

Greenfield Regulatory Assessment for Healthy Community Design

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Disclaimer:

The conclusions of this report are those of the authors and do not necessarily represent the official position of or endorsement by the Centers for Disease Control and Prevention

Project Background

Operationalizing the Massachusetts Healthy Community Design Toolkit: Regulatory Assessment of Bylaws, Policies, Plans, and Programs in Greenfield, MA

In 2015, the Massachusetts Department of Public Health (MDPH) launched a competitive round of funding available to Mass in Motion communities for the purpose of assessing a community's regulations, plans, policies and programs with respect to facilitating residents access to healthy food and physical activity in their daily lives. The purpose of the program is to advance Mass in Motion communities' policy and regulatory work to improve community health and well-being, as well as to refine the "Healthy Community Design Toolkit" and improve its ease of use by a wider audience. In 2013 MDPH engaged staff from the Pioneer Valley Planning Commission (PVPC) to develop the Massachusetts Healthy Community Design Toolkit "to provide health advocates with a concrete path forward to improve community health." The Toolkit identifies key "leverage points" in local community design, planning and development to facilitate the complicated process of making Massachusetts communities healthier.

You can access the toolkit at: http://www.pvpc.org/sites/default/files/HCDT_2ndEdition_140903.pdf

The Town of Greenfield was one of three communities across the Commonwealth selected for this project. The other communities selected were Belchertown and Weymouth.



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This summary represents the findings of both the initial investigation of Greenfield’s relevant documents and follow-up discussion with Greenfield staff, as well as research on priority issues selected by the Greenfield staff, including Eric Twaog, Town Planner. The accompanying Excel spreadsheet organizes strategies within different “Leverage Points” (municipal planning documents, regulations, policies, programs and services) highlighted in the Toolkit. It documents the current status of “Leverage Points” in Greenfield, and makes recommendations for improvements.



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Summary

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Greenfield is an established town with an urban core surrounded by expanses of rural areas. The town has a compact commercial and retail downtown area amid a grid of residential streets. The main commercial thoroughfares are Main Street and Federal Street with more limited commercial activity along High Street. Greenfield has a network of established sidewalks within this grid. A big-box commercial retail area is located west of the I-91 rotary, a 3-5 minute drive from the downtown area. Interstate 91 generally divides the downtown core area from more rural areas, which are defined by agricultural land interspersed with residential uses.

Greenfield's Sustainable Master Plan was updated in 2012, and is oriented around the concept of sustainability and aims to integrate its strategies to respond to local, regional, and national issues. Public health is not specifically addressed in the plan, which is not unusual. A 2011 American Planning Association study found that only a small percentage of community plans explicitly address health. Many of the goals and strategies identified in the very forward-thinking and comprehensive community plan, however, directly align with the strategies found in the Toolkit.

Zoning and other related town regulations can promote increased physical activity and access to healthy food by promoting development patterns that facilitate walking and biking and access to open space and recreation opportunities, and by allowing agricultural-related land uses



and activities. Greenfield's zoning code has been extensively updated in recent years and is progressive in its treatment of parking requirements and mixed-use and multi-family development. Greenfield also allows small farms (under 5 acres) in all zones and has hosted a community farmer's market in the center of town for over twenty years.

In general the main areas to focus on to continue to improve healthy community design include adopting a Complete Streets policy so that all modes of transportation are treated equally in terms of funding and maintenance; adding incentives to promote reduced parking; adopting a joint use agreement with the Greenfield Public Schools to open up more recreational facilities to residents; and adopting an infill ordinance to further eliminate constraints on development in already-developed areas. Other incremental steps could include revising subdivision regulations and establishing a design review board to further strengthen the walkability and attractiveness of walking in Greenfield.



