

ROUTE 5 CORRIDOR STUDY SUMMARY REPORT

TOWN OF EAST WINDSOR PLAN OF CONSERVATION AND DEVELOPMENT

1 Introduction

The Town of East Windsor retained a consultant team in the fall of 2014 for purposes of working with the Town Planner to expand on and investigate the uses along the Route 5 corridor as part of East Windsor's 2015 Plan of Conservation and Development. (PoCD) As part of the PoCD, the Planning and Zoning Commission (the Commission) wanted to review the Route 5 corridor and how its future should be coordinated with the Zoning Map to plan for future growth. LADA, P.C. Land Planners (LADA) of Simsbury, CT was retained by the town to complete an initial study of the existing uses along the corridor and make recommendations regarding future uses and other elements that might reflect the vision of the Planning and Zoning Commission and the PoCD.

2 Background Information

From November 2014 to March 2015, the LADA Team worked to compile background information regarding the uses along Route 5 and prepare a base map for the project. Using the aerial photography available at the CTECO website, an overall aerial photo base map was compiled for the Route 5 corridor- from the Enfield Town line in the north to the South Windsor Town line at the southern edge. The Route 5 corridor is 26,120+/- ft or 4.9+/- miles long and consists of two named roads – Prospect Hill Road and South Main Street. The road name changes at the intersection with Main Street. There are 19 street intersections along the corridor – nine(9) on the east side and ten(10) on the west side. Only two intersections are four way intersections affecting both sides of Route 5. These are 1) Bridge Street and North Road (Route 140) which connects Warehouse Point to Broad Brook across Route 5, and 2) the intersection at Exit 44 with Interstate 91 and Newberry Road. All other intersections are three-way intersections with Route 5.

The intersections along the Route 5 corridor are (from north to south)

<u>East Side</u>	<u>West Side</u>
--	Prospect Hill Terrace
North Road (Route 140)	Bridge Street (Route 140)
Prospect Hill Drive	--
Newberry Road	Interstate 91
--	Main Street
--	Wagner Lane
Thompson Road	--
--	South Water Street
--	Riverview Drive
Regina Drive	--
--	Masons Brook Lane
Tromley Road	--
--	Winton Road
Phelps Road	--
--	Fairway Drive
Stoughton Road	--
Abbe Road	--

All the intersections are signalized except Prospect Hill Terrace, Mason's Brook Lane, Winton Road and Fairway Drive.

Working with the Town's GIS data, the individual parcel information was added to the base map as shown on Map #1.

Route 5- Land Uses and Architecture

- Residential (pre 1950)
- Commercial



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In November and December 2014, all the buildings along the Route 5 corridor were photographed and compiled into Map #2, Existing Uses. In January 2015, these photographs were used to review the existing architectural styles and details for building in the corridor and presented for an informal discussion and workshop held on January 13, 2015. A full copy of the presentation is included in Appendix A.

From North to South- Pasco's Common



25 South Main Street (E)



31 South Main Street (E)

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The presentation focused on the two types of uses along the corridor- residential uses and the existing residential architecture and commercial uses and commercial architecture. Based on the research, there is a surprising number of single family homes remaining along the corridor and much of that architecture is attractive and considered of interest to the Commission and participants. The residential architecture is generally large, from 1000 to 3000 sf, and built pre-1950.

There are two locations where most of these single family homes are located – at the northern portion of the corridor, on the east side of Prospect Hill Road where homes are generally post World War 2 on very small lots; and south of the intersection with Main Street where homes are generally late 19th century and early 20th century historic homes. The lower three slides show examples of the historic architecture in the southern portion of the

From North to South- Trombley Road to Masons Brook Lane



83 South Main Street (E)



85 South Main Street (E)

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From North to South



138 South Main Street (W)



178 South Main Street (W)

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From North to South- Phelps Road to Stoughton Road



131 South Main Street (E)



135 South Main Street (E)

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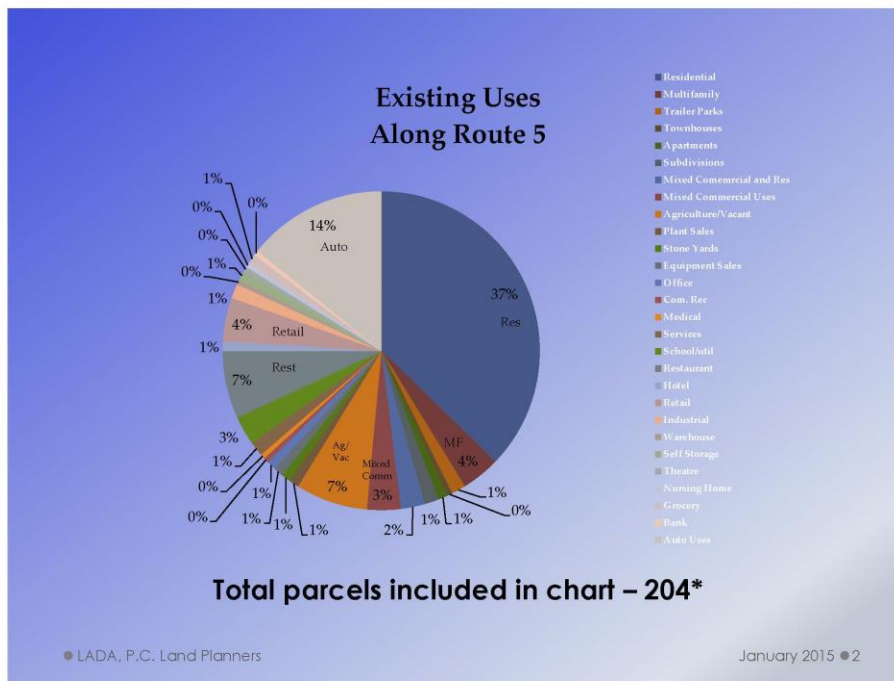
corridor.

The Commercial architecture did not receive the same kind of approval. The participants felt that additional work should be done to upgrade the looks of the commercial uses along the corridor. The recent construction of the bank near Newberry Street and small plaza at Route 140 with Wayback Burgers were cited as attractive and desirable looks for the corridor. The existing shopping centers received positive

comments when roof lines were varied, façade elements were detailed and there was a walkable zone along the front of the building and between the buildings and the street.

