

# RIVER GATEWAY STUDY

TOWN OF ENFIELD

PRESENTATION TO PLANNING AND ZONING COMMISSION

MARCH 2018



## ONGOING WORK

- Identify appropriate building heights, setbacks, frontage, lot sizes and coverage requirements for the River Gateway Area
- Conduct case studies of residential and commercial streets to establish preferred height and setback requirements and other factors that contribute to great places



# RIVER GATEWAY VISION

Proposed Zones:

- Open Space
- River Gateway I
- River Gateway II
- River Gateway III



River Gateway Vision 4/4/18



# RIVER GATEWAY VISION

- Open Space Zone
  - Purpose: To preserve open space, riverfront and natural resource lands for the public use. The open space zone will leverage the unique assets of the Freshwater Pond, Freshwater Brook, and Connecticut River to benefit the residents of Enfield and protect and showcase these natural features.
  - Permitted Uses:
    - Municipal buildings
    - Athletic fields
    - Parks
    - Greenways
    - Waterfront facilities



# RIVER GATEWAY VISION

- River Gateway I
  - Purpose: To provide a walkable residential neighborhood with a diversity of housing choices. Development within this zone will be consistent with historic patterns of development.
  - Permitted Uses:
    - Single-family residential
    - Two-family residential
    - Multifamily residential in structures up to 3 stories tall



# RIVER GATEWAY VISION

## ■ River Gateway II

- Purpose: To provide a walkable residential neighborhood with a diversity of housing choices and opportunities for the development of higher density housing.
- Permitted Uses:
  - Single-family residential
  - Two-family residential
  - Multifamily residential in structures up to 5 stories tall



# RIVER GATEWAY VISION

- River Gateway III
  - Purpose: To preserve and provide walkable neighborhood commercial districts that build upon the historic function of Thompsonville's retail areas. Development in this zone will include a mixture of retail, restaurant, services, office space, and residences that will serve local residents and future Hartford Rail Line commuters.
  - Permitted Uses:
    - Single family or multifamily residential in structures up to 5 stories tall
    - Retail
    - Restaurant
    - Service (banks, dry cleaning, etc.)
    - Office
    - Mixed-Use Structures



# DESIGN OVER DENSITY

- We have established that design is a more significant factor in the quality of a street or neighborhood than density.



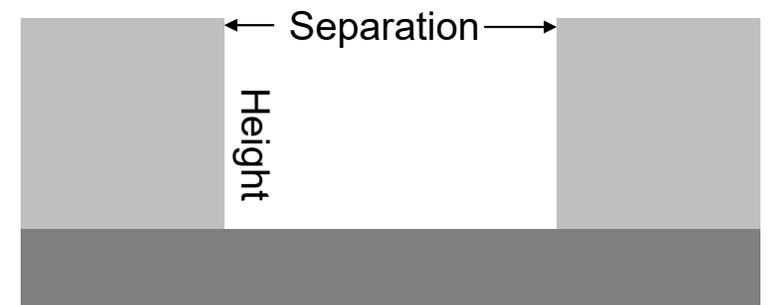
# CASE STUDIES

- Multiple case studies were conducted for residential and commercial streets in towns and cities on the East Coast.
- The case studies seek to identify typical design standards in successful urban and suburban neighborhoods
- These towns and cities include:
  - Marblehead, MA
  - Cambridge, MA
  - Boston, MA
  - Brookline, MA
  - Providence, RI
  - Newport, RI
  - Hartford, CT
  - Manhattan & Brooklyn, NY
  - Philadelphia, PA
  - Washington, DC
  - Alexandria, VA
  - Savannah, GA



# BUILDING SEPARATION TO BUILDING HEIGHT RATIO

- Building separation = Distance between buildings on opposite sides of the street
- Building height = Vertical distance between sidewalk and highest part of building visible from the street
- Ratio = Separation distance divided by building height;  
Example: 100' separation distance and 50' tall building = 2:1 ratio





**MARBLEHEAD, MA**

1.9:1

50'

27'

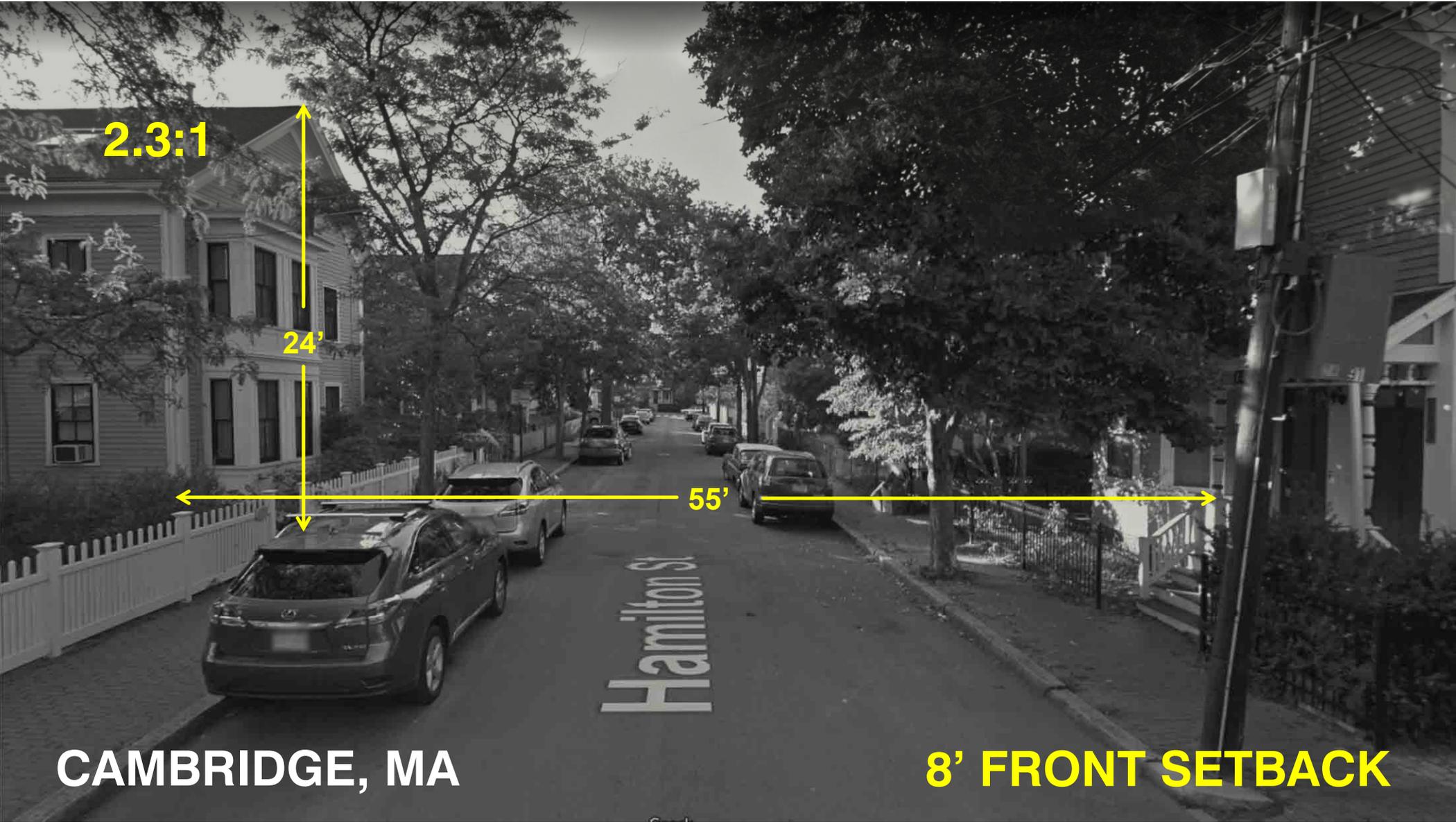
MARBLEHEAD, MA

5' FRONT SETBACK





**CAMBRIDGE, MA**



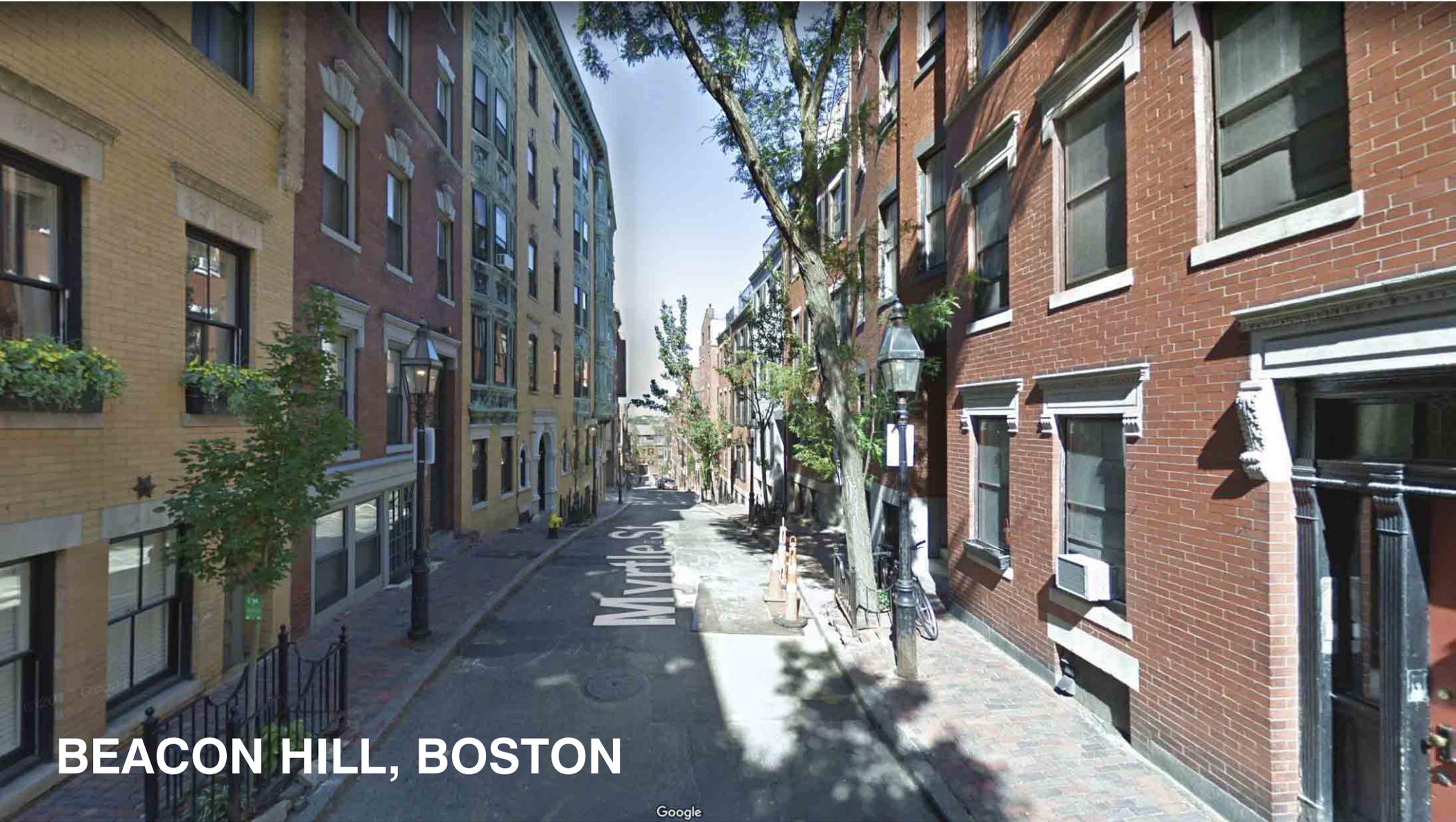
2.3:1

24'

55'

CAMBRIDGE, MA

8' FRONT SETBACK



**BEACON HILL, BOSTON**

0.7:1

40'

26'

BEACON HILL, BOSTON

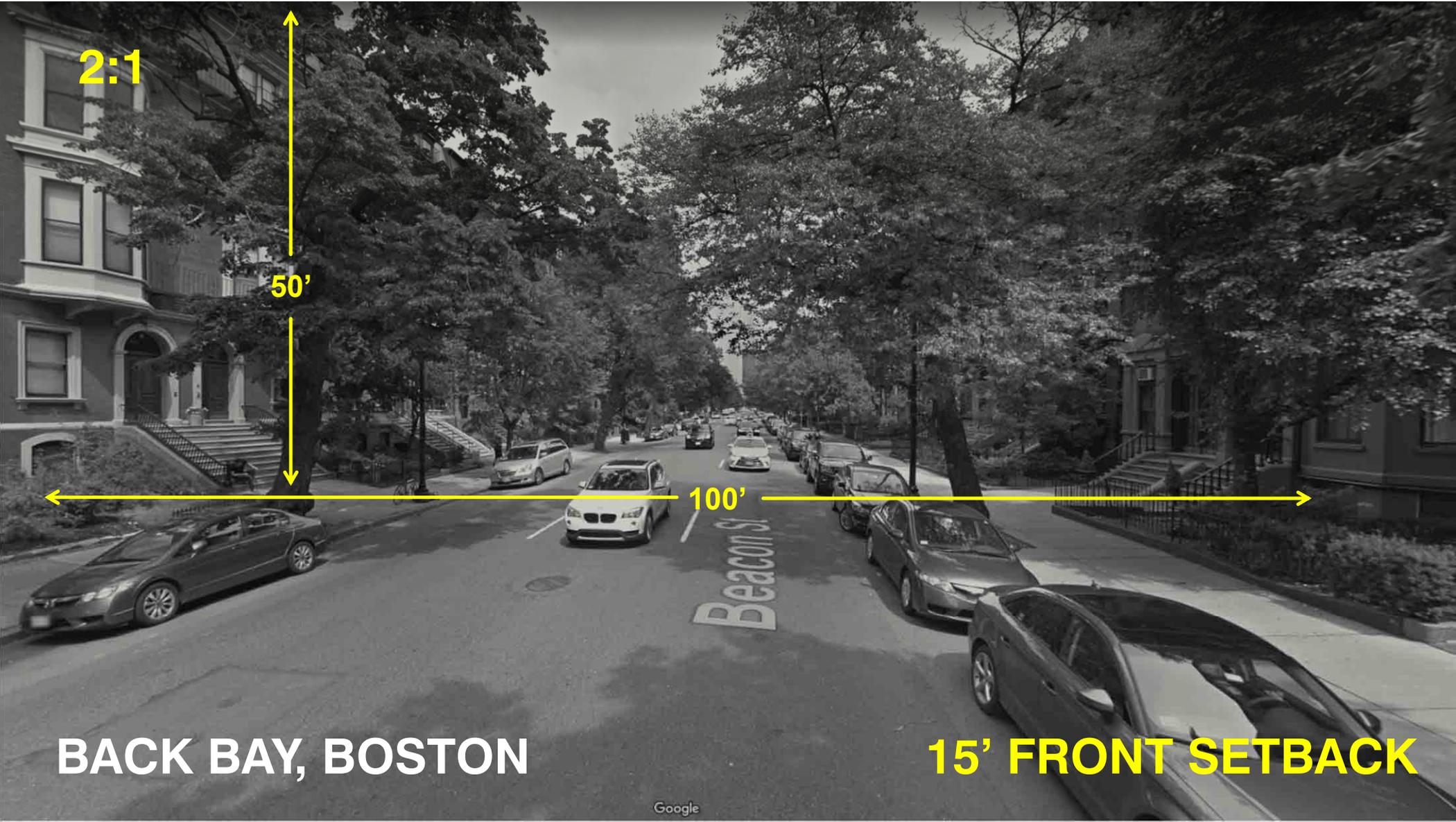
0' FRONT SETBACK

Google





**BACK BAY, BOSTON**



2:1

50'

100'