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Areas of Success

Areas of Success:

- Off-street parking is not required for residential uses in the Central Commercial district. Parking in other areas and for other uses is flexible if there are complementary uses or if reduced demand can be demonstrated. Parking is required in the back or on the side of developments.
- Open space and park areas are scattered throughout downtown, with potential to better connect to street grid.
- An accessory unit ordinance was presented in 2015. Though it met with opposition, the topic of providing a more diverse set of housing types for different life stages is open for further discussion.
- Schools are located in the central area of town with existing connections to surrounding neighborhoods.
- The downtown commercial and residential areas have an extensive downtown network.
- The town has a Safe Routes to School program.
- The Greenfield Sustainable Master Plan addresses many of the strategies in the Toolkit, including traffic calming/intersection safety; interconnectivity of pedestrian ways and sidewalks; increased density around the transit center; and parking maximums/shared parking, among many others.
- Inter-departmental review of site plans and special permits are taking place.



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Prioritized Next Steps

Prioritized Areas of Opportunity:

1

- Intersection safety and traffic calming could be addressed through a town-wide **Complete Streets policy or ordinance** that elevates consideration of pedestrian and bicycle accommodations with road needs, making for more walkable/bikeable roads and neighborhoods and development that takes advantage of this quality.
 - » Adopt a Complete Streets policy, with identification of priority streets to create town-wide bike network with incorporation of major town destinations
 - » Conduct a walk and bike audit to identify the safest and most dangerous areas for pedestrians
 - » Incorporate road and sidewalk maintenance through a complete streets policy

2

- Off-street parking requirements are reduced and flexible to accommodate varied needs and situations. Developers may choose to request a special permit for reduced parking by demonstrating reduced demand or taking advantage of nearby street or municipal parking. But reduced parking is still by choice of the developer. **Reduced parking incentives** could be created to encourage developers to take advantage of reduced parking opportunities and put forward innovative solutions that add to the streetscape. Reduced parking requirements promote density and avoid the building of large parking lots, allowing the creation of attractive and

Complete Streets

Incentivize Reduced Parking



pleasant walkable neighborhoods.

- » Consider adopting an fee-in-lieu parking program to contribute to development of municipal parking lots
- » Incentivize reduced and innovative parking solutions
- » Install parking caps in certain areas (such as downtown)

3

- **Site plan and subdivision regulation criteria** could be further clarified and strengthened to address safety of pedestrian circulation and connectivity.
 - » Include integration of pedestrian/bicycle accommodations (including bike paths, connecting paths to other areas) into surrounding network and community as one of the criteria (enforced as applicable)
 - » Consider adding criteria for increasing vehicle efficiency / reducing the need to drive and for parking at the site
 - » Create performance standards (such as increasing walkability; connecting to surrounding communities; etc.)
 - » Parking should be included in major development review
 - » MassDOT Complete Streets eligibility requires application of a municipal Complete Streets policy to private development in the community

4

- **Joint Use Agreements** with the schools would open up more recreational opportunities to residents and increase opportunities for physical activity
 - » Develop a joint use agreement that allows residents to use outdoor school facilities (such as playing fields and playgrounds) during off-hours

Site Plan Review

Joint Use Agreements



5

- Create a **design review board** that reviews new developments or alterations/renovations in key areas where pedestrian activity is most desired/appropriate
 - » An overlay district requiring design review along certain thoroughfares, such as Main, Federal, or High Streets, will help create more consistency and consideration of the pedestrian experience

6

- Adopt an **infill ordinance** to preserve and enhance existing density. Infill promotes walkability by adding more destinations closer to one another.
 - » An infill overlay district will help facilitate development in vacant or underutilized areas that may not conform to current regulations.



Design Review Board

Infill Ordinance



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Complete Streets: “Roadways that are safe, comfortable, and accessible for users of all ages, abilities, and income, regardless of how one travels.”