The auto uses, with the exception of the recent Southern Auto building, were considered to be unattractive. The flat roofs, abundant paving at the front of the lot and minimal detail were considered a style that had outlived its appeal.

The corridor has a large number of restaurants which, although small, were considered to be among the most attractive architecture of the corridor. From Friendly's to Dunkin Donuts to The Nutmeg, these buildings were considered to be attractive in style and scale.



In addition to the architecture, LADA prepared an inventory of the uses along the corridor. This information was based on data provided by the Town of East Windsor Tax Assessor as of December 2014. Based on this information, there are 204 parcels along the corridor.

The use occupying the largest number of parcels is single family residential at 37% of the total number of parcels. The next largest number of parcels is in automotive uses at 14%. Restaurants and agriculture/vacant occupy 7% of the parcels each. Retail uses occupy 4% of the parcels. Multifamily also occupy 4%. Mixed use commercial uses occupy 3% of the parcels. The remaining uses occupy 1-2% of the parcels. The following page includes the number of parcels identified by percentage above.

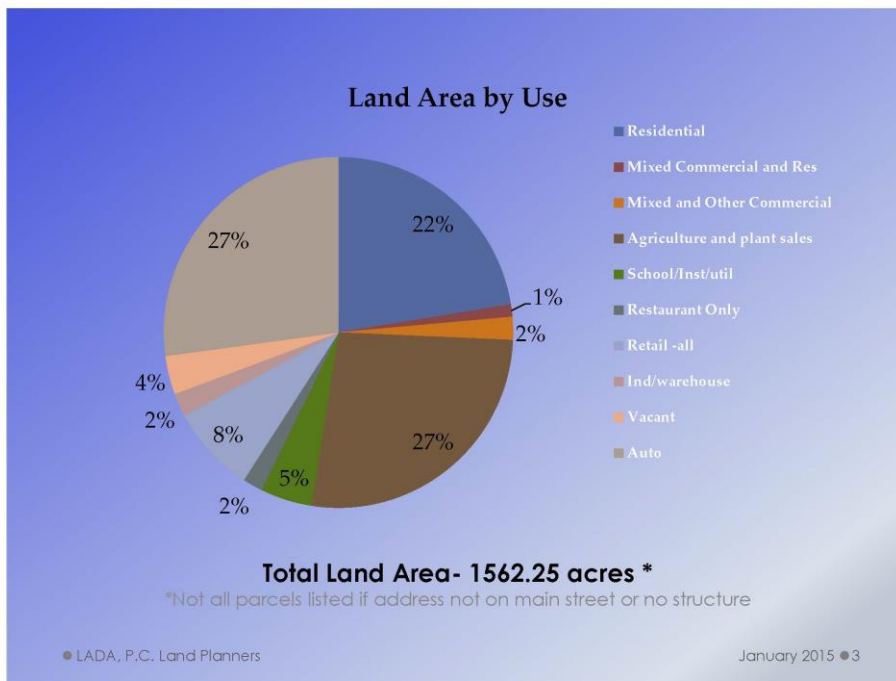
Existing Uses (by parcels) along Route 5 -

Prospect Hill Road to South Main Street

January 13, 2015

Single Family Homes - 76
Multifamily (could be 2 single family homes or multiple units) - 8
Trailer Parks - 3
Townhouses- 1
Apartments - 2
Subdivisions - 3
Mixed commercial and residential - 5 (includes Pasco Commons)
Mixed Commercial Uses - 7 (includes office, retail, rest etc)
Agriculture/Vacant - 15+ (not all ag parcels identified)
Plant Sales - 2
Stone Yards - 2
Equipment Sales - 2
Office - 2
Commercial Recreation - 1 (Cheerleading)
Medical - 1
Services - 3
School/Utilities/Water Co - 6
Restaurant - 14 (see mixed com above)
Hotel - 2
Retail - 9
Industrial - 3
Warehouse - 1
Theatre- 1(closed)
Nursing Home - 1
Grocery - 2
Bank - 1
Self Storage- 2
Auto Uses (including sales, repair, gas and car wash)- 29

TOTAL NUMBER OF PARCELS - 204



The discussion continued with the observation that auto-related uses seem to take up a much larger area than the above chart would indicate. This can be confirmed by looking at the area that the uses occupy rather than the number of parcels. The

Route 5 corridor consists of approximately 204 parcels on 1562.2+/- acres of land. Based on the uses identified above, the uses occupying the largest amount of land in the corridor are – auto-related uses at 27% and agriculture/plant sales also at 27%. There are 29 auto related parcels which occupy 27% of the land. Over 500 acres are occupied by agricultural uses (such as a tree farm or plant sales) or vacant (no structures). The next largest use occupied is residential with 76 single family homes and 8 multifamily home complexes (including trailer parks) which represents 22% of the land in the corridor. 8% of the land includes retail uses with an additional 2% occupied by stand-alone restaurants. 5% of the land is occupied by the East Windsor High School and other municipal/institutional uses.

These figures confirmed the impression that one has when driving along the corridor that auto uses are quite prevalent along the south side of the corridor and retail is strong on the north side. The participants were quite surprised at the number of residential lots occupied in the corridor.

A table listing the properties along the corridor, their size and use was prepared and submitted and is included as Appendix B. From this table, it became clear that one limiting factor for future growth was the small size of the parcels – with 108 parcel (more than 50%) which are 2 acres or less in size and, of that, 60 parcels less than $\frac{3}{4}$ acres.

3 Existing Corridor Character

With the background information focused on the uses and properties within the corridor , the study then moved to look at the corridor as a whole. The Existing Corridor Character Map, Map #3, was prepared which used the above information. This map identified the architecture of interest with yellow circles and the auto uses with red stars. Based on the general uses of each area, the corridor was defined as having six (6) zones. These are (listed from north to south):

- | | |
|----------------------------|---|
| Residential – | On the northeast side of the corridor from the Enfield Town Line to the Route 140 Intersection, there are a number of single family homes on small (0.5+/- acres) lots. This development pattern continues to the single family development on Prospect Hill Drive. |
| Highway Retail Commercial- | This area contains the major shopping uses for the town and region including Wal-Mart, Big Y, the former cinemas, Sophia’s Plaza and associated restaurants and other retail. This area includes access to Interstate I-91 from both Exits 44 and 45. The proximity of these intersections make this area attractive to passers-by and provides the opportunity for larger scale regional retail shopping. |
| Gateway Zone- | This area includes the intersection with Main Street and access to Warehouse Point via Main Street and South Water Street. This zone is rather visually undefined with some remnant shopping plazas and the newer multi use concept development known as Pasco’s Common. |
| Mixed Use- | Extending north and south from the East Windsor High School and Board of Education Offices, this zone has a variety of uses. It includes several residential subdivisions and multi-family developments as well as neighborhood oriented retail. This area includes one of the two seasonal plant sales properties along the corridor. This area contains several of the historic homes identified in the earlier portion of the study and has limited auto uses. |

Inventory Storage- This area includes the lands owned by Southern Auto Auctions as well as several other auto related uses. It also includes a historic cemetery which is opposite the church. The west side of the Route 5 in this zone includes several parcels which extend to the Connecticut River but which are separated from Route 5 by a steep change in grade.