BACK BAY, BOSTON

15' FRONT SETBACK



**BACK BAY, BOSTON**

**2.5:1**

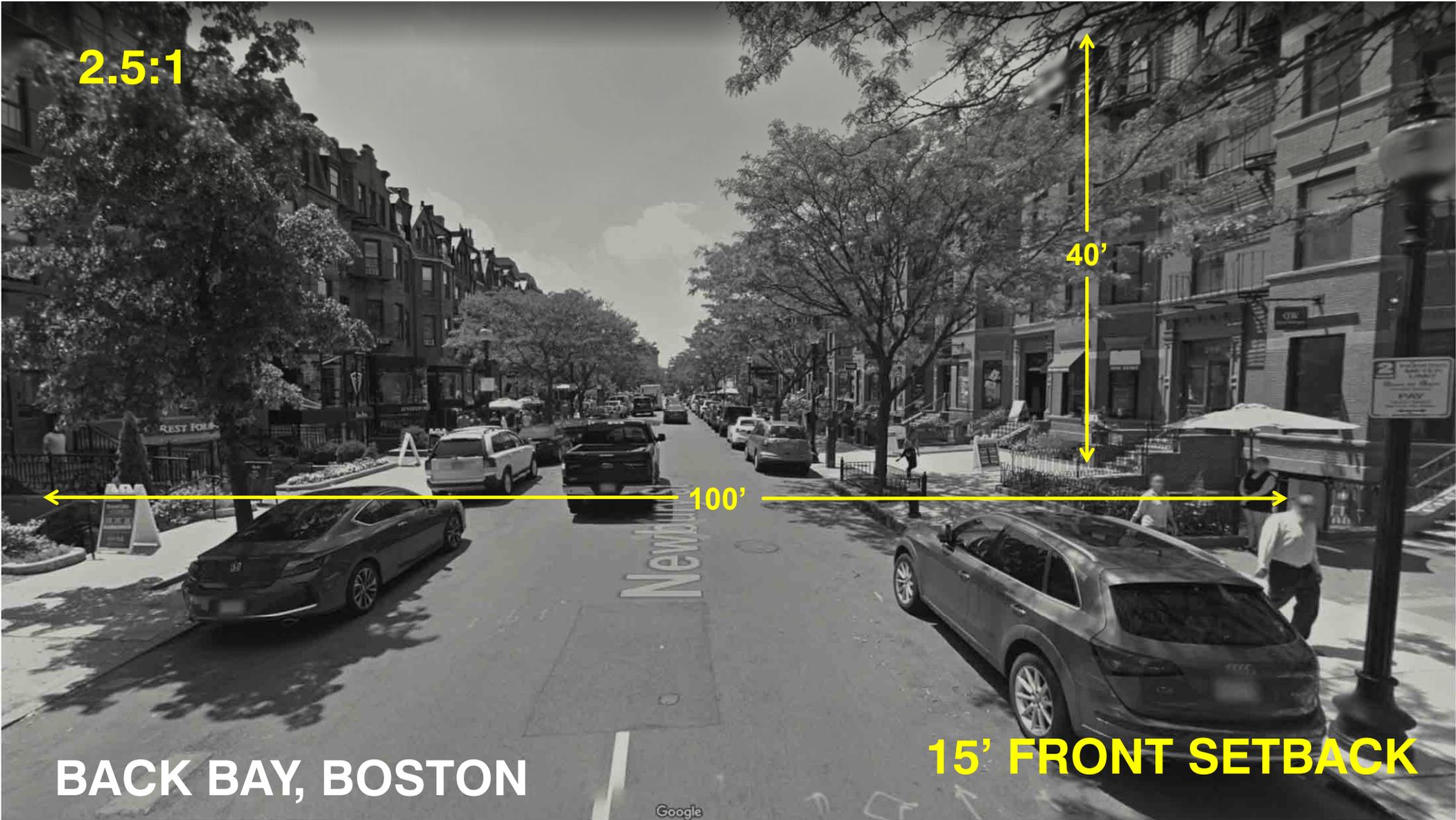
**40'**

**100'**

**15' FRONT SETBACK**

**BACK BAY, BOSTON**

Google





**BACK BAY FENS, BOSTON**

1.8:1



**BACK BAY FENS, BOSTON**

**10' FRONT SETBACK**



**SOUTH END, BOSTON**

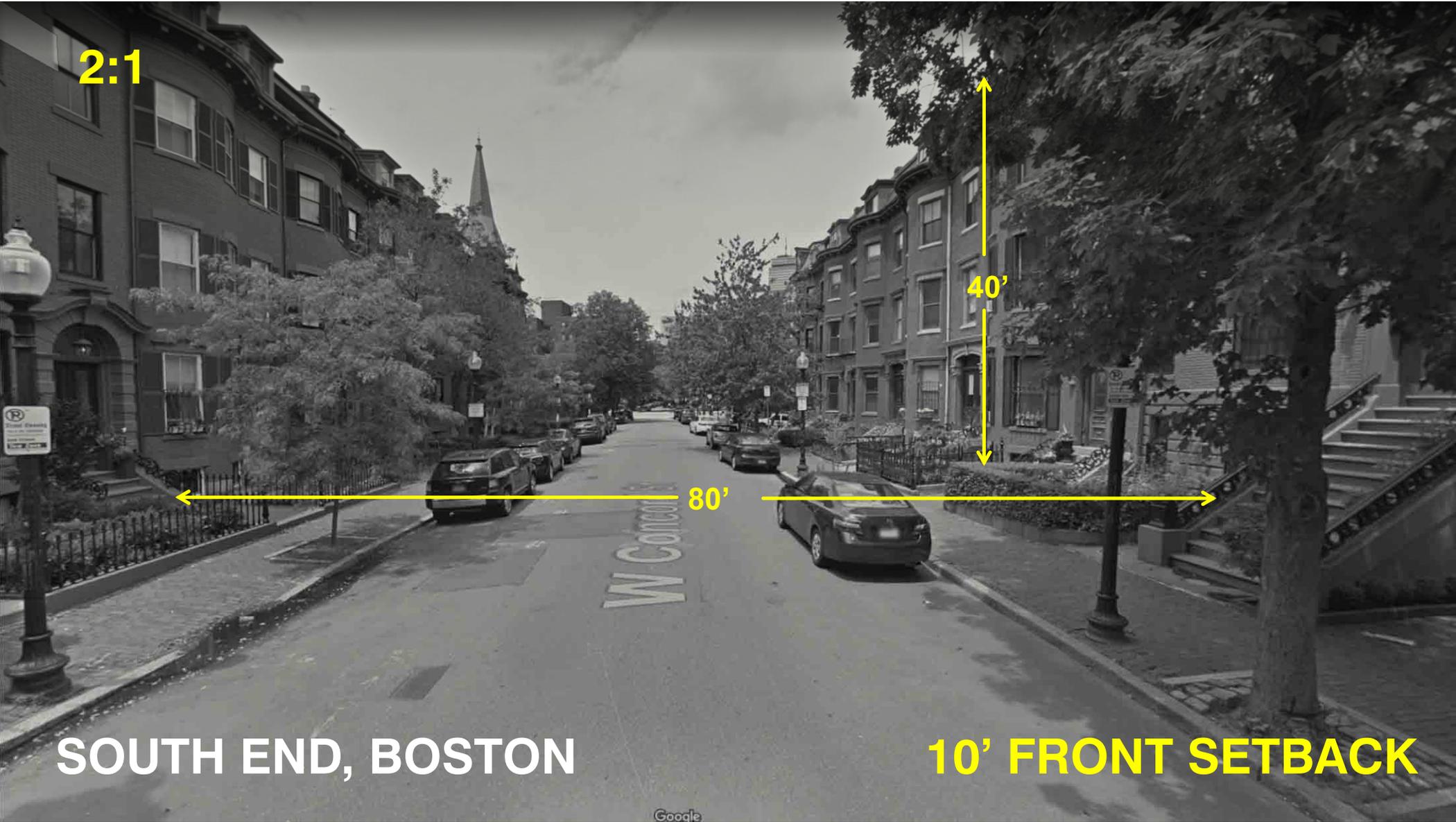
2:1

40'

80'

SOUTH END, BOSTON

10' FRONT SETBACK





**BROOKLINE, MA**

2:1

30'

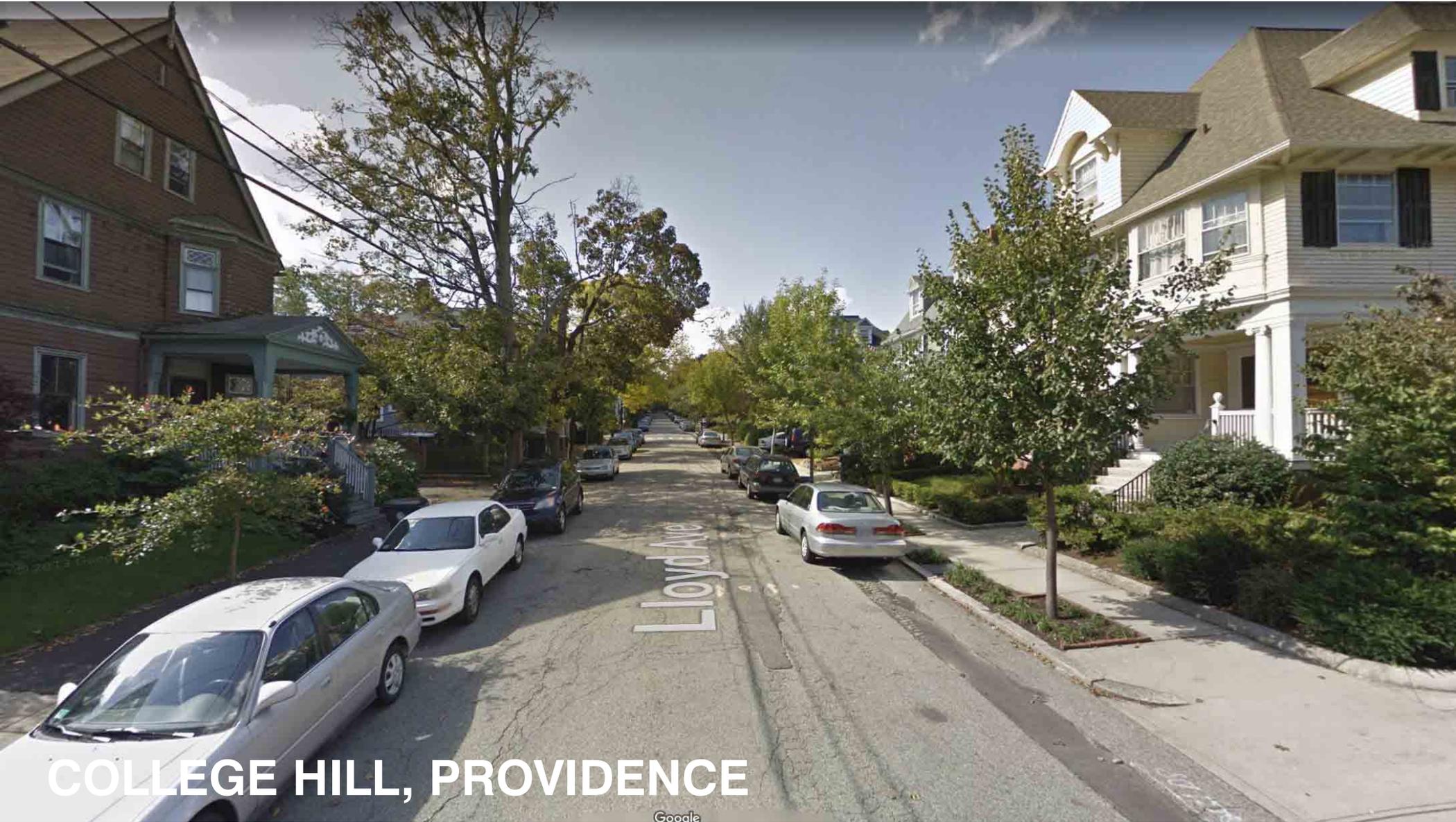
60'

**BROOKLINE, MA**

**10' FRONT SETBACK**

Google





**COLLEGE HILL, PROVIDENCE**

Google

2:1

30'

60'

COLLEGE HILL, PROVIDENCE

10' FRONT SETBACK

Google





# COLLEGE HILL, PROVIDENCE

Google

1.3:1

40'

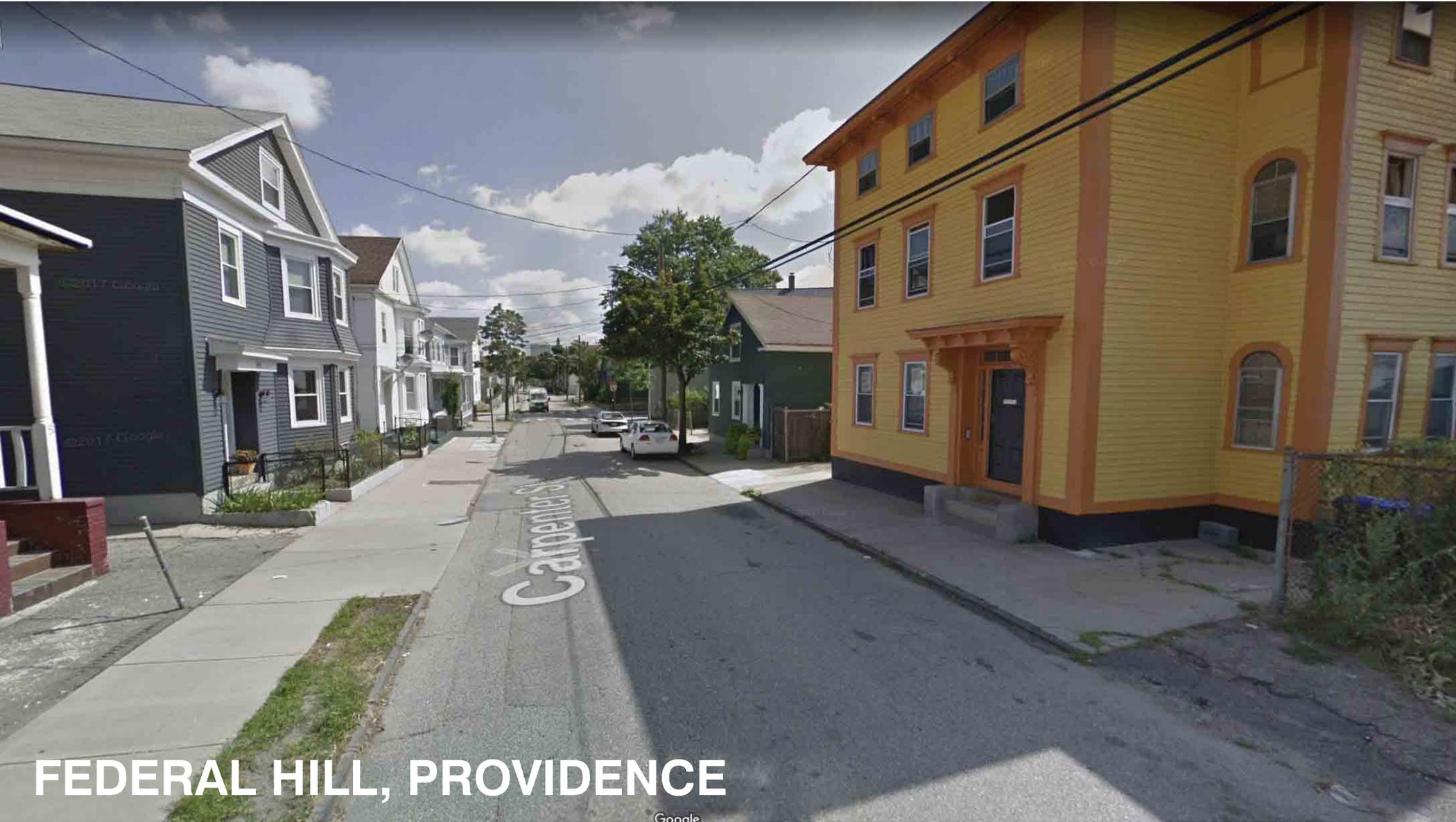
50'

COLLEGE HILL, PROVIDENCE

0'/10' FRONT SETBACK

Google





**FEDERAL HILL, PROVIDENCE**

Google

1.6:1

25'

40'

FEDERAL HILL, PROVIDENCE

5' 1/2' FRONT SETBACK

Google



NEWPORT, RI

Google

1:1

26'

26'

NEWPORT, RI

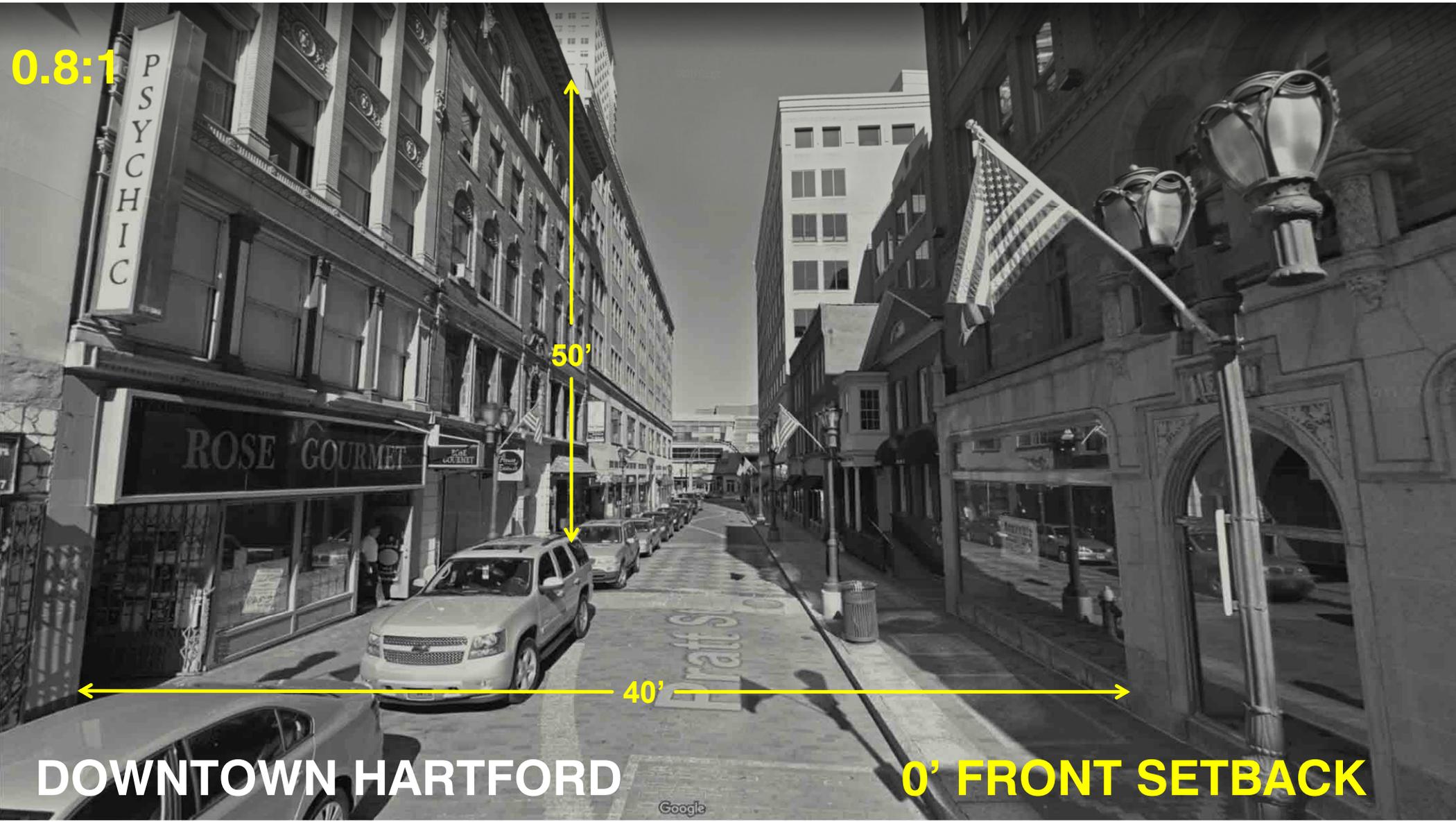
0' FRONT SETBACK





**DOWNTOWN HARTFORD**

Google



0.8:1

50'

40'

