.1%	76.4%	N/A	N/A

Source: The Warren Group

The rate of single family home sales in East Longmeadow grew between 1990 and 2001, increasing 12% over that period. The rate of sales over the past decade has varied between 154 and 242 homes (3.5% to 5.1%) sold per year (Source: The Warren Group).

**Table 2-10: Number of Sales**

	East Longmeadow			County			Comparison
	Single-Family Home Sales	Single-Family Land Parcels	Percent of Parcels Sold during Year	Single-Family Home Sales	Single-Family Land Parcels	Percent of Parcels Sold during Year	Difference in Percent of Parcels Sold
1990	154	4,351	3.5%	3,643	91,569	4.0%	(0.4%)
1991	192	4,332	4.4%	3,500	89,282	3.9%	0.5%
1992	216	4,365	4.9%	3,560	93,944	3.8%	1.2%
1993	209	4,413	4.7%	3,860	93,907	4.1%	0.6%
1994	232	4,512	5.1%	4,090	95,112	4.3%	0.8%
1995	214	4,615	4.6%	3,792	95,771	4.0%	0.7%
1996	238	4,685	5.1%	4,628	96,411	4.8%	0.3%
1997	205	4,740	4.3%	3,938	97,067	4.1%	0.3%
1998	225	4,808	4.7%	4,279	97,523	4.4%	0.3%
1999	240	4,814	5.0%	4,538	98,033	4.6%	0.4%
2000	236	4,844	4.9%	4,267	98,604	4.3%	0.5%
2001	242	4,882	5.0%	4,400	99,142	4.4%	0.5%
Percent Change 1990-2001	57.1%	12.2%	N/A	20.8%	8.3%	N/A	N/A
Percent Change 1997-2001	18.0%	3.0%	N/A	11.7%	2.1%	N/A	N/A

Source: The Warren Group; MA Department of Revenue, Municipal Data Bank

The median value for an owner occupied home in East Longmeadow is \$146,400. Less than 9% of all homes in East Longmeadow are valued lower than \$100,000 compared to almost 30% in the region. The other variation from the regional break downs is the higher percentage of homes valued over \$200,000 (Source: 2000 U.S. Census).

**Table 2-11: Value of Owner-Occupied Housing**

	East Longmeadow		Pioneer Valley Region	
	Number	Percent	Number	Percent
Owner-occupied Housing Units	4,421		119,692	
Less than \$50,000	29	0.7%	1,504	1.3%
\$50,000 to \$99,999	350	7.9%	33,992	28.4%
\$100,000 to \$149,999	2,002	45.3%	47,500	39.7%
\$150,000 to \$199,999	1,120	25.3%	21,486	18.0%
\$200,000 to \$299,999	671	15.2%	11,581	9.7%
\$300,000 to \$499,999	242	5.5%	3,187	2.7%
\$500,000 to \$999,999	7	0.2%	377	0.3%
\$1,000,000 or more	0	0.0%	73	0.1%
Median Value of Owner-Occupied Housing Units	\$146,400		\$135,928	

Source: U.S. Census Bureau

Most home mortgage applications for home purchases in East Longmeadow are approved. About fourteen percent of all home financing applications in East Longmeadow were denied and only 5% of conventional home purchase loans applications were denied (Source: Federal Financial Institutions Examination Council).

**Table 2-12: Mortgages and Home Financing**

	Total Applications	Loan Originated *	Percent of Loans	Loan Approved, Not Accepted*	Percent of Loans	Loan Denied	Percent of Loans	Loan Closed for Other Reasons**	Percent of Loans
Federal Home Purchase Loans	45	38	84.4%	1	2.2%	2	4.4%	4	8.9%
Conventional Home Purchase Loans	273	225	82.4%	13	4.8%	13	4.8%	22	8.1%
Refinancings	738	482	65.3%	54	7.3%	120	16.3%	82	11.1%
Home Improvement Loans	80	34	42.5%	13	16.3%	26	32.5%	7	8.8%
Loans on Dwellings for Five or More Families	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%
All Loans	1,136	779	68.6%	81	7.1%	161	14.2%	115	10.1%

Source: Federal Financial Institutions Examination Council, Home Mortgage Disclosure Act data

\* Loan executed.

\*\* The borrower was approved but elected not to proceed.

\*\*\* Includes applications withdrawn by the borrower and files closed for incompleteness.

- **Areas where housing stock does not meet health or sanitary standards**

Almost all of East Longmeadow's housing stock meets health and sanitary standards. Only 16 of 5,363 total housing units in East Longmeadow (0.3%) had inadequate facilities for plumbing and kitchen.

**Table 2-13: Housing Characteristics**

	East Longmeadow		Pioneer Valley Region	
	Number	Percent	Number	Percent
Occupied housing units	5,248		231,279	
<b>House Heating Fuel</b>				
Utility gas	3,135	59.7%	91,215	39.4%
Bottled, tank, or LP gas	77	1.5%	8,169	3.5%
Electricity	319	6.1%	37,453	16.2%
Fuel oil, kerosene, etc.	1,656	31.6%	88,381	38.2%
Coal or coke	9	0.2%	338	0.1%
Wood	19	0.4%	4,009	1.7%
Solar energy	0	0.0%	60	0.0%
Other fuel	33	0.6%	1,075	0.5%
No fuel used	0	0.0%	579	0.3%
<b>Inadequate Facilities</b>				
Lacking complete plumbing	12	0.2%	1,692	0.7%
Lacking complete kitchen	4	0.1%	1,678	0.7%
No telephone service	8	0.2%	3,017	1.3%

Source: U.S. Census Bureau

- **Extent of vacant and abandoned housing**

In year 2000, East Longmeadow had 5,248 occupied housing units (98%), while only 115 units were vacant (2%) including seasonal units. Not including seasonal rental units, the rental vacancy rate was 2.2% in year 2000 (Source: 1990-2000 U.S. Census). These low vacancy figures indicate the desirability of East Longmeadow as a place to live, but also point to a shortage in available housing. In general a rental vacancy rate below 5% can indicate limited choices and increasing rents. The homeowner vacancy rate provides more bad news for prospective home buyers.

**Table 2-14: Vacancy Rates**

	East Longmeadow Rate	Pioneer Valley Region Rate
Homeowner Vacancy Rate	0.8	0.9
Rental Vacancy Rate	2.2	4.1

Source: U.S. Census Bureau

- **Length of vacancy for owner and rental occupied**

According to interviews with real estate brokers in the Town of East Longmeadow houses sold were on the market for a minimum time of less than a week and a maximum time of up to two months. Houses that were on the market for more than two months often had extenuating circumstances preventing a quick sale such as too high an asking price by the seller, an undesirable location, or needed extensive repairs. Single-family houses made up 99% of the real estate brokers sales. Rental units were considered rare

and at a premium. The most desirable units (and hardest to find) tended to be smaller houses in the moderate price range.

On average, 95% to 98% or more of the list price was received by the sellers in East Longmeadow, compared to the 97.01% received by all sellers in Franklin and Hampshire Counties. Houses priced at over \$500,000 are returning approximately 91% of the list price. (Source: Franklin/ Hampshire County Association of Realtors, MA Department of Revenue, interviews with East Longmeadow realtors, July 2003)

- **Percent of units on market**

For the year 2001, 242 single-family homes sold, or 5% of all total single family land parcels in town. This is a general indicator of the percent of units on the market. In 2002, East Longmeadow had 62 new single-family units on the market, only 32 of those units (52%) were considered affordable (*Eastern Pioneer Valley Subregion Housing Plan, 2002*).

- **Housing factors unique to the community**

East Longmeadow has a low number of seasonal or recreational housing units, totaling thirteen.

- **Housing authority capacity (number and types of units, vacancy rate, waiting list)**

East Longmeadow does not have a local Housing Authority, but a State Housing Authority is located in the Town. The State Housing Authority in 2003 administers 219 housing units, which is 56% of the units considered affordable under Chapter 40B.

**Table 2-15: Public and Subsidized Housing Capacity**

	Section 8	Section 8 Mod Rehab	MRVP	state vouchers
Leases in Community as of November 2002	1	0	0	0
Leases in Region as of November 2002	3,699	956	359	49
Community Leases as a Percentage of the Region	0.03%	0.0%	0.0%	0.0%
Conventional State Public Housing Units 1999	194			
Conventional Federal Public Housing Units 1999	0			

Source: HAP, Inc.; MA Department of Housing and Community Development, Community Profiles

- **Description of recent housing trends**

From 1990 to 2002, East Longmeadow had 769 new housing units constructed, a 12% increase. The largest development was a project with 67 single-family homes under a comprehensive permit in 1992 and the development was not on an existing public way at the time. The development trend according to the Planning Board is for developers to

build large, expensive homes in the \$350,000 to \$500,000 range. The developments are very highly priced and most of the homes are larger than 2,400 square feet.

- **Numbers and types of subdivisions**

East Longmeadow had 27 approved residential subdivisions from 1990 to 2002. From 1995 to 2003, 64 Approval Not Required (ANR) lots were developed.

### **Assessment of Housing Demand**

- **Household Size**

One and two person households are the predominant household size in East Longmeadow with 35% of all owner-occupied households as two person households and 64% of all renter-occupied households as one-person households. Nearly 51% of all owner-occupied households and 82% of all renter-occupied households in East Longmeadow are one or two-person households. Almost ninety percent of all households in East Longmeadow are four-person households or smaller. It can be inferred from Table Sixteen that the vast majority of school-age children live in owner occupied units.

**Table 2-16: Size of Household**

	Owner Occupied		Renter Occupied	
	Number	Percent	Number	Percent
Total Households	4,590		658	
1-person	713	15.5%	419	63.7%
2-person	1,621	35.3%	123	18.7%
3-person	858	18.7%	47	7.1%
4-person	891	19.4%	49	7.4%
5-person	396	8.6%	14	2.1%
6-person	84	1.8%	4	0.6%
7-or-more-person	27	0.6%	2	0.3%

Source: U.S. Census Bureau

- **Current and projected population through 2010**

East Longmeadow's population increased 5.5% from 13,367 residents in 1990 to 14,100 residents in 2000 (Source: 2000 U.S. Census). Based on the Census 2002 estimated count, East Longmeadow is the third fastest growing community in the region (Source: The Republican, 7/10/03). The Town's population increased from 2000 by 405 residents to a current total of 14,505. As shown in Table Seventeen, East Longmeadow's population is projected to increase by 8.5% by the year 2010 to a total of 15,303 residents compared to a much smaller 1% growth prediction for the region as a whole (Source: MISER and PVPC population projections). If these estimates are realized, implications include: stress on the capacity of the high school; housing options for young adults and families; active-adult housing options; and nursing or assisted living units.



**Table 2-17: Population Projections**

	<b>1990 Actual</b>	<b>2000 Actual</b>	<b>2005 Projection</b>	<b>2010 Projection</b>	<b>2000-2005 % Change</b>	<b>2000-2010 % Change</b>
Under 5	818	786	671	662	(14.6%)	(15.8%)
5 to 9	914	960	1,121	954	16.8%	(0.6%)
10 to 14	879	1,104	1,360	1,264	23.2%	14.5%
15 to 19	837	921	1,259	1,273	36.7%	38.2%
20 to 24	723	489	653	837	33.5%	71.2%
25 to 29	724	493	560	669	13.6%	35.7%
30 to 34	995	807	632	665	(21.7%)	(17.6%)
35 to 39	1,084	1,145	1,072	765	(6.4%)	(33.2%)
40 to 44	998	1,278	1,127	1,121	(11.8%)	(12.3%)
45 to 49	830	1,159	1,233	1,124	6.4%	(3.0%)
50 to 54	682	947	1,170	1,247	23.5%	31.7%
55 to 59	715	765	973	1,088	27.2%	42.2%
60 to 64	722	592	765	927	29.2%	56.6%
65 to 69	733	588	559	726	(4.9%)	23.5%
70 to 74	560	637	617	524	(3.1%)	(17.7%)
75 to 79	427	632	557	544	(11.9%)	(13.9%)
80 to 84	302	409	392	414	(4.2%)	1.2%
85 and over	424	388	428	499	10.3%	28.6%
<b>Total</b>	<b>13,367</b>	<b>14,100</b>	<b>15,149</b>	<b>15,303</b>	<b>7.4%</b>	<b>8.5%</b>
Available to Participate in the Labor Force *	N/A	8,596	9,444	9,716	9.9%	13.0%
Likely to Participate in the Labor Force **	N/A	7,151	6,139	6,316	(14.1%)	(11.7%)

Source: U.S. Census Bureau; MISER Population Projections

\* Available to participate in the labor force is the population from 15 to 64 years old.

\*\* Likely to participate in the labor force is an estimate based on labor force participation rates in 2000.

- **Number and Type of Households**

East Longmeadow has some households which may experience additional pressures, including 257 households with single parents and children under 18 years old.

**Table 2-18: Household Composition**

	East Longmeadow		Pioneer Valley Region	
	Number	Percent	Number	Percent
<b>Total households</b>	5,248		231,279	
<b>1-person households</b>	1,132	21.6%	65,772	28.4%
<b>Male householder</b>	335	6.4%	26,616	11.5%
<b>Female householder</b>	797	15.2%	39,156	16.9%
<b>2-or-more person households</b>	4,116	78.4%	165,507	71.6%
<b>Family households</b>	3,986	76.0%	149,592	64.7%
Married couple-family	3,450	65.7%	106,925	46.2%
With own children under 18	1,535	29.2%	46,345	20.0%
No own children under 18	1,915	36.5%	60,580	26.2%
<b>Other family</b>	536	10.2%	42,667	18.4%
Male householder, no wife present	142	2.7%	9,268	4.0%
With own children under 18	58	1.1%	4,415	1.9%
No own children under 18	84	1.6%	4,853	2.1%
Female householder, no husband present	394	7.5%	33,399	14.4%
With own children under 18	199	3.8%	21,036	9.1%
No own children under 18	195	3.7%	12,363	5.3%
<b>Nonfamily households</b>	130	2.5%	15,915	6.9%
Male householder	74	1.4%	8,504	3.7%
Female householder	56	1.1%	7,411	3.2%

Source: U.S. Census Bureau, Decennial Census

- **Age of Head of Household**

East Longmeadow has a total of 1,627 households (31%) where the head of household is over age 65. Eight hundred and ninety-one households (17%) are headed by persons over age 75. These percentages of households headed by seniors are higher than the regional average of 24% and 12%, respectively. This indicates another group that may have special needs regarding housing choices.

**Table 2-19: Age of the Head of Household**

	Family Households		Nonfamily Households	
	Number	Percent	Number	Percent
Total households	3,986		1,262	
15 to 24	9	0.2%	14	1.1%
25 to 34	417	10.5%	96	7.6%
35 to 44	1,068	26.8%	133	10.5%
45 to 54	997	25.0%	127	10.1%
55 to 64	611	15.3%	149	11.8%
65 to 74	494	12.4%	242	19.2%
75 to 84	338	8.5%	362	28.7%
85 and over	52	1.3%	139	11.0%

Source: U.S. Census Bureau

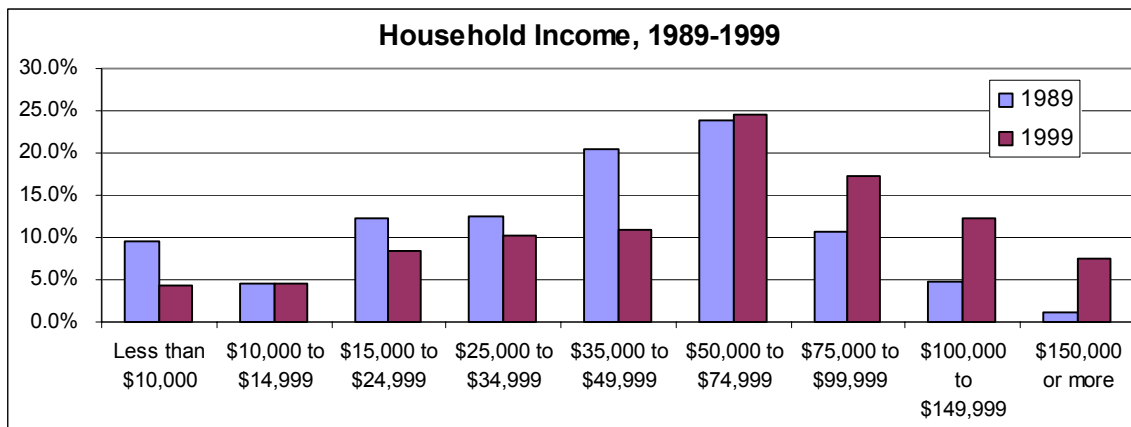
- **Age composition and distribution**

The largest age group in East Longmeadow’s population is the 35-55 age group, with 4,602 residents in year 2000. The second largest group is age 5-19, with 3,740 residents (Source: 2000 U.S. Census). East Longmeadow is growing rapidly and it is attractive to young families because of its good school systems and suburban atmosphere. Like most towns in the region, East Longmeadow has an increasing population of elderly residents and persons approaching retirement age. Looking forward, the town will need to ensure adequate housing opportunities for these groups.

- **Income data**

The median household income in East Longmeadow increased 12% over the past decade, from \$55,817 to \$62,680 (both adjusted to 1999 dollars). East Longmeadow has 1,240 low-income households (incomes below \$30,916), or 24% of all households. According to the 2000 census, the average median household income for the subregion is \$56,045, an increase of 36% since 1990. All towns in the subregion experienced an increase in median income during the decade. East Longmeadow had the highest increase (51%) and Longmeadow had the smallest (19%) (Eastern Pioneer Valley Subregion Housing Plan, 2002). Meanwhile, the Pioneer Valley region experienced a 3.8% drop in median household income during the same period. East Longmeadow households bringing home \$100,000 or more jumped dramatically.

Figure 2-3: Household Income



This chart displays the large increases in households making over \$100,000 per year. Nearly one in five households fit into these upper income brackets.

**Table 2-20: Household Income**

	1989		1999		Percent Change in Number of Households
	Number	Percent	Number	Percent	
Total Households	4,670		5,236		
Less than \$10,000	443	9.5%	226	4.3%	(49.0%)
\$10,000 to \$14,999	209	4.5%	241	4.6%	15.3%
\$15,000 to \$24,999	572	12.2%	435	8.3%	(24.0%)
\$25,000 to \$34,999	585	12.5%	533	10.2%	(8.9%)
\$35,000 to \$49,999	955	20.4%	572	10.9%	(40.1%)
\$50,000 to \$74,999	1,113	23.8%	1,290	24.6%	15.9%
\$75,000 to \$99,999	500	10.7%	903	17.2%	80.6%
\$100,000 to \$149,999	226	4.8%	645	12.3%	185.4%
\$150,000 or more	52	1.1%	391	7.5%	651.9%
Median Household Income (1999 \$)	<b>1989</b>	<b>1999</b>	<b>% Change</b>		
	\$55,817	\$62,680	12.3%		
Low income households Moderate income households Middle income households	<b>Thresholds (1999)</b>		<b>Estimated Number of Households *</b>		
	<b>Minimum</b>	<b>Maximum</b>			
	\$0	\$31,340	1,240	23.7%	
	\$31,967	\$50,144	741	14.2%	
	\$50,771	\$94,020	1,937	37.0%	

Source: U.S. Census Bureau; PVPC

\*Estimate is based on assuming that households are evenly distributed within each income range reported by the Census Bureau.

East Longmeadow has 741 moderate-income households (incomes between \$30,916 and \$49,465), or 14% of all households and 1,240 low-income households (24%). East Longmeadow has 2.1% of its families below the poverty rate, which is much lower than the regional rate of poverty.

**Table 2-21: Poverty Rates**

	Total Number	East Longmeadow Number Living Below Poverty Line	East Longmeadow Poverty Rate	Pioneer Valley Region Rate
Families	3,997	83	2.1%	8.3%
Families with a female head of household and no husband present	339	24	7.1%	25.7%
Individuals	13,955	477	3.4%	12.1%
Individuals 65 years and over	2,458	146	5.9%	8.2%
Children under 18 years	3,521	166	4.7%	15.5%

Source: U.S. Census Bureau

- **Affordability gap**

The following table illustrates the affordable purchase price for a home in East Longmeadow for households in three income categories: low, moderate and middle incomes.

**Table 2-22: Housing Affordability**

	Upper Limit of Income Category <sup>1</sup>	Income as a Percentage of Median Single Family Home Price <sup>2</sup>	Percent of Income Necessary to Purchase the Median Single Family Home <sup>3</sup>	Most Expensive House Price Affordable <sup>4</sup>	Maximum Number of Owner-Occupied Housing Units Affordable <sup>5</sup>	Percent of Owner-Occupied Housing Units Affordable
All Households	\$62,680	44.1%	19.7%	\$188,040	3,501	79.2%
Low income households	\$31,340	22.1%	39.4%	\$94,020	379	8.6%
Moderate income households	\$50,144	35.3%	24.6%	\$150,432	3,501	79.2%
Middle income household	\$94,020	66.2%	13.1%	\$282,060	4,172	94.4%
Median sale price, single-family home (2000)	\$142,000					

Source: U.S. Census Bureau; The Warren Group; PVPC

1 - Based on thresholds established by the MA Department of Housing and Community Development. Upper limits of each category are determined as follows: low income=50% of median household income; moderate income=80% of median household income; and, middle income=150% of median household income.

2 - Median income, or upper limit for each income category, divided by the median single-family home price in 2000.

3 - Percent of income necessary to make monthly mortgage and property tax payments on the median single-family home with the following assumptions: a) 10% down payment; b) 7.0% annual percentage rate; c) 30 year fixed rate mortgage; d) no points; and, e) \$15 per thousand property tax assessment. No homeowners insurance is included in this calculation.

4 - Median income, or upper limit for each income category, multiplied by three.

5 - The total number of owner-occupied housing units valued within the range of the maximum affordable house.

These figures are based on East Longmeadow's 2000 median income of \$62,680, and assume 10% down payment, 7.0% APR mortgage for 30 years, 30% of income for housing costs and \$300/month for taxes and insurance.

Based on DHCD's definition of affordable housing, the table above illustrates that in 2000:

- East Longmeadow had a total of 379 existing housing units assessed at under \$94,000 that are affordable to low income households with incomes under \$31,340;
- East Longmeadow had a total of 3,501 existing housing units assessed at under \$150,432 that are affordable to moderate income households with incomes under \$50,144.

However, it is important to note that, while these units exist, they are not necessarily on the market for sale.

## **Quantification of Need by Comparing Housing Supply and Demand**

- **Identification of unmet housing needs (i.e. gaps between supply and demand) at all stages of the housing continuum**

Housing in East Longmeadow is predominantly owner-occupied single family homes, with limited diversity of housing types available in town. Of the 4,670 occupied homes there are 4,058 (87%) owner occupied homes and 612 (13%) renter occupied. East Longmeadow has 408 apartment units, which comprise 8% of its housing stock. The following are potential future gaps in housing needs for the town of East Longmeadow:

- Housing for the elderly: The aging population in East Longmeadow will continue to be a concern as elderly residents downsizing from larger homes seek smaller, more manageable residences. Retirees and elderly residents depending on fixed incomes may feel the monetary pressures of expanded town services due to families moving into the community and may choose to live in smaller homes or apartments. Long-term residents often desire to remain in the communities they have lived in for years to remain close to friends, family, their houses of worship and familiar medical services. There will be a continuing need to provide residences for this demographic.
- Housing for low income families: The Town of East Longmeadow's new housing trends are to build large, expensive homes on large lots. This may exclude many low and moderate income families from being able to remain in the Town. Municipal employees and young families may not be able to find homes that are affordable. Developments that limit lot size and increase density may provide more affordable housing. The multi-family housing stock may need to be expanded to provide affordable housing for this demographic.
- Rental housing: Rental housing is at a premium and will continue to remain so with limited units available. Since 1990 the availability of rental units has decreased by 42%. This illustrates the increasing difficulty in finding available rental housing in town.

Over all East Longmeadow will in the future need a greater diversity of housing types to serve non-family households and single head of households (i.e. townhouses, accessory apartments, etc.). This will ensure that East Longmeadow provides housing to a diverse community of residents with all income levels.

**Table 2-23: Housing Stock Affordability Overview**

	Rental Housing Market		Owned Housing Market	
All households	Median monthly cost (gross rent)	\$429	Median monthly cost (with mortgage)	\$1,282
	Median monthly income	\$5,223	Median monthly income	\$5,223
	Ratio	0.082	Ratio	0.245
Under 25	Median monthly cost (gross rent)	\$429	Median monthly cost (with mortgage)	\$1,282
	Median monthly income	\$3,941	Median monthly income	\$3,941
	Ratio	0.109	Ratio	0.325
65 and over	Median monthly cost (gross rent)	\$429	Median monthly cost (with mortgage)	\$1,282
	Median monthly income	\$2,490	Median monthly income	\$2,490
	Ratio	0.172	Ratio	0.515

Source: U.S. Census Bureau.

The only trouble spot identified in the table above is the ratio that a senior earning a median income must spend to afford a home costing the median. The ratio is over 50%, meaning that over half the monthly income must be allocated for housing.