Residential with Small Commercial Uses-

The southernmost area of the corridor, this section includes many single family homes with architecture of interest and several auto uses. In addition, there is a small grocery store (Harken) and a catering/reception use known as The Nutmeg. The area also includes the second seasonal plant sales farm. Larger parcels in this area extend to the Connecticut River and are accessible via existing old farm roads.

4 Road Characteristics

The Commission then requested technical information regarding the traffic flow on Route 5. Information from Connecticut Department of Transportation (CONNDOT) was provided by Frederick P. Clark Associates, P.C., traffic engineers, from vehicle counts done by CONNDOT in 2013 and 2014. A copy of that data is included in Appendix C. LADA completed several additional site visits in January and February 2015 to investigate whether or not the road had suitable shoulders for the addition of bike and walking paths and to evaluate the general suitability of the road to handle additional traffic that might occur due to increasing the uses or intensity of use within one of the areas described in the Existing Corridor Character Map. The GIS parcel information was used to look at right-of-way width. This information was compiled into Map #4, Road Characteristics.

Route 5 is a complex road system which shows evidence of its past in its shape, right-of-way width and recent improvements. Speed limit on the entire road is posted at 45 miles per hour (mph). The road is a north/south collector which extends from Massachusetts to Hartford in a relatively straight layout. The right of way is at least 50' wide which means that, at some point, it was measured and properties conveyed in the modern measurement system rather than chains and rods. The fluctuations of size of the road right-of-way are the first thing one notices when the entire corridor is mapped. The descriptions of the road below are from north to south and are meant to be read with Map #4 in front of the reader.

In general, the northern section closest to the Enfield town line with is known as Prospect Hill Road. This portion of the road has many ½ acre single family homes on the east side and is the smallest right-of-way measuring between 50-60' wide.

The right-of-way along the commercial uses from Prospect Hill Terrace to the Route 140 intersection varies substantially, likely caused by CONNDOT takings and development projects over the years. The right of way in this area is approximately 75'. This area has wide shoulders and the road itself is generally one (1) lane in each direction with a yellow line. The intersection with Route 140 is signalized.

At the intersection with Route 140 (Bridge Street and North Road), the right-of-way is 75' plus wide and the driveways of the remaining single family homes on the west side show signs of having been shortened over the years. Directly at the intersection, there is a pinch point where the right-of-way is only 60' wide. This is where the property of Sophia's Plaza projects out into the intersection. If this condition is true, future expansion of the intersection (or the plaza) may be problematic but this may simply be a mapping error. The shoulder width in this section is very limited and speed on this section of the road is higher than posted. The pedestrian environment on this section of the road is difficult. This is compounded by the fact that development on the west side is significantly lower than Route 5 and no provisions for sidewalk connections into the site and to the buildings have not been provided.

The peak hour traffic north of Route 140 is 426 vehicle trips in the AM and 730 vehicle trips in the PM with a daily total of 8423 vehicle trips. This portion of the road carries the lowest traffic volume of the entire corridor.

The section of Route 5 between the entrance to the former cinemas and Exit 44 of Interstate 91 has a very wide right-of-way- between 60-100'+- with the widest place at the interstate ramps where the right-of-way is 100- 200' wide. This stretch of the road has limited shoulders for use if any. There appears to be a pinch point in the right of way at 60' wide where the widening for the highway meets the northbound section. This may have been remedied in the recent road improvements done for the new Wal-Mart Superstore but has not been mapped yet. There is a signal at both entrances to Big Y, at the new Wal-Mart driveway, and at Newberry Road and the ramps to I-91. It is interesting to note that the AM peak hour for this section is at noontime.

Traffic volumes in the vicinity of the Exit 44 are a PM peak hour total of 994 vehicle trips with a 24 hour total of 11,382 vehicle trips. This traffic flow reduces by about 2000 vehicles once the road goes north of the Wal-Mart entrance. This traffic data is prior to the construction of the stand-alone Wal-Mart store which is likely to reduce the traffic north to Route 140 even more.

From Newberry Road to Main Street, the road is quite wide to accommodate the traffic from the interstate going southbound and the traffic to Wal-Mart going north. Portions of the road are divided with guide rail and raised median. There are limited shoulders and walking along the side of the road in this area is dangerous. The road name changes from Prospect Hill Road to South Main Street at the intersection with Main Street. In addition, LADA noted that the street numbering system changes so that the even numbered street addresses are on the east side of Prospect Hill Road and on the west side of South Main Street.

The right-of-way width for the section of Route 5 between Main Street and Regina Drive is small – between 50-60' wide- and probably consists of the oldest section of the road. From here south, there are many houses which predate the turn of the 20th century and certainly pre-date the interstate. There is a pinch point of 30' at the intersection with South Water Street. This may be a mapping error but would certainly have an impact on improvements at this intersection considering the proximity of the historic building formerly housing Pasco's Restaurant. This area has medium to wide shoulders and traffic is relatively slow in speed due to the number of signals in a row and the merge on the southbound lanes. The intersection at Main Street and South Water Street are both signalized.

From Regina Drive to Masons Brook Road, the right-of-way is 60-75' wide with a single lane in each direction. The shoulders are wide except at the Tromley Road intersection where the addition of a left turn lane appears to have been done without widening the road.

South of the Tromley Road intersection, the road right-of way starts to widened – typically between 75- 100'+. Between Tromley Road and Phelps Road, the shoulders are wide and the road right-of-way is 85-100'. There are signals at Tromley and Phelps Roads.