0' FRONT SETBACK

DOWNTOWN HARTFORD

Google



UPPER WEST SIDE, MANHATTAN

Google

1.8:1

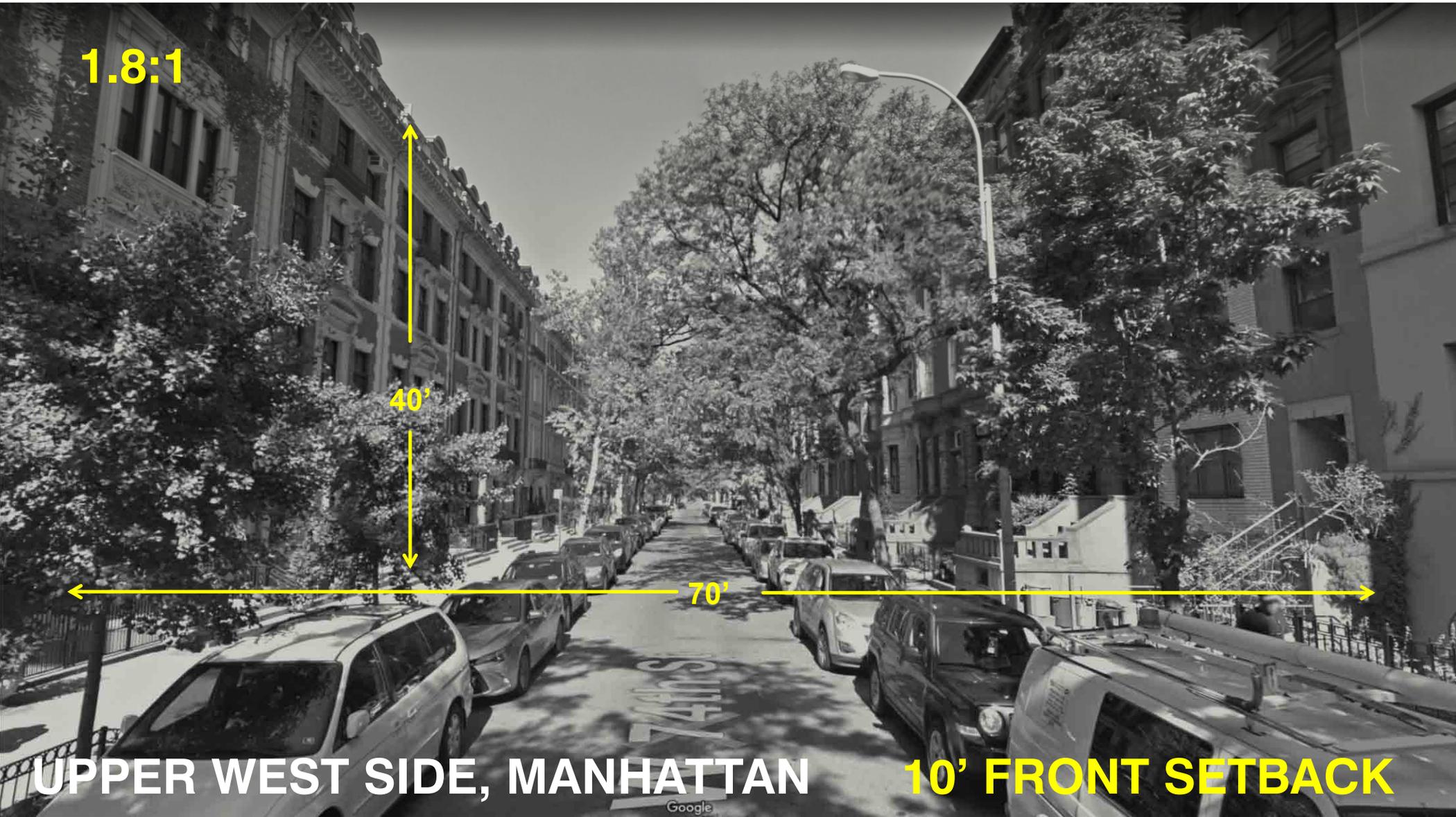
40'

70'

UPPER WEST SIDE, MANHATTAN

10' FRONT SETBACK

Google





**PARK SLOPE, BROOKLYN**

Google

**2.3:1**

**30'**

**70'**

**PARK SLOPE, BROOKLYN**

**10' FRONT SETBACK**

Google





**PROSPECT PARK, BROOKLYN**

Google

3:1

30'

90'

PROSPECT PARK, BROOKLYN

25' FRONT SETBACK

Google





**SOCIETY HILL, PHILADELPHIA**

Google

**2:1**

**28'**

**55'**

**SOCIETY HILL, PHILADELPHIA**

**5' FRONT SETBACK**

Google





**CAPITOL HILL, WASHINGTON DC**

Google

4.3:1



35'

150'



CAPITOL HILL, WASHINGTON DC

50' FRONT SETBACK

Google



**GEORGETOWN, WASHINGTON DC**

Google

1.8:1

32'

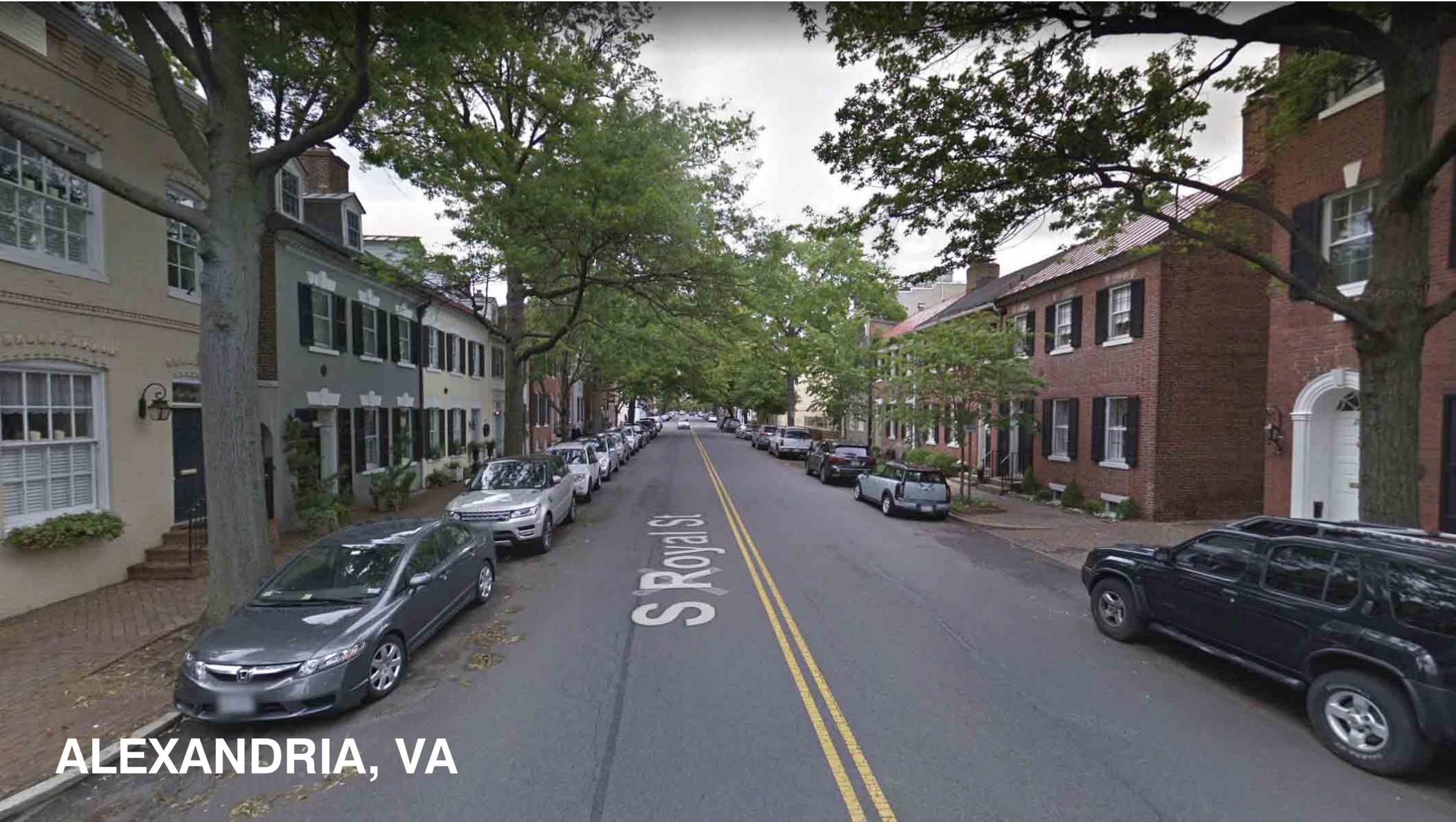
58'

GEORGETOWN, WASHINGTON DC

10'/15' FRONT SETBACK

Google





**ALEXANDRIA, VA**

2.3:1

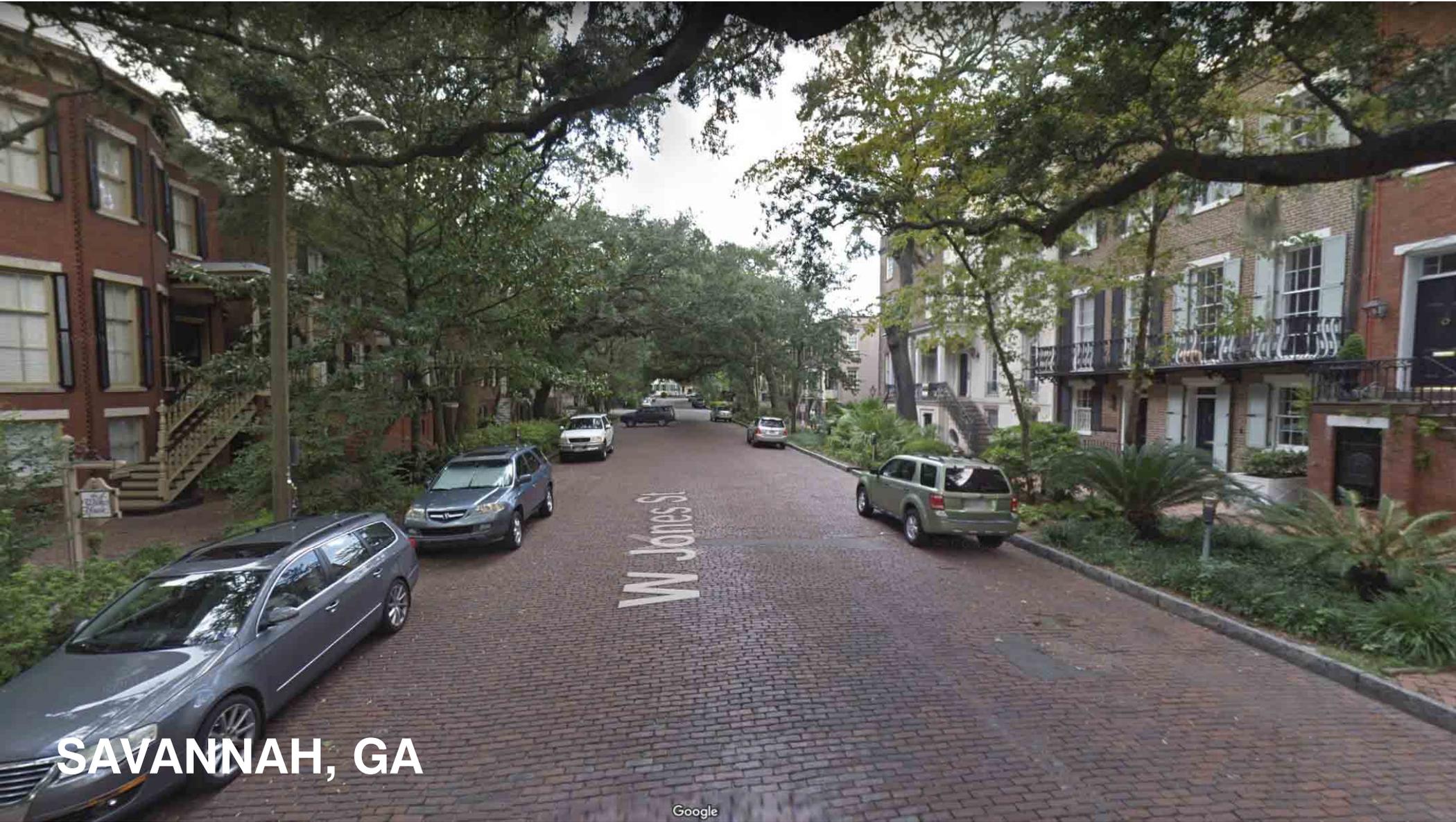
60'

26'

ALEXANDRIA, VA

3' FRONT SETBACK





SAVANNAH, GA

3.5:1

26'

90'

SAVANNAH, GA

10' FRONT SETBACK

Google



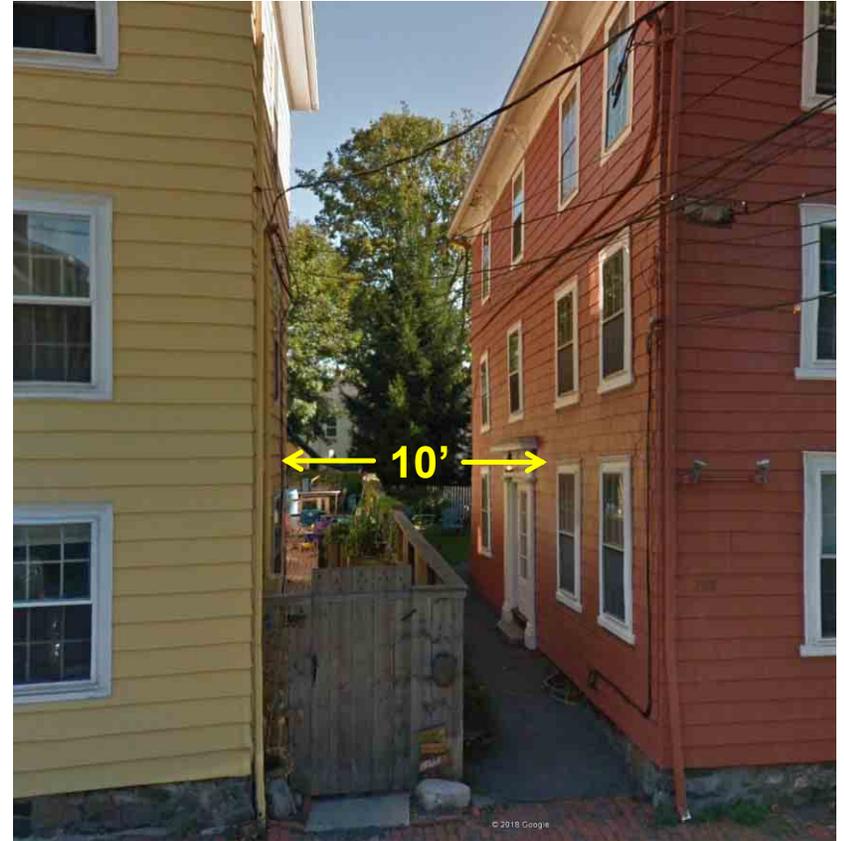
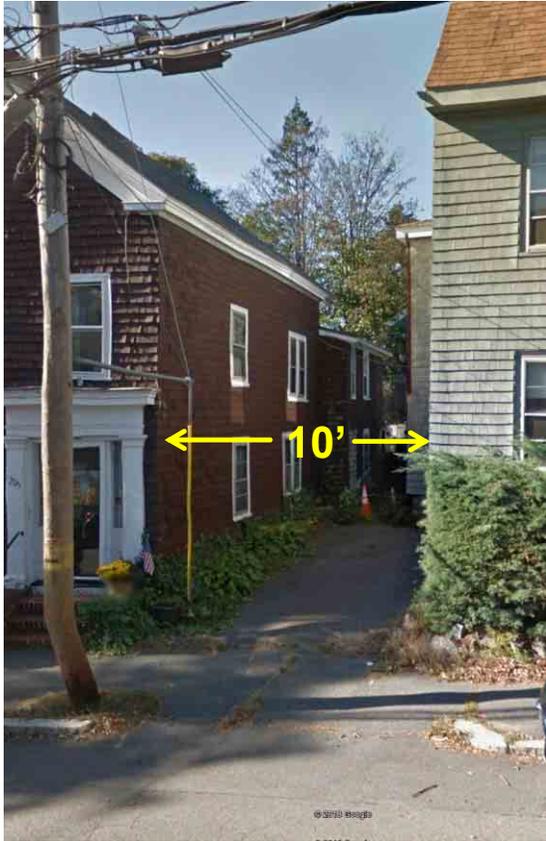
# SIDE YARD WIDTHS

- Side yard widths were measured for all case study streets
- Typical widths were identified
- Large side yards likely resulting from demolished buildings were excluded



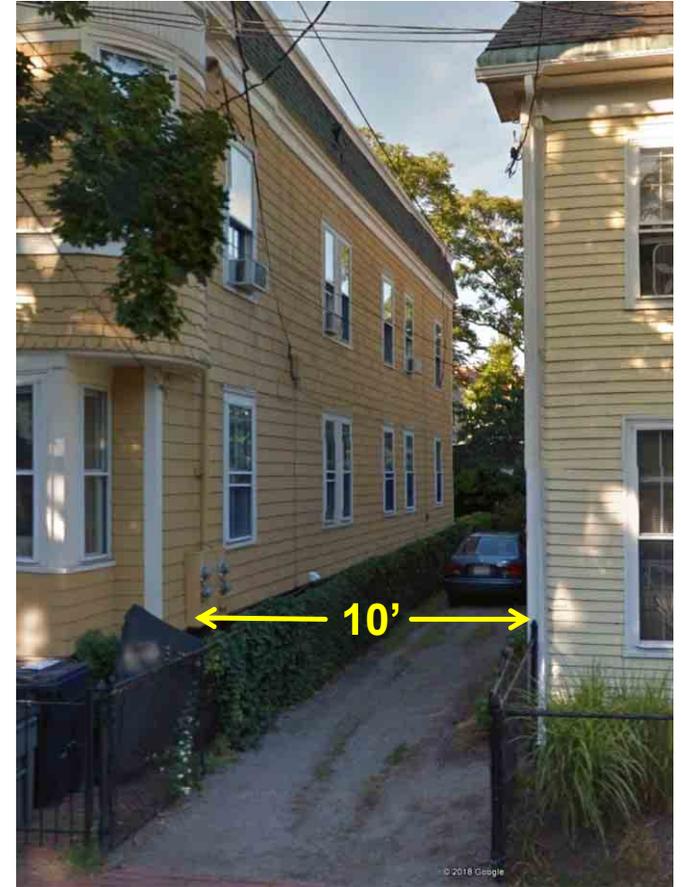
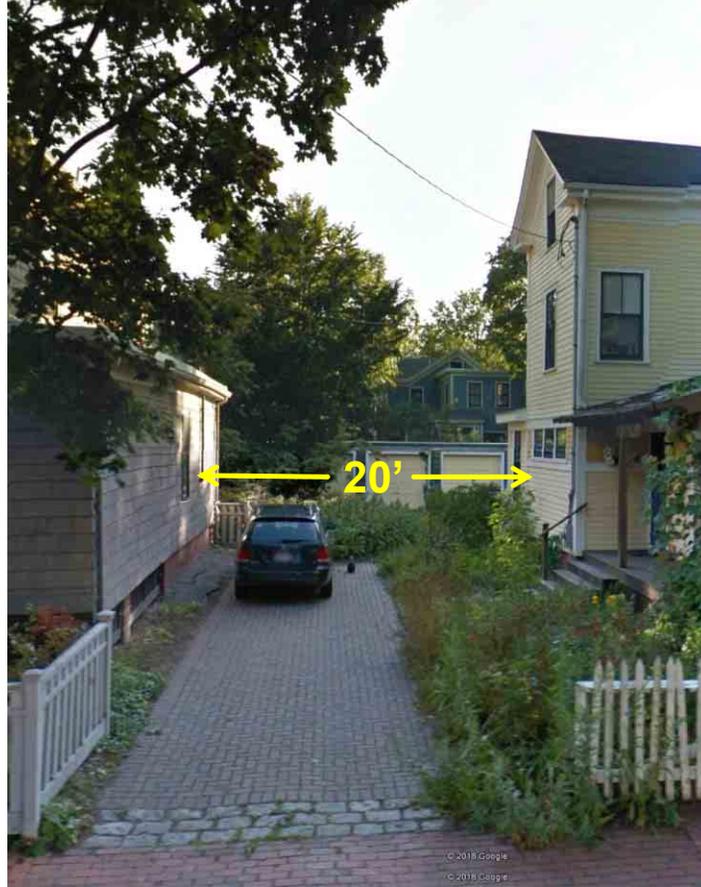
# MARBLEHEAD, MA