**Table 2-24: Analysis of All Housing Stock**

Analysis of All Housing Stock								
		Rental Housing Market			Owned Housing Market			
Affordable Units by Percent of Income		Number	Percent			Number	Percent	
<b>All households</b>	Total units rented and occupied	539			Total units owned and occupied	3,096		
	Rent less than 30.0 percent of income	391	72.5%		Costs less than 30.0 percent of income	2,222	71.8%	
	Rent 30.0 percent or more of income	148	27.5%		Costs 30.0 percent or more of income	874	28.2%	
<b>65 and over</b>	Total units rented and occupied	324			Total units owned and occupied	1,220		
	Rent less than 30.0 percent of income	207	63.9%		Costs less than 30.0 percent of income	913	74.8%	
	Rent 30.0 percent or more of income	117	36.1%		Costs 30.0 percent or more of income	307	25.2%	
<b>Affordable Units by Income Category</b>		<b>All</b>	<b>Under 25</b>	<b>65+</b>		<b>All</b>	<b>Under 25</b>	<b>65+</b>
	Affordable rent				Affordable costs			
	Low income	\$784	\$591	\$373	Low income	\$784	\$591	\$373
	Moderate income	\$1,254	\$946	\$598	Moderate income	\$1,254	\$946	\$598
	Middle income	\$2,351	\$1,773	\$1,120	Middle income	\$2,351	\$1,773	\$1,120
	Affordable threshold				Affordable threshold			
	Low income	\$799	\$599	\$399	Low income	\$799	\$599	\$399
	Moderate income	\$1,499	\$999	\$599	Moderate income	\$1,499	\$999	\$599
	Middle income	\$2000+	\$1,999	\$1,249	Middle income	\$2,499	\$1,999	\$1,249
	Total rental units	548	548	548	Total owned units	3,107	3,107	3,107
	Affordable for:				Affordable for:			
	Low income	490	374	242	Low income	378	156	15
	Moderate income	548	529	374	Moderate income	2,021	673	156
	Middle income	548	548	548	Middle income	2,969	2,726	1,484



The above chart again displays the shortage of affordable senior ownership opportunities. Only 15 homes are affordable for seniors in the low-income group. More than 1 out of 3 senior renters are paying over 30% on their housing costs. There are an estimated 1,240 low income households in East Longmeadow. For these households, there exist 490 rental units and 378 ownership units that they can afford, leaving a gap of 372 units that are affordable for low income households. Households in the middle income category should be able to afford most units in town.

**Table 2-25: Survey of the Housing Market**

	Price	Mortgage	Year Built	Rooms	Bed-rooms	Bath-rooms	Total Assessed Value	Property Tax	Insurance Estimate	Monthly Payments with Mortgage	Lot Size
Average	\$175,241	\$143,184	1962	6.5	3.2	1.6	\$147,378	\$3,011	\$2,211	\$1,601	25,502
Median	\$142,600	\$125,450	1960	6.0	3.0	2.0	\$122,200	\$2,497	\$1,833	\$1,309	18,731

**Table 2-26: Current Housing Market Analysis\***

<b>Owned Housing Market</b>			
	<b>All</b>	<b>Under 25</b>	<b>65+</b>
<b>Cost to Income Ratios</b>			
Median monthly cost of units on market	\$1,309	\$1,309	\$1,309
Median monthly income	\$5,223	\$3,941	\$2,490
Ratio	0.251	0.332	0.526
<b>Affordability Analysis</b>			
Total homes for sale	241	241	241
	<b>All</b>	<b>Under 25</b>	<b>65+</b>
<b>Affordable for:</b>			
Low income	12	2	1
Moderate income	147	39	2
Middle income	210	189	109
<b>Percent affordable for:</b>			
Low income	5.0%	0.8%	0.4%
Moderate income	61.0%	16.2%	0.8%
Middle income	87.1%	78.4%	45.2%

\* The "Current Housing Market Analysis" reviews data collected by the Pioneer Valley Planning Commission regarding units for rent and homes for sale. Data collected was aggregated to develop median monthly costs for rental and owned housing in the community. This can then be compared to Census 2000 income figures to provide ratios of costs to income.

Actual numbers of housing units that are affordable for low, moderate, and middle income households during the period reviewed by PVPC are also included. This analysis provides a snapshot of housing affordability in the community based on actual listings.

- **Households on waiting lists for subsidized units**

The East Longmeadow Housing Authority does not maintain a waiting list, since it administers no subsidized units directly.

- **East Longmeadow Community Development Survey, February 2003**

Residential growth and the building of many large, expensive homes in particular concerned residents, primarily due to the strain additional residents are expected to place on municipal services. Lack of capacity in schools and rising taxes for additional services were cited as the top reasons to slow or stop residential growth. Other residents, desiring the same reduction in residential growth, were concerned with the preservation of open space and farmland in order to protect wildlife and the small-town feel of East Longmeadow. Varying levels of control were suggested, from the enactment of a moratorium on residential building to limiting the number of building permits issued per year.

- **Land Use**

East Longmeadow has 2,104 acres of land, without environmental constraints, which are available for the provision of housing, and in particular, affordable housing. The Future Housing Map illustrates locations recommended for housing development, based on PVPC's Build-out Analysis, and considering environmental constraints, goals for open space and habitat preservation, and availability of public infrastructure and services.

**Table 2-27: Potential Land for Residential Development**

	<b>Acres</b>	<b>Percent of Developable Land</b>
Total Land Area	8,321.0	N/A
Remaining Developable Land	2,598.0	N/A
Developable Land with Constraints	494.0	19.0%
Developable Land without Constraints	2,104.0	81.0%

Source: PVPC, Subregional Housing Plans 2002

Only one site in East Longmeadow is listed on the US EPA's Waste Site Cleanup and Reuse in New England list and is awaiting NPL decision. Forty-seven sites were listed on the Mass DEP Bureau of Waste Site Clean-up as of October 2002. Forty-three of the sites were being actively managed and are not considered potential brownfields. One site was unclassified due to timeliness problems and three were unclassified due to lack of submittal of required documentation. These sites may be potential brownfields and their rehabilitation may provide the community with additional land for affordable housing or other uses (Source: US Environmental Protection Agency, MA Department of Environmental Protection).

- **Development Constraints/Limitations**

**Land:** As detailed in the Subregion Plan nineteen percent (19%) of East Longmeadow's developable land is constrained by environmental factors such as slope and wetlands due to the presence of hilly terrain and small bodies of water. Three percent (3%) of East Longmeadow's land area is under permanent protection. Steep slopes and wetlands in the town present limitations to housing development. A major danger of uncontrolled growth is the loss of open space and recreation areas. The town needs to ensure adequate space for playgrounds and parks, in addition to protecting important ecological and scenic areas.

- **Analysis of Infrastructure**

**School Capacity:** East Longmeadow has kindergarten through twelfth grades in its school system. In addition to East Longmeadow High School (1960) there are three elementary schools: Maple Shade School (1955), Meadow Brook School (1969), and Mountain View School (1961). A middle school, Birchland Park, was constructed in 2000. The elementary schools all exceed their capacity with up to 27 children per classroom, and the town is in need of making additions to them. The system has a complete ADA compliance plan that will be applied to the additions. The high school is below its capacity and has adequate room for pupil and program expansion, however it is in great need of renovations to the infrastructure. The new middle school is at capacity due to rapid growth of the community.

**Water:** The East Longmeadow Department of Public Works purchases water from the Springfield Regional Water System for 99% of its population. Private wells are used by 1% of the town's residents. The town has been replacing its water mains throughout the town with 12" ductile mains and that project is 75% complete. With these improvements the town's capacity to pump water to residents is greatly improved and at a satisfactory level.

**Sewer:** East Longmeadow is part of the Springfield Waste Water Treatment Facility at Bondi's Island. A significant number of lines have been replaced over the past 10 years, and the town is rebuilding the Vineland Avenue pumping station, its largest station, and putting in additional transmission lines in a \$3 million project.

**Roads:** East Longmeadow owns and maintains all 97.5 miles of its public road. Of those miles, 66.5 miles are functionally classified as local roads and 15.9 miles are classified as major collectors. Minor arterials are 5.6 miles in length and minor collectors are 9.44 miles. The town has no bridges as the North Main Street bridge was demolished by the state this year. East Longmeadow has PVTA service that provides an ADA service for qualified disabled persons where they call PVTA directly and the Town is presently under contract with PVTA, which provides Hulmes Transportation for Elderly Transit.

## **Recommended Housing Strategies**

The Town has already committed to the following action steps in the sub-regional housing plan:

- Work with developers to assure the creation of units that are priced to meet the needs of citizens with a broad range of incomes
- Cooperate with subregion towns and financing institutions to sponsor first-time homebuyer seminars on an annual basis
- Investigate resources for technical assistance in areas such as zoning bylaws, homebuyer purchase assistance, state and federal housing programs, and infrastructure development and upgrading, and greenways.

In addition, the Community Development planning process has identified the following strategies to encourage sustainable housing development:

### **Adopt Conservation Subdivision Development Method as “By-Right”**

East Longmeadow has a very low percentage of its open space permanently protected and has experienced rapid housing growth in recent years. The fields, forests, and hills which contribute so much to the character and recreational opportunities of the town are threatened with development and fragmentation. Conservation Subdivisions allow smaller lot sizes while protecting open space in the development. Besides protecting contiguous natural areas, this development method offers the potential for flexible, creative, and affordable housing developments. These developments can reduce costs for developers and at the same time produce more appealing and less destructive land use patterns. As a “by-right” method, the uncertainty of a Special Permit process is avoided, thereby making it a more attractive option to developers.

### **Active Adult Housing Bylaw**

Active Adult Housing developments are age-restricted developments that allow a variety and flexibility in design. Shared facilities could be allowed and maintenance is provided by a management company.

### **Affordable Housing Zoning Bylaw**

The adoption of an Inclusionary Zoning Bylaw for Affordable Housing would promote the construction of affordable housing for low and moderate-income residents. Inclusionary housing bylaws promote the private market development of affordable housing by offering developers residential density bonuses. In return, the developer must set aside a percentage of housing units in the development for low-- and moderate-income residents. In existing inclusionary bylaws, the percentage of affordable units generally ranges from 10% to 25% of the total units being developed. As alternatives, communities may allow developers to construct some of the required affordable units off-site, or allow the developer to make a cash payment to the community, equal to the value of the affordable units, to be used by the community to develop affordable homes.

### **Accessory Apartments**

Allowing accessory apartments is a simple way of increasing rental opportunities and the possibility for home-owners to tap into an additional source of income. Accessory units can be required to fit into the existing footprint of a house, to be

undetectable from the street. Students and senior singles are often interested in such apartments.

### **Transfer of Development Rights**

Transfer of Development Rights (TDR) - a tool which is employed primarily to protect open space and farmland - can also be used to promote the creation of affordable housing. This works because the development rights are transferred to a “receiving area”, within or nearby already developed regions of the city, where this greater density of homes can benefit from the availability of city services and infrastructure. This receiving area can be identified for affordable housing particularly in pedestrian-oriented neighborhood centers.

### **Affordable Housing on Town-owned Land**

East Longmeadow should inventory town-owned parcels suitable for affordable housing. The town could provide land to a housing developer at no cost or below market cost for the purpose of creating low- and moderate-income housing (for example Habitat for Humanity or other non-profit organizations). As a first step, the town could determine the type of housing desired on these sites, and develop Requests for Proposals to seek developers to create new affordable housing.

### **Adopt the Community Preservation Act**

The Community Preservation Act allows communities to levy a 1 to 3% tax on property, which the state will match up to 100%. These funds must be allocated on affordable housing, open space preservation, historic preservation, or on recreation projects. A community can decide whether to exempt seniors, the first \$100,000 of value, or commercial and industrial property when creating their program.

# Element Three: Economic Development



Town of East Longmeadow  
Community Development Plan

## **Element Three: Economic Development**

### **Introduction**

East Longmeadow is home to a large number of medium-sized manufacturing and service companies, which contribute important tax dollars and provide employment to many from the community. Like the rest of the country, East Longmeadow is experiencing a shift from manufacturing outfits to service jobs. The big story, however, is the housing boom experienced over the past decade. Home construction and prices have soared, which in turn is changing the dynamic and make-up of the town. Residents are better educated and wealthier than in 1990. Less positive, this housing boom is creating strain on services, consuming land at alarming rates, and increasing the burden on residential taxes to meet this strain.

The well-established industrial and commercial sector's share of local tax revenues has dropped from 23.5% to 20% over the last 10 years. One of the major challenges facing East Longmeadow is the need to expand economic development opportunities. Right now, a number of positive steps are taking place but more needs to be done. The Industrial Park is expanding, allowing local companies to expand and creating space for new companies looking to relocate. There are still a few parcels remaining that are zoned industrial, but the town is quickly running out of space. The Village Center Shops proposal is an exciting project that is likely to stimulate the town center, providing opportunities for retail and services.

To ensure a stable and prosperous future East Longmeadow should work hard to expand economic development opportunities, steer housing into appropriate locations, ensure a range of housing choices, and protect and expand open space and recreational resources.

### **Purpose**

Economic development helps sustain the quality of life in our communities by ensuring prosperity and jobs for residents. As cities and towns become even more integrated into the national and international economies, a planned approach for future economic development helps ensure the long-term viability of our local economies. Moreover, economic growth is increasingly interrelated with housing, transportation, and open space and resource protection.

Creating an economic development plan is the process of analyzing the unique characteristics of the municipality in light of community business development and retention goals, and then defining appropriate strategies to meet these goals. Facilitating economic development is an important function of local government regardless of whether the economic priority is the revitalization of a commercial center or retaining existing economic activity.

Strategies contained in the plans are meant to prepare the Town of East Longmeadow to quickly respond to both problems and opportunities that come about due to changes in the economy. A plan provides the foundation for this type of decision-making as it clearly delineates the community's goals and strategies. Lastly, it gives local officials the direction needed to take a leadership position in addressing economic growth and prosperity issues.

The following is the description of the process of how this section of the Community Development plan was developed:

- Research, collect, summarize and analyze economic development data from state and regional sources
- Survey a small sample of community leaders and business owners to get a sense of the community's economic development concerns and issues
- Articulate possible economic development goals
- Present proposed goals and data to the community
- Modify proposals based on community input
- Summarize information gathered and prepare a list of recommendations on how the community can achieve its goals

The economic development section of East Longmeadow's Community Development Plan identifies the location, quantity, and type of future commercial and economic development. By creating a profile of East Longmeadow's current and potential economic status, using buildout and growth suitability maps, the community has determined needs and resources, established economic goals, and developed strategies for implementation. These goals can be the basis for East Longmeadow's future community economic development strategy.

### **Community Profile**

East Longmeadow is located in southwestern Massachusetts, 5 miles south of Springfield and 88 miles southwest of Boston. It is a suburban industrial town of 14,100 people living in the Connecticut Valley. First settled in 1744 by colonists realizing the fertility of the valley's soil, East Longmeadow became an industrialized community with the development of sandstone quarries, the basis of the economy until the 1920's. Streetcar suburban development from Springfield followed the gradual closure of the quarries. Poultry raising and market gardening were part of the local economy. During World War II, the Pratt and Whitney factory employed 4,300 men and women to build aircraft engine parts. There are presently residential, business and industrial zones in East Longmeadow and development continues in previously rural areas (Community Profile from mass.gov).

### **Economic Statistical Profile**

#### **Location and number of businesses, employers, employees**

After a decade-long national trend of decreasing unemployment rates, the percentage of the total labor force that is unemployed has now begun an upward climb. The Pioneer Valley region's unprecedented low of 3.1 percent unemployment in 2000 increased to 3.8 in 2001. Although the 2001 rate of 3.8 percent was higher than the statewide annual rate of 3.7, it remained below the national average of 4.8 percent. Due to recent shifts in the nation's economy such low unemployment levels are not likely to be sustainable (CEDS, 2002).

According to the Massachusetts Department of Employment and Training (DET), the number of employers in East Longmeadow decreased by 1.6% from 1996 to 2000. The Pioneer Valley region experienced an 8% increase for this same time period. The



number of employees increased from 8,389 to 9,131 during the same time period, an 8.8% increase compared to an 8.4% increase for the region.

The average weekly wage increased 1.9% from \$618.89 in 1996 to \$630.42 in 2000, compared to an increase of 4.9% in the rest of the region. The wage rate in 1996 and again in 2000 was higher in East Longmeadow than the region.

**Table 3-1: Town Profile**

Town Profile	Town	PVR
Employers - 1996	504	14,211
Employers - 2000	496	15,394
Percent Change	(1.6%)	8.3%
Employees - 1996	8,389	239,936
Employees - 2000	9,131	260,197
Percent Change	8.8%	8.4%
Average Weekly Wage - 1996 (calculated into 2000 \$)	\$618.89	\$579.65
Average Weekly Wage - 2000	\$630.42	\$608.12
Percent Change	1.9%	4.9%

Source: MA Department of Employment and Training, ES-202

Note: 1996 average weekly wages are adjusted into 2000 \$ using the Consumer Price Index for the Northeast (all urban consumers).

### Employment Distribution

The region's economy is in transition. Manufacturing was once the mainstay of the region's economy, employing more than 29 percent of the workforce in 1980. Like most of the nation, the Pioneer Valley region is experiencing an increasing shift from manufacturing to service sector jobs. From 1990 to 1999 the service sector's share of total private sector jobs grew from 36.0 to 40.6 percent. Employment in finance, insurance, and real estate dropped from 8.9 percent to 7.7 percent in the region while employment in other sectors, as a percentage of total employment, has remained relatively stable.

**Table 3-2: East Longmeadow Employment Distribution, 2000 - 2008**

	2008 Employment Projections			
	2000 Employment	2008 Projected Employment	2000-2008 Projected Percent Change	2008 Percent of Total Employment
Construction and mining	280	288	2.8%	3.1%
Manufacturing	3703	3,293	(11.1%)	35.2%
Transportation, communications, and utilities	93	98	5.0%	1.0%
Trade	1849	1,973	6.7%	21.1%
Finance, insurance, and real estate	259	281	8.4%	3.0%
Services	2057	2,549	23.9%	27.3%
Public administration	807	862	6.8%	9.2%
<b>Total (does not include agriculture)</b>	<b>9,048</b>	<b>9,343</b>		

Source: MA Division of Employment and Training, Massachusetts Employment Projections through 2008; PVPC

Note: Projections are derived by using 1998-2008 industry projections developed by the Massachusetts Division of Employment and Training for the state as a whole.

East Longmeadow's services sector is projected to increase by 24% by the year 2008. This trend towards a growing service sector is one that is being experienced throughout the Pioneer Valley region. The manufacturing sector is still the largest sector of East Longmeadow's economy, employing 3,703 employees. This sector is projected to decline by 11% by 2008. East Longmeadow has a strong trade sector, currently employing about 20% of East Longmeadow's workforce. The number it employs is anticipated to grow 6.8% by 2008. It is important to note that employment data is based on location for firms, not the residences of employees.

Notably, the share of manufacturing jobs in the region declined from 18.6 percent of total jobs to 14.6 percent (CEDs, 2002). According to the Massachusetts Division of Employment and Training figures, East Longmeadow's manufacturing sector is projected to make up 35% of total employment in the community by 2008. This is an important employment sector since manufacturing jobs typically offer higher pay and job security than service sector jobs. Also, the manufacturing sector has a multiplier effect on overall private sector employment; specifically, changes in the number of manufacturing jobs affect jobs in other sectors because new manufacturing workers and greater manufacturing activity lead to additional demand for goods and services that are provided by other industries.

**Table 3-3: Employment Profile by Industry**

	Employers	Employees			Average Weekly Wage	PVR Employers	Pioneer Valley Region Employees			PVR Average Weekly Wage
	2001	1996	2000	% Chg.	2001	2001	1996	2000	% Chg.	2001
Agriculture, fishing, and forestry	18	73	83	13.7%	\$504	348	1,814	2,141	18.0%	\$402.83
Mining and construction	51	225	280	24.4%	\$727	1223	7,446	9,037	21.4%	\$967.50
Manufacturing	26	3896	3703	(5.0%)	\$844	955	38,414	38,299	(0.3%)	\$792.48
Transportation, communications, and utilities	7	68	93	36.8%	\$715	459	9,329	10,682	14.5%	\$803.08
Trade	135	1596	1849	15.9%	\$540	4149	57,198	61,713	7.9%	\$495.85
Finance, insurance, and real estate	33	198	259	30.8%	\$544	1077	12,126	13,403	10.5%	\$1,199.13
Services	191	1766	2057	16.5%	\$648	7000	71,066	79,252	11.5%	\$684.56
Public Administration	N/A	567	807	42.3%	N/A		40,908	45,017	10.0%	N/A

Source: MA Division of Employment and Training (ES-202)

**Table 3-4: Major employers**

<b>Employer</b>	<b>Number of Employees</b>
Milton Bradley Company	1,800
Rubbermaid (American Saw)	631
Lower Pioneer Valley Educ. Collaborative	384
Sunbridge Care and Rehab	300
Carlin Combustion and Technology	100-219
Chestnut Hill Rehab and Nursing	100-219
East Longmeadow Skilled Nursing	100-219
Kimball Companies	100-219
T C Advertising	100-219
Big Y Supermarkets	50-99
Bluebird Acres	50-99
Capuano Home Health Care	50-99
Emporium	50-99
Gekay Sales and Service Inc.	50-99
Hampden Engineering Corporation	50-99
John C. Otto Co. Inc.	50-99
Maybury Material Handling	50-99
Ochoa Day Spa	50-99
Portamedic	50-99
Senior Prime Times	50-99
Sunshine Art Studios	50-99
Techni-Products Inc.	50-99

**Recent business growth trends**

Between 1991 and 2001 6.6% of all the land in commercial use was lost, either to other uses or disuse. No industrial land was lost or gained during this time. Roughly 5% of multifamily land was lost, possibly due to conversions into single-family residences. At the same time, the number of single-family residential properties increased and now represents about 91% of all parcels in East Longmeadow.

**Table 3-5: Tax Rate**

	<b>Tax Rate</b>		<b>Percent Change</b>
	<b>FY 1990</b>	<b>FY 2000</b>	
<b>Residential</b>	10.67	20.43	91.5%
<b>Open Space</b>	10.67	N/A	N/A
<b>Commercial</b>	11.39	20.43	79.4%
<b>Industrial</b>	11.39	20.43	79.4%
<b>Private Property</b>	11.39	20.43	79.4%

Source: MA Department of Revenue, Municipal Data Bank

In the last decade, East Longmeadow changed from a higher tax rate on Commercial, Industrial and Private Property than on Residential and Open Space to a uniform rate. This means that the tax rate is the same on all types of land: residential, commercial, industrial, and private property.

Open space is not taxed. From 1990 to 2000 the tax rate for residential properties in East Longmeadow increased by 91.5%, from 10.67 to 20.43. Between 1990 and 2000

the tax rate in East Longmeadow increased by 79.4%, from 11.39 to 20.43 for commercial, industrial, and private property. For FY2004, the uniform tax rate for all property classes is \$20.73.

Even though industrially-zoned land represents only 1.6% and commercial represents 5.1% of the total land in East Longmeadow, this land is a key source of revenue for the town. They provide 20% of the tax revenues. Unless steps are taken to encourage new commercial and industrial use in town, the property tax burden will continue to rest on residential properties. A new industrial park is now being developed in the southwestern corner of town by WestMass. This expanded industrial land should offer much needed space for businesses looking to expand or relocate to East Longmeadow. A downside of this development is a number of farmland parcels will be lost. This should motivate the town to take action to protect remaining farm parcels to ensure this part of the East Longmeadow's heritage is not forever lost. In marketing itself to companies, amenities can not be overlooked. Families and workers look for parks, open spaces, tree-lined streets, and good schools when relocating. East Longmeadow needs to continue investing in these resources to remain an attractive and pleasant place to live.

**Table 3-6: Parcels**

	Land Use Distribution			
	Parcels 1991	1991-2001 % Change	Parcels 2001	2001 % of Parcels
Total Parcels	4,768	12.0%	5,342	
Single-Family Residential	4,332	12.7%	4,882	91.4%
Multi-family Residential	58	(5.2%)	55	1.0%
Condominium	N/A	N/A	44	0.8%
Apartment	1	200.0%	3	0.1%
Commercial	290	(6.6%)	271	5.1%
Industrial	87	0.0%	87	1.6%

Source: MA Department of Revenue, Municipal Data Bank

According to the preplanning survey, concerns over taxes were respondents' second most pressing issue after municipal governance. Lowering or preventing further increases to residential taxes is the primary concern, with lowered tax payments for senior citizens and a need for better spending of tax revenue close seconds. Increasing the commercial tax rate was suggested by some in order to boost revenues for the town, as were other less supported tax schemes such as taxing for services used and taxing large estates at a higher rate.

Residential growth and the construction of numerous large expensive homes, in particular, concerned residents. This is primarily due to the strain additional residents are expected to place on municipal services. Lack of school capacity and rising taxes for additional services were cited as the top reasons to slow or stop residential growth. Other residents, desiring the same reduction in residential growth, were concerned with the preservation of open space and farmland in order to protect wildlife and the small-town feel of East Longmeadow. Varying levels of control were suggested, from the enactment of a moratorium on residential building to limiting the number of building permits issued per year.

A primary desire was to limit large commercial and industrial development, especially large chain businesses, in order to keep traffic flow low, limit pollution, and keep the

small-town atmosphere. Trucking and freight terminals, large department stores, and shopping plazas and malls were identified as unwanted developments. Small, locally owned shops and artisan businesses were supported by residents in the town center and other commercial areas, but not in residential areas of town. Eighty-two percent of respondents supported performance standards for businesses, including landscaping and parking design guidelines. The town is now considering adopting design review for business/commercial and industrial uses to ensure that new developments are high quality and compatible with the town's character. Based on these responses, residents of East Longmeadow desire high-quality, small-scale economic development. This type of development is compatible with the small-town character. In addition it will provide jobs and an expanded tax base.