At Phelps Road the traffic data indicates a PM peak hour flow of 1444 vehicle trips with 15,155 vehicle trips per day, nearly double the daily vehicle trips of the northern most section of the road. There is a 70' wide pinch point at this intersection which is signalized.

Between Phelps Road and Stoughton Road, the right of way varies between 75-100' wide. There are a number of left turn lanes to individual properties which have reduce the shoulder width to a limited size. Traffic flows at Stoughton Road continue to increase with a PM peak of 1671 vehicle trips and 24 hour vehicles trips of 17,388, the highest level of the corridor. These traffic levels are likely due to the use of Stoughton Road as a connector to the rest of East Windsor and to the proximity of the Southern Auto Auction properties.

South of the auto auction property to Abbe Road, the right of way is 60-75' wide with wide shoulders. There are signals at Stoughton Road and Abbe Road.

From Abbe Road to the South Windsor town line, the road increases in width from 75' wide to 150' wide. The road changes from a one lane in each direction to a divided highway with two lanes in each direction. The peak traffic flow decreases slightly to 1513 PM peak hour vehicle trips and 24 hour vehicle trips of 16,883. It is interesting to note that the peak hour for southbound traffic is 2pm where the rest of the road has a PM peak hour at 4-5 or 5-6 pm.

This section of road has wide shoulders until the road becomes divided at which point the shoulders are eliminated.

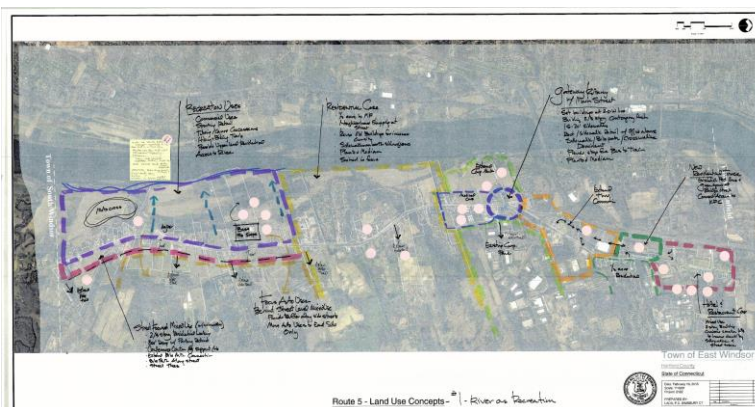
This analysis would indicate that the southern portion of the corridor is more heavily traveled than the northern section. It was the Commissions' opinion that most of the traffic in the southern portion of the corridor was pass-by traffic rather than destinations within East Windsor. As such, there may be consumers interested in stopping at destinations in the southern portion of the corridor should they develop in the future. The middle section of the corridor seems to serve the residents of East Windsor and the northern section traffic is generated by the highway commercial uses past and present. Getting additional traffic from the south to the north would require traveling through areas with reduced right of way but good potential for walking/bike paths. In general, the corridor seems to have three distinct parts – south, middle and north which serve different populations but which all have potential for new development. There was some concern that significantly increasing the traffic in the middle section may be undesirable due to road capacity issues. Increasing traffic flow in the northern most section would require changes to the single family homes in the northern section to expand the right of way and increase the pedestrian environment.

5. Proposed Corridor Character

The final phase of the project was to determine, based on the data collected to date, what additional uses and road improvements would be desirable to increase tax base , improve the overall pedestrian and bike environment along the corridor and to link to important uses and other portions of town.

The Commission struggled to envision how the corridor would grow so they asked LADA to “think outside the box” and try to consider any uses that are currently being considered in other towns. LADA prepared four (4) different concept plans to look at some new uses not currently located within the corridor and how they might be best placed within the corridor due to environmental constraints, traffic flow and proximity to other uses. In addition, the Commission wanted to be sure to provide “Complete Streets” along portions of the corridor if not its entire length. Map #5 shows the four different ideas presented for thought and discussion - #1- River as Recreation; #2 – Large Scale Recreation; #3 Gateways and #4 Wellness Corridor.

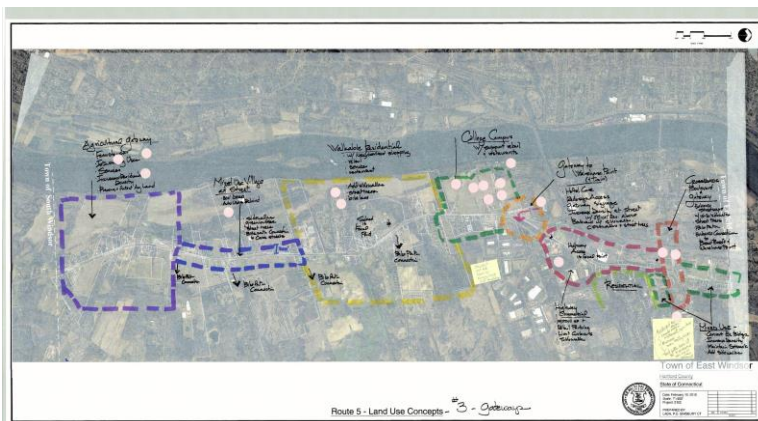
Discussion was lively and interesting as the Commission and participants considered a wide variety of uses at different locations. All the plans proposed to date , as well as the Concept Plans, were posted at full-size (generally 36 "x 100"+) for public review. The Town Planner provided visitors with dots to be placed on those uses and locations they thought would be appropriate for the corridor and be beneficial to the Town. The results are shown below.