A Complete Streets (CS) program integrates consideration of all users of roadways at all levels of transportation infrastructure investment. This can include incorporating sidewalks and bicycle lanes into new road construction; adding pedestrian crossing signals and refuge islands during road maintenance activities; or using paint to create crosswalks and bike lanes to an existing roadway after re-surfacing. Integrating Complete Streets into a municipality’s regular road maintenance program does not have to be a wholesale series of new large capital investments; instead, incremental and often low-cost solutions add tremendous value to infrastructure that serves a wider range of citizens and life stages. In addition, a Complete Streets approach is also an engagement in cost-effective planning that can reduce costs by preventing the need for future capacity expansions or retrofits in the transportation system (see: <http://www.smartgrowthamerica.org/documents/cs/resources/cs-answering-the-costs-question.pdf>).

As a result of CS policies, a municipality’s transportation system is safer for and more accommodating of those who prefer or must walk or bike to get to destinations throughout town. The increased mobility options lead to greater physical activity, more “eyes on the street,” and a general increase in street activity and liveliness that can aid economic activity.

Example CS Policy (Littleton, MA): <http://www.smartgrowthamerica.org/documents/cs/policy/cs-ma-littleton-policy.pdf>

Example Ordinances in Massachusetts:

Holyoke:

<http://www.holyoke.org/wp-content/uploads/2012/12/Complete-Streets-Ordinance.pdf>

1. Adopt Complete Streets



Image courtesy of Rob (via Flickr)



Somerville:

<http://www.brooklinema.gov/ArchiveCenter/ViewFile/Item/1366>

MA Complete Streets Program Eligibility/Guidelines

In 2014 the MA Legislature authorized \$50 million for a “Complete Streets Program,” which would be administered by the MassDOT. Funds are not yet allocated and MassDOT staff and various advocacy and advisory entities have been working for the last 10 months to launch a pilot version of the program.

Program Objectives:

- a. Improve pedestrian, bicycle, and transit travel for all users by establishing Complete Streets (CS) guidelines for municipalities
- b. Provide targeted funding for municipalities to improve their pedestrian, bicycle and transit infrastructure
- c. Provide the framework to municipalities throughout the Commonwealth for adoption of a CS policy
- d. Encourage municipalities to promote a CS approach in construction and maintenance of transportation facilities
- e. Address the needs of environmental justice communities to improve accessibility and mobility
- f. Support smart growth objectives and increase the share of walking, bicycling, and transit consistent with the Commonwealth’s mode shift goals
- g. Assure underserved municipalities and municipalities that lack resources are served equitably by the program

Program Structure & Administration (two required stages):

- 1. Community becomes eligible by meeting criteria and completing application process
- 2. Community submits CS Project specific application process and scoring



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Applicability of Funds:

Funding is for an approved list of eligible/ineligible project types:

- Tier 1 Projects--have the highest potential to increase long-term alternative mode use:
 - * New accommodation for bicycles, pedestrians, transit vehicles, or users
 - * Safety improvements or significantly improve network connectivity for non-auto modes
 - * ADA improvements
 - * Safe routes to transit projects
- Tier 2 Projects--will provide an increase in the utility of existing accommodations for alternative modes
 - * Smaller, incremental enhancements to the transportation network for alternative modes
 - * Context sensitive solution options to a transportation need
- Supporting Elements--other ancillary components of projects that encourage travel via alternative modes or enhance the experience of the users of alternative mode transportation facilities (only eligible as part of a Tier 1 or Tier 2 project)

Equity: The Legislation that created the program mandates that “not less than 33% of grants awarded shall be to cities and towns with a median household income below the average of the Commonwealth.”

Process, Eligibility Criteria and Scoring (as cited in MGL Ch90-I, Section 1 (c) (ii)):

1. File an **Application** with MassDOT
2. **Adopt a Complete Streets (CS) Policy**--may be a by-law, ordinance or administrative policy, in a manner which shall include at least 1 public hearing; provided, however, that the by-law, ordinance or administrative policy shall identify the body, individual or entity responsible for carrying out the CS program
3. Coordinate with MassDOT to confirm **baseline inventory of pedestrian and bicycle accommodations** to identify priority projects. MassDOT interprets this as, “demonstrate need for additional connections in municipal pedestrian and bicycle network