**Workforce Development Programs**

East Longmeadow is served by the Hampden County Regional Employment Board. The Regional Employment Board (REB) is charged with providing workforce development programs to meet the projected employment needs and help maintain the economic vitality of its service area. Key critical local industries in Hampden County were identified as either current or emerging, depending on their expected impact on the region in the next five years.

<b><u>Current Critical Industries</u></b>	<b><u>Fastest Growing Occupations</u></b> with growth rate through 2008
<b>Manufacturing Technologies</b> 31,172 employees; 15.3% of Hampden Co	<b>Computer Engineers: 116%</b>
<b>Health and Social Assistance</b> 30,811 employees; 15.1% of Hampden Co.	<b>Systems Analysts: 60%</b>
<b>Retail Trade</b> 25,603 employees; 12.5% of Hampden Co.	<b>Home Health Aides: 58%</b>
<b>Accommodation and Food Service</b> 14,013 employees; 6.9% of Hampden Co.	<b>Medical Assistants: 50%</b>
<b>Finance and Insurance</b> 9,849 employees; 4.8% of Hampden Co.	<b>Social/Human Service Assistants: 49%</b>

Consistent with the national trend, in the past twenty years, Hampden County's industrial structure has experienced a dramatic shift from a manufacturing-based to a service-based economy. Between 1991 and 1995, Hampden County saw its manufacturing employment decline by 4,800 jobs or about 13%. During the same time, service jobs increased by 38%, adding 13,200 jobs. Additional losses were experienced in the finance, insurance, and real estate industry (FIRE). Although the manufacturing and FIRE sectors have lost jobs in the past decade, both remain critical industries as they produce annual wages that are among the highest for industry sectors.

Educational institutions, especially the community colleges and vocational schools within the region, are expected to meet current and expected training needs, though minor adjustments may be necessary to some programs in order to keep pace with industry changes. Partnership opportunities exist for cooperation between educational institutions and companies within key industries, further adding to the potential quality and training of the workforce.

Over the next five years, the REB plans to remain the clearinghouse for workforce development programs administered by local organizations and to integrate economic development, job creation, and training. Programs, both in the short-term to address needs of individual sectors, and in the long-term to provide skilled workers to all levels of employment, are expected to stem from needs expressed by industries to the REB.

The REB runs programs funded with public resources. Current initiatives include the Career Center, Youth Employment and Training programs, the Workforce Training Fund, the Extended Care Career Ladders Initiative, the Community Audit Project, and the IT Squared Information Technology Project. The Career Center is one of the primary programs and provides services to jobseekers and employers. Jobseeker services include employer recruitment, career enrichment workshops, employment specialists, career counselors, information and referrals to training, a resource area, and computer training. Employer services include job applicants and recruitment, a statewide talent bank program, an employer databank, employment and selection information, and an employer account program.

## **Current and Projected Job Growth**

### **Population Growth & Age Distribution**

The total population of East Longmeadow increased 5.5% from 1990 to 2000. The population of East Longmeadow appears to consist of older more established families with fewer young families living in the community. Between 2000 and 2010, the number of 30- to 49-year-olds will decrease and the number of 50- to 69-year-olds will increase dramatically. As a result the number of people likely to participate in the workforce will actually decrease somewhat.

**Table 3-7: Population Projections**

<b>Population Projections</b>						
	<b>1990</b>	<b>2000</b>	<b>2005</b>	<b>2010</b>	<b>2000-2005</b>	<b>2000-2010</b>
	<b>Actual</b>	<b>Actual</b>	<b>Projection</b>	<b>Projection</b>	<b>% Change</b>	<b>% Change</b>
Under 5	818	786	671	662	(14.6%)	(15.8%)
5 to 9	914	960	1,121	954	16.8%	(0.6%)
10 to 14	879	1,104	1,360	1,264	23.2%	14.5%
15 to 19	837	921	1,259	1,273	36.7%	38.2%
20 to 24	723	489	653	837	33.5%	71.2%
25 to 29	724	493	560	669	13.6%	35.7%
30 to 34	995	807	632	665	(21.7%)	(17.6%)
35 to 39	1,084	1,145	1,072	765	(6.4%)	(33.2%)
40 to 44	998	1,278	1,127	1,121	(11.8%)	(12.3%)
45 to 49	830	1,159	1,233	1,124	6.4%	(3.0%)
50 to 54	682	947	1,170	1,247	23.5%	31.7%
55 to 59	715	765	973	1,088	27.2%	42.2%
60 to 64	722	592	765	927	29.2%	56.6%
65 to 69	733	588	559	726	(4.9%)	23.5%
70 to 74	560	637	617	524	(3.1%)	(17.7%)
75 to 79	427	632	557	544	(11.9%)	(13.9%)
80 to 84	302	409	392	414	(4.2%)	1.2%
85 and over	424	388	428	499	10.3%	28.6%
<b>Total</b>	<b>13,367</b>	<b>14,100</b>	<b>15,149</b>	<b>15,303</b>	<b>7.4%</b>	<b>8.5%</b>
Available to Participate in the Labor Force *	N/A	8,596	9,444	9,716	9.9%	13.0%
Likely to Participate in the Labor Force **	N/A	7,151	6,139	6,316	(14.1%)	(11.7%)

Source: U.S. Census Bureau; MISER Population Projections

\* Available to participate in the labor force is the population from 15 to 64 years old.

\*\* Likely to participate in the labor force is an estimate based on labor force participation rates in 2000.

### ***Travel to Employment***

Overall, there are more vehicles per occupied housing unit in East Longmeadow compared to the rest of the Pioneer Valley region. Most occupied housing units, 46.7%, have at least two available vehicles. The number of occupied housing units with three or more vehicles is 20.5%, compared to only 12.3% for the region. If vehicle ownership reflects economic well being, it seems that East Longmeadow residents are better off than the rest of the region. The lack of public transportation in town and long commutes may also lead to higher levels vehicle ownership.

Figure 3-2: Population Projections, 2000-2010

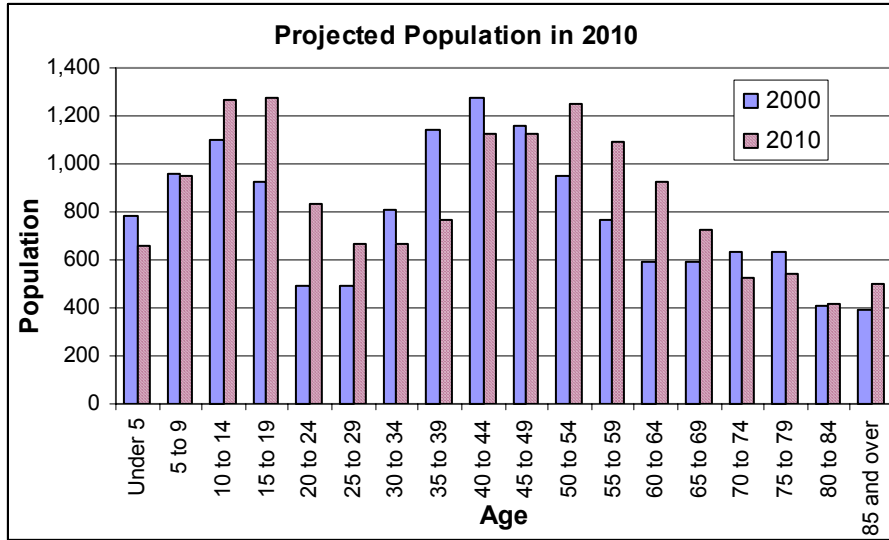
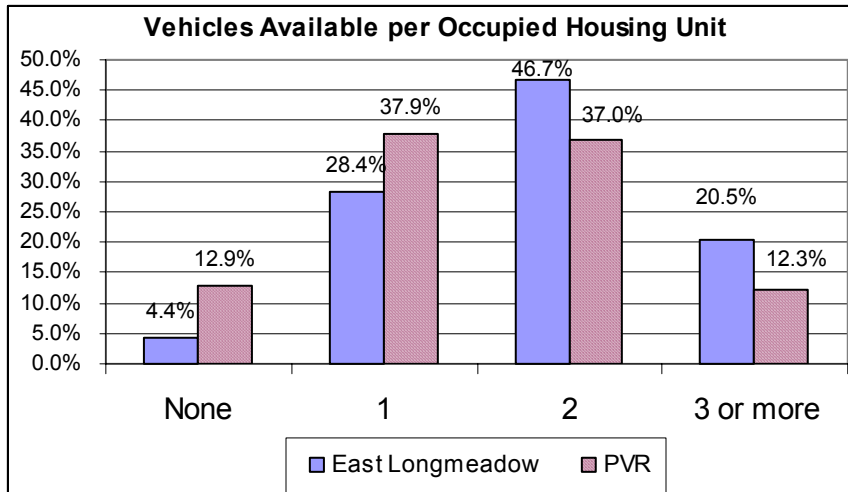


Figure 3-3: Vehicles per Housing Unit



In 1990 the mean travel time to work was 19.8 minutes and in 2000 it increased to 21.9 minutes. This is consistent with the regional trend where mean travel times to work increased by almost 50%. The vast majority (91%) of residents in East Longmeadow drive to work alone, as compare with 79% of solo drivers for the region. Furthermore, no one indicated that they use public transportation to get to work. This is a bit surprising considering the availability of routes into downtown Springfield.



**Table 3-8: Travel Time**

Travel Time	Town			PVR		
	1990	2000	% Change	1990	2000	% Change
Mean Travel time to Work (minutes)	19.8	21.9	10.6%	18	27	50.0%
<b>Mode of Transportation</b>	<b>Number Percent</b>			<b>Number Percent</b>		
Drove alone	6,244	90.8%		224,939	79.3%	
Carpooled	308	4.5%		27,249	9.6%	
Public transportation	0	0.0%		7,048	2.5%	
Walked	80	1.2%		14,234	5.0%	
Other means	18	0.3%		2,462	0.9%	
Worked at home	224	3.3%		7,619	2.7%	

Source: U.S. Census Bureau

Note: This table reflects travel behavior of residents of the community not those employed in the community.

According to the preplanning survey, traffic and roadways were important to residents, with many respondents calling for a change in the traffic pattern at the rotary in the town center. Sidewalks, especially on busy streets, were another major concern in terms of traffic and keeping pedestrians safe. High traffic flow and a lack of streetlights in some residential areas were also of concern to some residents.

**Poverty Rate**

Eighty-three families out of a total of 3,997 families in East Longmeadow are living below the poverty line. This is a poverty rate of 2.1%, which is substantially below the Pioneer Valley region’s rate of 8%. Families with a female head of household and no husband present are disproportionately susceptible to poverty with 7.1% living below the poverty line, which is still much lower than the regional rate. There are 477 individuals (12.1%) who live below the poverty line. Overall, the poverty rates in East Longmeadow are lower than the region in every category.

**Table 3-9: Poverty Rates**

	Total Number	Number Living Below Poverty Line	Poverty Rate	PVR Rate
Families	3,997	83	2.1%	8.3%
Families with a female head of household and no husband present	339	24	7.1%	25.7%
Individuals	13,955	477	3.4%	12.1%
Individuals 65 years and over	2,458	146	5.9%	8.2%
Children under 18 years	3,521	166	4.7%	15.5%

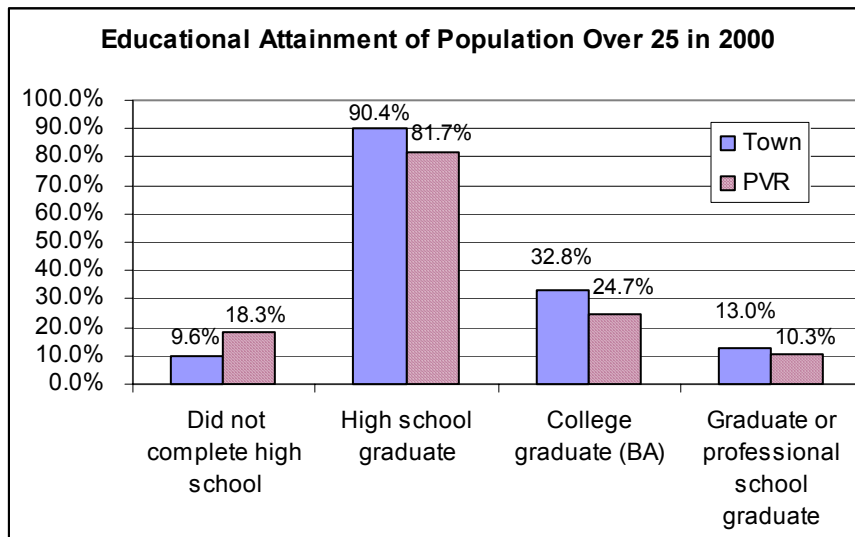
Source: U.S. Census Bureau

**Table 3-10: Educational Attainment**

	Town Educational Level			PVR Educational Level		
	1990	2000	Percent Change	1990	2000	Percent Change
<b>Population 25 years and over</b>	9,196	9,834		378,269	389,030	
<b>Less than 9th grade</b>	456	205	(55.0%)	35,027	25,242	(27.9%)
<b>9th to 12th grade, no diploma</b>	952	739	(22.4%)	56,798	46,140	(18.8%)
<b>High school graduate</b>	3,160	2,572	(18.6%)	120,823	120,503	(0.3%)
<b>Some college, no degree</b>	1,458	2,086	43.1%	57,950	70,006	20.8%
<b>Associate degree</b>	914	1,007	10.2%	28,831	31,220	8.3%
<b>Bachelor's degree</b>	1,501	1,948	29.8%	47,228	55,747	18.0%
<b>Graduate or professional degree</b>	755	1,277	69.1%	31,612	40,172	27.1%

Source: U.S. Census Bureau

*Figure 3-4: Educational Attainment of Population Over 25*



The educational level of East Longmeadow residents aged 25 and over is higher in all categories compared to the region. The number of people with an associate’s degree, bachelor’s degree, or graduate’s degree has increased from 1990 to 2000. This was a trend also experienced by the region as a whole.

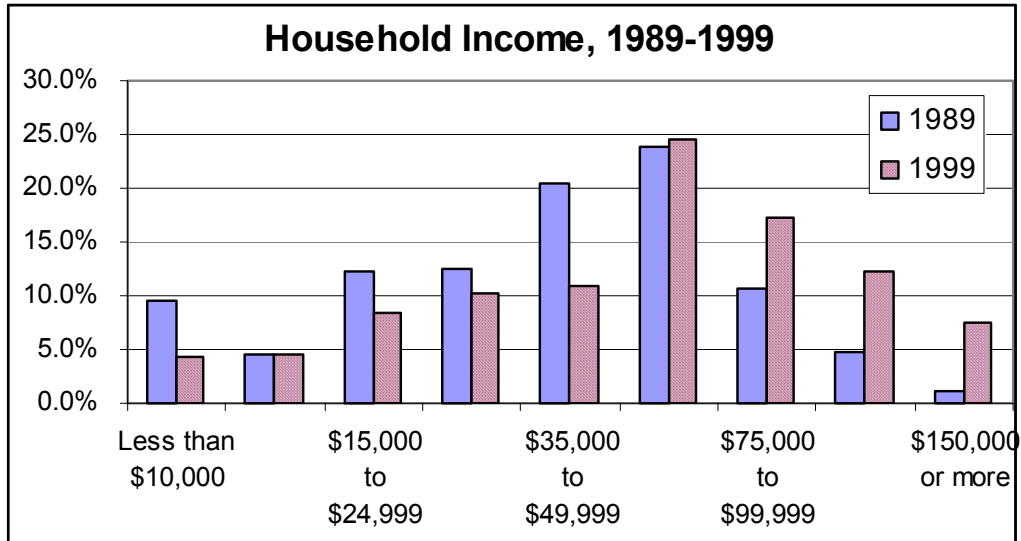
**Per Capita Income**

Consistent with national trends, the Pioneer Valley experienced economic improvement during the late 1990s. However, the region’s per capita income is significantly less than the per capita income for the Commonwealth and slightly below that of the nation. We examine the per capita income because it controls for population change by measuring total income as it relates to population size. We controlled for inflation by converting the annual values to 1990 dollars using the Consumer Price Index. Since 1990, “real” per capital income grew by 8.5%, and annual average of 0.8%. According to 2000 census data, “real” per capita income rose from 1989 to 1999 in the majority of Pioneer Valley communities. Specifically, the communities of East Longmeadow, Brimfield, Middlefield, and Northampton all experienced increases in per capita income that exceeded 20 percent (CEDS, 2002)

### Household Income

From 1989 to 1999 median household income grew by 12.3%, from \$55,817 (converted to 1999 dollars) to \$62,680. The number of households making over \$75,000 increased dramatically. About 37% of East Longmeadow's households are considered to be middle income households meaning they earn between \$50,771 and \$94,020 annually. Furthermore, the median family income rose by 12.3% between 1989 and 1999.

Figure 3-5: Household Income



1989 income data converted to 1999\$

## **Future Economic Profile**

### **Availability of land and buildings for economic development**

According to the PVPC Subregional Housing plan, a total of 2,598 acres of developable land remains in East Longmeadow. Of this amount, 2,104 acres (81%) remain potentially unconstrained to development. Most land in is close to water and sewer connections, encouraging development. The vast majority of this land, however, is zoned residential. There are only a few vacant parcels remaining that are zoned industrial, commercial, or business.

**Table 3-11: Developable Lands and Constraints**

	Acres	Percent of Developable Land
Total Land Area	8,321.0	N/A
Remaining Developable Land	2,598.0	N/A
Developable Land with Constraints	494.0	19.0%
Developable Land without Constraints	2,104.0	81.0%
Constraint-slope	N/A	N/A
Constraint-river	N/A	N/A
Constraint-wetlands	0.0	0.0%
Constraint-floodplain	N/A	N/A
Constraint-multiple	494.0	19.0%

Source: PVPC, Subregional Housing Plans 2002

### **Brownfields**

<b>Site Type</b>	<b>Number</b>
<b>Short Term/ Removal</b>	0
<b>Site Awaiting NPL Decision</b>	1
<b>Total</b>	1
<b>Default Tier 1B*</b>	0
<b>Tier Classification not Yet Determined**</b>	1
<b>Unclassified Tier due to lack of Submittal***</b>	3
<b>Total Potential Brownfield Sites****</b>	4
<b>Other Sites Under DEP monitoring*****</b>	47

\* default classification when required submittals are not received by the DEP by a specified deadline

\*\*default classification when a tier classification deadline is missed and other classifying documentation has not been received by the DEP

\*\*\*tier classification for site has been submitted, but not confirmed by the DEP

\*\*\*\*sum of default tier 1B, undetermined tier classification, and unclassified tier sites as of October 22, 2002

\*\*\*\*\*other sites listed by the DEP, such as sites of active remediation and those being monitored as of October 22, 2002

Source: US EPA, Waste Site Cleanup & Reuse in New England; MA Department of Environmental Protection, Bureau of Waste Site Cleanup

The above table shows four potential brownfield sites. There is a possibility of redevelopment of these parcels for future uses. A major concern is the extent of remediation that may be necessary to remove pollutants.

### **Survey of available commercial or industrial properties for sale or lease**

A survey of existing commercial and industrial real estate revealed limited options during the summer of 2003. A 2.2 acre commercial parcel is available on North Main Street for \$750,000. Other properties include:

- Benton Drive office building; 5,000 to 12,000 sq.ft.; \$1.25/sq.ft./month
- Condominium East; 1,000 sq.ft. office space; \$1.04/sq.ft./month
- Town Center: proposed village-type retail; up to 60,000 sq.ft.
- Industrial Park; 4,800 sq.ft. manufacturing space; \$.42/sq.ft./month

Regarding the new 105-acre Industrial Garden Park, the infrastructure is now completed and contracts with tenants are being signed. Only a single parcel remains available.

The Chamber of Commerce is concerned about a lack of future land that is available for long-term business and industrial growth. Most people want two to five acres for business development and that is hard to find, according to the Chamber. A potential site for industrial expansion is a 35 acre parcel on Chestnut Street that has access to Benton Drive. Additionally, the Chamber would like to see a commercially-zoned parcel on Shaker Road rezoned to business.

There are two large properties in the industrial park located in the extreme south west corner of town that offer development opportunities. The parcel off of Deer Park Drive is being considered as a future home to a company. The site owned by Mr. Shapiro is zoned industrial. Behind Stop and Shop, 15 acres may be suitable for economic development. Furthermore, there is some land on the east side of Shaker Drive, near the Connecticut border, which could potentially serve industrial or commercial uses, but would need rezoning.

The other exciting development is the village center shops proposed by Jim Falcone. This centrally-located development will expand opportunities for retail and service establishments. This project will help improve the vibrancy and pedestrian focus of the village center. Currently this project is in the permitting process.

### **Predicted workforce and job availability**

The MA Division of Employment and Training projects a statewide increase of 47.6% in trade employees by 2008, a 40% increase in service employees and a 12% increase in public administration employees. A 2.8% increase is expected in Construction and Mining employees.

**Table 3-12: Statewide Employment Projections**

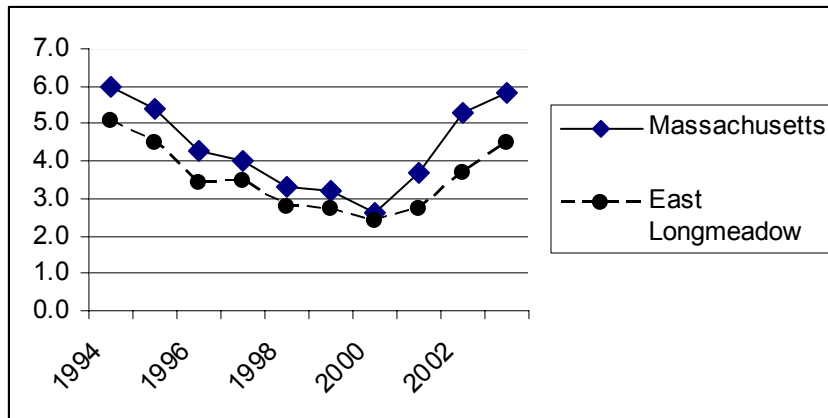
	2008 Statewide Employment Projections			
	2000 Employment	2008 Projected Employment	2000-2008 Projected Percent Change	2008 Percent of Total Employment
Construction and mining	2	2.01	2.8%	1.2%
Manufacturing	N/A	N/A	N/A	N/A
Transportation, communications, and utilities	N/A	N/A	N/A	N/A
Trade	74	79	6.7%	47.6%
Finance, insurance, and real estate	0	0	0.0%	0.0%
Services	53	66	23.9%	39.6%
Public administration	18	19	6.8%	11.6%
Total (does not include agriculture)	147	166		

Source: MA Division of Employment and Training, Massachusetts Employment Projections through 2008; PVPC

Note: Projections are derived by using 1998-2008 industry projections developed by the Massachusetts Division of Employment and Training for the state as a whole.

The unemployment rates in East Longmeadow have generally mirrored those of the entire state, although they have consistently been slightly lower.

*Figure 3-6: Unemployment Rates*



Source: Massachusetts Department of Employment and Training. This data is the annual, non-seasonally adjusted unemployment rate.

**Availability of needed services**

The Massachusetts Executive Office of Environmental Affairs (EOEA) sponsored the creation of a set of Buildout maps and analyses for all 351 cities and towns within the Commonwealth. The maps and analyses depict currently protected and developed land within each community and what it would look like if remaining undeveloped land was completely developed in accordance with current local zoning.

**Table 3-13: Buildout Analysis**

	<b>2001</b>	<b>Buildout</b>	<b>Difference</b>
<b>Population</b>	14,100	18,798	4,698
<b>Students</b>	2,417	3,246	829
<b>Households</b>	5,363	7,101	1,738
<b>Total Water Use (gallons/day)</b>	1,816,986.30	5,283,233	3,466,247
<b>Additional Resources</b>		<b>Buildout</b>	
<b>Residential Water (gallons/day)</b>		352,350	
<b>Commercial &amp; Industrial Water (gallons//day)</b>		4,930,883	
<b>Total Solid Waste (tons/year)</b>		2,408	
<b>Non-Recyclable Waste (tons/year)</b>		1,714	
<b>Recyclable Waste (tons/year)</b>		694	
<b>Roadway (miles)</b>		29	

Source: MA Executive Office of Environmental Affairs

Clearly, the current town infrastructure could not support a dramatic increase in population if complete buildout were to occur. Local zoning should be revised to prevent such an event and to ensure that critical natural lands and habitats are not irrevocably lost, as well as to provide additional space for economic development.

#### **Availability of housing**

Nearly 87.5% of the housing is owner-occupied leaving few rental opportunities. The median value of owner occupied housing is \$135,928.

Element Two of the *Community Development Plan: Housing* contains a more detailed analysis of housing availability.

#### **Revenue generation and service demands**

From 1990 to 2000 total expenditures in East Longmeadow increased by 45%, from \$17,290,954 (in 2000\$) to \$25,052,895. Not surprisingly, 62% of East Longmeadow's municipal expenditures are on education with fixed costs second (9.3%). Both education and fixed cost expenditures are expected to increase over the next few years.

According to the preplanning resident survey, education and schools were a major area of concern. The concern related primarily to residential growth and an increased number of school-age children. Expanding or renovating the schools were top priority, as were providing a better education and decreasing class size. Concerns were raised surrounding the need for more school space to accommodate additional children and the associated costs of achieving such a goal. Some self-identified senior citizens felt they should not be held financially responsible for new construction since they are not utilizing the school system and linked the issue to previously mentioned residential growth and tax concerns.