# SIDE YARD WIDTH



# CAMBRIDGE, MA

# SIDE YARD WIDTH



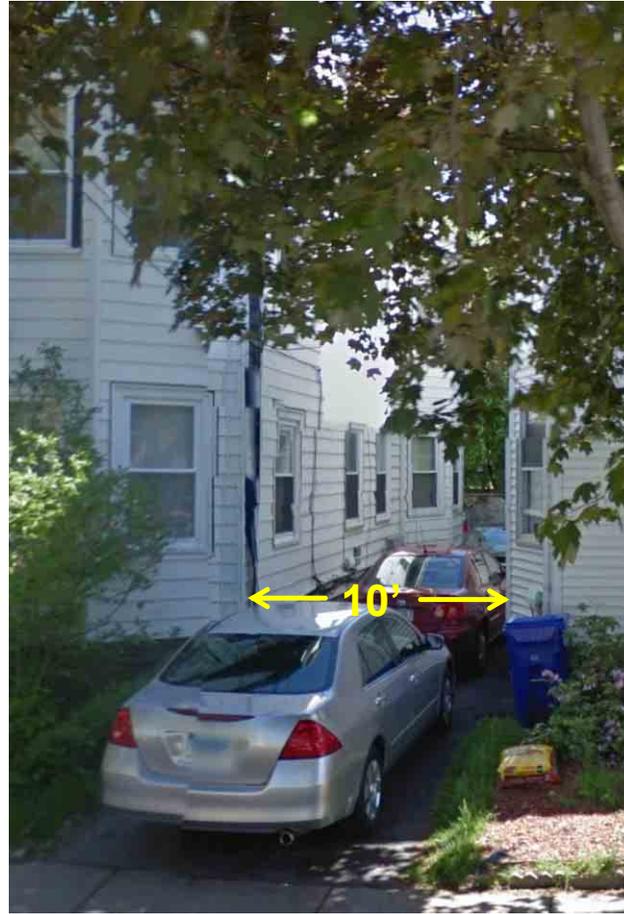
# BOSTON

# 0' SIDE YARD WIDTH



# BROOKLINE, MA

# SIDE YARD WIDTH



# COLLEGE HILL, PROVIDENCE

# SIDE YARD WIDTH



# FEDERAL HILL, PROVIDENCE

# SIDE YARD WIDTH



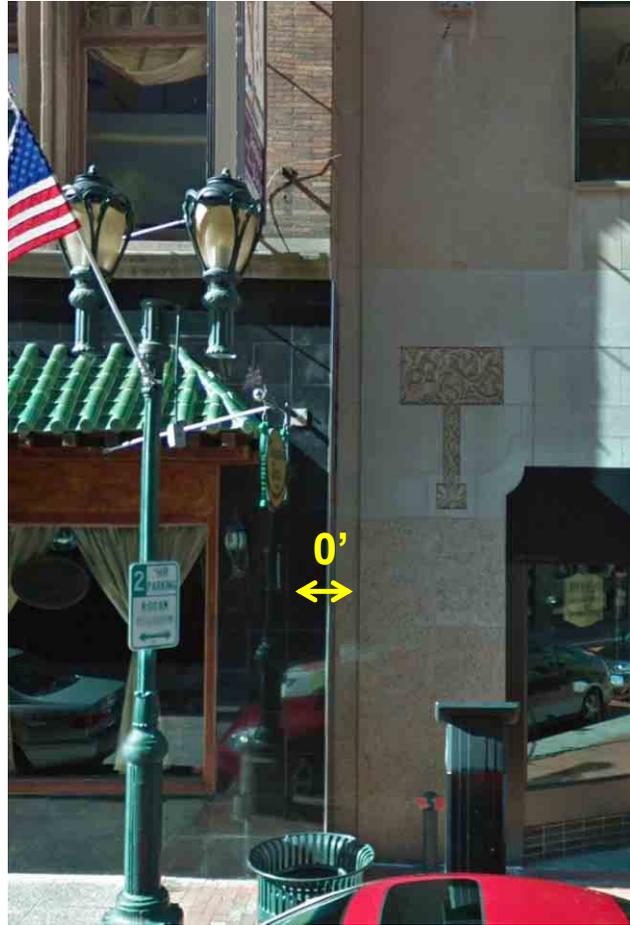
# NEWPORT, RI

# SIDE YARD WIDTH

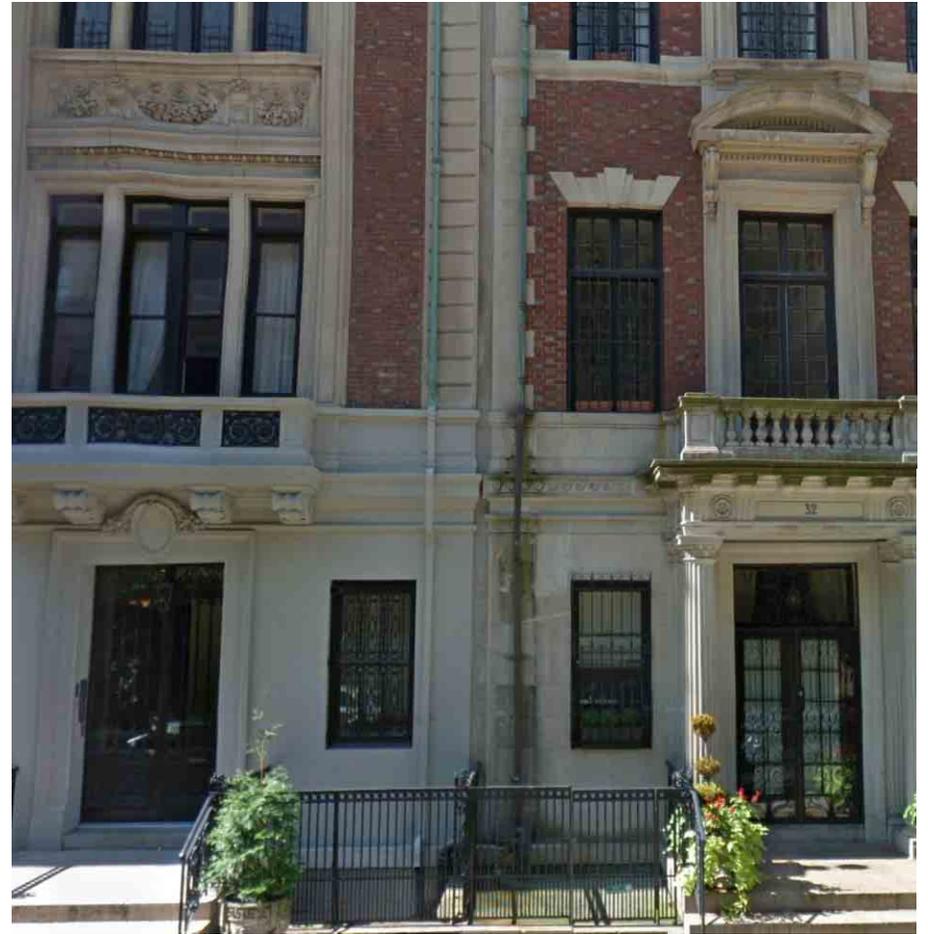


# DOWNTOWN HARTFORD

# SIDE YARD WIDTH

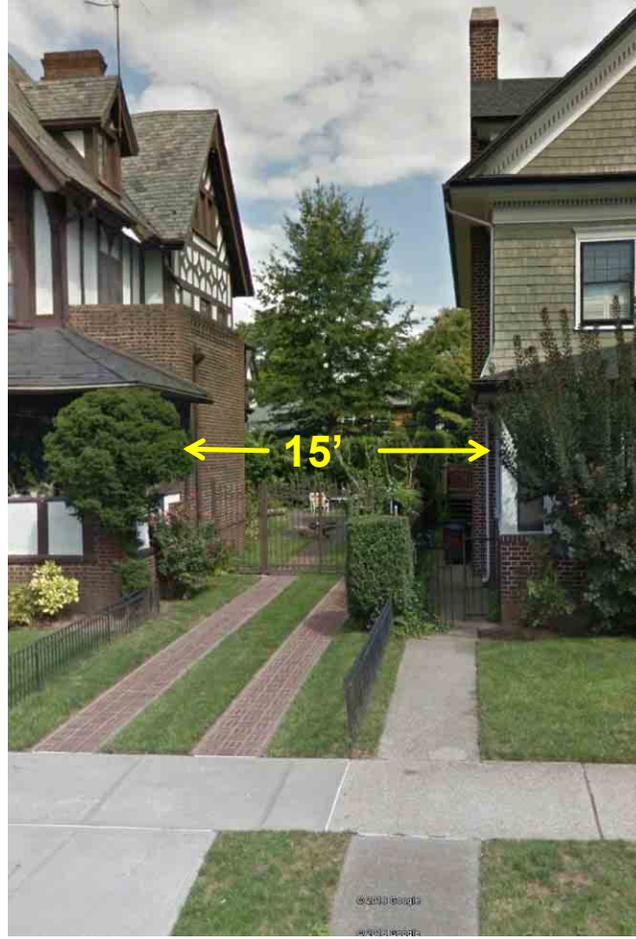
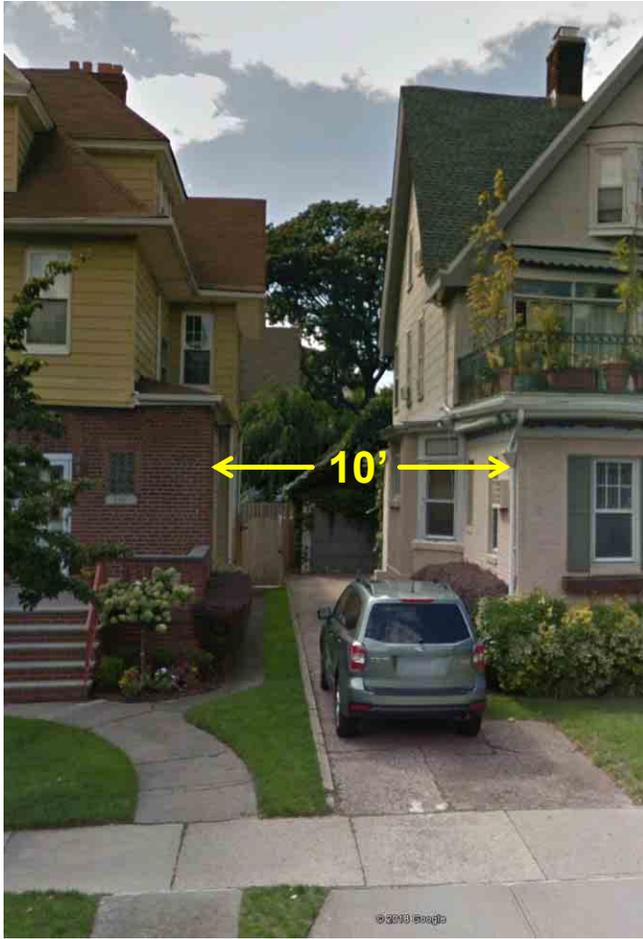


# UPPER WEST SIDE & PARK SLOPE 0' SIDE YARD WIDTH



# PROSPECT PARK, BROOKLYN

# 0' SIDE YARD WIDTH



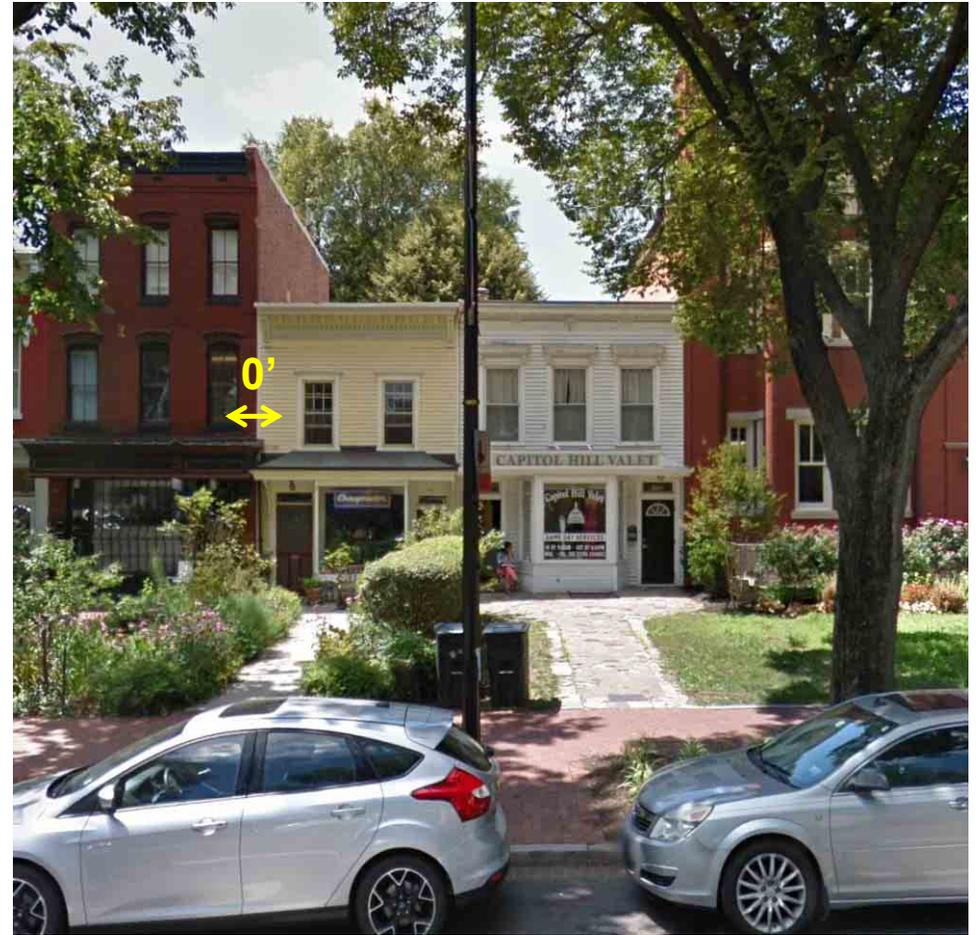
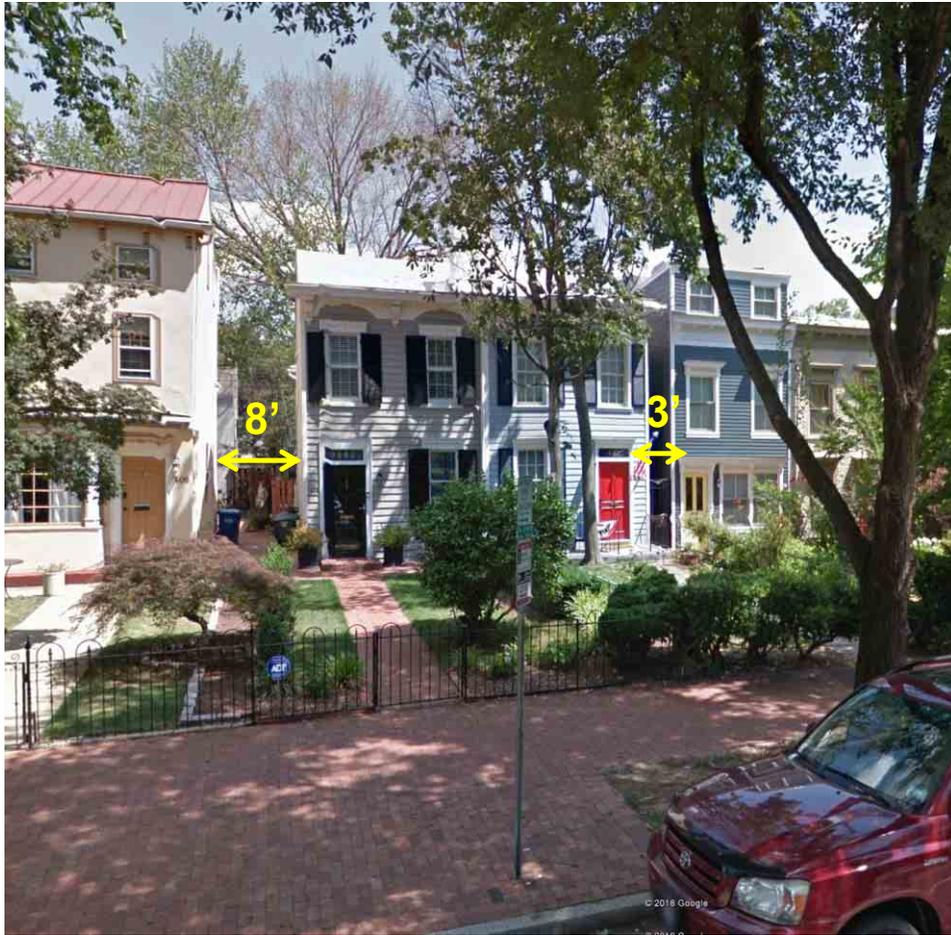
# SOCIETY HILL, PHILADELPHIA