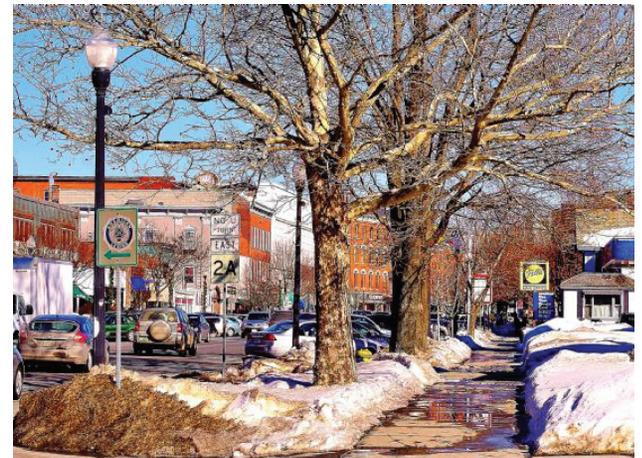


Image courtesy of Masscities.com



...via a number of options: visual representation-e.g. marked up maps showing missing connection or through study.”

4. Develop **procedures** to follow when conducting municipal road repairs, upgrades or expansion projects **to incorporate CS elements**
5. Incorporate CS into your existing municipal process for Private Development
6. Set a **5-year municipal mode shift goal**, AND/OR (yet to be determined) a project specific mode shift goal
7. Submit annual progress reports

Review Process

- Interdisciplinary MassDOT membership
- Two Committees (Community Eligibility and Project Selection)

Communities must meet all the criteria in some fashion, but once basic eligibility has been affirmed, then each application will be scored and ranked accordingly. For example, a community that has adopted CS as an ordinance/by-law will receive more points than one that adopted CS as a resolution because an ordinance/by-law is agreed to be more powerful and stronger than a resolution.

“There must be a statement of commitment to CS that will be rated based on level of commitment, documented through policy, procedures and practices. This rating will have a bearing on a municipalities eligibility for funding of a project.”

Project Selection Criteria:

- demonstrated commitment to CS by municipality
- demonstrated project need
- project effectiveness in shifting modes to walk, bike, or transit
- anticipated benefits to hierarchy of vulnerable road users



Special Considerations:

- environmental justice areas
- geographic distribution
- community type (rural v. urban)
- No municipality may receive funding for a project in two consecutive years
- Project readiness

Dissemination of Funds:

- Reimbursement-based
- NOT for design, policy, planning or reporting



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How to Encourage Parking Reductions

Greenfield has already taken several large positive steps towards reducing parking requirements. Reduced parking requirements can be granted by the Town if developers apply for special permits. Shared parking, nearby municipal parking, and on-street parking can be taken into consideration. This has beneficial outcomes for healthy community design as it lessens the need to use valuable land to accommodate parking lots and allows destinations to be located more closely together, promoting walkability.

While there have been instances where developers sought reduced requirements on their own, the current special permit requirements means only the most motivated or informed developers. With the goal of building only the amount of parking that is needed per development, the town should consider creating incentives or trade-offs for developers to seek reduced parking requirements. This could include creating credits for meeting parking requirements through the provision of bicycle facilities, shared parking improvement projects, enhanced pedestrian facilities and connections to neighboring destinations, demand management, and other alternative transportation amenities. Greenfield could also ensure that trip generation data correspond with the parking ratio provided by the developer, and trip reduction credits can be applied to parking requirements.

Greenfield might also consider creating a fee in-lieu of parking option. Fee in-lieu of parking was used successfully by Northampton to help fund municipal parking lots. Fees can be calculated either in terms of a flat fee for each parking space not provided on-site or development-specific fees.¹ Providing more public parking areas would lessen need for developers/businesses to have to provide off-street parking, lead to more uniform utilization of parking spaces, and thus provide more room for other revenue-generating land uses. The town could also

2: Incentivize Reduced Parking



Image courtesy of EnvisionBaltimore.blogspot.com



lease spaces owned by the town to businesses to help meet parking requirements.