**Table 3-14: Municipal Expenditures**

	FY 1990			FY 2000		Percent Change in Amount
	Amount	Amount (in 2000 \$)	Percent of Total	Amount	Percent of Total	
General government	\$718,507	\$787,898	4.6%	\$1,157,948	4.6%	47.0%
Police	\$1,022,418	\$1,121,160	6.5%	\$1,410,035	5.6%	25.8%
Fire	\$309,621	\$339,523	2.0%	\$520,488	2.1%	53.3%
Other public safety	\$120,894	\$132,570	0.8%	\$109,284	0.4%	(17.6%)
Education	\$8,929,901	\$9,792,324	56.6%	\$15,566,937	62.1%	59.0%
Public works/highway	\$943,377	\$1,034,486	6.0%	\$1,122,114	4.5%	8.5%
Other public works	\$479,100	\$525,370	3.0%	\$688,265	2.7%	31.0%
Health and welfare	\$97,087	\$106,463	0.6%	\$153,181	0.6%	43.9%
Culture and recreation	\$431,900	\$473,612	2.7%	\$579,206	2.3%	22.3%
Debt service	\$1,211,536	\$1,328,543	7.7%	\$1,214,110	4.8%	(8.6%)
Fixed costs	\$1,422,879	\$1,560,296	9.0%	\$2,341,063	9.3%	50.0%
Intergovernmental	\$80,316	\$88,073	0.5%	\$174,856	0.7%	98.5%
Other expenditures	\$580	\$636	0.0%	\$15,408	0.1%	2322.6%
<b>Total Expenditure</b>	<b>\$15,768,116</b>	<b>\$17,290,954</b>		<b>\$25,052,895</b>		<b>44.9%</b>

Source: MA Department of Revenue, Municipal Data Bank

From 1990 to 2000, total revenue in East Longmeadow increased by 46.6% from \$20,704,763 (in 2000\$) to \$30,347,421. Over 64% of the total revenue in 2000 came from local taxes. Taxes from commercial property increased nearly 59% from 1990 to 2000, but only accounted for 6.2% of municipal revenue in 2000. The share of residential taxes increased to over 50% of town revenues. In FY2003, residential taxes contributed 78% of the total tax levy, while commercial and industrial taxes made up 20% of the levy. Clearly, the town could benefit from additional business and industrial growth.

**Table 3-15: Municipal Revenue**

	FY 1990			FY 2000		Percent Change in Amount
	Amount	Amount (in 2000 \$)	Percent of Total	Amount	Percent of Total	
<b>Total tax levy</b>	\$10,525,465	\$11,541,983	55.7%	\$19,544,050	64.4%	69.3%
<b>Residential</b>	\$7,895,237	\$8,657,735	41.8%	\$15,194,814	50.1%	75.5%
Open space	\$557	\$611	0.0%	N/A	N/A	N/A
Commercial	\$1,085,867	\$1,190,737	5.8%	\$1,893,556	6.2%	59.0%
Industrial	\$1,388,633	\$1,522,743	7.4%	\$1,964,622	6.5%	29.0%
Personal Property	\$155,171	\$170,157	0.8%	\$491,058	1.6%	188.6%
State Aid	\$3,220,368	\$3,531,382	17.1%	\$4,897,841	16.1%	38.7%
Local Receipts	\$3,382,597	\$3,709,278	17.9%	\$3,467,023	11.4%	(6.5%)
All Other	\$1,752,837	\$1,922,121	9.3%	\$2,438,507	8.0%	26.9%
<b>Total Revenue</b>	<b>\$18,881,267</b>	<b>\$20,704,763</b>		<b>\$30,347,421</b>		<b>46.6%</b>

Source: MA Department of Revenue, Municipal Data Bank

Due to the recent state budget crisis, state aid to the town has been severely limited. From FY2003 to FY2004, state aid decreased by almost 16% (from \$7,134,181 to \$6,002,727). This reduction will make it even harder to maintain municipal and school services.



## **Economic Development Goals**

### **Statement of goals**

East Longmeadow seeks to develop economically in a sustainable and healthy manner. We will work to retain our existing businesses and work to develop new businesses and industries that will expand our tax base, offer good-paying jobs to our diverse residents, and enhance the livability and attractiveness of our community.

## **Economic Development Strategies**

The following strategies are designed to encourage healthy and sustainable economic development in East Longmeadow. These strategies emphasize development that is appropriate for its surrounding neighborhoods.

- Adopt Business and Commercial Performance Standards. These standards will help ensure that commercial development is safe, attractive, and appropriate for the town. Text for these standards is included in Appendix Two.
- Adopt Industrial Performance Standards. These standards will help ensure that industrial development is safe, attractive, and appropriate for the town. Text for these standards is included in Appendix Two.
- Consider allowing neighborhood stores in residential districts. This could save trips and reduce traffic congestion and serve as a social hub within neighborhoods.
- Work with property owners to market and develop commercial and industrial land.
- Consider rezoning certain parcels located along the southern end of Shaker Road.
- Continue to invest in open space and recreational amenities (Quality of Life)

# Element Four: Transportation



Town of East Longmeadow  
Community Development Plan

## **Element Four: Transportation Element**

### **INTRODUCTION**

This study was conducted according to guidelines established as part of Executive Order 418 and serves as the transportation element of the East Longmeadow Community Development Plan. The goal of this project is to provide a detailed analysis of the existing and anticipated traffic demands and assessment of the impacts of current and planned land uses in the Town of East Longmeadow on federal-eligible roadways. The major products of the transportation element include: an existing conditions report including traffic and pavement condition; an assessment of transportation issues, and specific strategies for addressing these issues.

A combination of increasing commuter traffic as well as a number of land uses with high trip generating characteristics are expected to contribute to strains along the existing transportation infrastructure. Future development and a continually growing housing market could have a dramatic impact on future traffic volumes in the community. This study is designed to identify current and future deficiencies to assist the Town of East Longmeadow in the development of projects and strategies to manage future growth.

### **EXISTING TRANSPORTATION CONDITIONS**

This section provides a technical evaluation of the transportation components throughout the study area. It includes a presentation of the data collected, analysis of traffic operations, and a series of short term recommendations to improve overall performance and safety.

#### **Traffic Data Collection**

Pioneer Valley Planning Commission staff collected comprehensive data for this study to identify existing traffic and transportation issues in East Longmeadow. This activity consisted of obtaining traffic volumes and summaries of previous transportation studies conducted for the Town. Additional data was obtained from the Massachusetts Highway Department (MassHighway).

#### **Daily Vehicle Volume**

Vehicle volume data was collected for use in the transportation analysis in order to measure the travel demands on an average weekday. Average Daily Traffic (ADT) volumes were compiled for typical weekday 48-hour periods at various mid-block locations within the study area using Automatic Traffic Recorders (ATRs). All ADT volumes were factored to represent Average Annual Daily Traffic (AADT) levels. The average weekend traffic volumes are the actual traffic volumes counted during the month of October 2003. As traffic volumes tend to fluctuate over the course of the year, the Massachusetts Highway Department (MassHighway) develops traffic volume adjustment factors to reflect monthly variations. These factors were examined to determine how traffic conditions in East Longmeadow in October compare to average month conditions. Based on the MassHighway data, traffic volumes are estimated to be slightly higher than the annual average. Therefore, the traffic count data was adjusted to reflect average month conditions. The 2003 average weekday and weekend traffic counts conducted by the PVPC are shown in Table 4-1.

**Table 4-1: E.O. 418 Average Annual Daily Traffic (2003 Adjusted)**

Location	Average Weekday AADT		
	NB/EB	SB/WB	Total
Somers Road (Route 83) south of Callender Street	3,667	3,055	6,722
North Main Street (Route 83) west of Dearborn Street	8,974	8,284	17,258
Shaker Road (Route 220) north of Chestnut Street	4,551	5,340	9,891

**Table 4-2: Other Counts (Average Annually Adjusted Daily Traffic Volumes)\***

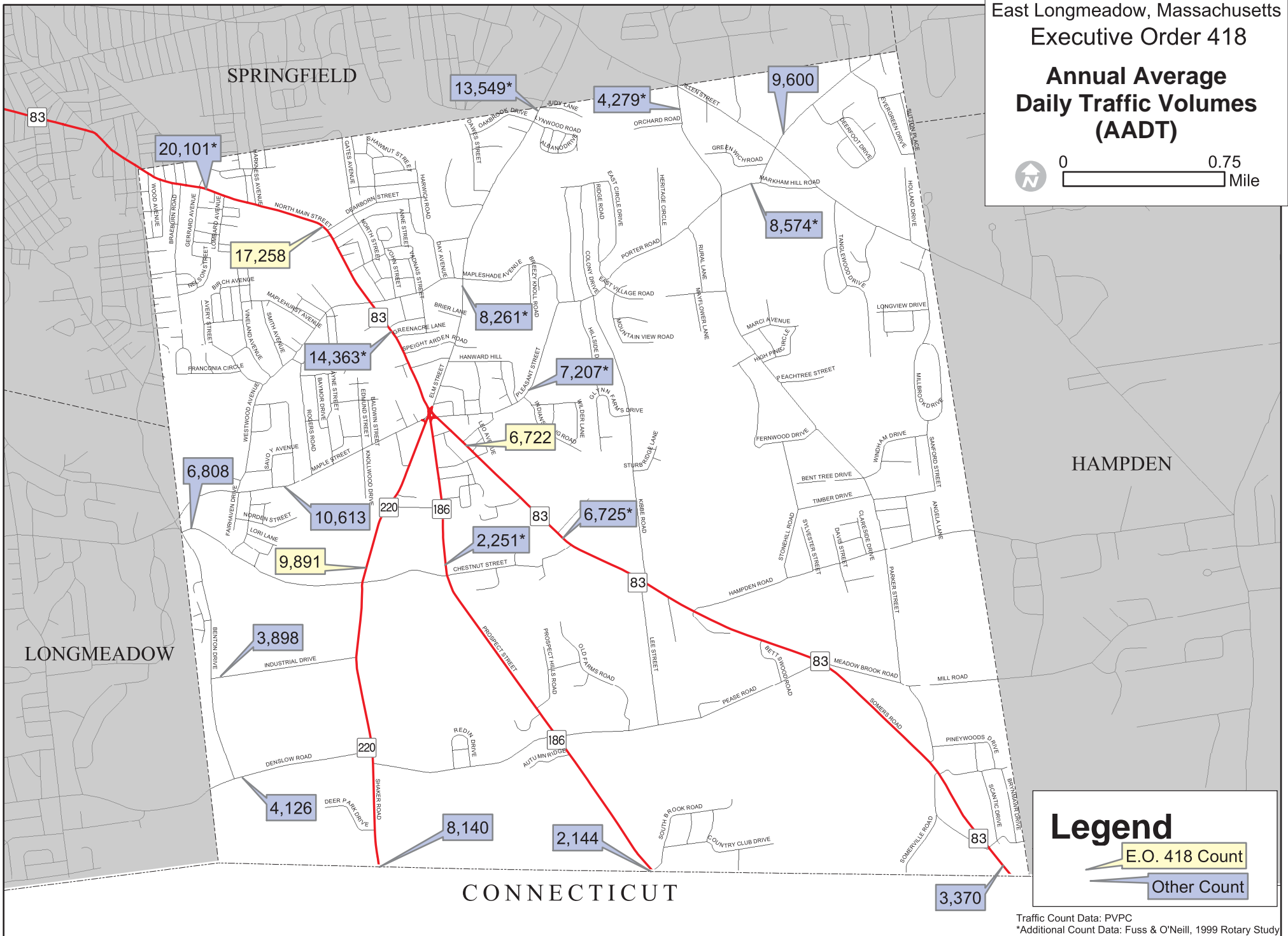
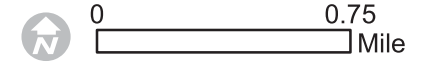
Facility	Location	Adjusted AADT 2003
Chestnut Street	E/O Benton Dr./Town Line	6,808
Denslow Road	E/O Benton Drive	4,126
Elm Street	S/O Mapleshade Avenue	8,261
Elm Street	S/O Springfield Town Line	13,549
Industrial Drive	E/O Benton Drive	3,898
Maple Street	E/O Savoy Street	10,613
Maple Street	E/O Bayne Street	12,168
North Main Street (Route 83)	N/O Greenacre Lane	14,363
North Main Street (Route 83)	E/O Gerrard Avenue	20,601
Parker Street	N/O Orchard Street	4,279
Pleasant Street	E/O Indian Spring Road	7,207
Porter Road	E/O Allen Street	9,600
Porter Road	W/O Allen Street	5,576
Porter Road	W/O Markham Road	8,574
Prospect Street (Route 186)	Connecticut State Line	2,144
Prospect Street (Route 186)	N/O Chestnut Street	2,251
Shaker Road (Route 220)	Connecticut State Line	8,140
Somers Road (Route 83)	Connecticut State Line	3,370

\* Data for counts included in this table are from previous PVPC counts, outside consultant studies, and MassHighway counts. All counts are seasonally and annually adjusted to 2003 using an annual growth factor of 1.04%. This growth factor was calculated using data from a permanent count station located on Route 83.

Figure II - 1

East Longmeadow, Massachusetts  
Executive Order 418

**Annual Average  
Daily Traffic Volumes  
(AADT)**



**Legend**

- E.O. 418 Count
- Other Count

Traffic Count Data: PVPC  
\*Additional Count Data: Fuss & O'Neill, 1999 Rotary Study

**Vehicle Classification**

Vehicle classification data is used to identify the percentage of heavy vehicles and passenger cars on the roadway. Heavy vehicles include trucks, recreational vehicles, and buses. The percentage of heavy vehicles in the traffic flow is an important component in calculating the serviceability of a corridor or intersection. Trucks impact traffic flow because they occupy more roadway space than passenger cars and have poorer operating capabilities with respect to acceleration, deceleration, and maneuverability.

Classification counts were conducted at all of the daily traffic count locations. Vehicles are classified based on the number of axles and the distance between each axle. Two axle, six tire vehicles and vehicles with three or more axles are classified as a “truck” or heavy vehicle. This information is also an important factor in the pavement design of a roadway. This information is shown in Table 4-3.

**Table 4-3: Vehicle Classification Data**

Street Name	Direction	Percent Bikes/ Motorcycles	Percent Cars & Trailers	Percent 2 Axle Long	Percent Heavy Vehicles
Somers Road (Route 83) south of Callender Street	Northbound	1.0	62.0	28.0	10.0
	Southbound	2.0	75.0	14.0	9.5
North Main St. (Route 83) west of Dearborn Street	Northbound	1.4	77.0	7.5	14.1
	Southbound	0.6	81.0	9.0	9.4
Shaker Road (Route 220) North of Chestnut Street	Northbound	0.0	83.0	10.0	7.1
	Southbound	0.0	81.0	12.5	4.6

**Vehicle Travel Speeds**

Travel Speed data was collected to establish the ranges in which vehicles were measured to be traveling. This data was used to establish “bins” of data to summarize the ranges in which vehicles were measured to be traveling (Table 4-5). The “Pace Speed” consists of the range in which most vehicles were recorded to travel. Speed data was also used to calculate the “85<sup>th</sup> Percentile” Speed for each direction on the roadway. The 85<sup>th</sup> Percentile Speed is defined as the speed that 85 percent of all traffic is traveling at or below. This method is typically used to establish the posted speed limit on a roadway. By comparing the 85<sup>th</sup> Percentile Speed to the posted speed limit a community can determine how well traffic is complying with the current posted speed limits and if increased enforcement of the posted speed limits is necessary. Speed data is summarized in Tables 4-4 and 4-5.

**Table 4-4: 85<sup>th</sup> Percentile Speeds (in mph)**

Location	WB/NB	EB/SB	Posted Speed
Somers Road (Route 83) s/o Callender Street	44	40	40
North Main Street (Route 83) n/o Dearborn Street	40	40	35
Shaker Road (Route 220) n/o Chestnut Street	39	35	35

**Table 4-5: Speed “BIN” Data (in mph)**

	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65
North Main St (NB)	1.8	0.1	0.6	4.4	21.8	41.3	22.0	4.5	0.6	0.3	0.2	2.4
North Main St (SB)	1.8	0.2	0.8	6.3	32.0	40.9	12.5	2.0	0.4	0.2	0.2	2.6
Shaker Road (NB)	2.3	0.8	3.0	18.9	44.5	22.6	4.0	0.7	0.2	0.2	0.1	2.7
Shake Road (SB)	3.4	2.4	6.5	22.2	39.4	19.6	3.6	0.5	0.2	0.2	0.1	2.0
Somers Road (NB)	1.2	0.6	2.4	8.8	23.7	36.2	20.1	4.7	0.5	0.2	0.1	1.5
Somers Road (SB)	1.0	0.6	2.1	10.9	36.1	35.9	10.0	1.4	0.2	0.1	0.1	1.6

**Existing Pavement Condition**

A Pavement Management System (PMS) is a systematic process that collects and analyzes roadway pavement information for use in selecting cost-effective strategies for providing and maintaining pavements in a serviceable condition. To conduct pavement data collection, the PVPC uses the “Road Manager” software developed by Vanasse Hangen Brustlin, Inc., (VHB). The Road Manager has been customized to apply pavement management techniques to each municipality’s specific roadway needs and priorities in the region as part of the PVPC’s local PMS. The Road Manager assesses the present pavement conditions and forecasts them annually based on historically derived roadway deterioration curves. Through the application of improvement funds, various budget scenarios can be compared to identify the condition levels associated with an improving, stabilizing, or deteriorating roadway condition performance. The study area for the pavement condition analysis consisted of all federal-aid eligible roadways in the Town of East Longmeadow. The federal-aid highway system consists of any roadway that is not functionally classified as a rural minor collector or local roadway. These roadways belong to a block grant type program called the Surface Transportation Program (STP). The STP includes National Highway System (NHS) roadways, which primarily consist of Interstate routes, and a large percentage of urban and rural principal arterials. There are currently 30.7 miles of federal-aid eligible roadways in the Town of East Longmeadow.

**Pavement Assessment Methodology**

The first step in the pavement condition analysis is an inventory of the existing federal-aid roadway network and development of manageable roadway segments based upon existing topography and roadway geometry. Historical information on roadway improvement projects in the community is also collected to assist in the development of future maintenance recommendations. The pavement distress data is then collected and entered into the Road Manager Software. Lastly, the data is analyzed and a proposed maintenance plan is developed.

The Road Manager uses a Road Condition Index (RCI) as a measurement of roadway serviceability and as a method to establish performance criteria. RCI is derived from controlled measurements of conditions including: pavement surface, ride ability, drainage, safety, utilities, traffic controls, sidewalks, and roadside maintenance. These eight individual condition indices are based on inputs supplied to the Road Manger from the roadway survey. In analyzing East Longmeadow’s federal-aid roadway system, pavement surface condition was considered to be the most important; therefore, the

greatest significance was assigned to the Pavement Condition Index (PCI) when recommending future roadway improvement projects.

A Pavement Condition Index (PCI) was generated for each inventoried roadway segment in the town using the distress data collected by the PVPC staff. Deduct values assigned to each type of distress based on severity and extent was applied to generate a PCI for each roadway segment. The PCI values generated are grouped into PCI category ranges which are defined by the user depending on the type and functional class of each segment. The PVPC incorporated five default repair categories with appropriate unit costs: (1) reconstruction, (2) rehabilitation, (3) preventive maintenance, (4) routine maintenance, and (5) no action. Reconstruction involves the complete removal and replacement of a failed pavement section and base. The rehabilitation of pavements includes the work necessary to restore the pavement to a condition that will allow it to support traffic on its existing base. Preventive maintenance activities are those which are performed at planned intervals to protect and seal the pavement. Routine maintenance activities are those which are taken to correct a specific pavement failure or area distress.

### **Pavement Evaluation Results**

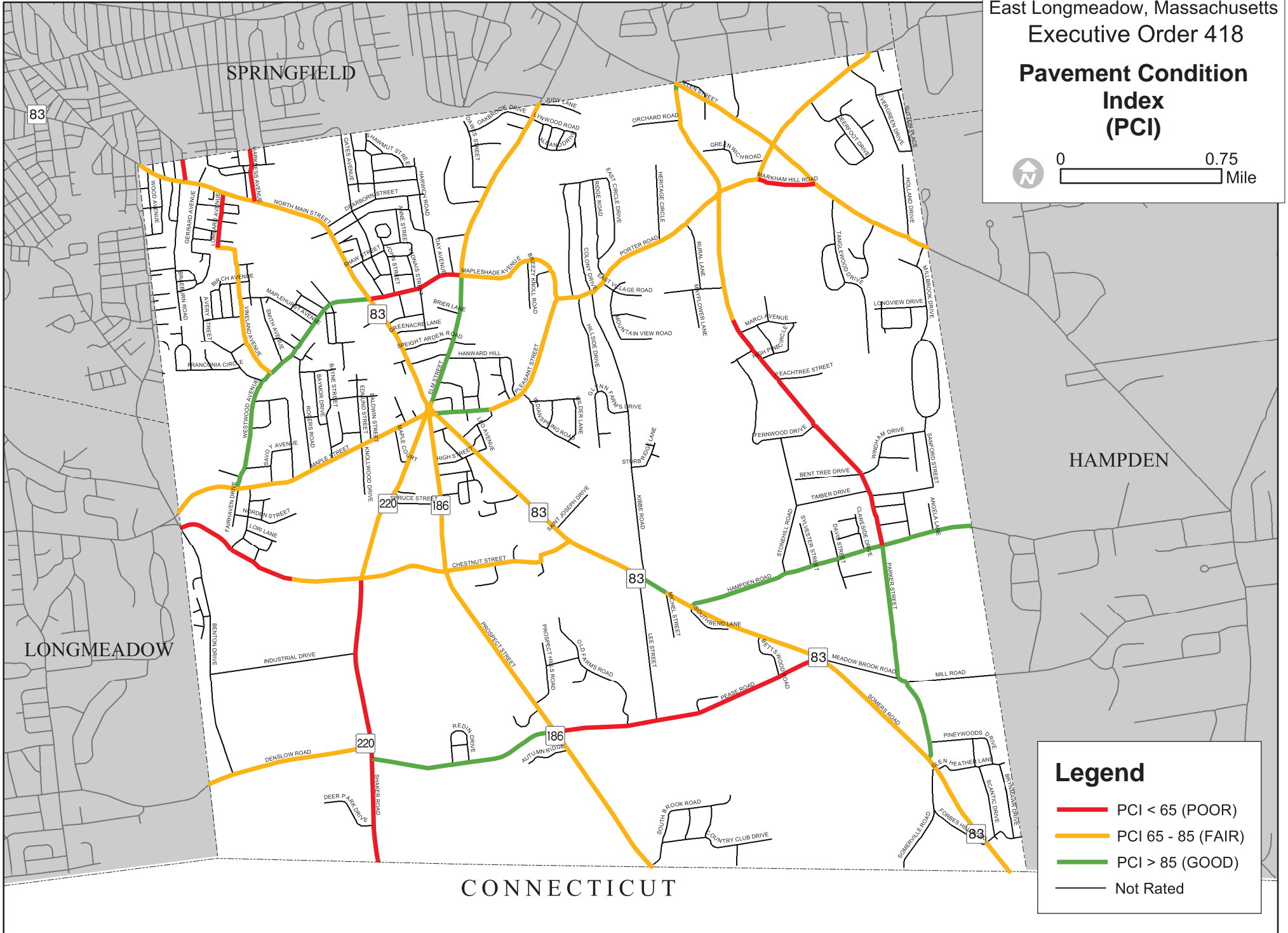
A list of repair strategies was developed based on the PCI ranges and road characteristics such as the base, functional class, pavement type, curb reveal, drain index, and utility index. The Road Manager uses the repair strategies to assign a repair type and its associated cost to each roadway segment. The PVPC staff surveyed 30.77 miles of federal-aid eligible roadways in East Longmeadow which was divided into 52 roadway segments. Pavement distress data was collected for the entire STP roadway network and select NHS roadways based on discussions with MHD. The PCI generated by the Road Manager was used to establish pavement condition categories of "Good", "Fair", and "Poor" with PCI ranges of greater than 85, between 65 and 85, and less than 65, respectively. The average PCI for the surveyed roadways in East Longmeadow is rated at 79, which indicates that the majority is in a fair to poor condition. The results indicate that East Longmeadow's surveyed federal-aid eligible roadways are broken down as follows: 40% of the roadways are in good to excellent condition, 50% are in fair condition, and 10% are in poor condition. Figure 4-3 depicts this information graphically. East Longmeadow's surveyed federal-aid roadways consist of 22.51 miles of collector roadways and 8.26 miles of arterial roadways. Figure 4-2 summarizes the existing roadway conditions for each roadway classification.