# 0' SIDE YARD WIDTH

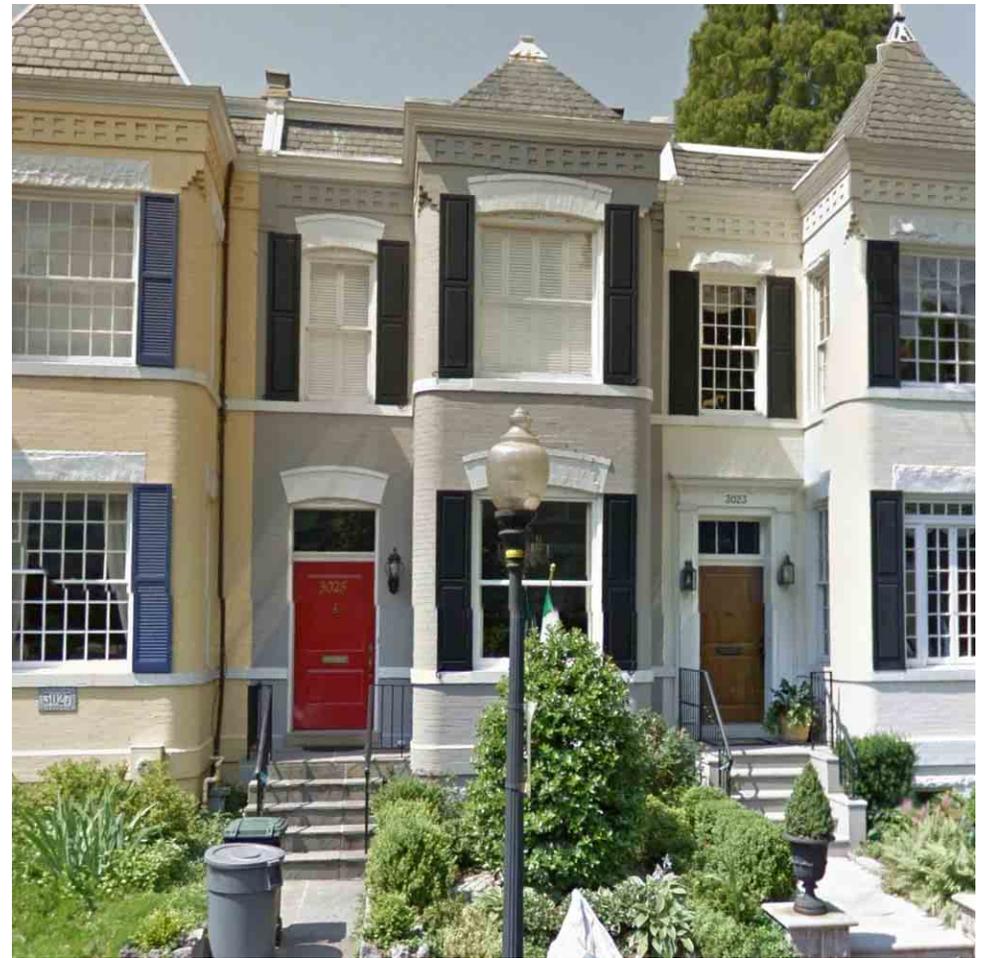


# CAPITOL HILL, WASHINGTON DC

# 0' SIDE YARD WIDTH



# GEORGETOWN, WASHINGTON DC 0' SIDE YARD WIDTH



# ALEXANDRIA, VA

# SIDE YARD WIDTH



# SAVANNAH, GA

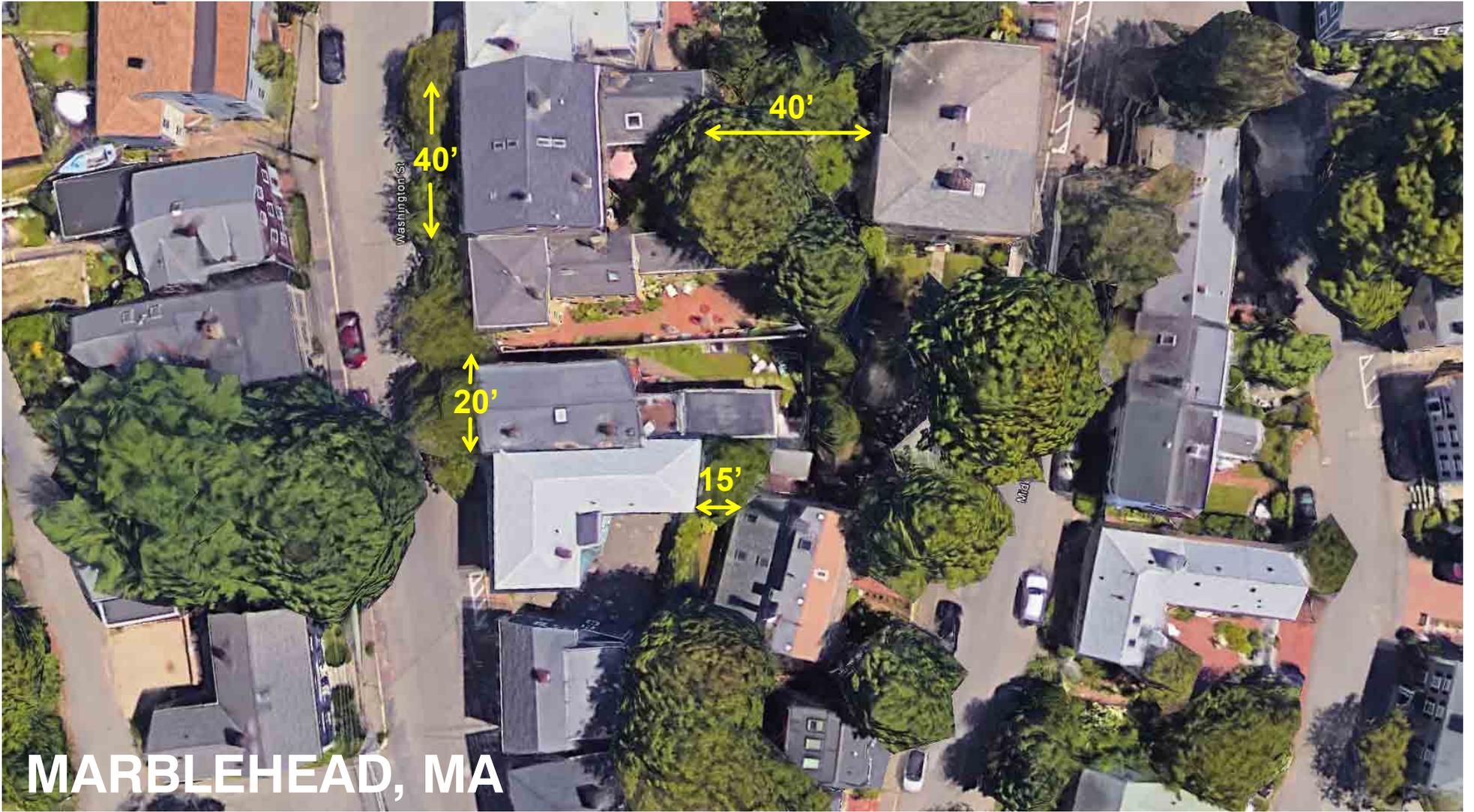
# SIDE YARD WIDTH



# REAR YARD DEPTH AND FRONTAGE WIDTH

- Rear yard depths were measured for all case study streets
- Typical depths were identified
- Depth was measured from primary structures, not ancillary structures such as garages
- Frontage width was measured for select properties