Additional ways to reduce the over-building of parking include adopting parking maximums or area-wide caps, either by site or by district, in areas near public transportation. This allows developers to come up with more creative solutions and sharing arrangements, and build only what their developments actually need. These are progressive concepts; try them first in areas where Greenfield is seeing most rapid growth, or would like to direct more growth.

Some very useful resource on parking reductions:

- *Driving Urban Environments: Smart Growth Parking Best Practices* http://contextsensitivesolutions.org/content/reading/parking_md/resources/parking_paper_md/
- *APA Info Packet, "Parking Solutions"*
<https://www.planning.org/pas/infopackets/subscribers/pdf/eip24part1.pdf>
- *Smart Growth Alternatives to Minimum Parking Requirements*
http://www.urbanstreet.info/2nd_sym_proceedings/Volume%202/Forinash_session_7.pdf

Background studies on overbuilding of parking caps and parking supply:

From Minimum to Maximum: The Impact of Parking Standard Reform on Residential Parking Supply in London from 2004-2010 [results show that only 68% of parking maximums and 52% of previous minimums were constructed after reform was implemented]:
<http://docs.trb.org/prp/13-2904.pdf>

Parking In Mixed-Use U.S. Districts: Oversupplied No Matter How You Slice the Pie (2014): http://nelsonnygaard.com/wp-content/uploads/2014/03/Oversupplied-Parking_RW_JKR.pdf

1. Shoup, Donald. *In-Lieu of Required Parking*. Journal of Planning Education and Research, vol. 18, no. 4, Summer 1999.



Two ways to improve physical activity in Greenfield are to make better linkages between housing and community destinations and transit, and creating more walkable environments. Community design elements that promote these outcomes can be incorporated into site plan review criteria and subdivision regulations.

Subdivision Review

While Greenfield may not be experiencing much in the way of new or large subdivision development, a review of existing subdivision regulations noted several areas that can be improved to ensure that any new developments facilitate physical activity among residents. Some of the key areas to improve in the subdivision regulations include:

- Codifying the requirement to participate in preliminary subdivision review conferences with the planning board (though these are already happening informally)
- Creating a formal inter-departmental review process that includes a healthy design community advocate
- Reducing road design widths for new right-of-ways as called for in master plan (10-11 feet wide)
- Requiring pedestrian circulation analysis for subdivisions of at least 15 units
- Including the potential connection to nearby trail linkages and potential for bicycle/pedestrian accommodations
- Requiring dead-end subdivision streets to be designed for future connectivity, and ensuring that new streets connect to existing streets/roads in more than one way when feasible
- Adding “reducing the need to drive” and “increasing opportunities for physical activity/walking/biking” in the subdivision design criteria
- Remove the requirement that trees may only be planted in lots

3. Update Site Plan and Subdivision Review



and not between the sidewalk and gutter; in practice, trees are often planted last in development and may meet resistance from new homeowners, but right-of-ways with only grass (as currently required) are uncomfortable and unattractive for pedestrian activity

Site Plan Criteria

Site plan criteria should also be revised to facilitate healthy community design as a whole through relevant consideration of building design, landscaping, and stormwater. Criteria should be tailored to a community's specific goals, but address all of these elements in some form or another - for that reason, there is no "shelf-ready" example to replicate exactly. Revised site plan criteria can list incentives and trade-offs available to developers to mitigate traffic impacts; expectations regarding provision and integration of bicycle/pedestrian facilities; and other features such as landscaping and streetscaping expectations in high-priority areas of town. Site plan criteria examples from two municipalities in Massachusetts and two from out-of-state municipalities accompany this document. In addition, PVPC has a model bylaw for sidewalk requirements that can be utilized either as stand-alone zoning sections or integrated into site plan review criteria.