Figure II - 2

East Longmeadow, Massachusetts  
Executive Order 418  
**Pavement Condition Index (PCI)**

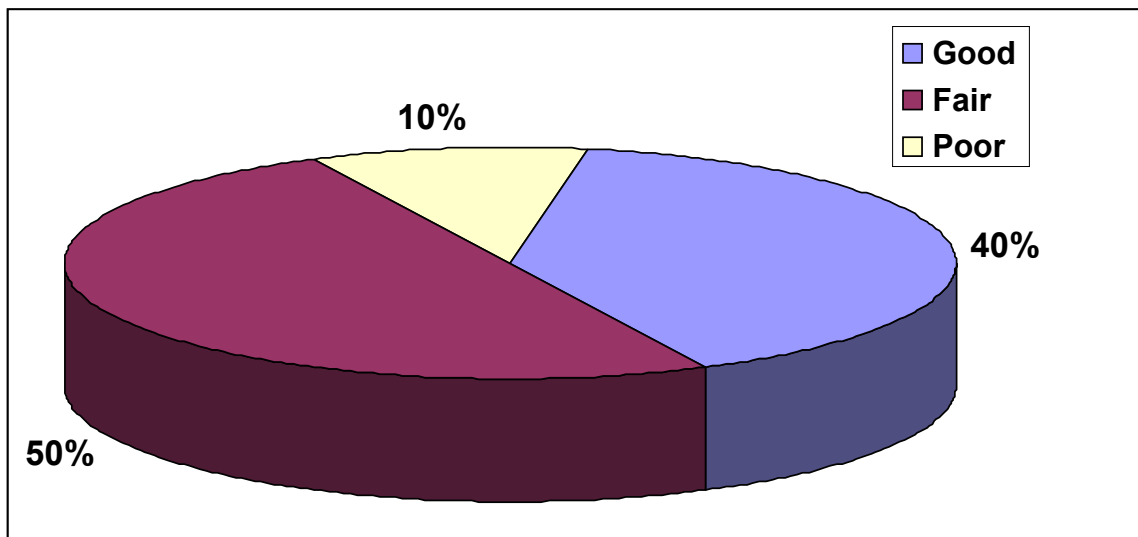
0 0.75 Mile



**Legend**

- Red line: PCI < 65 (POOR)
- Yellow line: PCI 65 - 85 (FAIR)
- Green line: PCI > 85 (GOOD)
- Thin black line: Not Rated

**Figure 4-3: Roadway Condition**



**Estimated Pavement Improvement Costs**

The budgeting process of the Road Manager can be used to calculate the backlog of repair work by assigning 100% of the town's surveyed roadway segments within the best PCI range (greater than 93). The backlog is defined as the cost of bringing all roads up to a near perfect condition within one year. The backlog represents how far behind the roadway network is in terms of its present physical condition and measures the cost of performing all desirable repairs to achieve the best PCI range. In the middle of year 2003 the backlog repair work for East Longmeadow was \$3,919,955. This shows a decrease of \$890,004 from the 2001 backlog of \$4,209,959. This cost estimate is useful in identifying the pavement condition of the system in the middle of year 2003 and in comparing to future and/or past years' backlogs. After the backlog of improvement needs have been determined, the recommended maintenance actions for roadway segments are ranked by priority. The priority of segment improvement is determined based on its calculated Benefit Value (BV). BV is a function of vehicle volume, roadway length, estimated life of repair, improvement cost, and PCI, and it is a measurement of the benefit/cost ratio for each segment improvement recommendation. Tables 4-6 and 4-7 summarize the town's top five arterial and collector roadway segments in terms of BV.

**Table 4-6: BV Listing of the Top Five Arterial Roadway Segments**

Street Name	Sec. ID	From	To	Cost	Length (ft)	PCI	Repair Code	BV
North Main Street	100	Springfield C.L.	Westwood Avenue	\$185,867	6970	71	3	150
Elm Street	100	Maple Street	North Main Street	\$883	53	73	3	146
Somers Road	800	High Street	Elm Street	\$34,448	1531	78	3	137
North Main Street	200	Westwood Avenue	Elm Street	\$75,729	3115	79	3	135
Elm Street	200	North Main Street	Brook Street	\$29,748	1373	99	3	133

**Table 4-7: BV Listing of the Top Five Collector Roadway Segments**

Street Name	Sec. ID	From	To	Cost	Length (ft)	PCI	Repair Code	BV
Denslow Road	100	Shaker Road	Longmeadow T.L.	\$86,948	4013	75	3	71
Mapleshade Avenue	100	Pleasant Street	Elm Street	\$61,736	3221	75	3	71
Prospect Street	100	Shaker Road	House 171	\$45,104	2165	75	3	71
Chestnut Street	400	Shaker Road	Somers Road	\$105,600	5280	77	3	69
Porter Road	100	Mapleshade Avenue	House 84	\$33,000	1584	78	3	68

As can be seen from the table, preventative maintenance is recommended for each of the roadway segments. The general principle of pavement management is to keep the roadway segments that are in good condition from deteriorating to the point where they will require costly reconstruction projects.

### **Identifying the Status and Jurisdiction of Roads in East Longmeadow (Public, Private and Unknown)**

*This section is a collection of historical and legal references as they relate to the roads of East Longmeadow. The PVPC did not retain the services of legal council to prepare this section and instead relied on two published resources including direct quotes and legal references. The first is TOWN WAYS, DEVELOPMENT, AND MASSACHUSETTS LAW; Alexandra Dawson, 1984, Ms. Dawson's writings provides many of the references included here. The second is THE SUNDERLAND ROAD STUDY; David Palmer, 1989.*

While most roads in East Longmeadow are well established and clearly bounded, there are some public roads that are only vaguely defined both on the ground and in the public record. Implications of a public versus a private way are significant to the Town. The legal and financial implications of public versus private jurisdiction include:

- financial liability for reconstruction, maintenance, and repair;

- legal liability for accidents attributable to defects in the way;
- state and federal financial contributions to reconstruction and repair;
- rights of landowners upon the way to alter or close off the way and/or limit, its use;
- use of the way by industrial and commercial users as a through way to other property;
- Responsibility for setting the bounds of the way and design improvements.

### **History of the Creation of Public Ways in East Longmeadow**

In the 1700's and 1800's public ways were created in four ways; a formal layout by the county or municipality; prescriptive use by the public; dedication by private individuals and acceptance by the public; and layout as a "statutory private way." (Statutory private ways were laid out by towns for individual landowners, at the landowner's expense. Open to the public, but the town was not responsible for maintenance).

As time went on, problems with early record keeping procedures made it increasingly difficult to know which ways were public and which were private. To deal with this issue a strict statute was passed in 1846 (now Ch. 82 of M.G.L.) that created guidelines for establishing or altering a public way.

Today, there are three ways of creating a layout for a public ways. These include:

1. Vote of Town Meeting (Ch.82) The Town may vote to accept a layout as a public way. This requires an engineering layout; notice to the abutters; notice to the community, and recommendation by the Planning Board.
2. Proof of existence prior to 1846 - Prove that a way became public prior to 1846 using old maps and documents as evidence.
3. Prescriptive Use (adverse possession) - Show that the public made regular, continuous, use of a way in for 20 years, with the belief that it was a public way.

While roads created after 1846 are well documented. The roads that existed in East Longmeadow prior to 1846, including 'paper' roads, are often not as well documented. One of the difficulties with roads created before 1846 is that their location is difficult to determine with precision. If layouts were prepared, there may be no record of them, or if layouts exist they may be described in terms of buildings, ponds and streams, and other landmarks that have changed.

### **Discontinuance of Public Ways**

Documentation of the discontinuance of a public ways is a valuable resource in researching the status of roads. Public or private ways are discontinued or established as a private way by vote of Town Meeting. The second method for discontinuance is by the board having charge of a public way. After notice to property owners, publication and posting, a public hearing and a finding that the way "has become abandoned and unused for ordinary travel and that the common convenience and necessity no longer requires said town way or public way to be maintained in a condition reasonably safe and convenient for travel', the board may vote to discontinue the public way. A vote to

discontinue a way does not constitute admission that a public way ever existed and the Town is not liable to a landowner when a public way becomes private.

### **Creation of Private Ways**

A private way is just another use of private land and subject to zoning control. The deeds of the landowners reflect mutual rights to use the way and continue in new owners even if the deeds do not contain an easement. The town is not required to maintain a private way; however it can do maintenance and repair without liability.

### **Inventory of East Longmeadow Roads**

A comprehensive inventory of roads in East Longmeadow would involve the creation of a written report describing roads currently maintained and traveled, as well as those roads that appear in the public record but that are no longer maintained and used only occasionally.

The description of each road should include:

1. The current status (state, county or town road), and reference for defining layout (if any).
2. Width.
3. Ownership of the land over which the road or right-of- way passes.
4. Reference for any plans of the road (including copies of all layouts that were recorded in the Registry of Deeds are represented. Many plans can be found in the highway records room of the Hamden County Registry of Deeds. Plans are also on file at the Department of Public Works at Town Hall.

### **Personal Travel in East Longmeadow**

*During the public review of this plan local citizens expressed concerns for what is perceived as an increased dependence on vehicles. This section identifies the local trends in personal transportation as they relate to these concerns.*

Residents in East Longmeadow have followed several regional and national trends in personal travel behavior. Growth in the local population (5%) has been outpaced by growth in the number of households (12.5 percent) during the last 10 years. The end result has been more driveways, more garages, and more vehicles per person. The number of households with three vehicles increased 33 percent, up from 605 in 1990 to 808 households in 2000. Table 4-8 documents the local trend toward more vehicles per household. Although the table shows little change in the overall average number of vehicles per household (1.89), this number was influenced by the increase in the number of households and the reduction in households with five or more vehicles. As surrounding communities follow a similar trend the associated environmental impacts will become more obvious. Traffic issues normally associated with peak hour congestion (between 7 and 9 a.m. in the morning and again between 4 p.m. and 6 p.m.) may begin to occur during other periods of the day. In addition, as the roadway system nears capacity, small disruptions in traffic flow caused by road repair or utility work will result in noticeable disruption to travel patterns. A transportation system operating at 50 percent capacity can accommodate these disruptions without significant delays, while a system operating near capacity has limited alternatives.

**Table 4-8: East Longmeadow Vehicle Ownership by Household**

	1990 Census		Census 2000		Change 1990 to 2000	
	Number	Percent	Number	Percent	Number	Percent
<b>VEHICLES AVAILABLE<sup>1</sup></b>						
<b>Total households</b>	4,655	100.0	5,236	100.0	581	12.5
No vehicle available	230	4.9	220	4.2	-10	-4.3
1 vehicle available	1,277	27.4	1,463	27.9	186	14.6
2 vehicles available	2,230	47.9	2,489	47.5	259	11.6
3 vehicles available	605	13.0	808	15.4	203	33.6
4 vehicles available	218	4.7	226	4.3	8	3.7
5 or more vehicles available	95	2.0	30	0.6	-65	-68.4
Mean vehicles per household	1.92	(X)	1.89	(X)	-0.02	(X)

Source: U.S. Census 2000

Increased traffic and congestion disrupts travelers. The impacts, however, can affect a community as a whole. Vehicular traffic directly impacts the quality of life for a large cross section of residents. Increased traffic can cause higher levels of noise and vibration, as well as increased dust and other air pollutants. These negative aspects of traffic can disproportionately impact the population. Children and senior citizens are two groups placed at higher risks for traffic related injury as pedestrians. Other issues related to traffic include neighborhood “cut through” traffic and speeding, both of these factors are often overlooked in evaluating transportation congestion impacts.

**Journey to Work by Mode**

The data available from the 2000 census showed a significant trend toward longer travel times to work. The single biggest increase (+33.8%) was for workers traveling 20 to 29 minutes, while the largest decrease (-25.2%) was for workers traveling less than 5 minutes. The data also clearly documents a trend towards driving alone to work. While single occupancy vehicle use increased (+11.7%) all other modes of transportation including carpooling, public transit, walking, and bicycling decreased.

**Table 4-9: Travel to Work Trends in East Longmeadow**

	1990 Census		Census 2000		Change 1990 to 2000	
	Number	Percent	Number	Percent	Number	Percent
<b>TRAVEL TIME TO WORK</b>						
<b>Workers not working at home</b>	6,253	100.0	6,650	100.0	397	6.3
Less than 5 minutes	234	3.7	175	2.6	-59	-25.2
5 to 9 minutes	888	14.2	792	11.9	-96	-10.8
10 to 14 minutes	896	14.3	820	12.3	-76	-8.5
15 to 19 minutes	1,249	20.0	1,188	17.9	-61	-4.9
20 to 29 minutes	1,623	26.0	2,172	32.7	549	33.8
30 to 44 minutes	838	13.4	990	14.9	152	18.1
45 or more minutes	525	8.4	513	7.7	-12	-2.3
Mean travel time to work (minutes)	19.8	(X)	21.9	(X)	2.1	(X)
<b>MEANS OF TRANSPORT TO WORK</b>						
<b>Workers 16 years and over</b>	6,446	100.0	6,874	100.0	428	6.6
Drove alone	5,591	86.7	6,244	90.8	653	11.7
Carpooled	483	7.5	308	4.5	-175	-36.2
Public transportation (including taxi)	35	0.5	0	0.0	-35	-100.0
Bicycle or walked	125	1.9	83	1.2	-42	-33.6
Motorcycle or other means	19	0.3	15	0.2	-4	-21.1
Worked at home	193	3.0	224	3.3	31	16.1
*Source: US Census 2000						

### Transit

The Pioneer Valley Transit Authority provides fixed route transit service from East Longmeadow to Springfield on the R-18 Route, G2 Route, and B13 Route. Door-to-door accessible van service (para-transit) is also provided for elderly and disabled residents.

### Pedestrian and Bicycle Accommodations

The Town of East Longmeadow has an extensive sidewalk network that connects many of the popular walking destinations in the village center. Popular walking destinations include the Town Hall, Heritage Park, High School, Middle Schools, the library, as well as many retail stores. East Longmeadow was the first community in the Pioneer Valley Region to implement a sidewalk master plan. Since that time sidewalks have been constructed or reconstructed along Mapleshade/Westwood Roads, and Maple Street. In addition sidewalks have been included in the planning stages of many new roadway projects including Elm Street. Many crosswalks have also recently been re-striped and handicap ramps have been installed.

Bicycle accommodations in East Longmeadow include striped shoulders on many of the newer roadways while much of the older roadway infrastructure has narrower travel lanes or no shoulder. In the past, most collector and minor arterial streets did not have painted shoulder markings (also called “fog lines”). That trend has changed as many roadways are resurfaced or reconstructed.

One of East Longmeadow’s most significant bicycle and pedestrian improvements is the Redstone Rail Trail. When completed, this new multi-use trail will follow the abandoned

Boston and Maine Railroad corridor from Westwood Avenue south to Denslow Road. The first phase of this project is scheduled to be constructed in the FFY 2005. The Town has secured most of the right-of-way and engineering plans are nearing completion. When completed the bicycle and pedestrian facility will provide a transportation alternative to the heavily traveled sections of Shaker Road and North Main Street. The Redstone Rail Trail will also provide recreation and fitness opportunities for the surrounding population.

**Future Build Out**

It is important to consider the impact of zoning regulations and future growth in employment, population, and residential development on the existing transportation system. Zoning regulations may permit large developments with high trip generation rates in primarily residential areas. Site specific developments can be expected to impact the existing flow of traffic and add to delay throughout the study area. Growth in surrounding communities can also result in an increase in commuter traffic through the Town of East Longmeadow. Many potential future deficiencies and problem areas can be eliminated by identifying the problem before it happens.

**Future Forecasts**

The Bureau of Transportation Planning and Development (MassHighway Planning) developed the future forecasts of population, households, and employment for the state of Massachusetts and regional planning agencies. Their procedures and preliminary estimates were reviewed by the Pioneer Valley Planning Commission and modifications were made based on our comments. A complete summary of the forecasts for population, households, and employment data for the Town of East Longmeadow is shown in Table 4-10.

**Table 4-10: Population, Household and Employment Forecast Data**

	1990	2000	2005	2010	2015	2020	2025
Population	13,367	14,100	14,473	14,703	14,933	15,167	15,398
Households	4,670	5,248	5,363	5,627	5,812	6,013	6,330
Employment	7,991	10,088	10,516	10,868	10,948	11,020	11,045

MassHighway Planning utilized several sources, such as the Massachusetts Institute for Social and Economic Research (MISER), Woods & Poole Economics (WPE), and the U.S. Census to forecast population for the state. To determine the number of households at the state and regional level, population in households is divided by average household size. This data was estimated for the Town of East Longmeadow based on past trends.

Both population and households are projected to increase only slightly in the Town of East Longmeadow from 2000 to 2025 with total population increasing by 1.5% and the total number of households increasing by 11%. The average occupancy per household is expected to decrease slightly from 2.36 residents in 2000 to 2.15 residents in 2025.

Total employment is defined as the number of employed residents plus non-residents who commute into the community to work minus residents who commute out of the community to work. Employed residents are forecast by multiplying persons 16 years and over by the labor force participation rate. Employment was allocated at the



community level by regressing past decades with a non-linear growth function, and then the proportion of jobs to population is examined as a check for reasonableness.

Employment is forecasted to remain steady at current levels in East Longmeadow over the next 25 years. This trend reflects current limitation to parcels zoned for business in the community.

**Maximum Build-out**

In 1999, The Executive Office of Environmental Affairs (EOEA) commissioned a build-out analysis for every community in Massachusetts. The build-out analysis provided a preview of the type and location of the maximum future development that could be expected under current zoning. While it is unlikely that maximum build-out will ever be attained, this information is useful to analyze the impact of developing every piece of available land under current regulations on population, demands on public services, and consumption of resources. The estimated impact of a complete build-out of the Town of East Longmeadow on population, households and employment is shown in Table 4-11. Employment is projected to increase by 800 employees from 2000 to 2010 with modest growth thereafter.

**Table 4-11: Projected Maximum Build-out Levels**

	<b>2025</b>	<b>Maximum Build-out</b>	<b>Net Increase</b>
Population	15,398	17,668	2,270
Households	6,330	7,101	771
Employment	11,045	11,950	905

As seen in Table 4-11, the complete build-out of every piece of currently undeveloped or underutilized land has a moderate impact on population, household and employment size. The Maximum Build-Out scenario assumes complete development of all available land regardless of existing constraints and demonstrates that the Town may be closing in on the projected build-out. This exercise is important to show the need for controls on development and to protect open space and conservation land. The effect of this increase on traffic will be documented in next section of this report.

**Travel Demand Model**

Travel demand models are developed to simulate actual travel patterns and existing transportation conditions. Traffic is generated using socioeconomic data such as household size, automobile availability and employment data. Once the existing conditions are evaluated and adjusted to satisfactorily replicate actual travel patterns and vehicle roadway volumes, the model is then altered to project future year conditions. The preparation of a future year socioeconomic database is the last step in the travel demand forecast process. Forecasts of population and socioeconomic data are used to determine the number of trips that will be made in the future

Travel demand forecasting is a major step in the transportation planning process. By simulating the current roadway conditions and the travel demand on those roadways, deficiencies in the system are identified. This is an important tool in planning future network enhancements and analyzing currently proposed projects. The Pioneer Valley Planning Commission (PVPC) uses the TransCAD software to perform transportation forecasts for its base year of 2000 and analysis years of 2010, 2020, and 2025. All 43

communities within the boundaries of Hampden and Hampshire Counties are included in the PVPC regional transportation model. Roadway networks are constructed using current information for the higher classified roads. Most local streets are not included in the travel demand model and are represented by centroid connectors that link the major routes to areas of traffic activity.

**Future Volumes**

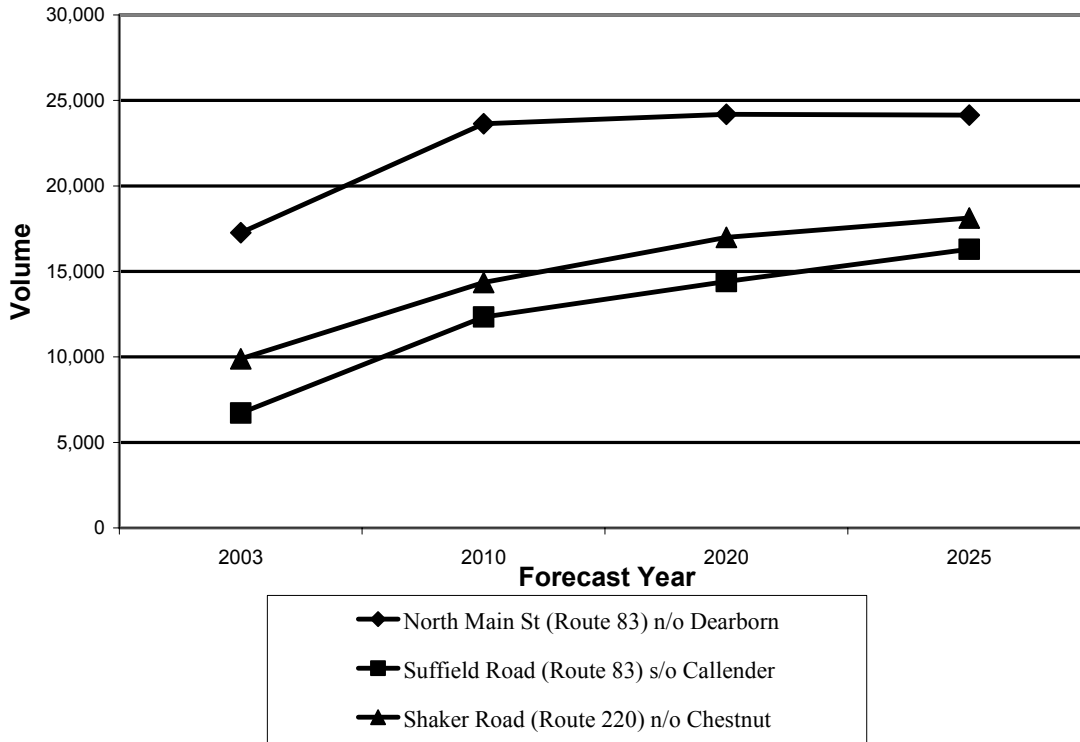
Estimates of average weekday traffic volumes were obtained from the PVPC regional transportation model for each of the analysis years and are presented in Table 4-12.

**Table 4-12: Future Traffic Volume Forecast**

<b>Location</b>	<b>2003</b>	<b>2010</b>	<b>2020</b>	<b>2025</b>
North Main Street (Route 83) n/o Dearborn	17,258	23,627	24,187	24,139
Somers Road (Route 83) s/o Callender Street	6,722	12,334	14,410	16,292
Shaker Road (Route 220)-n/o Chestnut Street	9,891	14,351	16,988	18,126

As can be seen from the Table, future traffic volumes are expected to increase as based upon the predicted increases in population for East Longmeadow and the surrounding communities of Hampden, and Somers and Enfield, CT. Volumes on Somers Road and Shaker Road increase dramatically from 2003 to 2020. Future traffic volume information is shown graphically by geographic area in Figure 4-4.

**Figure 4-4: Future Traffic Volume Projections**



Traffic volumes along North Main Street (Route 83) n/o Dearborn Street are projected to approach 24,139 vehicles per day in the 2025 analysis year. This is an increase of 39% over current levels. As traffic volumes and congestion continue to increase, vehicles may experience delays and seek alternate routes in order to reduce travel times.

**Regionally Significant Projects**

Major roadway improvement projects such as the widening of an arterial roadway from two lanes to four lanes of travel can have a significant impact on future traffic volumes in the region. Improvements identified in the Short and Long Range Elements of the current Regional Transportation Plan for the Pioneer Valley Metropolitan Planning Organization were incorporated into PVPC’s regional transportation model. The roadway projects for each analysis year are listed in Table 4-13.

Site specific major improvement projects that have been included in the regional transportation model include the East Longmeadow Rotary, and several projects in adjacent communities that could dramatically influence current travel patterns for commuter traffic in East Longmeadow. Some of these projects include the Julia Buxton (South End) Bridge and flyover ramp in Agawam and ramp reversal project on Interstate 91 in Springfield.

Other local transportation projects identified in the Regional Transportation plan are included in Table 4-13. Several of these projects are nearing construction. The Elm Street reconstruction project will provide significant improvements in drainage, widening, and sidewalks. When completed the project is expected to cost \$3,480,000.

**Table 4-13: East Longmeadow Projects in the Regional Transportation Plan**

SID	Project Name	Project Description	Project Year	Design Status	Total Cost
601350	Elm Street	Reconstruction: Springfield CL to Center Sq.	2006	75%	\$1,900,000
601351	Allen St.	Reconstruction & Widen	2007	Not Started	\$400,000
603708	Westwood Ave.	Reconstruction: Maple St. to N. Main St.	2008	Not Started	\$1,600,000
603709	Mapleshade Ave.	Reconstruction: Pleasant St. to N. Main St.	2008	Not Started	\$1,500,000
602338	Redstone Rail Trail	Construction: Maple Street to Denslow Road	2006	25%	\$925,000

**Table 4-14: Regionally Significant Projects Included in the Regional Transportation Plan**

Analysis Year	Community	Project Description
2003	Hadley, Northampton	Calvin Coolidge Bridge widening from 3 lanes to 4 lanes
2003	Hadley	Route 9 widening to four lanes – from Calvin Coolidge Bridge to West Street
2003	Springfield	Reversal of 4 existing I-91 ramps
2003	Chicopee	Memorial Drive signal coordination
2003	Hadley	Route 9 signal coordination
2003	Westfield	Route 20 signal coordination
2003	Springfield	Reconstruction, widening, and signal coordination on Parker Street
2003	Holyoke, W. Springfield	Route 5 signal coordination. Construct a new collector road to showcase cinema.
2010	Chicopee	Deady Memorial Bridge – widen to 5 lanes.
2010	Chicopee	Traffic coordination and improvements along Broadway
2010	Holyoke	Improvements to Commercial Street corridor
2010	Westfield	Route 10/202 Great River Bridge – two bridges acting as one-way pairs.
2010	Springfield	New slip ramp from I-291 to East Columbus Avenue
2010	Northampton	Road widening on Damon Road from Rte 9 to King St.
2010	Chester	Maple Street bridge restoration as a one-way bridge.
2010	E. Longmeadow	Improvements to the East Longmeadow Rotary.
2020	Agawam	Route 57 Phase II new limited access highway from Route 187 to Southwick Line.
2020	Holyoke	Elmwood Bypass – new roadway from I-391 to Lower Westfield Road, Holyoke
2020	Agawam, Longmeadow, Springfield	Improve the South End Bridge, construct a direct ramp from the South End Bridge to Route 57, and fix existing lane reduction problem on I-91 between Exits 1-3.
2025	Northampton	Connector roadway between Route 10 and Route 66 from Old South Street.
2025	Ludlow, Springfield	Route 21 bridge reconstruction (possible to be widened as well)

**Maximum Build-out**

The results of the maximum build out scenario were input into the regional transportation model to determine the effect on future traffic. This information is summarized in Table 4-15. The maximum buildout takes into consideration land-use potential and also the impact of major road construction projects included in Table 4-14.