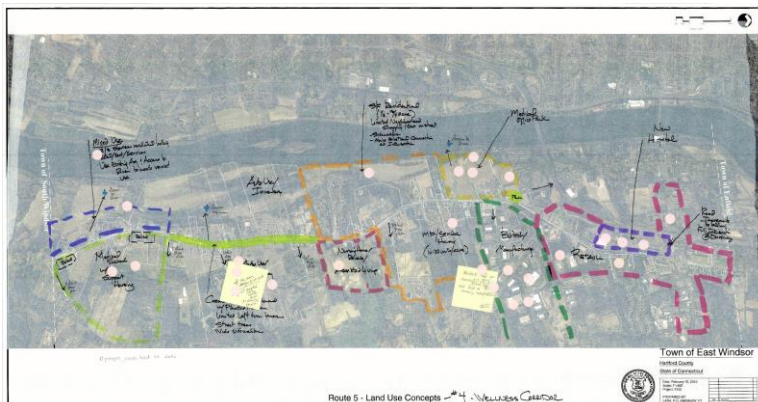
Option 1 – River as Recreation



Option 2 – Large Scale Recreation



Option 3- Gateways



Option 4 –Wellness Corridor

Based on the comments received, the preferred uses were:

- Bass Pro Shops (or similar) in the southern section
- Hotel and Restaurant Core in the northern section
- Medical Office/Hospital
- Enhance agricultural uses in the southern section
- Enhance recreational uses in the southern section
- Increases use of the existing corporate park
- Connecting retail uses along Route 91
- A mixed use village at the intersection with Main Street with potential rotary

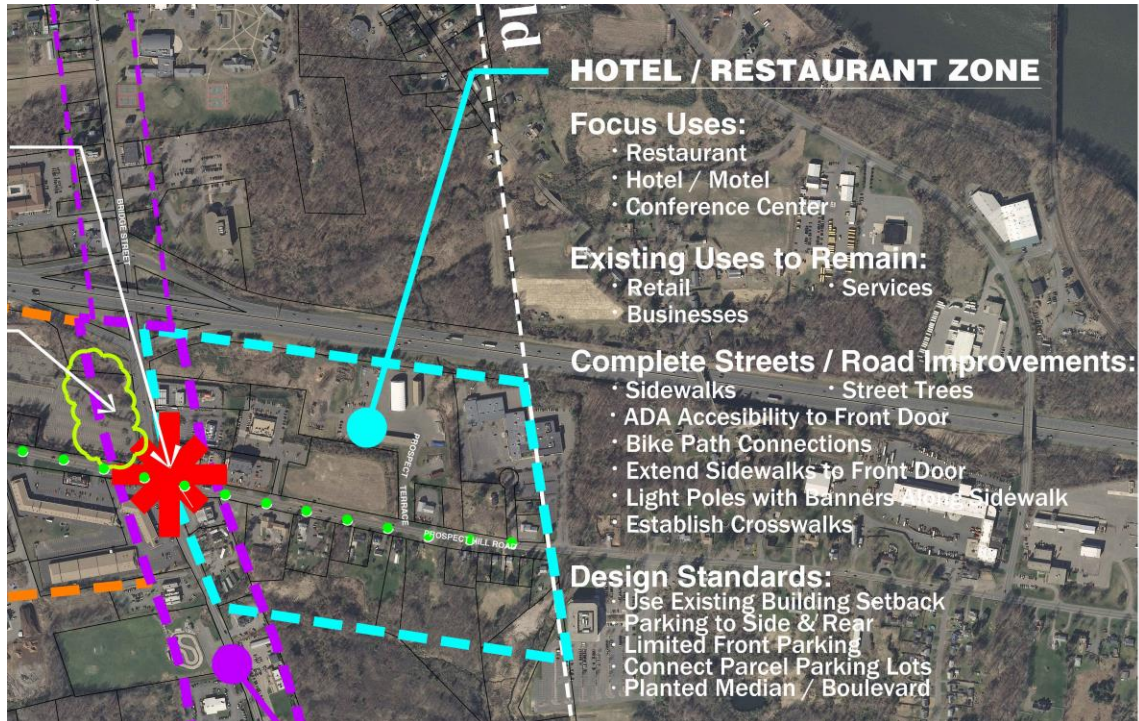
From these comments and after several meetings, the Draft Proposed Corridor Map was compiled and reviewed again (shown on Map #5).

The discussion information and draft corridor map were then translated into the Proposed Corridor Map which includes seven zones and recommendations regarding- 1)Focus Uses – preferred uses to be added or increased in the zone, 2) Existing Uses to Remain- specific existing uses to remain or be eliminated, 3) Complete Streets/Road Improvements- identification of elements to improve the aesthetics and usability of the road by pedestrians and other users and 4) Design Standards- those architectural and site plan elements intended to improve the look of the zone, accessibility and sense of place.

From north to south – the Proposed Corridor Character Use Zones are:

- Hotel/Restaurant Zone
- Crossroads Zone- the Route 140 Intersection
- Route 140/Warehouse Point Zone
- Highway Retail Zone
- Gateway Zone
- South Water Street
- Walkable Residential Core
- Auto Use/Inventory Storage
- Agriculture/Recreation Gateway