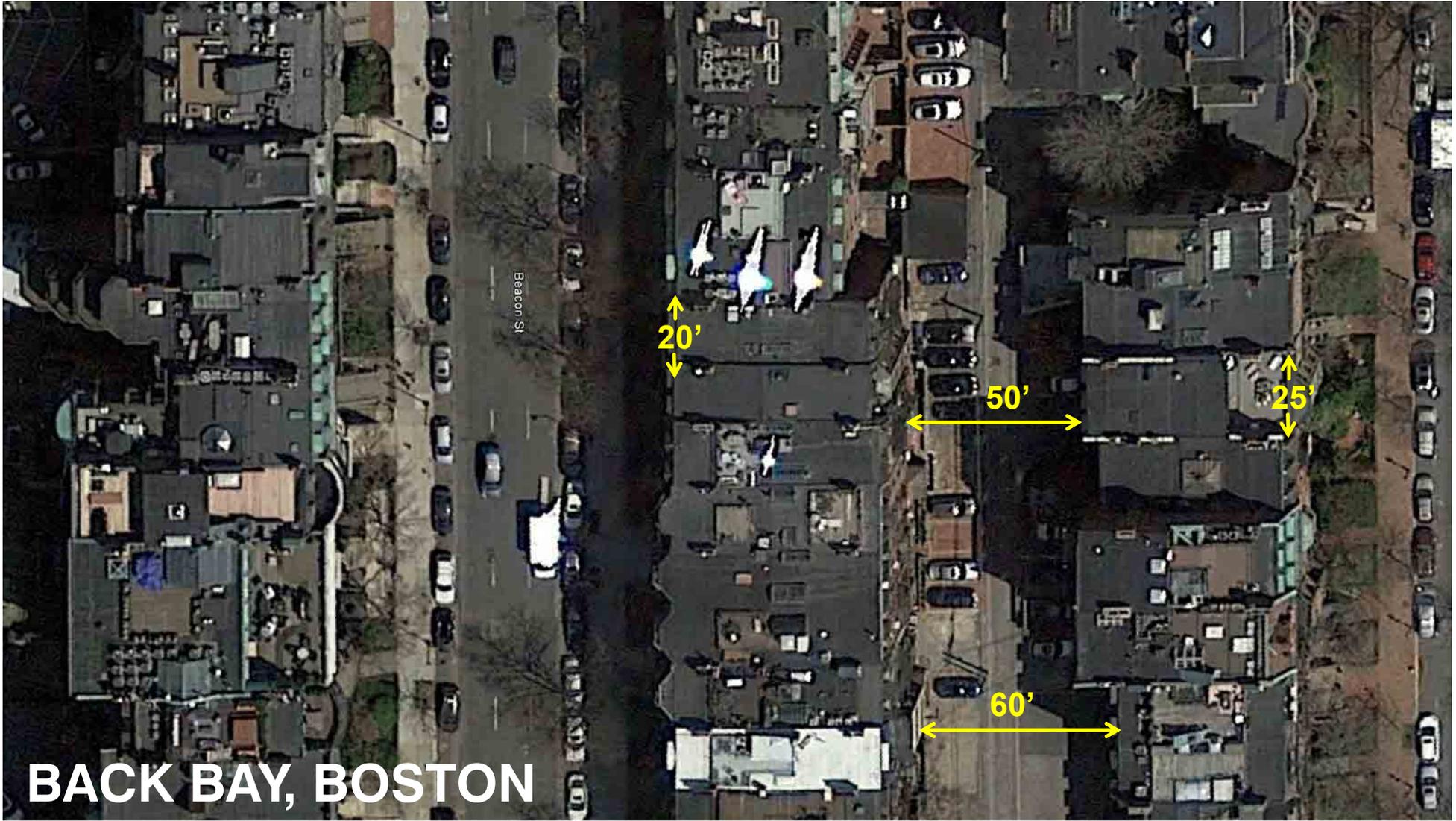
MARBLEHEAD, MA



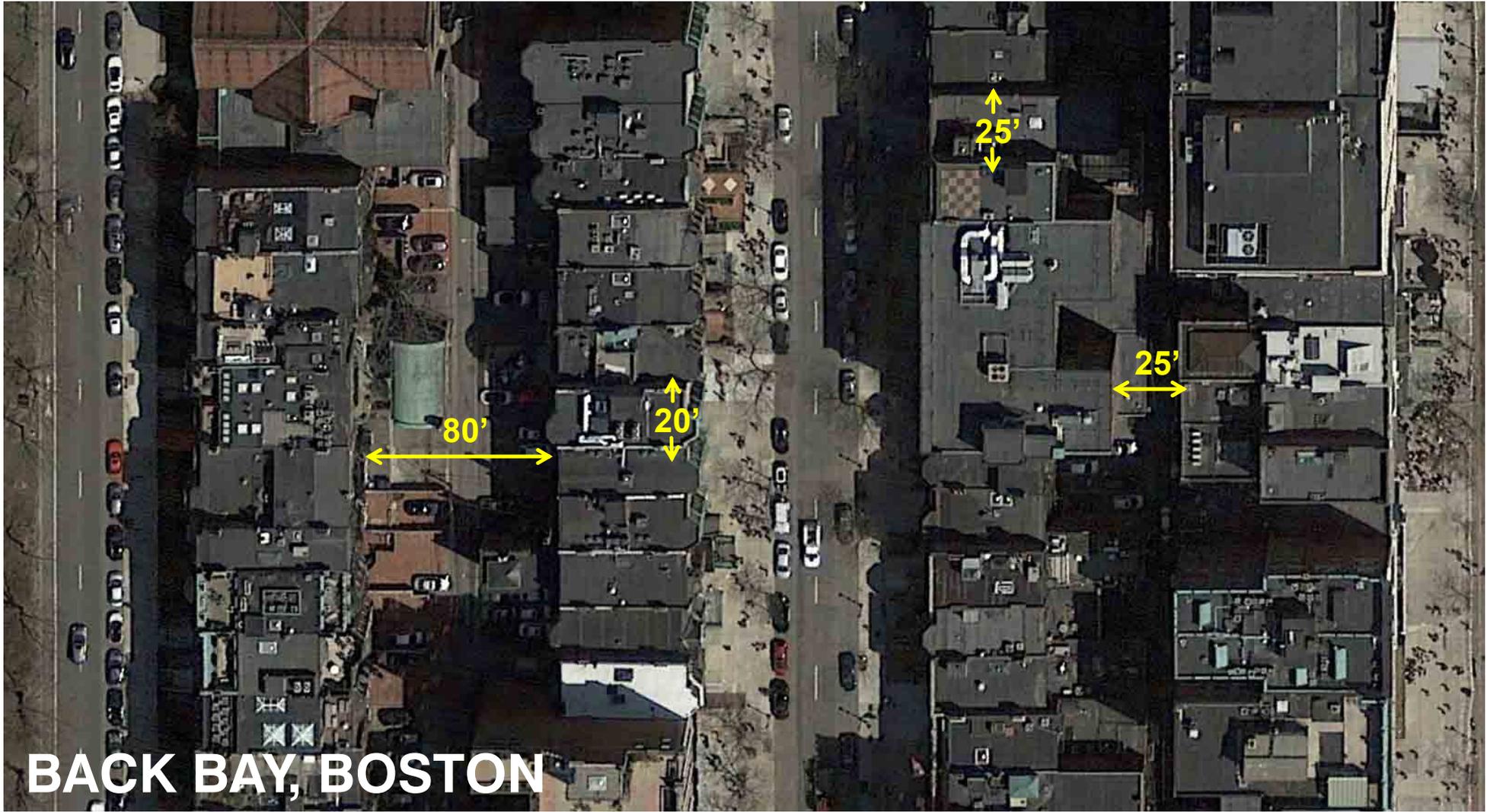
**CAMBRIDGE, MA**



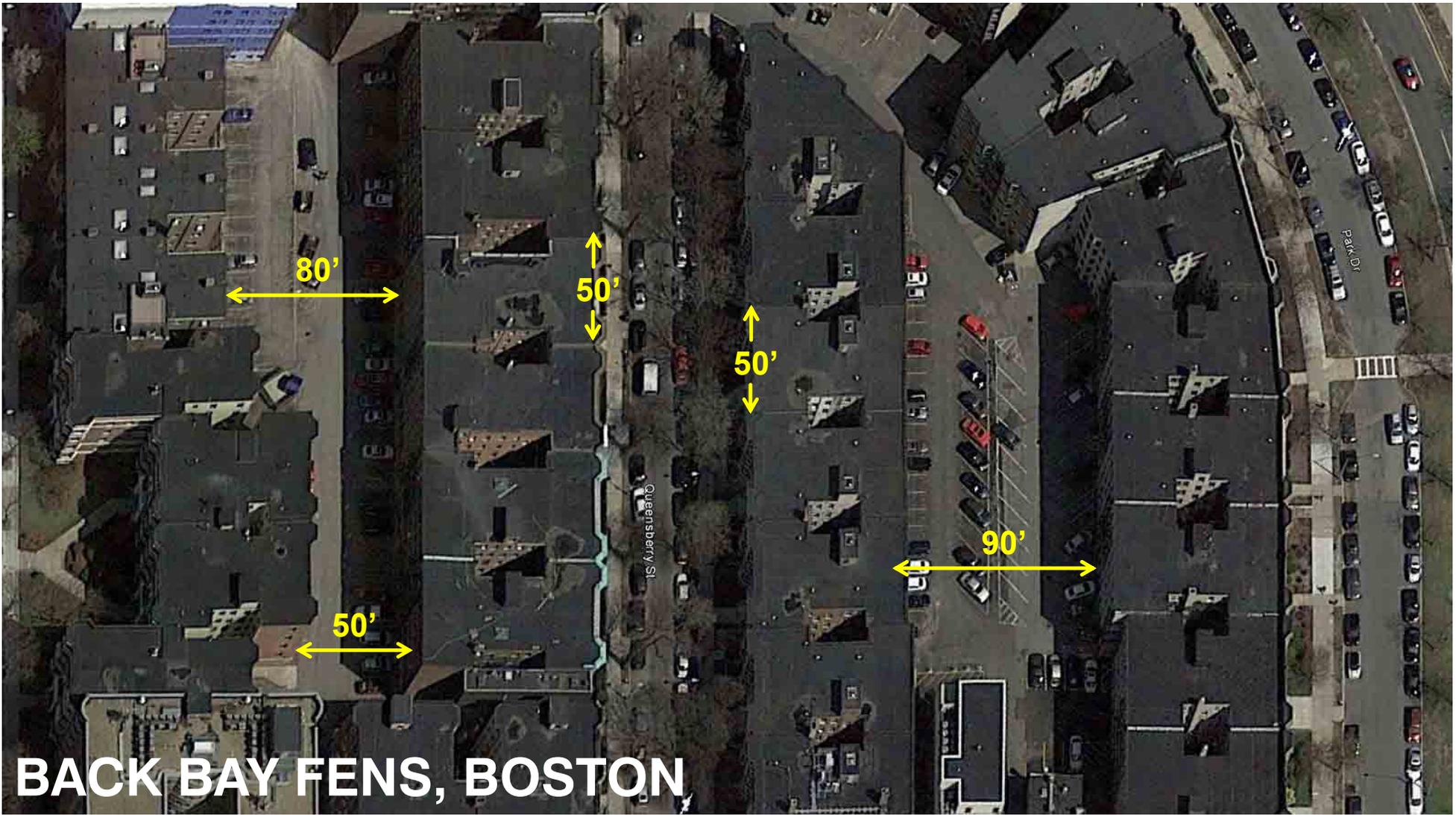
**BEACON HILL, BOSTON**



# BACK BAY, BOSTON

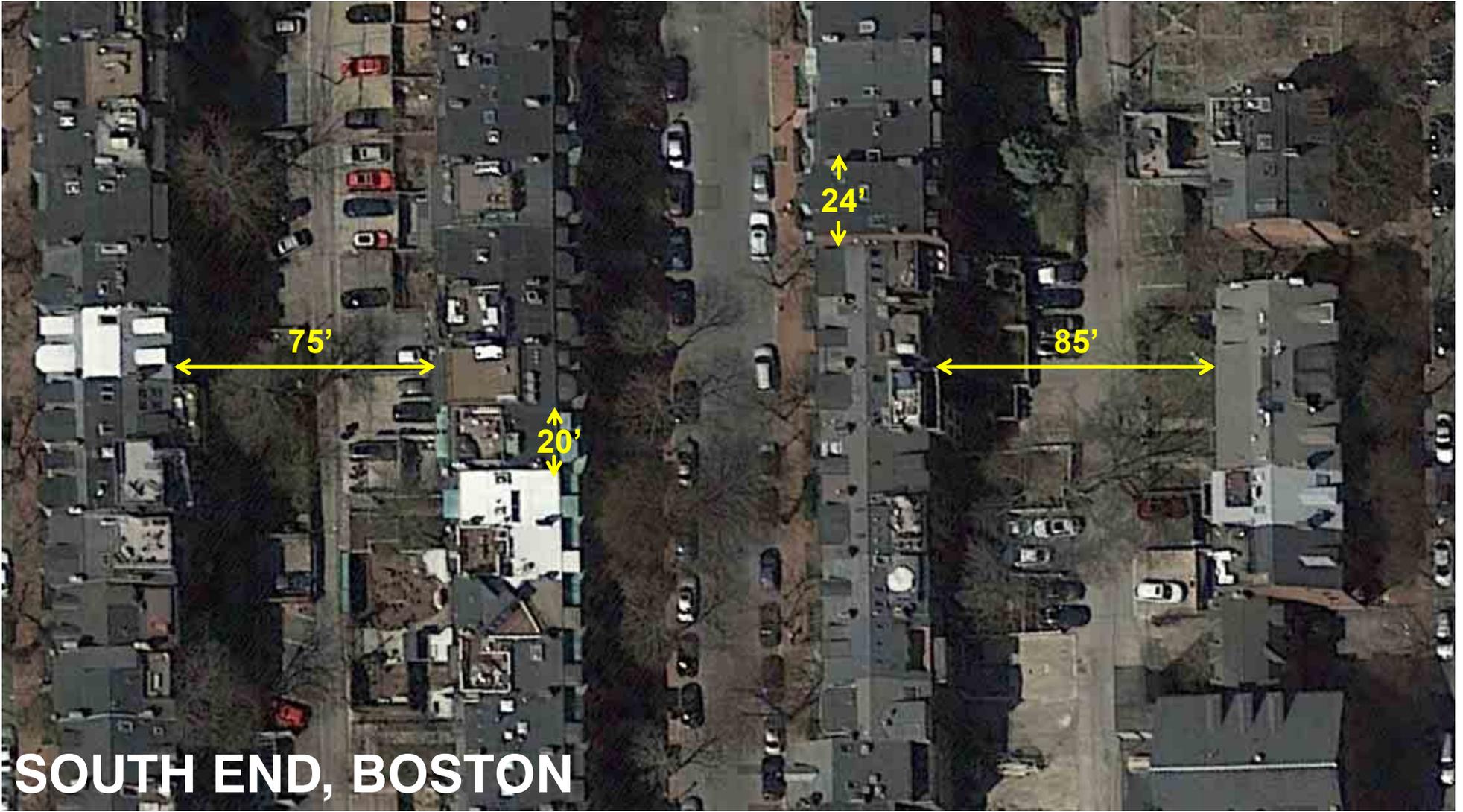


**BACK BAY, BOSTON**



# BACK BAY FENS, BOSTON





**SOUTH END, BOSTON**



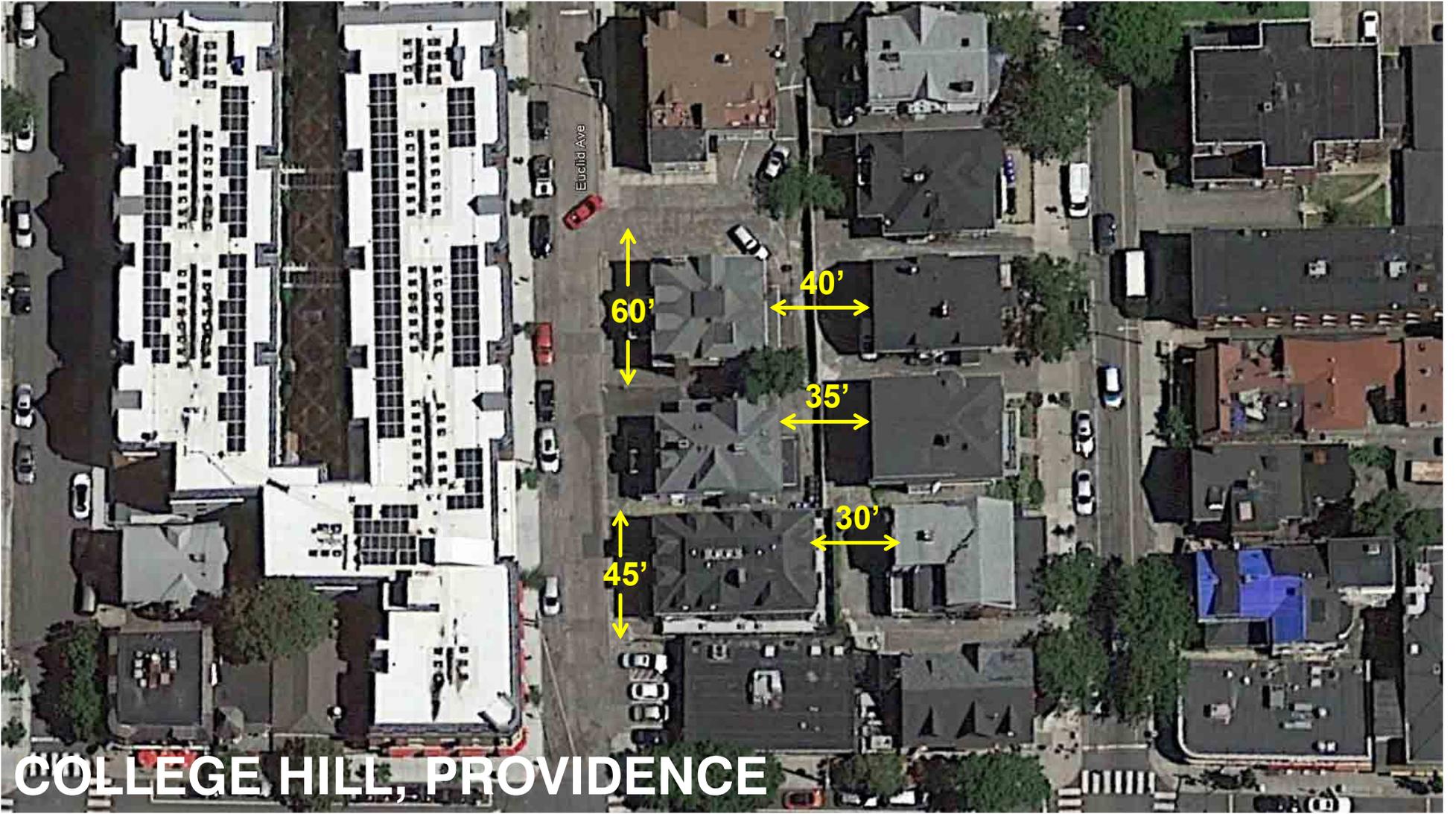
**BROOKLINE, MA**





**COLLEGE HILL, PROVIDENCE**

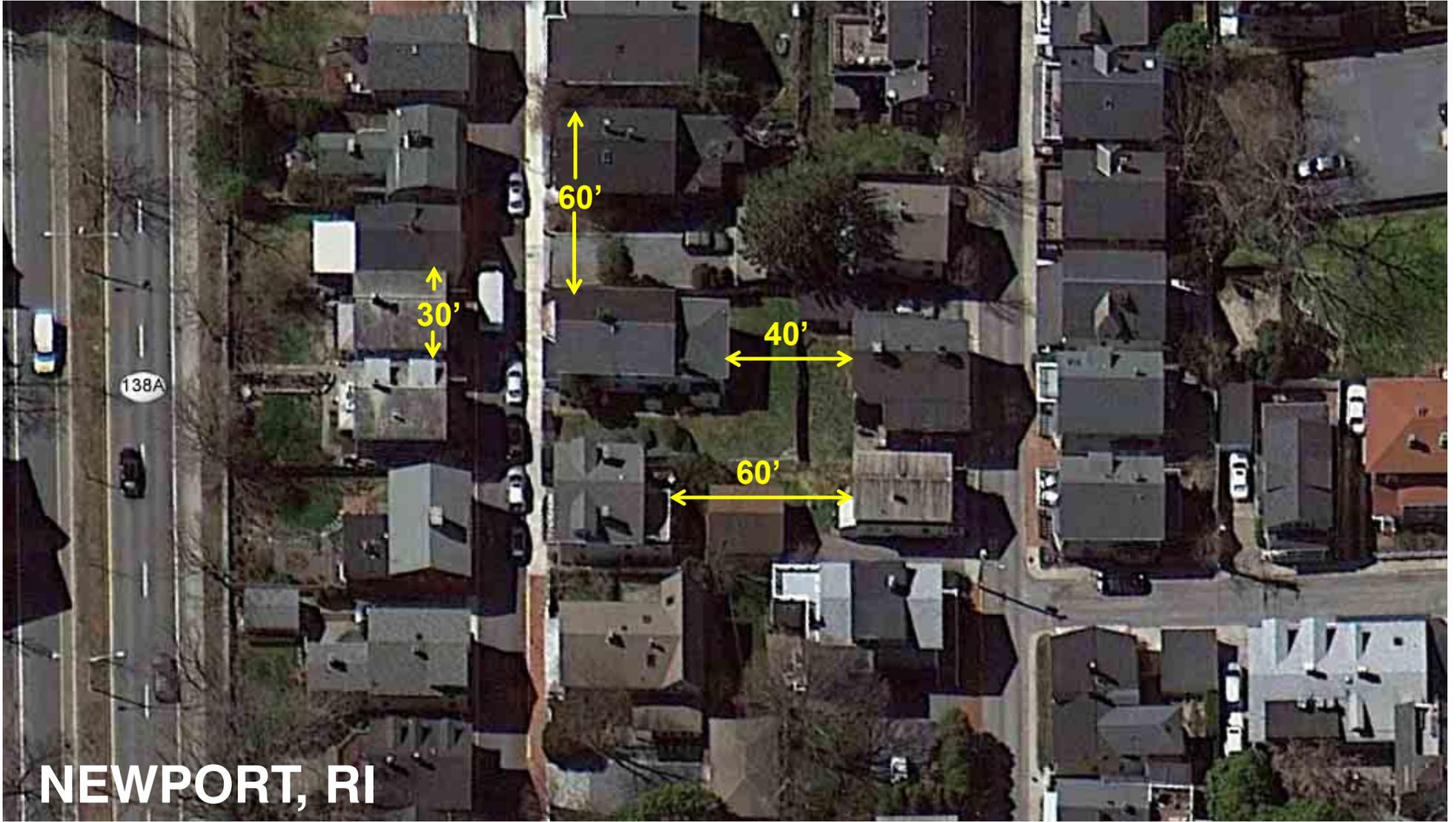




# COLLEGE HILL, PROVIDENCE



# FEDERAL HILL, PROVIDENCE



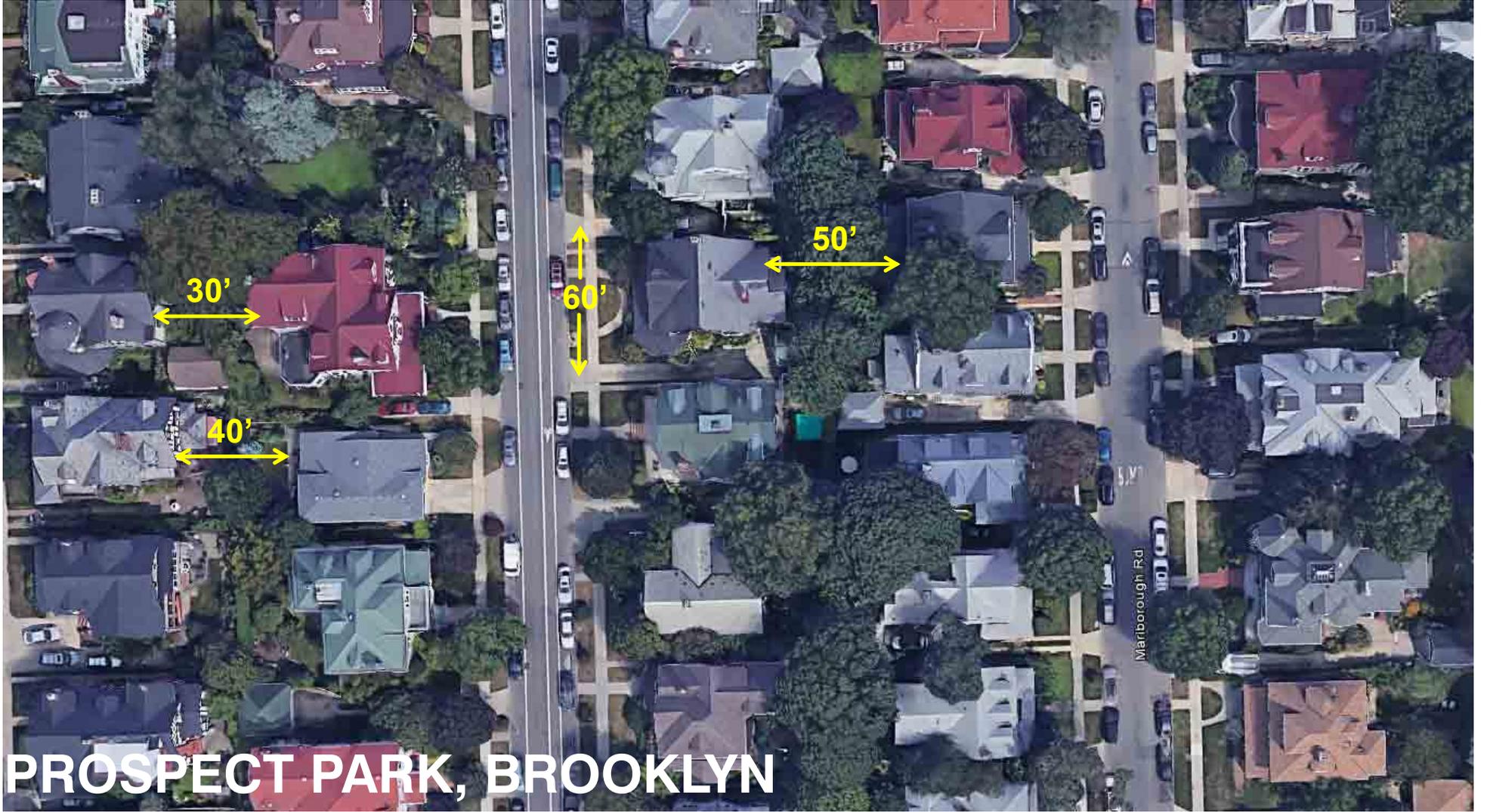
**NEWPORT, RI**



# UPPER WEST SIDE, MANHATTAN



PARK SLOPE, BROOKLYN

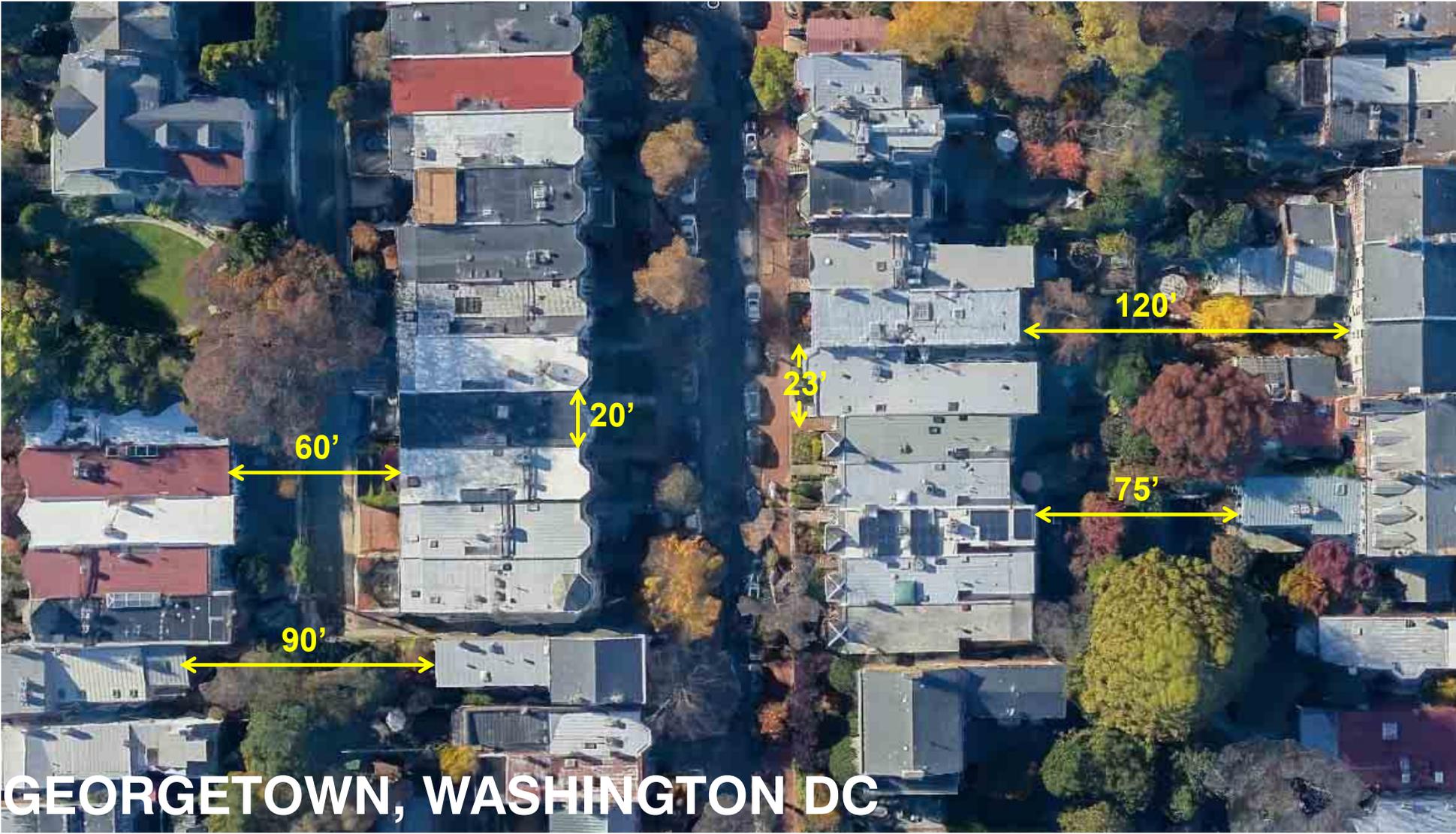


**PROSPECT PARK, BROOKLYN**





CAPITOL HILL, WASHINGTON DC



**GEORGETOWN, WASHINGTON DC**





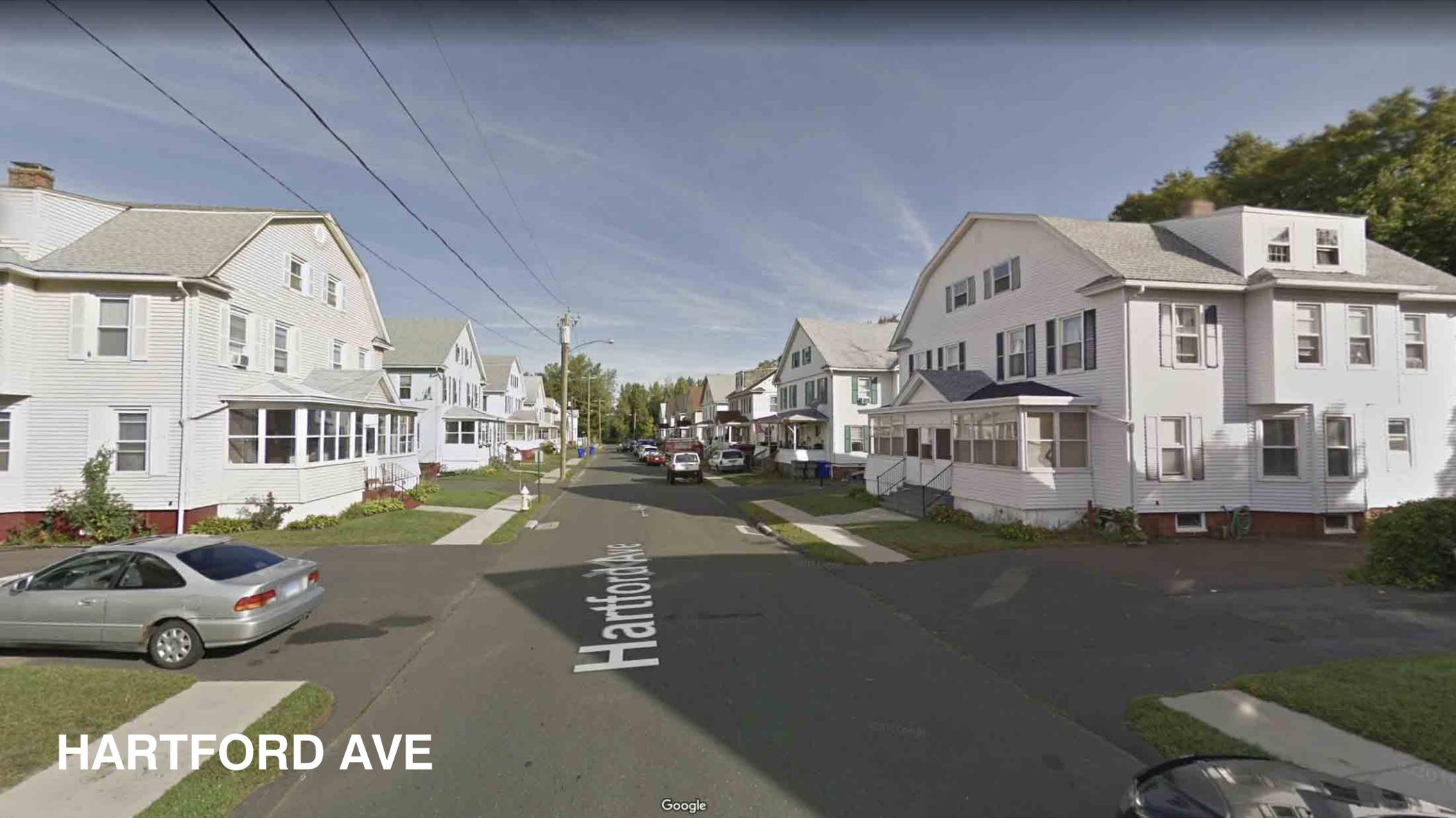