**Table 4-15: Transportation Impacts of Maximum Build-Out**

Location	2025	Max
North Main Street (Route 83) n/o Dearborn	24,139	27,036
Somers Road (Route 83) s/o Callender Street	16,292	21,505
Shaker Road (Route 220)-n/o Chestnut Street	18,126	22,551

As expected, traffic volumes increased significantly on all roadways under the maximum build-out scenario. Again it is unlikely that the maximum build-out scenario could ever

be realized or that these traffic volumes could be supported by the existing roadway infrastructure. However, it is interesting to see where the largest increases in traffic occur in the town. Some of the largest increases occurred along the mid-section of Somers Road south of Callender Street. This is due to the potential for further development in the Somers and Enfield Connecticut area and the proximity of these communities to I-91.

The purpose of the maximum build-out scenario is to show the importance of controls on how a community develops in the future. It is important to plan for future growth to balance its impact on the economy, town resources, and the transportation system.

### **Recommended Transportation Strategies**

Based on the results of the existing transportation conditions analysis, a series of short term recommendations were developed to address existing deficiencies. The strategies were further refined through a public participation process that culminated with a community meeting at the Birchland Park Middle School in May of 2004. The recommended strategies are intended to be low-cost, "quick-fix" solutions that address the individual concerns of residents and community wide issues. The strategies are designed to be implemented over a 3-5 year timeframe. No recommendations were developed for areas in which transportation improvements are currently being implemented, as these improvements can be expected to correct the existing deficiencies at these locations. An example would be reconstruction of Elm Street to include sidewalks, a project that is already moving forward.

The Town of East Longmeadow should consult with MassHighway District 2 (Northampton) prior to the implementation of any improvements along under the jurisdiction of the Massachusetts Highway Department. Table 4-16 shows the agency, community or organization responsible for initiating the next course of action in implementing these recommendations. Several of the recommendations could be implemented at no or low cost to the Town of East Longmeadow through a Local Technical Assistance Request (LTA) which provides three days of technical assistance to the Town from the Pioneer Valley Planning Commission.

## **Engineering Strategies:**

### **Update the town sidewalk master plan.**

The existing sidewalk master plan should be revisited and revised to reflect recent development in Town. Priorities from the previous plan should be updated to assure that current issues and needs related to pedestrians are being adequately addressed. This task should easily be accomplished under a Local Technical Assistance Request to PVPC or through a Unified Transportation Planning Work Program Request.

### **Construct/Expand the Redstone Rail Trail Bikepath Project.**

The Redstone Rail Trail Advisory Committee working in cooperation with the Board of Public Works has made great strides in recent years towards the implementation of this project. The effort should continue to identify sources of construction funds for the project and to assure that the right of way for future trail segments is secure.

**Adopt a standard travel lane width pavement re-stripping program.**

Pavement markings are faded in several areas in town, particularly the crosswalk between the East Longmeadow Library and Post Office and near the schools. These markings provide regulatory and warning information to drivers without diverting their attention from the roadway. Maintenance of these markings to ensure that maximum visibility is maintained. A standard 11.8 foot travel lane width with a paved shoulder line should be adopted for a roadway resurfacing projects on arterial and collector streets. The painted shoulder line improves safety for bicyclists and motorists as well as pedestrians that use walk the shoulder where sidewalks do not exist. The cost should be incorporated into the existing pavement striping program. East Longmeadow officials may also want to consider posting “Share the Road” signs along Somers Road and other popular bicycle routes.

**Conduct an ADA town wide audit of intersection crosswalks.**

The Town should conduct an inventory of pedestrian crosswalks and document compliance with ADA. Crosswalks that are below accepted standards should be included in the sidewalk plan and prioritized based on need.

**Install bike rack at popular destinations**

Bikes racks are an inexpensive yet effective way to encourage more people to bicycle. There are numerous municipal buildings and retail establishments that are popular bicycle destinations despite the fact that they do not provide secure parking. PVPC currently is soliciting communities interested in acquiring bike racks for use in public spaces. These racks are available to communities at no charge, with the condition that local the local Department of Public Works coordinate the installation.

**Identify “high priority” neighborhood streets for traffic calming.**

The East Longmeadow Department of Public Works and Planning Board should work with the Police Department and Fire Department to identify several neighborhood streets that experience a large volume of “cut-through” traffic that travels above the posted speed limit. Working with the residents on the street, an effort should be made to assess the problem and identify potential solutions.

**Update the Local Pavement Management Program**

A pavement management program including all of the town-accepted roadways (PVPC currently conducts pavement management along all federal-aid eligible roadways) would allow for the prioritization of new roadway improvement projects and more efficiently use the town’s transportation improvement funds. The new methods for pavement management now include analysis of unpaved roads and sidewalks.

**Develop a Highway Sign Inventory**

Conduct a complete inventory of the location and description of all highway signs to identify missing or faded signs and provide cost projections for long term maintenance and replacement. This effort should involve police and fire department staff and should include an inventory and replacement of street signs to reflect the requirements defined under the revised Manual for Traffic Control Devices (MUTCD).

**Implement an Annual Traffic Counting Program**

Develop and implement annual updates to traffic volume counts on local arterial and collector streets. PVPC currently offers several traffic volume counts to local municipalities at no charge. The Town of East Longmeadow could use this opportunity

to gather updates to the existing traffic volume database. This information would be useful in tracking shifts in vehicle volumes and in forecasting future traffic trends.

#### **Develop a Traffic Signal Inventory**

Traffic signal operations on major roadways in East Longmeadow should be monitored and signal timing plans reviewed and updated as traffic volumes increase. PVPC's could provide assistance collecting turning movement counts (TMC) through the PVPC Local Technical Assistance Program (LTA).

#### **Inventory and Research Roadway Jurisdiction**

Local "paper streets" and other undefined public and private ways should be inventoried and ownership should be researched using information from Town Assessor records and Hampshire County Registry of Deeds.

### **Transportation Education and Encouragement Strategies:**

#### **Participate in Bike Commute Week**

East Longmeadow should also consider participation in "Bike Commute Week." This national event culminates each year during the third week of May with activities encourage local cyclists. Some of the current single occupant vehicle commuter trips to the major employers as well as retail stores and municipal buildings could be replaced with bicycle trips.

#### **Introduce a crosswalk education program for motorists**

Working with the Police Department and the School Department, the Board of Selectmen should identify crosswalks with high risk for pedestrians. These crosswalks would be posted and motorists would be stopped and informed of traffic rules for crosswalks as defined under the Massachusetts General Laws Chapter 90. This education effort should be followed up with an assessment of crosswalk compliance by motorists in the weeks that follow.

#### **Develop a "Safe Routes to School" program**

East Longmeadow should consider the impact of trip reduction strategies for students traveling to schools in town. Several communities in the Commonwealth are currently participating in a "Safe Routes to School" program for school age children. The program is designed to reduce "drop off" trips and demand for busing through adult supervised "walk to school" and "bike to school" programs. In addition to reducing vehicle trips during peak demand periods, the programs encourage healthy lifestyle changes that incorporate exercise while reducing long term health risks for both children and adults. Such a program could also help reduce the current traffic congestion problems at the East Longmeadow High School, and Middle School where traffic issues are the greatest.

#### **Promote/encourage the use of PVTA transit service**

PVTA currently provides an important service to the residents and businesses of East Longmeadow. Working with PVTA the Board of Selectmen should identify ridership trends and develop outreach effort to local employers to encourage ridership subsidies through a payroll deduction plan. Requests for additional transit service must be obtained through a request to the PVTA. New routes or the potential for added service should be assessed by a feasibility study. The feasibility study would estimate the cost to provide service and estimate potential route alternatives and their effect on existing

ridership. The community is typically expected to bear 25% of the cost to provide the transit service on an annual basis. Due to current funding constraints, most transit agencies are not expanding their existing transit services unless the cost to provide service can be funded 100% by the member community or an alternative source of funds.

### **Encourage Ridesharing**

Ridesharing and park-and-ride lots may be an option for consideration. A park & ride lot located near the Longmeadow or Springfield City line could provide a measure of encouragement to area commuters including those traveling to Connecticut. The Town of East Longmeadow should consider requesting assistance from the PVPC to study the feasibility of constructing and locating a park-and-ride lot. MassRides, the Department of Transportation's new, statewide travel options program provides assistance to commuters, employers, students, and other traveler markets. Ridesharing or carpooling is the most popular form of shared-ride commuting. MassRides currently offers a free ride matching service to identify commute options. The University of Massachusetts also offers a similar option for the campus community. In locations with several commuters sharing a similar origin and destination, for-fee vanpools can be organized. For more information MassRides can be reached at 1-888-4COMMUTE.

**Table 4-16: Implementing Strategies/ Recommendations**

	<b>Engineering Strategies</b>	<b>Party Responsible for Initiating Strategy/ Resources</b>
1.	Update the town sidewalk master plan. Review priorities and opportunities for expanding the sidewalk network	Department of Public Works/ PVPC
2.	Construct/expand the Redstone Rail Trail Bikepath Project.	Department of Public Works/ PVPC/ Redstone Rail Trail Advisory Committee/ MassHighway
3.	Adopt a standard travel lane width for the pavement re-striping program	DPW
4.	Conduct an ADA town wide audit of intersection crosswalks	DPW, School Committee/ Board of Selectmen/ Planning Board/ PVPC
5.	Install bike rack at popular destinations	DPW/ Planning Board/ Redstone Rail Trail Advisory Committee
6.	Identify "high priority" neighborhood streets for traffic calming	DPW/ Planning Board/ Police Department/ Board of Selectmen/Fire Department
7.	Update the Local Pavement Management Program	DPW/ PVPC
8.	Develop a Highway Sign Inventory	DPW/ Police/ Fire Department
9.	Develop an Annual Traffic Counting Program	DPW/ PVPC
10.	Review and Re-time Traffic Signals	DPW/ PVPC
11.	Research and Inventory Ownership of Public Ways	DPW/ Planning Board/ Selectmen
	<b><u>Education/Encouragement Strategies</u></b>	
1.	Participate in Bike Commute Week	Redstone Rail Trail Advisory Committee/ DPW/ Planning Board/ Local Businesses
2.	Introduce a crosswalk education program for motorists	Police Department/ School Department/ PVPC
3.	Coordinate with local schools to address pedestrian safety issues and develop a "Safe Routes to School" program	School Department? DARE Officers
4.	Promote/encourage the use of PVRTA transit service	Local Business Leaders/ Chamber of Commerce/ Board of Selectmen/ PVRTA
5.	Encourage Ridesharing	Local Businesses? Chamber of Commerce/ PVPC



## Appendix One: Chapter 40B Programs

State programs that are included under Chapter 40B include:

- DHCD Chapter 689 Special Needs Housing
- DHCD Chapter 167 Special Needs Housing
- DHCD Chapter 705 Family Low Income Housing
- DHCD 667 Elderly/Handicapped Low Income Housing
- DHCD Low Income Housing Tax Credit Program
- DHCD Affordable Housing Trust
- DHCD Housing Innovations Fund
- DHCD Housing Stabilization Fund
- DHCD Local Initiative Program
- DHCD Individual Self Sufficiency Program
- DMR Group Homes
- DMH Group Homes
- EOHHS Facilities Consolidation Fund
- DMR/DMH community based housing
- Massachusetts Housing Partnership Fund
- MassHousing 80/20 Rental Housing
- MassHousing Elder 80/20
- MassHousing Elder Choice
- MassHousing Expanding Rental Opportunities
- MassHousing Housing Starts

Federal programs that are included under Chapter 40B include:

- FHLB Affordable Housing Program
- FHLB New England Fund
- HUD HOME Program
- HUD Section 811
- HUD Low Income Housing Tax Credit Program
- HUD Section 202 Supportive Housing for the Elderly
- HUD Section 8 Moderate Rehabilitation Single Room Occupancy Program
- HUD Section 8 Project-based Rental Certificate Program
- HUD Shelter Plus Care
- HUD CDBG Housing Development Support Program
- HUD CDBG Community Development Fund
- HUD Enhanced Voucher
- USDA Rural Development Section 515 program

# Appendix Two: Economic Development Sample Bylaws

## 6.3 COMMERCIAL DEVELOPMENT PERFORMANCE STANDARDS

### 6.3.1. Purpose

The purpose of these Commercial Development Performance Standards is to promote well designed commercial developments and to minimize the adverse impacts of such development on community character, traffic safety, environmental quality and neighboring properties.

### 6.3.2 General Application

All commercial and mixed use projects which require Special Permit, Special Permit with Site Plan Approval or Site Plan Review shall demonstrate compliance with the following performance standards.

### 6.3.3 Access, Traffic Impacts and Parking

The Planning Board may waive the submittal requirements listed in Sections 6.3.3.1.a. and 6.3.3.1.b..

1. Applicants shall demonstrate that the project will minimize traffic and safety impacts on highways, roads and access ways.
  - a. A traffic impact statement shall be prepared which shall contain:
    - (1) Existing and proposed traffic flow patterns at the site including entrances and egresses, loading and unloading areas, and curb cuts on site and within one hundred (100) feet of the site.
    - (2) An assessment of the traffic safety impacts of the proposed project or use on the carrying capacity of any adjacent highway or road, including the projected number of motor vehicle trips to enter or depart from the site estimated for daily hour and peak hour traffic levels, road capacities and impacts on intersections.
    - (3) Adequate pedestrian and bicycle access shall be provided as follows:
      - (a) Sidewalk shall be installed to provide access to adjacent properties and between individual businesses within a development.
  - b. No new curb cut shall be allowed that is closer to any existing curb cut than 200 linear feet. In addition, new curb cuts on state and local roads shall be discouraged and developers shall be encouraged to seek access via a common driveway serving an adjacent lot or premises.
  - c. Additional curb cuts shall be prohibited as set forth above; however, in general, one driveway curb cut shall be allowed per business, except that, in the case of a project with multiple businesses on the same premises, two means of ingress

and egress shall be allowed and they may be constructed to be less than 200 linear feet apart and separated by a median strip.

- d. Curb cuts shall be limited to the minimum width for safe entering and exiting. The Mass Highway-Highway Design Manual (most recent published edition-available from the Mass Highway Department) shall be used as a guide for determining adequate traffic design standards for any commercial project
- e. All driveways shall be designed to afford motorists exiting to highways a safe sight distance, according to standards in the Massachusetts Highway Department's Mass Highway-Highway Design Manual.
- f. The proposed development shall assure safe interior circulation within its site by separating pedestrian, bicycle and vehicular traffic.
- g. Adequate pedestrian and bicycle access shall be provided as follows:
  - (1) Sidewalks, or other pedestrian access ways, shall be provided along public ways to allow pedestrian access to adjacent properties, and between individual businesses within a development. The SPGA or SPRA may waive this requirement in a case where such action is in the public interest and not inconsistent with the purposes of the Zoning Bylaws.
  - (2) Adequate bicycle parking shall be provided as required in the Parking Requirements Section 5.7 of these Zoning Bylaws.

#### h. Driveways and Circulation

- (1) Driveways shall be no greater than twenty-four (24) feet in width.
- (2) Aisles (the travelled ways within parking lots) shall be not less than twenty (20) feet in width.
- (3) No portion of an entrance or exit driveway shall be closer than fifty (50) feet to the curblines of any intersecting street, nor closer than fifty (50) feet to any portion of an existing driveway on the same or adjacent lot.
- (4) Pedestrian walkways shall be integrated into the design of the lot. Where a walkway crosses a vehicular path, the walkway shall be defined through the use of a different paving material or painted lines.

#### i. Parking

- (1) Parking areas shall be provided pursuant to the Parking Requirements (Section 5.7) of these zoning bylaws.
- (2) Parking shall be located to the side or rear of buildings. In no case shall parking be allowed in the planting strip adjacent to the sidewalk or within the front setback of any lot.

#### j. Screening and Buffering

- (1) Vegetative or structural screens shall be established on the perimeter of all parking areas to prevent direct views of parked vehicles from streets and sidewalks, avoid spill-over light, glare, noise, or exhaust fumes onto adjacent properties and to provide the parking area with a reasonable measure of shade when trees reach maturity.
- (2) Vegetative or structural screens shall be no less than five (5) feet high and shall be visually impervious throughout the year. Screens may be a hedge, wall, fence, berm or combination of these choices. The height of any screen shall decrease where driveways approach sidewalks, walking paths, and streets in order to provide adequate visibility of pedestrians from motor vehicles and to maintain a clear line of sight for vehicles entering the roadway.

#### k. Landscaping

The following landscaping standards are established to ensure the design of parking areas that provide a reasonable measure of shade and visual relief. The provisions of Sections 6.3.3.1.k.(1) through 6.3.3.1.k.(4) shall apply to all proposed parking areas containing eight (8) or more vehicle spaces. Applicants proposing smaller parking areas, consisting of seven (7) or fewer spaces, shall be encouraged to provide landscaping that provides a comfortable and attractive environment for pedestrians and motorists.

- (1) No less than fifteen (15) percent of the area of a parking lot, not including the perimeter area, shall be permanently landscaped using planting strips, planting diamonds, hedges, bushes, groundcovers, trees, and other vegetation. Buffer and screen plantings shall only count toward the required landscaping when they occur in areas other than the perimeter of the parking lot.
- (2) The applicant shall plant and maintain a minimum of one (1) deciduous tree per eight (8) parking spaces constructed. Trees shall have a minimum size of two (2) inch caliper at the time of planting.
- (3) Plant materials used to meet the requirements of this Bylaw shall conform to the American Standard For Nursery Stock, (available from the American Standards Institute, Inc.), and shall be planted according to accepted horticultural standards.
- (4) Planting strips shall be at least nine (9) feet in width and shall respond to the needs of storing snow, locating light poles, and providing safe pedestrian access.
- (5) Evergreen trees shall be a minimum of four (4) feet tall at the time of planting.
- (6) The applicant shall use reasonable efforts to integrate existing mature trees on the site into the proposed landscape plan. Existing trees that are used to

meet the requirements of this section shall be protected during construction using the following standards:

- (a) Fencing or other protective barrier shall be used around trees on construction sites.
- (b) Changes in the normal drainage patterns shall be avoided and appropriate protection shall be provided for trees if a grade change is necessary in the surrounding area.
- (c) Vehicular (including construction machinery) and pedestrian traffic shall be kept away from trees to prevent soil compaction and destruction of the root system.
- (d) If an existing tree is damaged during construction the applicant shall file a revised landscape plan with the Planning Board detailing an alternative planting schedule which shall meet the standards for landscaping set forth in this Bylaw.

#### I. Stormwater Management

- (1) Proposed developments shall meet the requirements of Section 8.0, Stormwater Management Bylaw.

#### m. Loading Areas

- (1) Each off-street loading space shall be not less than twelve (12) feet in width, twenty-five (25) feet in length, and shall be hard-surfaced.
- (2) Off-street loading space shall be provided on the same lot with the principal use to which it is accessory. The Planning Board may waive this requirement for a Planned Business Development (Section 6.5)
- (3) Off-street loading areas shall be screened from view from neighboring properties and public streets using one of the following techniques:
  - (a) Dense, hardy evergreen plantings
    - I. Evergreen plants shall be at least two (2) feet tall at the time of planting with the capacity to reach a height that fully screens the area. Plantings shall be at least four (4) feet tall at the time of planting when abutting a residential use or zoning district.
    - II. Screening structures and plantings shall be properly maintained. Plantings which die or fail to provide adequate screening shall be replaced within one growing season.
  - (b) Earthen berm
  - (c) Wall
  - (d) Fence

(e) Any combination of the above techniques which the Planning Board determines is sufficient to screen the area from view.

(4) No use requiring more than twelve (12) permanent and/or temporary loading docks or stations shall be allowed in any zoning district in the Town of East Longmeadow.

#### **6.3.4 Appearance/Architectural Design**

1. Project design should be compatible with the character and scale of East Longmeadow and other similar traditional New England towns through the use of appropriate site design, building design, building materials, and landscaping.
2. For projects within the Town Center and Business Zoning Districts, the applicant shall reference the Design Guidelines Handbook for specific guidance regarding design issues.

#### **6.3.5 Landscaping**

1. A landscaped buffer strip at least twelve (12) feet wide, continuous except for approved driveways, shall be established adjacent to any public road to visually separate parking and other uses from the road. The buffer strip shall be planted with grass, medium height shrubs, and shade trees (minimum 2-inch caliper, planted at least every 50 feet along the road frontage). Artificial trees or plants shall not be used to meet these requirements. At all street or driveway intersections, trees or shrubs shall be set back a sufficient distance from such intersections so that they do not present a traffic visibility hazard. The sidewalk required above may be incorporated into the buffer strip.
2. Exposed storage areas, waste disposal areas including dumpsters, machinery, service areas, truck loading areas, utility buildings and structures and other unsightly uses shall be screened from view from neighboring properties and streets using dense, hardy evergreen plantings, earthen berms, walls, fencing, or any combination of these methods so approved by the Planning Board.
3. All landscaped areas shall be properly maintained. Shrubs or trees which die shall be replaced within one growing season.
4. Landscaping shall be in conformance with existing town bylaws and regulations.
5. Completion of the landscaping requirements may be postponed due to seasonal weather conditions for a period not to exceed seven (7) months from the time of project completion.

#### **6.3.6 Lighting**

1. No light standard shall be taller than fourteen (14) feet in height.

2. For projects within the Town Center and Mixed Use Development Zoning Districts, the applicant shall reference the Design Guidelines Handbook for specific guidance regarding lighting design issues.

### **6.3.7 Environmental Standards**

#### 1. Storm Water Management

- a. Proposed developments shall meet the requirements of Section 7.0, Stormwater Management Bylaw.

#### 2. Erosion Control

- a. Erosion of soil and sedimentation of streams, water bodies, and wetlands shall be minimized by using the following erosion control practices:

- (1) An erosion control plan shall be filed with Planning Board at the time of site plan review. No work shall begin until the Planning Board has approved the erosion control plan.
- (2) Areas that are exposed or disturbed due to stripping vegetation, soil removal, or regrading shall be permanently stabilized before issuance of an Occupancy Permit.
- (3) During construction, temporary vegetation and/or mulching shall be used to protect exposed areas from erosion. Until a disturbed area is permanently stabilized, sediment in run-off shall be trapped by using sedimentation traps such as siltation fencing, staked haybales, or stone check dams.
- (4) Permanent erosion control and vegetation measures shall be in accordance with the management practices recommended by the Natural Resources Conservation Service.
- (5) All slopes exceeding twenty percent (20%), resulting from site development or disturbance, shall be covered with four (4) inches of topsoil and planted with a vegetative cover sufficient to prevent erosion, or stabilized by a retaining wall.
- (6) Dust control shall be used during non-agricultural grading operations if the grading is to occur within 200 feet of an occupied residence or place of business. Dust control methods may consist of dampening the ground with water prior to beginning work or grading fine soils only at times of low wind velocity.

#### 3. Water Quality

- a. All outdoor storage facilities for fuel, hazardous materials or wastes, and potentially harmful raw materials shall be located within an impervious, diked containment area adequate to hold 110% of the total volume of liquid kept

within the storage area. Projects shall comply with all relevant state requirements and Board of Health and Fire Department regulations.

#### 4. Explosive Materials

- a. No highly flammable or explosive liquids, solids, or gases shall be stored in bulk above ground, unless prior written approval of the Fire Chief has been obtained by the applicant. The project shall also meet any relevant federal and state regulations.
- b. Propane gas tanks for residential use or in 100-lb. cylinders (and smaller) shall be exempt from these safety regulations.

#### 5. Particulate Matter

All cinders, dust fumes, and gases shall be effectively confined to the premises.

#### 6. Electromagnetic Interference

Electromagnetic interference shall be regulated according to FCC and other federal and state laws.

#### 7. Buildings

All permitted uses, functions, and services shall be conducted entirely within buildings of permanent construction except as otherwise provided herein, except for parking, loading/unloading, open space, and minor accessory uses related to the principal use. All minor accessory uses shall be screened from the view of the public way and adjacent properties with a vegetative screen or fence.

#### 8. Storage of Materials

- a. All materials, supplies, and equipment stored in structures shall be stored as to be in compliance with the Fire Prevention Standards of the National Board of Fire Underwriters.
- b. Storage of materials in trailers shall not be allowed in the Light Industrial District.



## **6.4 INDUSTRIAL DEVELOPMENT PERFORMANCE STANDARDS**

### **6.4.1. Purpose**

The purpose of these Industrial Development Performance Standards is to promote well-designed industrial developments and to minimize the adverse impacts of such development on community character, traffic safety, environmental quality and neighboring properties.

### **6.4.2 General Application**

All industrial projects which require Special Permit, Special Permit with Site Plan Approval, or Site Plan Review must demonstrate compliance with the following performance standards.