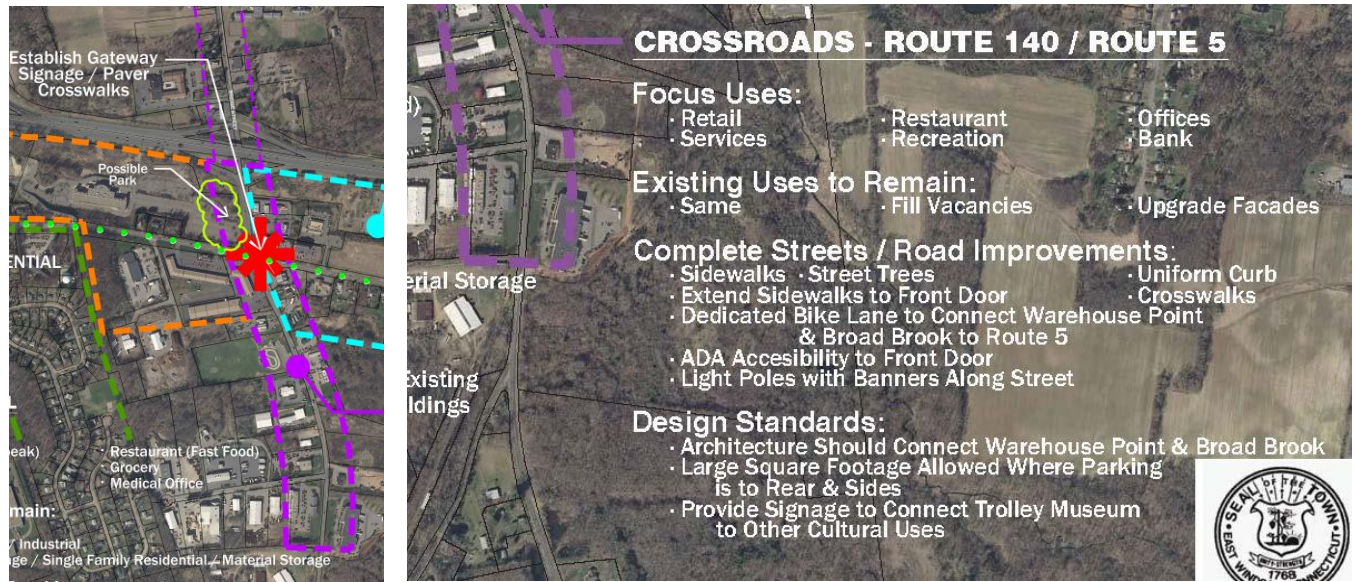
HOTEL/RESTAURANT ZONE



The northern section of the corridor from the Enfield town line to the Route 140 intersection would be part of a new Hotel/Restaurant Zone. Using the existing hotels and restaurants as a foundation, this zone would expand those uses which have worked to date. Focus Uses include hotels and restaurants and the addition of a conference center for the future. Existing retail, business, services and mixed uses are to remain. The existing single family homes should be phased out to allow for concentration of lots into larger parcels and greater development potential. In the meantime, single family uses are allowed but will eventually be considered non-conforming if prohibited in the Zoning Regulations. Improvements to create Complete Streets would include sidewalks, including ADA accessibility along the road and into each individual property and front door. Aesthetic improvements would be the addition of street trees, light poles with banners and the addition of a planted raised median with crosswalks to improve crossing the street. Design standards would include maintaining the existing building setback as defined by the position of existing buildings on the street, limiting parking at the front of the building and connecting the adjacent property parking lots. Additional provisions to reduce parking requirements to

accommodate those connections and to relook at the required parking standards to the current ULI standards should be considered.

CROSSROADS – ROUTE 140 AND ROUTE 5

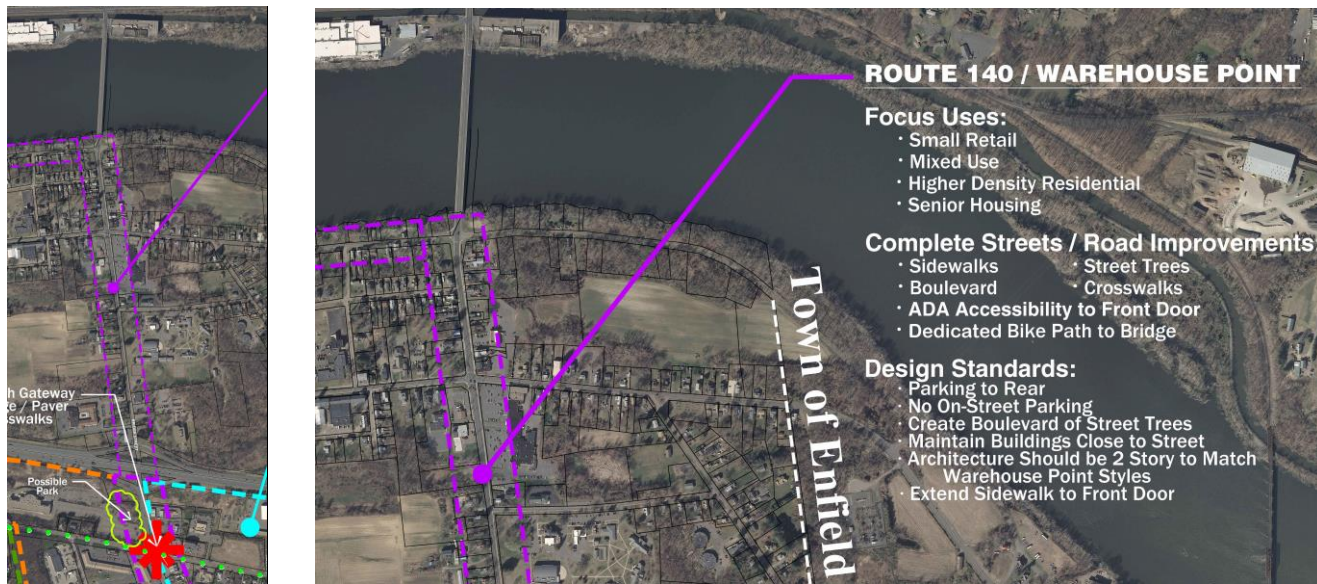


The area includes properties which front Route 140 (North Road) from east of Shoham Road to the east side of I-91 and the properties on Route 5 at the intersection with Route 140. This area connects Route 5 with Route 140 to the east and the rest of East Windsor. The intent is to connect the trolley museum to Route 5 and enhance the connections and sense of place as Route 140 turns toward Broad Brook. This area is also the start to the potential pedestrian and bike path connecting Broad Brook and Warehouse Point. Although this connection may be better suited to go off of Route 140 east of this area for safety purposes and to avoid wetlands, at the Route 5 intersection the road provides ample room and opportunity to enhance the pedestrian and bike environment. A small park is proposed on the southside of Route 140 to provide relief for pedestrians and bike travelers coming up the hill from Warehouse Point as well as providing needed green at the intersection. Gateway signage should be provided to welcome visitors to East Windsor.

Focus Uses include retail, services, recreation, offices, recreation, banks and restaurants. Existing Retail, business, services and mixed uses are to remain with an emphasis on filling vacancies and underutilized properties. Improvements to create Complete Streets would include sidewalks, including ADA accessibility along the road and into each individual property and front door. A dedicated bike path between Warehouse Point and Broad Brook is preferred. Any new road construction is preferred to have a uniform curb, street trees and