Site plan criteria improvements specific to Greenfield could include:

- Incorporating a more explicit pedestrian circulation review that includes consideration of connectivity to the existing grid, reducing driving, and complete streets approaches
- Making integration of the development into the existing community more explicit in the site plan review criteria
- Adding building orientation and parking location to site plan and major development review guidelines
- Adding bicycle storage/circulation to site plan and major development review guidelines



4: Develop Joint Use Agreements

Joint use (or “community use”) agreements allow residents to use school or other public-, private-, or non-profit-owned recreational resources, such as playgrounds and athletic facilities. Joint use agreements are beneficial to the health of local residents as they provide more low- or no-cost opportunities for active activity or access to community facilities (such as large kitchens) that otherwise would be cost-prohibitive to utilize. In addition, they expand the available recreational opportunities of residents without the added cost of new facilities. Other potential partners for joint-use agreements may include churches (such as for use of large kitchens, or grounds for community gardens), private schools, or non-profit organizations.

Greenfield’s school properties are well dispersed throughout the community, providing potential neighborhood-level access to additional recreational opportunities. Currently there is no joint use agreement in place with the Town for general community use of school facilities in Greenfield, though the issue has been under discussion in recent years. Concerns include liability, maintenance costs, and illegal activity occurring on school-grounds after-hours.

There are three approaches to joint-use agreements: partnership agreements, “open use” agreements, and community-use facility policies. The partnership approach involves the development of an agreement between two or more entities, such as the school district and municipality. The municipality may develop an agreement with the school district, for example, for its recreational department to utilize a school pool for swimming lessons. The open-use approach involves only one party, such as the school district, that formalizes access to their resources for the community. Community-use of facilities policies outline the fees and requirements of organized third-party use, such as the use of ball fields by community sport teams.



Image courtesy of Recorder.com



Massachusetts state law (MGL Ch. 71 Sect. 71) provides school districts wide latitude in sharing facilities with communities. But liability is often cited as the largest concern for allowing the use of school or other property by the public during off-hours. School districts may perceive the threat of additional lawsuits due to the increased risk of non-student use after-hours. Studies have revealed, however, that school districts are generally no more liable for after-hours use than they would be for use by students. A 2008 review of liability laws in all 50 states found that, “In no state...is a public school held to a legal duty that is more demanding than the ordinary reasonable care standard that applies to automobile accidents and to accidents that happen at homes and shopping malls.”² In addition, maintenance, repair, security issues, and a dispute resolution process can be addressed in joint use agreements. Some agreements may provide for the municipality to provide trash receptacles and signage, for instance, or reimburse the school district for needed repairs due to vandalism during off-hours.

For how-to information on joint use agreements, see:

The Massachusetts Joint Use Toolkit:

<http://www.chlpi.org/wp-content/uploads/2014/01/Massachusetts-Joint-Use-Toolkit.pdf>

Change Lab Solutions Model Joint Use Agreement Resources:

<http://www.chlpi.org/wp-content/uploads/2014/01/Massachusetts-Joint-Use-Toolkit.pdf>

Change Lab Solutions Model Open Use Policy:

<http://changelabsolutions.org/publications/open-use-school-districts>

2. Baker, Tom, et. al. Liability Risks for After-Hours Use of Public School Property to Reduce Obesity: A Fifty-State Survey. *National Policy and Legal Analysis Network to Prevent Childhood Obesity*. December 2008, page 3. <http://changelabsolutions.org/sites/default/files/documents/Overview_JointUse_Final_SP_20100713.pdf>



Image courtesy of Friends of Greenfield Recreation (via Razoo.com)



5: Create a Design Review Board

Design Review Boards in Massachusetts

Design review boards are often volunteer committees charged with reviewing significant projects within designated areas for their aesthetic values, but can be of use to achieve healthy community design goals as well. Design review boards are prevalent throughout Massachusetts, including in Northampton and Amherst.

Design review boards are usually advisory in nature, providing feedback to the town planning board or building commissioner on design issues for projects that trigger such a review due to established criteria. Such triggers can include special permits, major development review, or any new building or significant alteration. Design criteria sometimes guide the board, but not always.