### **6.4.3 Access, Traffic Impacts and Parking**

The Planning Board may waive the submittal requirements listed in Sections 6.4.3.1.a. and 6.4.3.1.b..

1. Applicants must demonstrate that the project will minimize traffic and safety impacts on highways, roads and access ways.
  - a. A traffic impact statement shall be prepared which shall contain:
    - (1) Existing and proposed traffic flow patterns at the site including entrances and egresses, loading and unloading areas, and curb cuts on site and within one hundred (100) feet of the site.
    - (2) An assessment of the traffic safety impacts of the proposed project or use on the carrying capacity of any adjacent highway or road, including the projected number of motor vehicle trips to enter or depart from the site estimated for daily hour and peak hour traffic levels, road capacities and impacts on intersections.
  - b. The Planning Board may require the following additional information for projects proposing over twenty thousand (20,000) square feet of buildings and structures:
    - (1) A plan to minimize traffic and safety impacts through such means as physical design and layout concepts, staggered employee work schedules, promoting use of public transit or carpooling, the preparation of a trip reduction plan, or other appropriate means.
  - c. The number of curb cuts on state and local roads shall be minimized. Whenever feasible, access to businesses shall be provided via a cul-de-sac or loop road shared by adjacent lots or premises.
  - d. One driveway shall be permitted as a matter of right per business or per project, if a project includes several businesses within a structure or group of structures. Where deemed necessary by the SPGA, two driveways, clearly marked

“entrance” and “exit”, may be permitted as part of the Site Plan Approval or Site Plan Review process.

- e. Curb cuts shall be limited to the minimum width for safe entering and exiting. The Mass Highway-Highway Design Manual (latest available edition available from Mass Highway Department) shall be used as a guide for determining adequate traffic design standards for any industrial project

f. All driveways shall be designed to afford motorists exiting to highways a safe sight distance.

g. Driveways and Circulation

- (1) No portion of an entrance or exit driveway shall be closer than fifty (50) feet to the curblines of any intersecting street, nor closer than fifty (50) feet to any portion of an existing driveway on the same or adjacent lot.

h. Parking

- (2) Parking areas shall be provided pursuant to the Parking Requirements (Section 5.7) of these zoning bylaws.

i. Screening and Buffering

- (1) Landscape planting, including trees, shrubs, grass or ground cover, shall be provided and permanently maintained by the owner in the area required for setback from property and street lines. All existing natural growth shall be preserved where practicable.
- (2) Where an industrial use abuts a parcel zoned for residential use on the side or rear, a dense vegetative buffer, at least fifty (50) feet in width shall be provided and maintained. The board may require more extensive plantings or opaque fencing if unusual conditions demand more screening or noise abatement.
- (3) Vegetative or structural buffers shall be no less than five (5) feet high and shall be visually impervious throughout the year. Buffers may be a hedge, wall, fence, berm or combination of these choices. The height of any screen shall decrease where driveways approach sidewalks, walking paths, and streets in order to provide adequate visibility of pedestrians from motor vehicles and to maintain a clear line of sight for vehicles entering the roadway.

j. Landscaping

- (1) No less than fifteen (15) percent of the area of a parking lot, not including the perimeter area, shall be permanently landscaped using planting strips, planting diamonds, hedges, bushes, groundcovers, trees, and other vegetation. Buffer and screen plantings shall only count toward the required landscaping when they occur in areas other than the perimeter of the parking lot.

- (2) The applicant shall plant and maintain a minimum of one (1) deciduous tree per eight (8) parking spaces constructed. Trees shall have a minimum size of two (2) inch caliper at the time of planting and shall be located on the site so as to provide shade to paved surfaces of the parking area.
- (3) Plant materials used to meet the requirements of this Bylaw shall conform to the American Standard For Nursery Stock, American Standards Institute, Inc., 230 Southern Building, Washington, DC 20005 and shall be planted according to accepted horticultural standards.
- (4) Planting strips shall be at least six (6) feet in width and shall respond to the needs of storing snow, locating light poles, and providing safe pedestrian access. When planting diamonds are utilized, they shall measure a minimum of six (6) feet on a side.
- (5) Evergreen trees shall be a minimum of four (4) feet tall at the time of planting.
- (6) Every effort shall be made to integrate existing mature trees on the site into the proposed landscape plan. Existing trees which are used to meet the requirements of this section shall be protected during construction using the following standards:
  - (a) Fencing or other protective barrier shall be used around trees on construction sites.
  - (b) Changes in the normal drainage patterns shall be avoided and appropriate protection shall be provided for trees if a grade change is necessary in the surrounding area.
  - (c) Vehicular (including construction machinery) and pedestrian traffic shall be kept away from trees to prevent soil compaction and destruction of the root system.
  - (d) If a tree is damaged during construction the applicant shall file an amended landscape plan with the Planning Board.

#### k. Stormwater Management

- (1) Proposed developments shall meet the requirements of Section 8.0, Stormwater Management Bylaw.

#### l. Loading Areas

- (1) Each off-street loading space shall be not less than twelve (12) feet in width, twenty-five (25) feet in length and shall be hard-surfaced.
- (2) No use requiring more than twelve (12) permanent and/or temporary loading docks or stations shall be allowed in any zoning district in the Town of East Longmeadow.

#### 6.4.4 Landscaping

1. A landscaped buffer strip at least twelve (12) feet wide, continuous except for approved driveways, shall be established adjacent to any public road to visually separate parking and other uses from the road. The buffer strip shall be planted with grass, medium height shrubs, and shade
2. All landscaped areas shall be properly maintained. Shrubs or trees which die shall be replaced within one growing season.
3. Landscaping shall be in conformance with existing town bylaws and regulations.
4. Completion of the landscaping requirements may be postponed due to seasonal weather conditions or a period not to exceed seven (7) months from the time of project completion.

#### 6.4.5 Lighting

1. Lighting of the site, parking areas and structures shall be accomplished in such a way as to prevent glare on neighboring properties and public streets.

#### 6.4.6. Environmental Standards

All uses will be in accordance with all applicable local, state, and federal environmental regulations.

1. Storm Water Management
  - a. Proposed developments shall meet the requirements of Section 8.0, Stormwater Management Bylaw.
  - b. The use of shared stormwater management structures and facilities is encouraged.
2. Erosion Control
  - a. Erosion of soil and sedimentation of streams, water bodies, and wetlands shall be minimized by using the following erosion control practices:
    - (1) An erosion control plan shall be filed with the Planning Board at the time of site plan review. No work shall begin until the Planning Board has approved the erosion control plan.
    - (2) Areas that are exposed or disturbed due to stripping vegetation, soil removal, or regrading shall be permanently stabilized before issuance of an Occupancy Permit.
    - (3) During construction, temporary vegetation and/or mulching shall be used to protect exposed areas from erosion. Until a disturbed area is permanently

stabilized, sediment in run-off shall be trapped by using sedimentation traps such as siltation fencing, staked haybales, or stone check dams.

- (4) Permanent erosion control and vegetation measures shall be in accordance with the management practices recommended by the Natural Resources Conservation Service.
- (5) All slopes exceeding twenty percent (20%), resulting from site development or disturbance, shall be covered with four (4) inches of topsoil and planted with a vegetative cover sufficient to prevent erosion, or stabilized by a retaining wall.
- (6) Dust control shall be used during grading operations if the grading is to occur within 200 feet of an occupied residence or place of business. Dust control methods may consist of dampening the ground with water prior to beginning work or grading fine soils only at times of low wind velocity.

### 3. Water Quality

- a. All outdoor storage facilities for fuel, hazardous materials or wastes, and potentially harmful raw materials shall be located within an impervious, diked containment area adequate to hold 110% of the total volume of liquid kept within the storage area. Projects shall comply with all relevant state requirements and any local Board of Health and Fire Department regulations.

### 4. Explosive Materials

- b. No highly flammable or explosive liquids, solids, or gases shall be stored in bulk above ground, unless prior written approval of the Fire Chief has been obtained by the applicant. The project shall also meet any relevant federal and state regulations.

In addition, all industrial developments must demonstrate compliance with the following additional performance standards:

### 5. Noise

- a. Excessive noise at unreasonable hours (between the hours of 11:00 PM and 7:00 AM) shall be muffled so as not to be objectionable to abutters and those working and living in the vicinity due to volume, frequency, shrillness, or intermittence.
- b. The maximum permissible sound pressure level of any continuous, regular, or frequent source of sound produced by any use or activity shall not exceed the following limits at the property line of the second source:

Table 3. Sound Pressure Level Limits Measured in dB (A's)

<b>District</b>	<b>7 A.M. - 10 P.M.</b>	<b>10 P.M. - 7 A.M.</b>
General Business	65	60
Industrial	70	65
Residential	55	45

Sound pressure level shall be measured at all major lot lines, at a height of-four (4) feet above the ground surface. Noise shall be measured with a sound level meter meeting the standards of the American Standards Institute, ANSI SI.4-1961 "American Standard Meter for the Physical Measurements of Sound".

- c. Sound levels specified shall not be exceeded for more than 15 minutes in any one day, except for temporary construction or maintenance work, agricultural activity, timber harvesting, traffic, church bells, emergency warning devices, parades, or other similar special circumstances.
- d. No person shall engage in construction activities that result in a violation of items 5.a. or 5.b. on a site abutting residential use between the hours of 9 P.M. of one day and 7 A.M. of the following day.

6. Vibration

No vibration shall be produced which is transmitted through the ground and is discernible without the aid of instruments at, or at any point beyond, the lot line.

7. Air Pollution

Atmospheric emissions of gaseous or particulate matter generated by land use shall conform to the then current regulations of the Massachusetts Division of Environmental Protection (DEP). If the proposed land use shall be of a nature to arouse the concern of the Building Inspector, Planning Board, or Zoning Board of Appeals, the applicant may be required to produce plans and specifications of detail sufficient for review by DEP. Determination by DEP that potential exists for emissions in excess of allowable limits shall be grounds for permit refusal. In the Industrial (I) and Light Industrial (LI) Zoning Districts, all measurements of air pollution shall be calculated by procedures determined by the Building Inspector.

There shall be no open burning of materials in the Industrial (I) and Light Industrial (LI) Zoning Districts.

8. Nuisance Odors

There shall be no emission of toxic or noxious matter of any kind in such quantity as to be readily detectable at the property line of the lot on which the use emitting the toxic or noxious material or odor is located. For the

purposes of this Zoning Bylaw, toxic or noxious materials are any solid, liquid, or gaseous matter including, but not limited to, gases, vapors, dusts, fumes, and mists, containing properties which by chemical or other means are inherently harmful to destroy life or impair health, or capable of causing injury to the well being of persons or damage to property.

9. Particulate Matter

All cinders, dust fumes, and gases shall be effectively confined to the premises.

10. Electromagnetic Interference

Electromagnetic interference shall be regulated according to FCC and other federal and state laws.

11. Buildings

All permitted uses, functions, and services shall be conducted entirely within buildings of permanent construction except as otherwise provided herein, except for parking, loading/unloading, open space, and minor accessory uses related to the principal use. All minor accessory uses shall be screened from the view of the public way and adjacent properties with a vegetative screen or fence.

12. Storage of Materials

- a. All materials, supplies, and equipment stored in structures shall be stored as to be in compliance with the Fire Prevention Standards of the National Board of Fire Underwriters.
- b. Storage of materials in trailers shall not be allowed in the Light Industrial District.

## 5.1

### SENIOR HOUSING COMMUNITY

**5.10 Purpose.** The purposes of the Senior Housing Community Bylaw are:

- to provide a variety of housing choices for citizens who are 55 years of age and older;
- to provide well-designed, affordable homes for residents who wish to remain in the community;
- to recognize the importance of diversity and variety in the design of senior housing communities;
- to provide types of housing which reduces residents' burdens of building and yard maintenance and which reduces demands on municipal services; and,
- to promote flexibility in land use planning in order to strengthen neighborhoods, improve site layouts, and protect natural features and environmental values.

**5.11 Applicability.** The Planning Board, acting as Special Permit Granting Authority, may grant a Special Permit for construction of a Senior Housing Community (SHC) and accessory structures, in the following districts: *[Add applicable East Longmeadow Zoning Districts...all residential and mixed use districts???*

**5.12 Standards.** The following standards shall apply to all Senior Housing Communities:

A. Land Qualifications. At the time of granting a special permit by the Planning Board, the property under consideration for an SHC shall be located on one or more contiguous parcels, whether or not separated by a public or private way, having an area of at least four (4) acres.

B. Age Qualification. An SHC shall constitute housing intended for persons of age fifty-five or over within the meaning of M.G.L. c151B, S4, 16 and 42 USC S3607(b)(2)(c), and in accordance with the same, one hundred percent (100%) of the dwelling units in a Senior Housing Community shall each be owned and occupied by at least one person fifty-five (55) years of age or older per dwelling unit. In the event of the death of the qualifying owner/occupant(s) of a unit, or foreclosure or other involuntary transfer of a unit in an SHC, a two-year exemption shall be allowed for the transfer of the unit to another eligible household.

C. Applicant Qualifications. The applicant for a Special Permit for an SHC shall be the owner of the land proposed for such development or be authorized in writing by the owner to apply for and be issued such Special Permit.

D. Number of Dwelling Units Permitted. The maximum number of dwelling units in an SHC shall not exceed the lesser of:

1. One (1) dwelling unit per 2,550 square feet, or
2. Forty-five (45) bedrooms per acre

Not more than 200 dwelling units shall be constructed on a single lot.



The maximum number of bedrooms allowed in any unit shall be three (3).

E. Building and Dwelling Unit Requirements. The following requirements shall apply to all buildings and dwelling units in a Senior Housing Community:

1. Dwelling unit types allowed in an approved SHC are:
  - a) Single-Family Detached
  - b) Duplex or Two-Family Dwelling
  - c) Triplex or Three-Family Dwelling
  - d) Quadruplex or Four-Family Dwelling
  - e) Townhouse Dwelling (Limit of 10 D.U. per building)
  - f) Multi-Family Dwelling (Limit of 20 D.U. per building)
  - g) Any combination of the above types that does not result in a building with greater than 20 dwelling units
2. Maximum D.U. Per Building. No building shall contain greater than twenty (20) dwelling units.
3. Maximum Number of Bedrooms. No dwelling unit shall contain more than three (3) bedrooms. (See Section 5.12 D.)
4. Maximum Height. No building shall exceed 35 feet in height.

F. Distribution of Dwelling Unit Types. In an SHC development, the distribution of dwelling unit types shall be at the discretion of the applicant, except for the following standards:

1. No more than 50% of the dwelling units constructed shall be in multi-family dwellings.
2. At least 10% of the units constructed shall be single-family or two-family dwellings.

G. Variety Density Bonus. Applicants committing to the construction of at least three (3) dwelling unit types (from Section 5.12 E.1.) in the proposed SHC shall qualify for the Variety Density Bonus as follows:

1. Development Site of 4 to 10 acres – Five (5) additional dwelling units may be constructed as part of the SHC.
2. Development Site of greater than 10 acres – One (1) additional dwelling unit per acre may be constructed as part of the SHC.
3. Variety Density Bonus units are not subject to the standards established in 5.12 D. through 5.12 F. except that no unit may contain more than three (3) bedrooms. Variety Density Bonus Units must be identified on all plans for the SHC and designated as such.

H. Accessory Buildings and Structures. In an SHC, accessory buildings and structures may be permitted, including clubhouse, swimming pool, tennis court, cabanas, storage and maintenance structures, garages, and other customary accessory structures. Accessory buildings and structures shall be shown on the Site Plan.

I. Parking. Parking for motor vehicles shall be provided as follows:

1. One (1) space per dwelling unit;
2. Guest parking – One (1) space per 8 dwelling units
3. Common Facility parking – Additional parking spaces shall be provided at shared or common facilities (swimming pool, clubhouse, etc.) within the SHC provided that no common facility lot shall contain more than twelve (12) spaces.
4. All parking areas must meet the performance standards for parking lots set forth in these bylaws [Section 5.6]. Submission of the required Parking Plan, per Section 5.60, shall be made to the Town Engineer unless this requirement is waived by the Planning Board.

J. Private Roads. Roads and driveways within an SHC shall meet such width, grades, radius of curvature and construction standards as the Planning Board shall determine, based upon the standards provided in the East Longmeadow Subdivision Regulations. These standards may be waived or modified by the Planning Board to meet site conditions, specific design requirements, or to promote a physical development plan that is in keeping with the character of the surrounding neighborhood. The construction and maintenance of roads, driveways, alleyways, and parking areas in an SHC is the sole responsibility of the project applicant or an association of dwelling unit owners.

K. Other Facilities. All facilities for utility services, drainage, lighting and signage shall be in accordance with requirements established by the Planning Board, consistent with applicable provisions of the East Longmeadow Zoning Bylaws and the regulations governing subdivisions.

L. Project Maintenance. In an SHC there shall be an organization of the owners of the residential dwelling units which shall be responsible for the maintenance and repair of internal roads and driveways, snow plowing, landscape maintenance, trash removal, utility services and maintenance and repair of other common elements and facilities serving the residents. The Town of East Longmeadow shall assume no responsibility for these facilities unless specifically noted under separate agreement.

M. Wastewater Disposal. In every development wastewater disposal shall comply with the regulations of the East Longmeadow Board of Health and applicable Massachusetts Department of Environmental Protection regulations.

N. Water Supply. An SHC shall be served by a public water system or private communal water systems which conform to all applicable regulations of the Commonwealth of Massachusetts and the Town of East Longmeadow. The Water supply shall be sufficient at all times to meet public water supply and fire protection requirements and, in that regard, shall incorporate the reasonable recommendations of the Town. All main service lines for water, sewer and utilities shall be underground or as otherwise approved by the Planning Board through the Special Permit process.

**5.13 Open Space.** No development, including clearing, primary or accessory structures, parking, wastewater disposal or stormwater management, shall take place within the required open space areas as provided below:

RA and RAA Zoning Districts – Open Space Required – Minimum 20% of total site

In these two zoning districts, the open space areas shall be selected to maximize the value of wildlife habitat, shall be contiguous to the extent required to preserve significant habitat, and shall be configured to minimize the perimeter to surface area ratio in order to preserve large blocks of undisturbed land. The open space shall be left in an undisturbed, natural state. Landscape plantings shall not be permitted, except in areas where re-vegetation may be necessary as determined by the Planning Board. If re-vegetation of any area is within the jurisdiction of the Conservation Commission, the Commission shall determine the type and extent of plantings, to be compatible with the values and functions of the wetland and upland resources of the site.

RB and RC Zoning Districts – Open Space Required – Minimum 10% of total site

In these two zoning districts, the open space areas shall be selected to maximize buffering to adjacent developed neighborhood properties, and reinforce existing park areas, trail systems, or neighborhood greenways. The open space shall be left in its natural state or shall be designed to reflect the environmental character of the surrounding neighborhood.

A. **Ownership of Open Space.** The open space shall be owned in common by the owners of the dwelling units in the SHC, or by an organization or entity owned and controlled by such dwelling unit owners, or can be offered to the Town, or another non-profit organization whose principal purpose is the preservation of open space, for conservation purposes. An enforceable restriction shall be recorded on all open space parcels providing that such land shall be kept in an open or natural state and not be built for residential use or developed for accessory uses such as parking, roadway or active recreation.

**5.14 Design Criteria.** An SHC development shall adhere to the following design criteria established to insure a livable and attractive senior community:

A. **Natural and Neighborhood Features.** The plan for an SHC shall be designed to maximize the preservation of natural and neighborhood features. To the extent possible, existing vegetation should be retained where such growth provides a benefit to the natural environment. In developed areas (RB and RC Districts), the design of the SHC shall also consider human-designed landscapes by extending existing street tree plantings and by providing landscapes and landscape amenities that reinforce the physical layout of the neighborhood.

B. **Pedestrian Facilities.** The plan for an SHC shall incorporate pedestrian systems that allow for the convenient and safe movement of those who choose to walk for leisure or as a means of transportation. Connections to the Town's existing or planned sidewalk network shall be made by the applicant where possible.

C. **Transit Access.** The applicant shall make every reasonable effort to insure adequate access to transit routes, including bus stops, from the SHC development.

D. Landscaping and Screening. All service areas and equipment, rubbish and recycling containers, service outbuildings, and any other accessory facilities identified by the Planning Board, shall be adequately screened from the view of public ways and adjacent properties using vegetative plantings, fencing, berms, or a combination of these techniques

E. Recreation Area. Suitable recreation space shall be provided in the SHC development. Such areas shall be suitable for the siting of active recreational facilities and shall be in addition to the open space required for the project unless otherwise determined by the Planning Board.

**5.15 Procedures.** The procedure for issuance of a special permit for a Senior Housing Community shall be as follows:

A. Application for Special Permit. Any applicant who desires a Special Permit for construction of a SHC shall submit a written application to the Planning Board. Each such application shall be accompanied by the following information:

1. Identification of applicant; information as to the record title to the tract; identification of applicant's professional and development associates.
2. An SHC Site Plan showing, insofar as pertinent, all of the information required for a definitive subdivision plan, as specified in the Town of East Longmeadow, Subdivision Rules and Regulations, and showing the following additional information:
  - a) soil characteristics as shown on Soil Conservation Service Maps;
  - b) resource areas as defined by G.L. c. 131, s.40, and delineation of the official wetland area boundaries as accepted by the East Longmeadow Conservation Commission;
  - c) existing floodplain boundary lines;
  - d) existing and conceptually proposed locations of buildings containing dwellings and other buildings;
  - e) all setback lines;
  - f) existing and proposed roads, driveways, alleys, and parking;
  - g) proposed pedestrian network including connections to existing system
  - h) lighting;
  - i) signs;
  - j) proposed and existing wells and wastewater disposal systems on the parcel and abutting properties if such systems are within 200 feet of the property line;
  - k) existing and proposed topography;
  - l) existing and proposed landscape features (such as trees, fences, walks, planting areas, type, size and location of planting materials, methods to be employed for screening);
  - m) the proposed use of the common land including improvements intended to be constructed thereon;

- n) the proposed ownership of all common land;
  - o) and any other information required by the Planning Board.
4. A schedule of the stages or phases of development which the applicant proposes to construct the SHC, including dates.
  5. Sample floor plans of dwellings; elevation drawings and three dimensional renderings (or physical models) of dwellings; schedule of building materials.
  6. Plans showing proposed methods of stormwater management, including drainage calculations.
  7. Plans showing proposed wastewater disposal facilities.
  8. Sample copies of the condominium association or other legal structure formed for the operation, maintenance, management and enforcement of this development, including a master deed and bylaws of the organization. All such documentation shall include a reference to the objectives of the Senior Housing Community and the requirement for 100% of the units to be owned and occupied by at least one person age 55 or over.
  9. A Traffic Impact Study including:
    - a. Description and illustration of traffic flow patterns at the site including entrances and egresses, loading and unloading areas, and curb-cuts on site and within 100 feet of the site
    - b. A detailed assessment of the traffic safety impacts of the proposed project on the carrying capacity of any adjacent highway or road, including the projected number of motor vehicle trips to enter or depart from the site estimated for daily hour and peak hour traffic levels, road capacities, and impacts on intersections
    - c. A plan to minimize traffic and safety impacts through such means as:
      - i) physical design and layout of the project
      - ii) promoting use of public transit
      - iii) other appropriate means
    - d. An interior traffic and pedestrian circulation plan designed to minimize conflicts and safety problems on the site
  10. Any other materials required under these Zoning Bylaws to complete an application for a Special Permit in the Town of East Longmeadow.

B. Reports from Town Boards or Agencies - The Planning Board shall transmit forthwith a copy of the application and plan(s) to the Board of Selectmen, Board

of Health, Conservation Commission, [*Engineering Department*], [*Design Review Board*], Park and Recreation Commission, Board of Assessors, Building Inspector, Fire Department, DPW/Highway Dept., Police Department. Failure of any such board or agency to make a written recommendation or submit a written report within 35 days of receipt of the application shall be deemed a lack of opposition.

**5.16 Planning Board Action.** The Planning Board shall not grant a Special Permit for an SHC unless it shall, after holding a public hearing in accordance with requirements of Chapter 40A of the General Laws, find that:

- A. the SHC complies with the purposes of the SHC bylaw as stated herein;
- B. the SHC is in an appropriate location and does not significantly adversely impact the character of the neighborhood;
- C. adequate and appropriate facilities will be provided for the proper operation of the SHC;
- D. the SHC use would not be detrimental or offensive to the adjoining zoning districts and neighboring properties due to the effects of lighting, odors, smoke, noise, sewage, refuse materials or other visual nuisances;
- E. the SHC use would not cause undue traffic congestion in the immediate area;
- F. the SHC responds to the recommendations of Town Boards and Agencies;  
and,
- G. the granting of the Special Permit would not result in unsuitable development of the land in question.

**5.17 Special Permit Conditions.** The Planning Board shall set forth requirements and conditions in its Special Permit Decision such that before a building permit is issued for any buildings in any stage or phase of the SHC, the following must occur:

- A. the applicant shall have submitted to the Planning Board detailed plans showing the locations, designs and layouts of such buildings and all driveways and accessory structures included in such stage or phase, and
- B. the applicant shall have provided security by covenant, bond or other means satisfactory to the Planning Board securing the construction and installation of driveways, utilities, drainage and related services in such phase.
- C. The Planning Board shall have so notified the Building Inspector of its review and approval of each phase.

The Planning Board may in a Special Permit for a SHC set forth further requirements and conditions as the Board shall deem appropriate to accomplish the purposes of this Bylaw, including requirements of recording of plans and documents and report thereof to the Board.