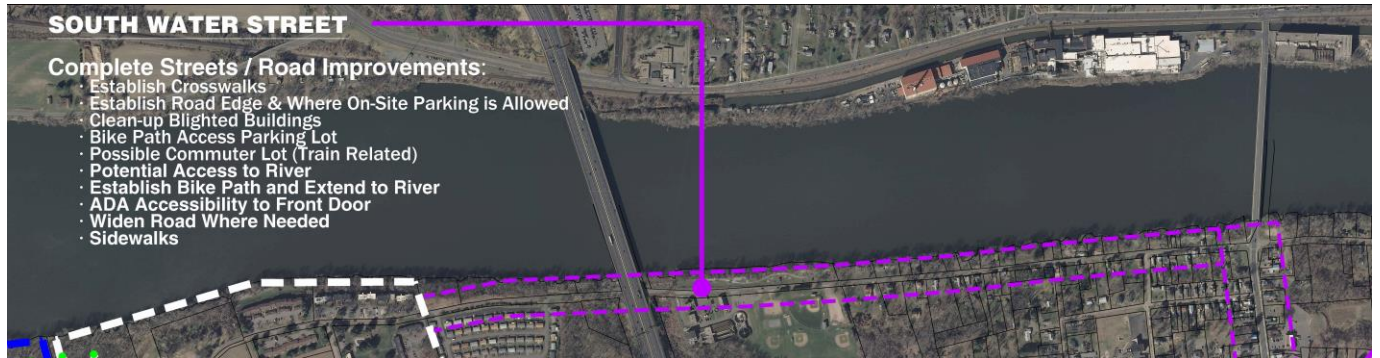
defined crosswalks. The connection to the trolley museum as a high quality destination should be announced from I-91 and Route 5 via signs and light poles. A distinctive train related aesthetic could be integrated in this area via light poles, and street signs. Other aesthetic improvements would be façade improvements of the existing buildings including plantings and sidewalks connections to the front doors. Design standards would include limiting parking at the front of the building with the potential of increasing square footage for those properties that use side and rear parking lots however, additional effort to provide a varied and enhanced pedestrian connection to the front door would be required.

ROUTE 140/WAREHOUSE POINT



The area includes properties which front Route 140 (Bridge Street) from I-91 to the bridge across the Connecticut River to Windsor Locks. This area completes the connection between Route 5 and Warehouse Point. Extending streetscape elements with pedestrian and bike paths to Warehouse Point would provide town-wide access to the two main villages in town. Focus Uses include small retail, mixed use buildings, higher density residential and senior housing as in-fill for the overall density of Warehouse Point. Reuse older buildings to maintain the architectural character of the area. Improvements to create Complete Streets would include sidewalks, including ADA accessibility along the road and into each individual property and front door. A dedicated bike path between Warehouse Point and Broad Brook is preferred. A boulevard with planted island is preferred with sidewalks, street trees, limited on-street parking and defined crosswalks. This will help control speed and provide trees along the road that might not otherwise be provided at the building line due to proximity to the street. A distinctive Warehouse Point defined aesthetic could be integrated in this area via light poles, and street signs. Other aesthetic improvements would be keeping buildings two-story and close to the street. Design standards would include limiting parking at the front of the building. Additional efforts to provide a varied and enhanced pedestrian environment via an larger sidewalk along the street would be desirable

SOUTH WATER STREET



South Water Street connects Warehouse Point and the bridge to Windsor Locks with the new Gateway Zone on Route 5. This area is close to the river and provides river access which can be expanded for use and connected to river access further south down the Route 5 Corridor. The street in this area is not wide and uses and parking are haphazard. Flooding occurs occasionally. This road includes many higher density housing developments as well as town recreation land. Connections in this area will require road improvements, clarifications regarding on-street parking and the installation of a defined pedestrian/bike path. The town should consider working with the property owners on the river side (west) to define access points and potential use guidelines. Improvements to create Complete Streets would include crosswalks, sidewalks, including ADA accessibility along the road and into each individual property and front door. Aesthetic improvements would be the removal or rehabilitation of blighted buildings, coordination regarding debris and on/near street parking, addition of street trees, light poles with banners and the potential location of a bike path commuter lot (trail head parking).

HIGHWAY RETAIL



The Highway Retail zone includes lands from the intersection of Route 140 to the Main Street Intersection. This zone includes the regional retail and restaurant uses that serve the I-91 exits and overall region. This area has an existing base level of development and several vacant parcels that are ripe for new development. Focus Uses include medium retail, hospital, theatre, restaurant (specifically fast food) grocery and medical office. Existing large retail, office/warehouse/industrial uses are encouraged to remain and expand. Uses to be eliminated are auto-related uses, the remnant single family homes and material storage business. Improvements to create Complete Streets would include sidewalks and crosswalks including ADA accessibility along the road and into each individual property and front door. Aesthetic improvements would be to use higher quality materials and colors for façade improvements of the existing buildings as well as new construction including plantings and sidewalks connections to the front doors to enhance the pedestrian level environment. Design standards would include connecting parking areas from one property to another to provide a secondary flow of traffic between buildings and properties, limiting curb cuts, and providing sidewalks and bike paths at the road and to individual building entrances.

GATEWAY ZONE



The Gateway Zone includes properties from the intersection from Main Street to the South Water Street intersection. This area connects Route 5 with Warehouse Point and the Connecticut River via South Water Street. The intent is to increase density in this area to create a mixed-use village type environment with multi-story buildings at the street.



Focus Uses include medical office, a unified corporate park, college campus, support retail and restaurant space for those uses and senior housing near the medical office component.

Existing mixed use, restaurants are encouraged to remain and expand. There is a significant amount of agricultural land in this zone that could be used for a larger campus style development of a college or medical office or other office uses. It should be considered as a whole rather than breaking off out-parcels, if possible. This zone includes Pasco Commons which is a preferred use and this type of use and building layout could be expanded across Route 5 but with more presence on the street itself. Improvements to create Complete Streets would include sidewalks and crosswalks with a boulevard style area of refuge including ADA accessibility along the road and into each individual property and front door. Other aesthetic improvements would be street trees, light poles with banners and gateway signage at the intersection to connect highway visitors to Warehouse Point and the rest of East Windsor. Design standards would include limiting parking at the front of the building, provide incentives to convert the existing historic buildings into other uses but