Boards tend to be appointed by city council, board of selectmen, or planning board. In Amherst, the five-member committee is appointed by the board of selectmen and includes professional architects and members of the historical commission and the planning board. One member must be an owner of commercial property in the overlay district that the committee oversees. The design review board was proposed in 1983 and incorporated into the Town's zoning bylaws.

Alternatively, in Northampton, the Central Business Architecture Committee is regulatory in nature. All buildings undergoing renovation, demolition, or new construction in the designated downtown district must receive a permit from the Committee before receiving a building



Courtesy of renbuild.net



permit. Some Committee nominations for the seven-member board are nominated by the local chamber of commerce and the historical commission, and members also include real estate and building profession representatives. The Committee developed a design manual that details the applicability of their review as well as massing, building material, and design principles for the downtown business district in order to preserve the area's general architectural cohesiveness.

In developing a design review overlay district and guidelines in Greenfield, consideration should go beyond architectural details and incorporate strong goals for the pedestrian realm. Potential corridors to consider are Main Street, Federal Street, Bank Row, Olive Street, and High Street. Design guidelines could include review of a project's contribution to the surrounding neighborhood in terms of building orientation, massing, setbacks, landscaping/trees, curb cuts, and pedestrian amenities such as sidewalks and pedestrian paths.

Developing a design review board and guidelines is a substantial endeavor that requires solid community buy-in, but the challenge would provide long-lasting, structural benefits and dividends in terms of more physical activity for residents, increased property values for owners, and more foot traffic for businesses.

Northampton Design Review Board Administrative Bylaw:

<http://ecode360.com/11954351>

Northampton Design Review Board Guidelines:

<http://ecode360.com/documents/NO2226/NO2226-156a%20Central%20Business%20Architecture%20Design%20Guidelines.pdf#>

Amherst Design Review Board and Guidelines - Zoning Bylaw (Section 3.2):

<http://www.amherstma.gov/DocumentCenter/View/27361>



Infill development is the use of existing underdeveloped, vacant, or abandoned sites within an existing urbanized environment. Infill development influences public health by encouraging more compact development patterns, creating destinations of interest located in walkable distance to one another. Infill also re-directs development away from outlying areas, preventing development of open space that could otherwise be used for recreation.

Like many towns in the Pioneer Valley, Greenfield is a former industrial town with several vacant old factory buildings. Greenfield has the advantage of many of these sites being located within an in-tact street grid with existing sidewalks. Several for industrial buildings have already been successfully re-adapted for new uses, such as the former Greenfield Tap and Die building on Sanderson Street.

One reason vacant or underdeveloped lots may remain that so is because the lot does not conform with or respond to current zoning codes or market forces. Municipalities may choose to address these situations through an overlay district or by amending the underlying zoning to accommodate compatible uses through special permit or by-right.

As an example, the Town of Ware adopted an individual infill overlay district in 2006. Ware is a former mill town with a dense stock of one-and-two family housing units and small lots, some as small as less than 5,000 and 10,000 square feet. The provisions of the overlay district were incorporated into the downtown residential and downtown center districts when the town re-wrote its zoning in 2012. In the new downtown commercial district, there is no minimum lot size, and parking requirements are flexible to take the lot size into account and the availability of nearby and on-street parking.

A model infill development overlay bylaw is included in the appendix.

6: Adopt an Infill Ordinance



Courtesy of Debris Field (via Flickr)

Appendix Contents

Complete Streets

- Holyoke Complete Streets Ordinance
- Littleton Complete Streets Policy

Site Plan Review:

- PVPC model bylaw for Bike Parking (could be incorporated into SPR or elsewhere in zoning)
- PVPC model bylaw for Sidewalk Requirements (could be incorporated into SPR or elsewhere in zoning)
- Site Plan Review Section, Northampton, MA
- Site Plan Review, Portsmouth NH
- Design Recommendations for Better Commercial Strips

Infill:

- PVPC model bylaw for Infill Overlay District