SAVANNAH, GA

W. Jones Ln.

# THOMPSONVILLE CASE STUDIES

- Several streets in Thompsonville were surveyed for building separation, building height, front setback, side yard width, rear yard depth, and frontage





**HARTFORD AVE**

**2.3:1**



**HARTFORD AVE**

**15' FRONT SETBACK**



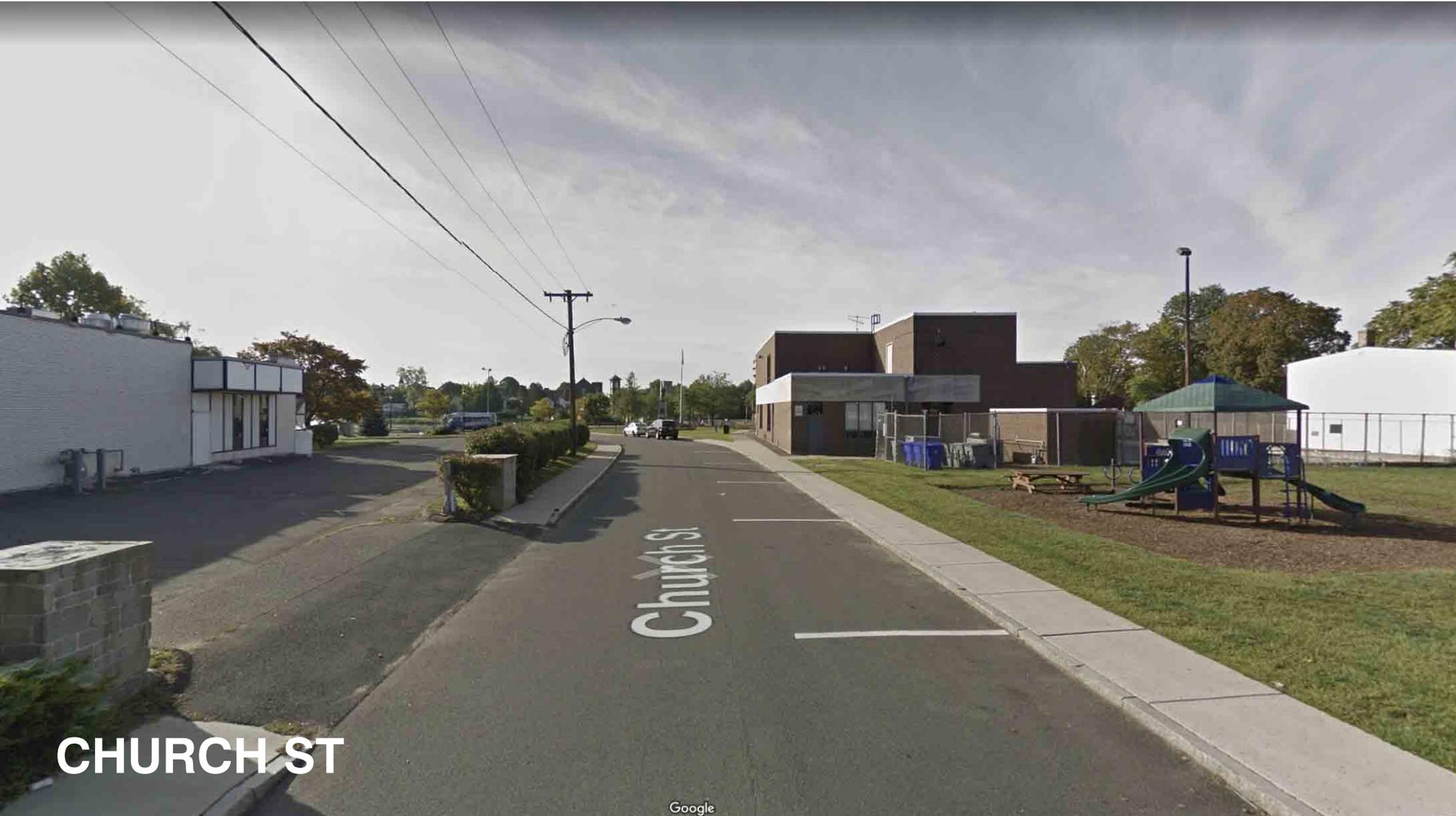
**CHURCH ST**

1.8:1



CHURCH ST

5' FRONT SETBACK



**CHURCH ST**

4.3:1

85'

20'

CHURCH ST

40'/0' SETBACK



**ALDEN AVE**

Google

2.5:1

24'

60'

ALDEN AVE

10' FRONT SETBACK

Google





PEARL ST

1.7:1

30'

50'

PEARL ST

0'/5 FRONT SETBACK

Google





**ASNUNTUCK ST**

2.33:1

30'

70'

ASNUNTUCK ST

20'/10' FRONT SETBACK



N. MAIN ST

7.5:1

150'

20'

N. MAIN ST

0' ACTUAL FRONT SETBACK  
30-50' APPARENT FRONT SETBACK



HIGH ST

Google

2.7:1

35'

95'