**5.18 Rules, Regulations and Fees.** The planning Board shall adopt, and from time to time amend, Rules and Regulations consistent with the provisions of this Zoning Bylaw, G.L. c. 40A, and other applicable provisions of the General Laws, and shall file a copy of said Rules and Regulations with the Town Clerk. Such Rules and Regulations shall, subject to and in accordance with provisions of this Bylaw, prescribe as a minimum the size, form, contents, style and number of copies of plans and specifications, the town boards or agencies from which the Planning Board shall request written reports, and the procedure for submission and approval of a SHC Special Permit. The Planning Board shall also specify the fees to be paid in connection with an application for Special Permit for a SHC, bonding requirements to satisfy conditions of approval, and owner/occupancy reporting requirements to satisfy compliance with the age restriction. Other specifications as deemed necessary by the Planning Board shall be included in the Rules and Regulations.

## **Other Economic Development Strategies**

### **Mixed use development bylaw**

The purpose of a mixed use bylaw is to foster a greater opportunity for creative development by providing guidelines that encourage a mix of uses compatible with existing and neighborhood properties; to provide housing and business uses in locations where a variety of town services are available; to promote utilization of existing buildings and property, and to encourage the provision of open areas. The intent is to enhance business vitality, reduce vehicular traffic, provide employment opportunities for residents close to home, ensure the compatibility with each other of the commercial, industrial, and residential uses, and ensure that the appearance and effects of the buildings and uses are harmonious with the character of the area in which they are located.

### **Economic Development Incentives Program**

To stimulate business growth and foster job creation, Massachusetts has created the Economic Development Incentive Program, designed to attract and retain businesses in specific “economic target areas.” The western portion of the state has been designated one such area. The state certifies projects in these communities that may receive a five-percent investment tax credit for qualifying tangible, depreciable assets. There also is a ten-percent abandoned building tax deduction for costs associated with the renovation of an abandoned building. For more information on this program, see the attached information or go to the Dept. of Economic Development website at [www.mass.gov](http://www.mass.gov).

### **Strategies for infill development**

Conventional development patterns have led to suburban sprawl, destroy open lands, and create gridlocked lifestyles. A major solution to these problems is infill development, or the creative recycling of vacant or underutilized lands, such as vacant lots, parking lots, and empty shopping malls. Successful infill can offer these rewards:

- Provide housing near job centers and transit
- Increase the property-tax base
- Preserve open space
- Create new community assets, such as child-care centers, arts districts, and shopping areas

## **Other Economic Development Strategies**

Low Cost/High Impact—marketing/educational/promotional

- Create a town website if not already up. The website should include the following links and information:
- Apply for permits online and check status of permit application
- Zoning bylaws and other town regulations
- Be able to search for parcels to find zoning, location, and map
- Links to civic organizations/schools/recreation/events/tourism (places to stay, eat, shop, entertainment)
- Link to community newsletters



- Community’s cable TV station with schedule & listing of programs
  - Demographic information and summaries
  - Pictures and description of projects that have recently been completed, approved, or are under construction in town.
- Develop a database of available commercial/industrial properties leasable space that can be accessed through the internet. It should be updated monthly. It provides a list of available properties and vacant land; location of property; proximity to major highways, cities, rail, air; square footage of property; zoning; special facilities; internet access and other available infrastructure; name of management firm & contact name and phone number, pricing information, traffic count, whether or not its divisible.
  - Create an economic development community newsletter.
  - Host special events and activities in town center that help create a sense of identity and community with partnerships with local businesses (farmers/French market, cows on parade, cruise nights/car show, concerts, outdoor movie nights)
  - Create a community signage program (provide directions to and information on notable landmarks, places, recreation, and industrial/business districts in town)
  - If there are trails (e.g. rails to trails) provide signage along trails to inform users of nearby businesses, restaurants, parks, town center, etc.
  - Conduct regular marketing campaigns for the town to promote town’s image and any special events, activities, and businesses
  - Business Recognition Awards. Examples are:
    - “Distinguished Developer”
    - “Property Improvement”
    - “Property Stewardship”
    - “Major Milestone”
  - Establish an economic development “point person” for the town and market/advertise this so that interested developers/businesses know who to contact first. This person should know all the properties in town and knowledgeable about potential funding and business assistance programs.
  - Promote unique community and economic characteristics (e.g. Springfield’s Forest Park Zoo)

## **Downtown Revitalization**

- Encourage infill development
- Define boundaries
- Create “gateway” into the community
- Encourage higher densities
- Create a central civic space or park
- Public art
- Encourage mixed uses
- Streetscaping: decorative lamp posts, brick-lined sidewalks, parkway trees, planter boxes, trash cans, seating, etc)
- Design and signage criteria
- Create a design review board (e.g. Town of Amherst) – currently in the works
- Allow outdoor café/restaurant seating
- Allow zero lot lines and require buildings to locate close to the street
- Require parking to be placed in back
- Allow on-street parking
- Marketing just for the downtown businesses
- Forming a special organization just for the downtown businesses

## Appendix Three: Community Survey Results

### Question 1 - What goals should the Town of East Longmeadow focus on in the next 10 years?

	very important	important	not important	no opinion
improve or expand municipal services	12.9%	41.1%	32.0%	14.0%
maintain a low municipal tax rate for residents	57.5%	32.6%	4.0%	5.9%
preserve character of town	59.9%	27.9%	6.0%	6.2%
promote job growth and increase tax base	22.3%	42.1%	23.6%	12.1%
promote residential development	4.5%	12.6%	73.2%	9.7%
improve parks and rec. opportunities	23.0%	43.4%	24.7%	8.8%
protect natural resources & environmental quality	49.7%	35.4%	5.5%	9.4%
preserve historic areas, sites, buildings	38.6%	38.6%	14.0%	8.7%
protect public water supplies	69.8%	20.5%	1.8%	8.0%
limit new residential development	56.3%	23.8%	12.5%	7.4%
regulate local businesses	29.0%	42.4%	18.3%	10.3%
regulate signage	36.2%	35.6%	16.1%	12.0%
protect farmland	46.0%	34.6%	10.9%	8.5%
prohibit "trademark" or "franchise" architecture	39.2%	25.7%	22.5%	12.5%
limit new business development	20.1%	30.8%	39.3%	9.8%
protect existing local businesses	35.6%	48.0%	8.7%	7.6%
regulate nuisances	49.9%	34.8%	6.2%	9.1%
ensure commercial and public structures on public roads are aesthetically pleasing	45.7%	39.9%	8.0%	6.3%
require architectural design standards for commercial structures	39.3%	38.0%	13.2%	9.4%
do not restrict rights of private property owners	29.8%	39.8%	19.4%	11.0%
protect scenic views	41.8%	38.6%	10.9%	8.6%
encourage renovation of existing housing stock	36.7%	44.1%	13.9%	5.2%
assure a range of affordable housing opportunities	18.2%	34.0%	44.5%	3.3%

**Question 2 - How important are the following community features?**

	very important	important	not important	no opinion
small town, rural atmosphere	66.1%	27.7%	5.8%	4.0%
open spaces	55.1%	31.5%	6.0%	7.5%
farms	43.3%	35.3%	12.4%	9.0%
town center	50.3%	39.9%	7.6%	2.2%
historic buildings	41.1%	41.5%	15.2%	2.1%
residential neighborhoods	52.3%	36.7%	3.4%	7.5%
schools	61.4%	27.8%	4.7%	6.1%
recreational opportunities	31.4%	50.3%	15.6%	2.7%
other	67.5%	10.4%	10.4%	11.7%

**Question 3 - How has the character of East Longmeadow changed during your residence in town?**

changed for the better	23.6%
changed for the worse	53.7%
no change	18.9%

**Question 4 - How long have you lived in East Longmeadow?**

less than 5 years	12.5%
5 years or longer	86.2%

**Question 5 - What is your primary reason that you live in East Longmeadow?**

Close to my job	6.3%
Proximity to family	12.3%
Affordable Housing	4.5%
Small town atmosphere	46.0%
Other	15.1%

**Question 6 - In which area of Town do you live?**

Precinct 1	17.2%
Precinct 2	9.1%
Precinct 3	12.1%
Precinct 4	16.8%
Unsure of which Precinct I am in	44.8%

**Question 7 - How do you become informed about Town issues?**

talking to other people	58.9%
attending public meetings	37.1%
The Reminder	88.8%
Union News/Sunday Republican	52.4%
Internet	5.9%

**Question 8 - In general, how would you rate East Longmeadow as a place to live?**

good	76.2%
adequate	21.1%
not good	1.3%
no opinion	1.3%

**Question 9 - What should the town pursue in new economic development?**

Higher tax base	23.7%
Increased job opportunities	30.2%
Increased shopping opportunities	20.6%
Expansion opportunities for local companies	48.0%
no opinion	10.0%

**Question 10-                   What do you believe to be the effect of new residential housing development on East Longmeadow's town finances?**

Improves town finances	16.9%
Increases costs to town	69.7%
No effect	3.0%
No opinion	10.4%

**Question 11 - What new economic opportunities should the Town support?**

	support	do not support	no opinion
home-based businesses	53.7%	13.7%	32.6%
small, in-town shops	72.3%	4.0%	23.7%
technology-based industry	58.4%	11.8%	29.8%
shopping plazas or malls	14.9%	61.5%	23.6%
tax exempt (institutional)	27.7%	33.4%	38.9%
warehousing/distribution	27.0%	37.7%	35.3%
artisan/craftsman business	63.0%	7.8%	29.2%
large department stores	12.5%	67.4%	20.1%
restaurants	50.9%	18.9%	30.2%
light industry	64.3%	12.0%	23.7%
heavy industry/manufacturing	22.4%	44.8%	32.8%
trucking/railroad freight terminal	7.5%	62.8%	29.7%
specialized agriculture (nurseries, farmstands, organic vegetables, etc.)	76.3%	3.4%	20.3%
compact clusters of shops and services	47.4%	25.9%	26.7%
other	48.8%	22.0%	29.2%

**Question 12 - What housing opportunities should be available in East Longmeadow?**

congregate care	38.6%
assisted living	57.1%
homes for "empty-nesters"	52.3%
in-town housing within walking distance to shops and services	37.9%
accessory ("in-law") apartments	39.9%
young family "starter homes" & affordable housing options	42.2%
upper income homes/estate homes	29.1%
apartments	9.9%
other	7.0%

**Question 13 - What types of retail shops or business services do you think are most needed in East Longmeadow?**

large department store	20.3%
supermarket	17.5%
family restaurant	40.3%
banquet facility	10.0%
hotel	4.8%
fast food restaurant	11.1%
medical/dental services	29.1%
car repair	19.5%
video/dvd rental	14.7%
legal/accounting services	17.0%
equipment repair	15.2%
clothing & shoes	34.3%
hardware/home improvement	22.4%
construction services	7.7%
gifts	28.4%
Other	12.3%

**Question 14 - Would you use and/or favor development of a large, multi-use, community park with areas and facilities for recreational activities, community events, band concerts, ball games, etc.?**

yes	25.6%
yes, but only if outside financial resources were used to acquire and build the park	37.2%
no	28.0%
no opinion	9.0%

**Question 15 - Would you support the construction of a bicycle/walking path in East Longmeadow?**

yes	70.6%
no	19.8%
no opinion	9.6%

**Question 16 - Would you support another industrial park in East Longmeadow?**

yes	31.8%
no	53.2%
no opinion	15.0%

**Question 17 - Do you currently have access to the Internet at home?**

yes	76.3%
no	20.0%



**Question 18 - Rate the adequacy of each of the following community services and facilities in East Longmeadow**

	very good	good	adequate	needs improvement	no opinion
road maintenance	24.7%	40.1%	19.0%	10.0%	6.2%
sidewalks	6.4%	23.2%	21.7%	32.4%	16.3%
street lights	10.0%	34.1%	30.7%	15.7%	9.5%
police protection	24.3%	39.7%	19.0%	8.5%	8.5%
speed/traffic control	9.2%	32.9%	24.7%	23.0%	10.2%
health services	9.4%	33.0%	26.9%	6.2%	24.5%
snow removal	25.3%	37.1%	20.9%	7.9%	8.8%
bus service	2.3%	12.6%	20.2%	19.9%	45.0%
senior center	13.0%	22.9%	16.9%	10.0%	37.2%
youth activities	27.2%	17.5%	14.6%	17.2%	23.5%
recreational programs	13.4%	34.1%	24.1%	13.3%	15.1%
recreational facilities	6.9%	20.5%	27.1%	21.7%	23.8%
community meeting space	4.7%	19.5%	30.1%	16.8%	28.9%
town government	5.2%	24.1%	25.6%	32.3%	12.8%
handicap access	5.2%	16.9%	23.9%	11.4%	42.6%

**Question 19 - The following lists a variety of housing issues. Please indicate how you feel about each issue.**

	favor	oppose	no opinion
development of elderly housing	57.1%	22.3%	20.6%
lead paint removal assistance program to meet state mandates	36.1%	25.7%	38.0%
financial assistance to help comply with state Title 5 septic system mandates	35.8%	33.7%	30.5%
development of programs that help first-time home buyers	32.3%	33.8%	33.9%
development of affordable housing for low and moderate income families	16.4%	55.1%	28.5%
grants for rehabilitation of low and moderate income housing	31.0%	50.7%	18.3%

**Question 20 - Would you support new zoning regulations to achieve the following town goals?**

	yes	no
promote protection of open space and farmland by encouraging flexibility in the design of residential subdivisions	72.9%	10.1%
provide for more effective enforcement of existing zoning bylaws	51.0%	14.7%
allow "in-law" or "accessory" apartments	48.6%	25.3%
establish business performance standards to ensure that new businesses locating in East Longmeadow are attractively designed with landscaping, parking, and access	81.6%	6.9%
promote more attractive signage for business uses	57.0%	12.5%
develop strategies to promote affordable housing in East Longmeadow	30.7%	43.1%

**Question 21 - In your opinion, how much of a problem is each of the following issues for East Longmeadow?**

	very much	somewhat	not much	not at all
increasing pressure for residential development	53.2%	24.1%	9.8%	3.9%
loss of farmland, loss of small-town character	64.6%	18.4%	7.1%	1.5%
increasing pressure for commercial development	37.4%	30.5%	15.6%	4.6%
threats to the environment	42.5%	28.6%	15.4%	3.7%

**Question 22 - What do you like and dislike about living in East Longmeadow?**

	like most	like somewhat	dislike somewhat	dislike most
location	73.2%	19.0%	1.7%	0.6%
housing costs	18.4%	48.8%	23.8%	9.0%
rural/small town qualities	70.2%	19.4%	1.5%	0.5%
recent residential development	6.4%	19.1%	28.9%	30.8%
recent commercial development	5.9%	30.5%	27.5%	22.2%
other	1.4%	0.8%	0.7%	6.2%

**Question 23 -What pattern of residential growth do you favor in East Longmeadow?**

Present pattern	6.4%
Planned, controlled growth	67.1%
No growth	23.9%

**Question 24 - Would you be in favor of raising taxes to pay for improved community service?**

yes	14.0%
no	62.3%
uncertain	23.7%

## Appendix Four: Maps

The maps produced through this planning effort are intended to visually convey the most important strategies identified by the Community Development Committee and the residents of the Town. As the Committee, public workshop participants, and the PVPC developed the Housing, Economic Development, Open Space, and Transportation elements of this Community Development Plan, priorities were established for each of the four policy areas regarding the best use of land resources in the town. In order to truly take advantage of the ideas presented in this plan, East Longmeadow's elected and appointed officials should strive to ensure that town regulations, municipal policies, and other community efforts are implemented in a way that reinforces the preferred land use pattern shown in the maps that follow.

### Suitability Analysis

After removing areas that are already developed, the suitability of the land is analyzed for what will be the best land use. Important ecological and cultural criteria, such as BioCore habitat, wetlands, steep slopes, and active farms, lead to a recommendation that the land should be protected from development. Parcels that are served by existing infrastructure or close to public transit routes are flagged "suitable for compact development." Compact development can be residential, commercial, or a mix and is compatible with existing village and city patterns of development, allowing efficient land use and walkable neighborhoods. Low-intensity development is recognized by the larger lot sizes. It is typically recommended for areas that may have some ecological sensitivity that would not be compatible with denser development.

### Recreational and Protected Open Space with Chapter Lands

This map illustrates the extent to which open lands in East Longmeadow are protected from development. The protection status of each public or private open space parcel is indicated and falls into one of the following four categories: (1) Permanently Protected from Development, (2) Limited Protection from Development [e.g. municipal lands not protected by an easement], (3) Temporary Protection from Development [Chapter 61, 61A, 61B lands that are protected as long as they remain in the program], and, (3) None [no protection from development]. The map offers a comprehensive view of the open space resources in East Longmeadow and provides a visual indicator of why it is important to continue efforts to protect the most valued open lands in the community.

### Natural Environment

East Longmeadow's natural communities and sensitive areas are illustrated in this map. These natural areas, which can be extraordinarily sensitive to changes in the local environment, are shown against the backdrop of the Town's current land use pattern. Developed lands, as well as those lands used by farmers and foresters, are illustrated in the context of wildlife habitat areas – including those sites known to provide habitat to rare and endangered species. Lands that are of high value to plant and animal species in Massachusetts are illustrated in two additional layers; (1) Natural Land Riparian Corridors, and (2) NHESP BioMap Core Habitat.

### Topology & Hydrology

This map displays water resources such as ponds, rivers, wetlands and streams. The relative steepness of the terrain is illustrated in two categories including: (1) lands with an average percent slope of 15% to 25% [considered "steep" for purposes of land

development]; and, (2) lands with an average percent slope above 25% [considered “very steep” for purposes of land development]. An additional layer of relevant information is included on this map through the demarcation of the ‘inner riparian area’ of the river front area protected by Massachusetts’ Rivers Protection Act.

#### Wetlands

The wetlands map shows the Town’s wetlands resources, which can serve as a general guide for identifying areas suitable for protection and areas suitable for development. The digital orthophoto (similar to an aerial photo) of East Longmeadow is the background of this map.

#### Approximate Water and Sewer Line Locations

This map shows the locations of these critical infrastructure components. The PVPC worked with the Department of Public Works to update this information.

#### Municipal Zoning Districts

This East Longmeadow zoning district map illustrates the zoning districts and the acreage within each district. Overlay districts are not shown on the map.

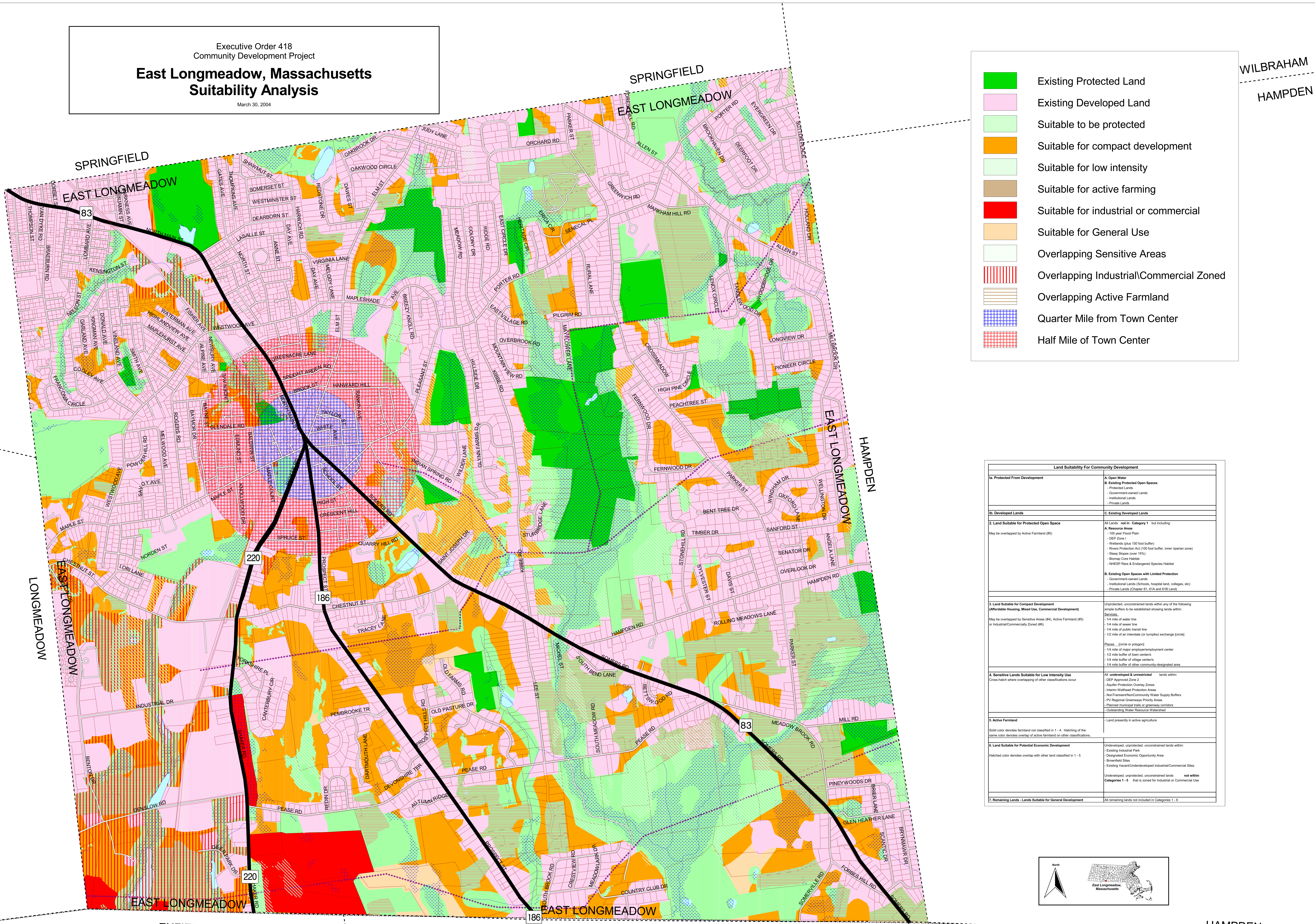
#### Base Map

This map demonstrates basic features of the town including roads, place names, and water features with three meter contours that demonstrate slope.

Executive Order 418  
Community Development Project  
**East Longmeadow, Massachusetts  
Suitability Analysis**

March 30, 2004

- Existing Protected Land
- Existing Developed Land
- Suitable to be protected
- Suitable for compact development
- Suitable for low intensity
- Suitable for active farming
- Suitable for industrial or commercial
- Suitable for General Use
- Overlapping Sensitive Areas
- Overlapping Industrial/Commercial Zoned
- Overlapping Active Farmland
- Quarter Mile from Town Center
- Half Mile of Town Center



Land Suitability For Community Development	
<b>1a. Protected From Development</b>	<b>A. Open Water</b> <b>B. Existing Protected Open Spaces</b> - Protected Lands - Government-owned Lands - Institutional Lands - Private Lands
<b>1b. Developed Lands</b>	<b>C. Existing Developed Lands</b>
<b>2. Land Suitable for Protected Open Space</b> <small>May be overlapped by Active Farmland (#5)</small>	<b>A. Resource Areas</b> All Lands not in Category 1 but including: - 100 year Flood Plain - DEP Zone 1 - Wetlands (plus 100 foot buffer) - Riparian Protection Act (100 foot buffer, inner riparian zone) - Steep Slopes (over 15%) - Biomap Core Habitat - NEESP Rare & Endangered Species Habitat  <b>B. Existing Open Spaces with Limited Protection</b> - Government-owned Lands - Institutional Lands (Schools, hospital land, colleges, etc) - Private Lands (Chapter 61, 61A and 61B Land)
<b>3. Land Suitable for Compact Development</b> <small>(Affordable Housing, Mixed Use, Commercial Development)</small> <small>May be overlapped by Sensitive Areas (#4), Active Farmland (#5) or Industrial/Commercially Zoned (#6)</small>	Unprotected, unconstrained lands within any of the following shape buffers to be established showing lands within: <b>Sectors</b> - 1/4 mile of water line - 1/4 mile of sewer line - 1/4 mile of public transit line - 1/2 mile of an interstate (or turnpike) exchange (circle)  <b>Blots</b> (circle or polygon) - 1/4 mile of major employment center - 1/2 mile buffer of town centers - 1/4 mile buffer of village centers - 1/4 mile buffer of other community-designated area
<b>4. Sensitive Lands Suitable for Low Intensity Use</b> <small>Cross-hatch where overlapping of other classifications occur</small>	All undeveloped & unrestricted lands within: - DEP Approved Zone 2 - Aquatic Protection Quality Zones - Internem Wetland Protection Areas - NonTransfer/NonCommunity Water Supply Buffers - PPV Regional Greenway Priority Areas - Planned municipal trails or gateway corridors - Outstanding Water Resource Watershed
<b>5. Active Farmland</b> <small>Solid color denotes farmland not classified in 1 - 4. Hatching of the same color denotes overlap of active farmland on other classifications.</small>	- Land presently in active agriculture
<b>6. Land Suitable for Potential Economic Development</b> <small>Solid color denotes farmland not classified in 1 - 4. Hatching of the same color denotes overlap of active farmland on other classifications.</small>	Undeveloped, unrestricted, unconstrained lands within: - Existing Industrial Park - Designated Economic Opportunity Area - Brownfield Sites - Existing Vacant/Underdeveloped Industrial/Commercial Sites  Undeveloped, unrestricted, unconstrained lands not within Categories 1 - 5 that is zoned for Industrial or Commercial Use
<b>7. Remaining Lands - Lands Suitable for General Development</b>	All remaining lands not included in Categories 1 - 6