HIGH ST

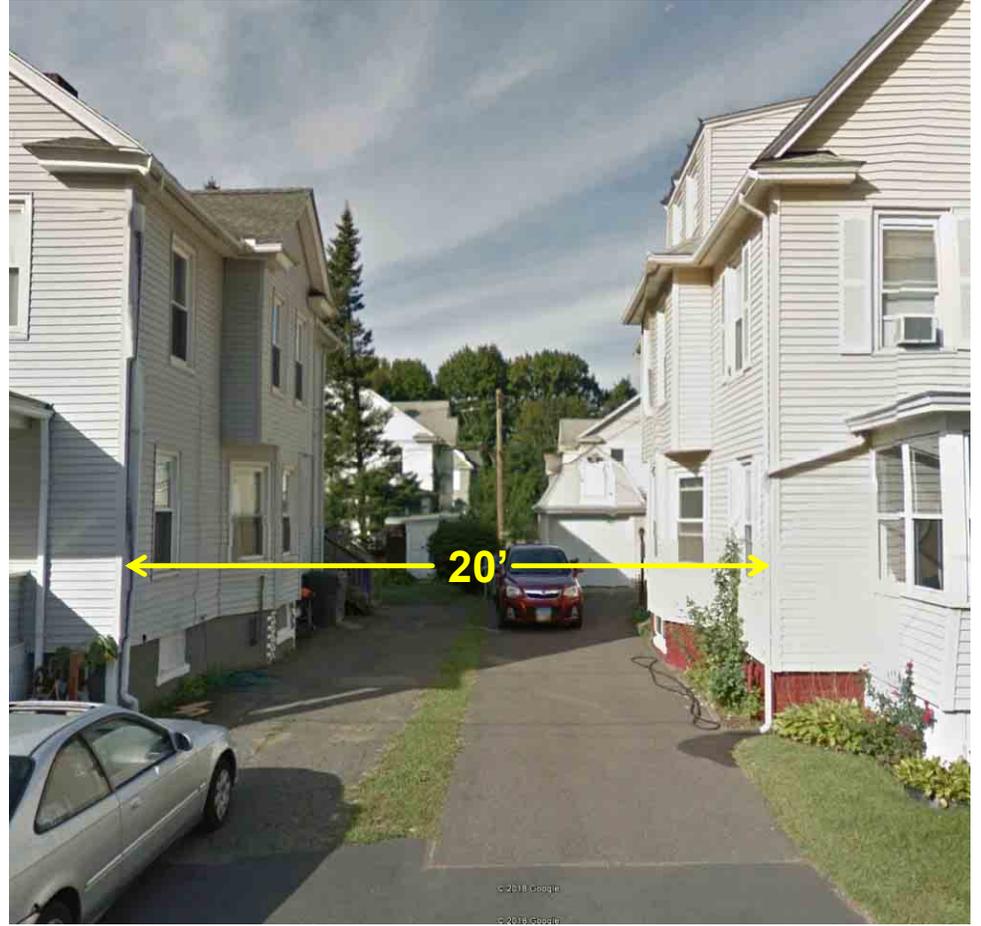
25' FRONT SETBACK

Google



# HARTFORD AVENUE

# SIDE YARD WIDTH



# CHURCH STREET



# SIDE YARD WIDTH

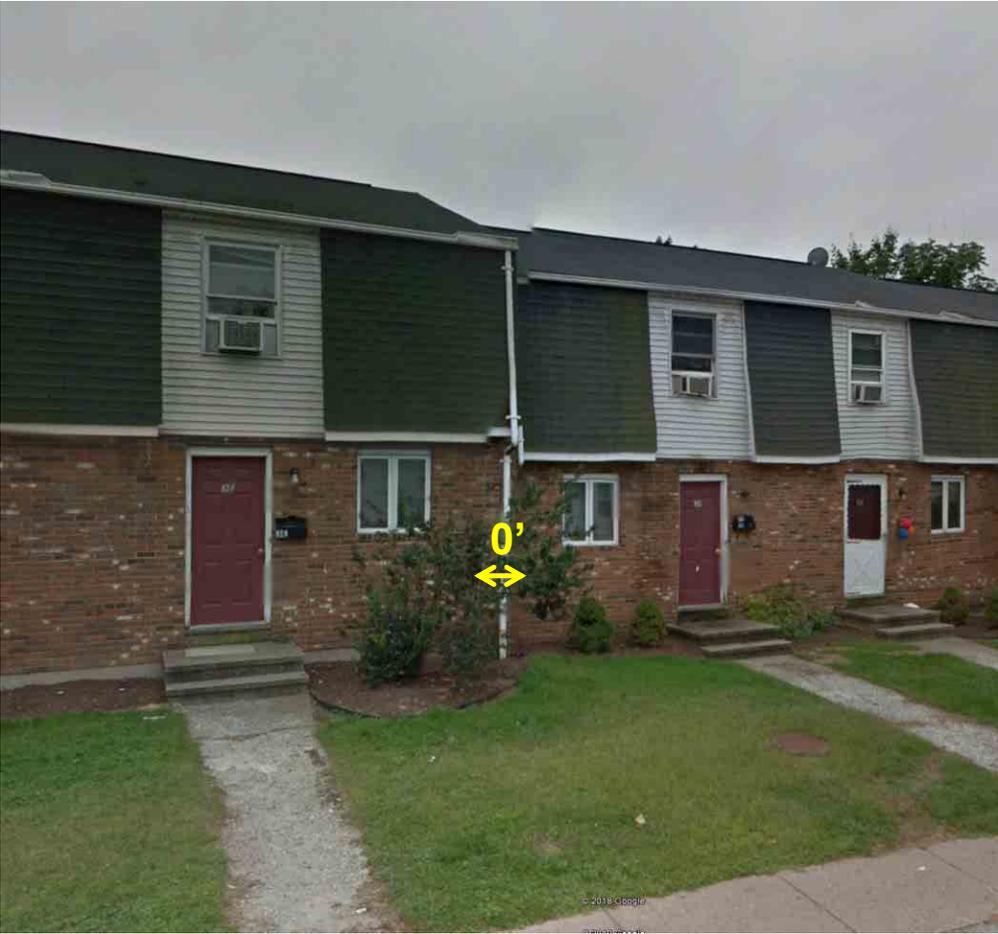


# ALDEN AVENUE

# SIDE YARD WIDTH



# ASNUNTUCK STREET



# SIDE YARD WIDTH



# HIGH STREET

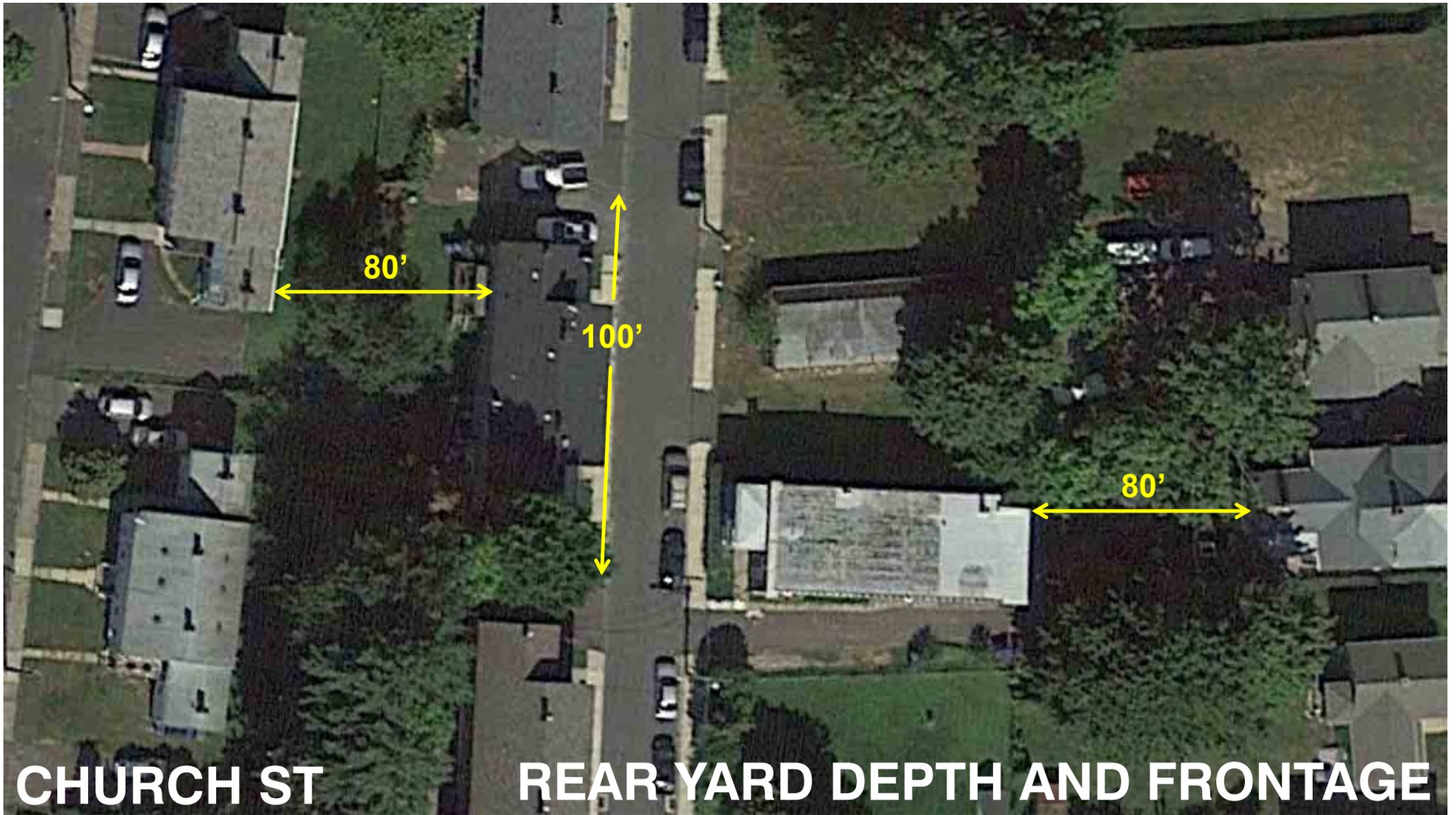


# SIDE YARD WIDTH



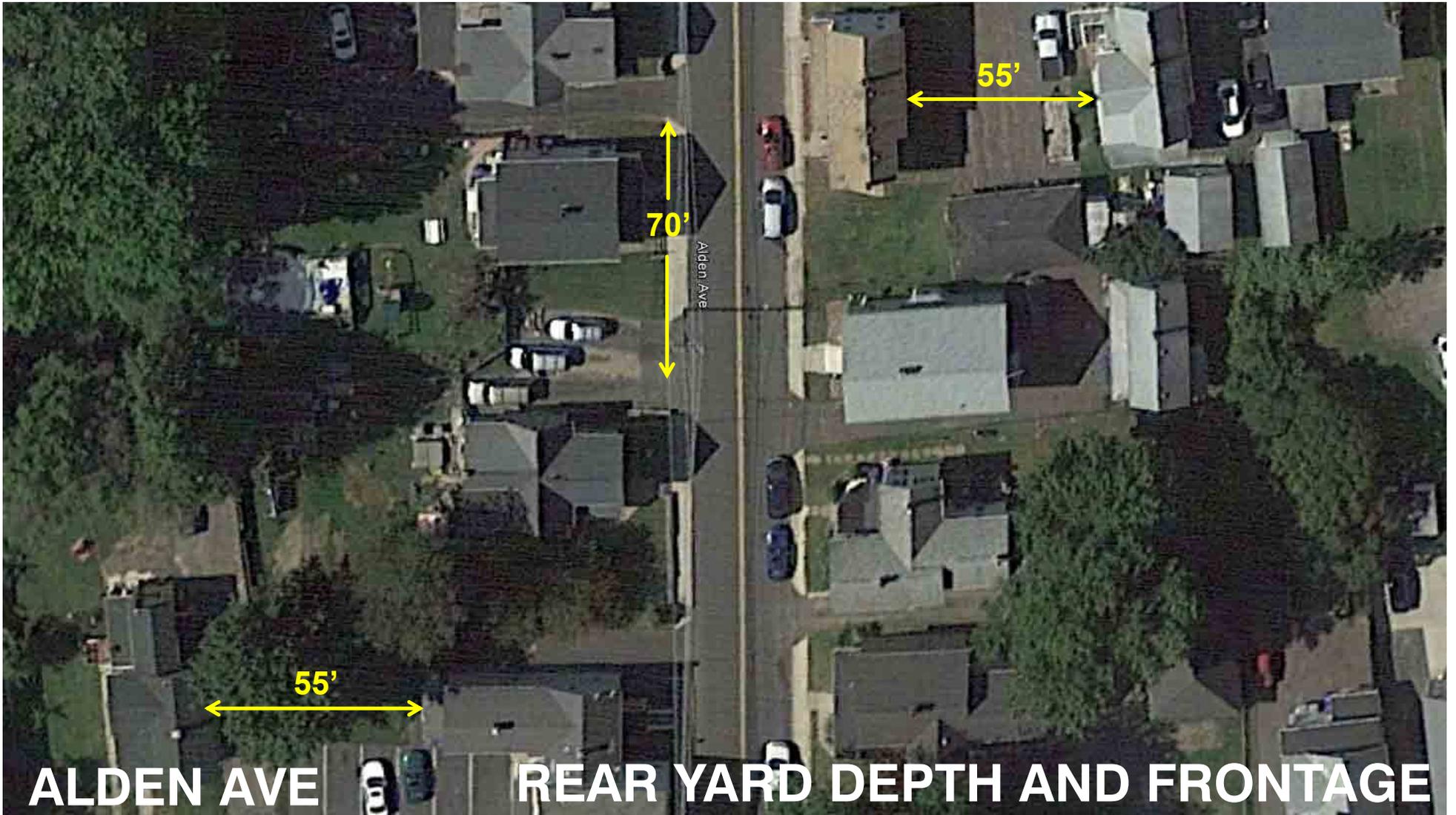


**HARTFORD AVE REAR YARD DEPTH AND FRONTAGE**



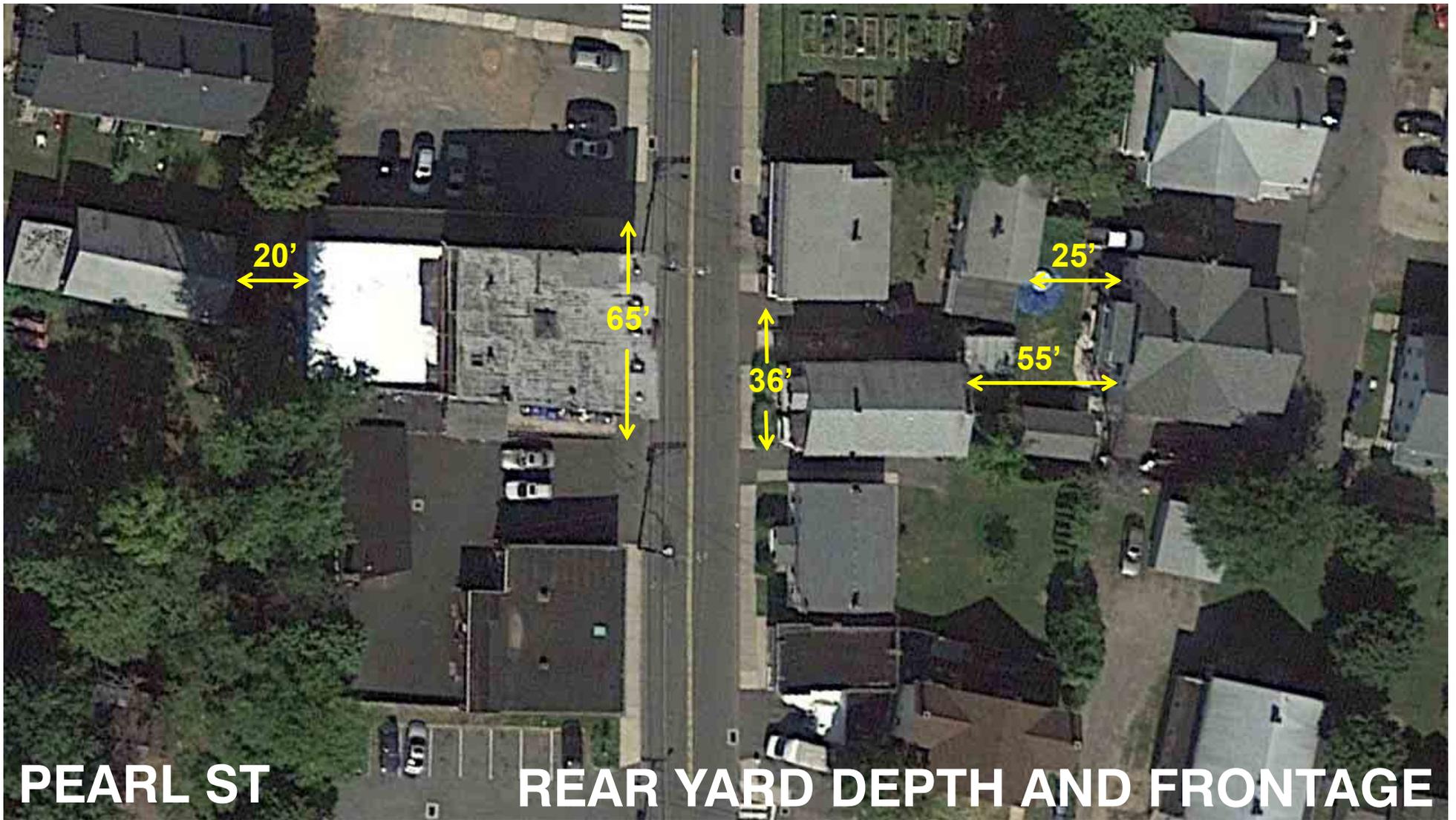
**CHURCH ST**

**REAR YARD DEPTH AND FRONTAGE**



ALDEN AVE

REAR YARD DEPTH AND FRONTAGE

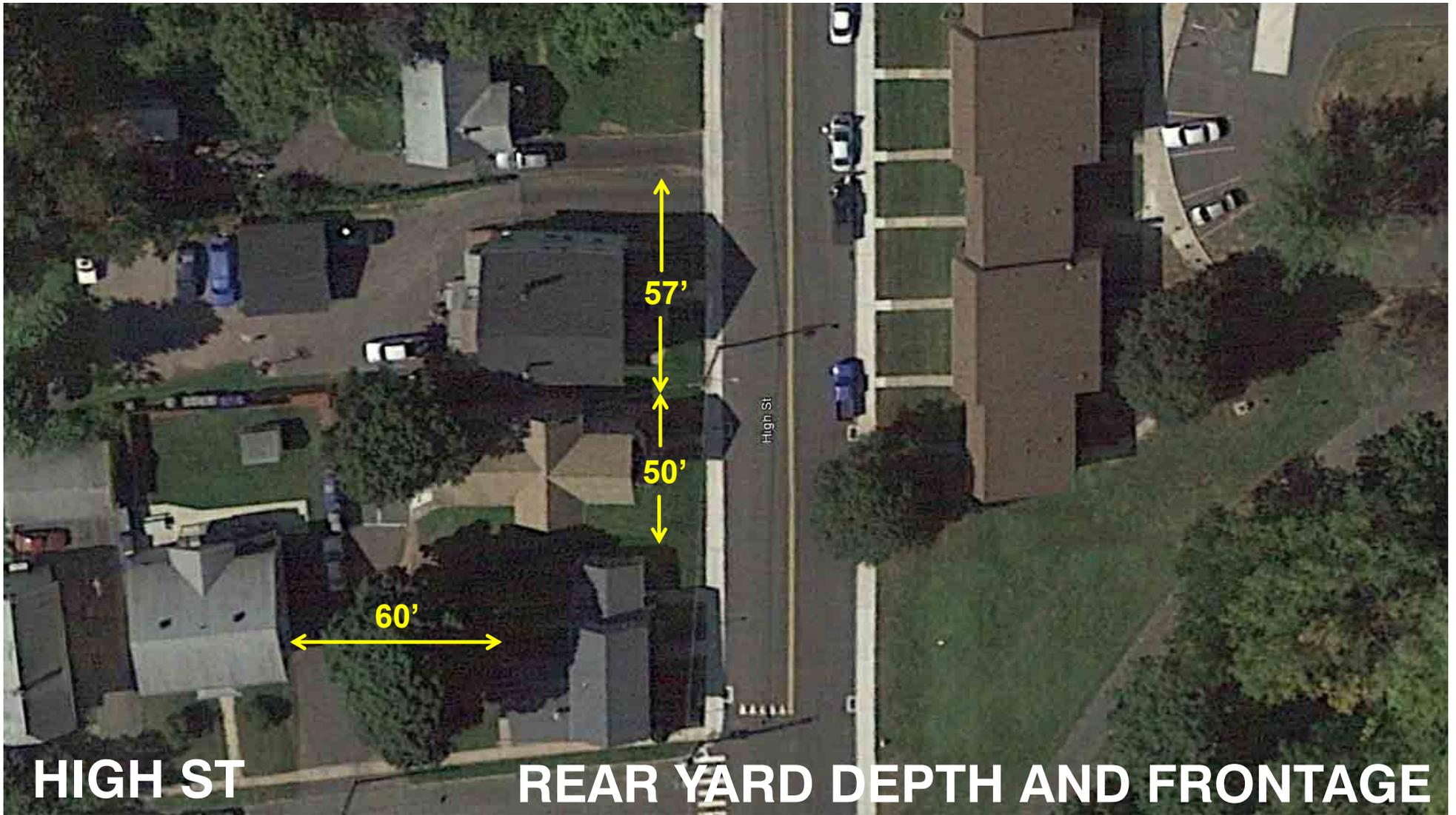


PEARL ST

REAR YARD DEPTH AND FRONTAGE



**ASNUNTUCK ST REAR YARD DEPTH AND FRONTAGE**



**HIGH ST**

**REAR YARD DEPTH AND FRONTAGE**

# CASE STUDIES VERSUS EXISTING ZONING

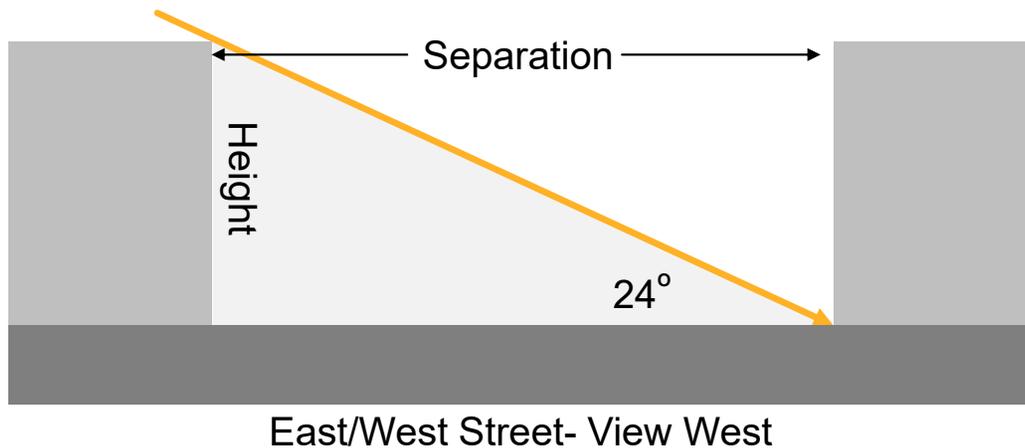
	Case Studies	Thompsonville	R-33	TVC
Side Yard Width	0-20' typical	0-20' typical	25' setback = 50' side yard	Attached structures allowed 4' for separate buildings 20' for residential structures = 40' side yard
Front Yard Setback	0-25' typical	0-25' typical	40' (higher for streets less than 50' wide)	10' (smaller allowed to match adjacent structures)
Building Height	25-50' typical	20-30' typical	35' max	40' max
Separation to Height Ratio	2:1 typical	2:1 typical	4:1 or higher	Varies
Combined Rear Yard Depth	20-90' typical	20-80' typical	50' setback =100' combined depth	10' commercial setback =20' combined depth; 20' residential setback =30-40' combined depth
Frontage	20-60'	36-100' typical (60' most common)	150' min	50' min

# EXISTING ZONING VS RECOMMENDED STANDARDS

	R-33	TVC	River Gateway 1	River Gateway 2	River Gateway 3
Side Yard Setback	25'	4'/ 20' (residential) 0' (attached)	10'/ 0' (attached)	10'/ 0' (attached)	5'/ 0' (attached)
Front Yard Setback	40'+	10' (or match adjacent building line)	20'	20'	10' (or match adjacent building line)
Building Height	35'	40'	35'	50'	50'
Rear Yard Setback	50'	10' (commercial)/ 20' (residential)	20'	20'	10' (commercial) 20' (residential)
Frontage	150'	50'	50' 20' (attached)	50'	50'
Min. Lot Size	33,000 SF	5,000 SF	4,000 SF	4,000 SF	4,000 SF
Coverage	20%	85%	-	-	-
FAR	-	-	1.0	1.5	2.0

# DESIGNING FOR SUN

- Building height and setback should allow for adequate direct sunlight, particularly in winter months. This is especially important if narrow side yard setbacks are allowed as sun from the front of the building becomes more critical.
- On the shortest day of the year (December 21<sup>st</sup>), the sun's angle is 24 degrees at noon. This can be used to calculate height and separation requirements.



Building Height	Separation Required
20'	44'
25'	55'
30'	67'
35'	78'
40'	89'
45'	100'

# NEXT STEPS

Continue development of basic elements of an ordinance for the River Gateway area

- Adjust district boundaries as needed
- Develop design standards



# QUESTIONS & COMMENTS