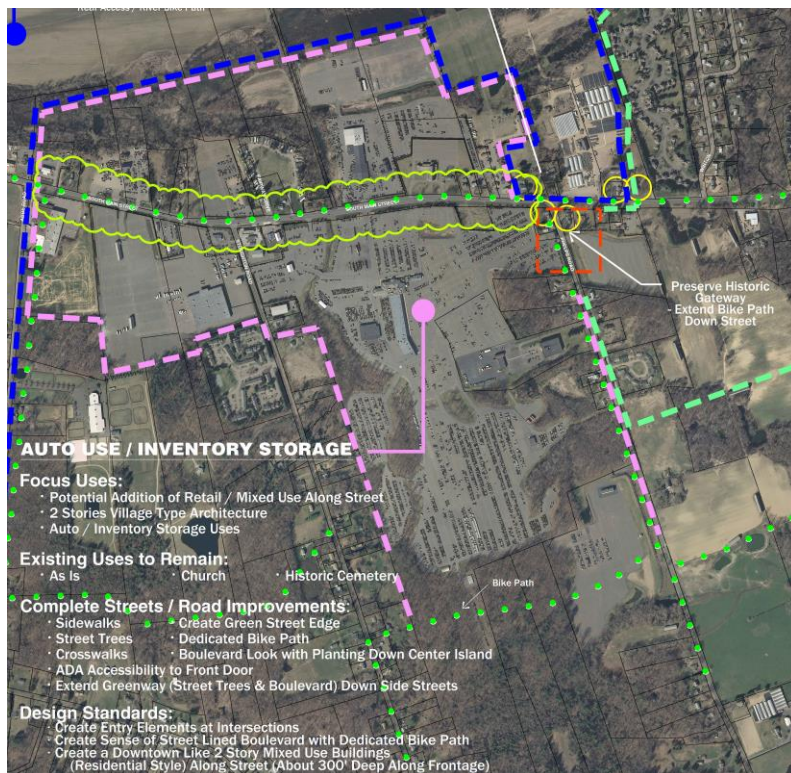
maintain the façade and relationship to the street. Planted medians at the signals and crosswalks are preferred. The bike path should be integrated into this system.

WALKABLE RESIDENTIAL CORE



This zone is centered on the East Windsor High School and the existing residential communities on both the east and west sides of Route 5. The only area where increased residential uses are preferred, this zone is proposed as the residential village core for Route 5. Residential uses of all types are the focus uses from single family to town house to cluster development and senior housing. The intent is to increase density as additional support uses – neighborhood shopping, restaurants, etc.- are provided to provide a walkable district at Route 5. The installation of sidewalks, crosswalks, a park, and bike lane are intended to increase the accessibility of the area and enhance the pedestrian environment to improve the quality of life for existing and future residents. Improvements to create Complete Streets would include paver sidewalks and paver crosswalks including ADA accessibility along the road and into each individual property and front door. A reduction in curb cuts is preferred to give precedent to the pedestrians and bike path. Design standards would include buildings which are residential in scale and style and which are similar to the historic homes identified in this study, the use of traditional building materials and colors and placement of buildings at the street with parking behind the building. Streetscape elements should extend down the intersecting streets including the walkways and connections to the bike path. Auto-related uses are proposed to be eliminated in this zone.

AUTO USE/INVENTORY STORAGE

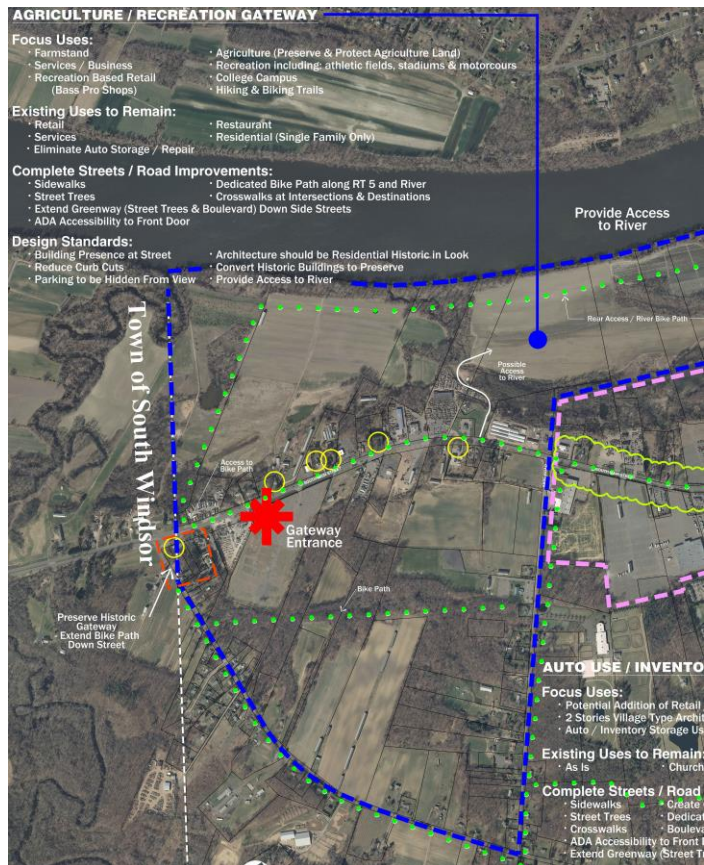


This zone includes land from Phelps Road to Abbe Road. It is currently occupied by auto uses and auto inventory storage uses which are intended to remain. Existing other uses not related to auto services include the church and cemetery which should be considered in any road projects or future development. These uses would benefit from addition trees and pedestrian enhancements along Route 5. Focus uses and road improvements for this zone are intended to improve the overall aesthetics for both the motorist

and the pedestrian.

Focus Uses include new retail, and mixed-use at the street to provide a visual buffer between the street and the auto uses. 2-3 story Village Type architecture would block views of the large paved areas needed for the existing uses and provide new destinations along Route 5. Sidewalks, street trees and a planted boulevard would change the character of the street and provide needed growth. Improvements to create Complete Streets would include sidewalks, including ADA accessibility along the road and into each individual property and front door. The extension of these elements into properties and the nearby streets would create the sense of new place. The bike path is intended to connect to the side streets at Route 5 and through the back properties to create loops from Route 5. At the intersection of Phelps Road, create a historic gateway element and preserve the existing houses at this intersection as a gateway to the historic and agricultural areas of town.

AGRICULTURE/RECREATION GATEWAY



The southernmost zone, this area includes the land from Abbe Road to the South Windsor town line and the land along the Connecticut River up to South Water Street. This area is not part of the sewer district and as such would be best served as agriculture and recreation uses. Smaller service and support retail would provide neighborhood access to services for those residential neighborhoods in this zone.

Focus Uses include agriculture including farm stands and a farmers market, preservation of agricultural land and uses and recreation based businesses with potential access to the river from multiple points. Existing retail, business, services and

restaurants and single family residential should remain. Auto-related uses are to be eliminated. Improvements to create Complete Streets would include sidewalks and a bike path along Route 5 and along the river and to the Scantic Road and other street connections to create a "rear" bike path as shown on Map #6. ADA accessibility along the road and into each individual property and front door should be provided. A dedicated bike path along Route 5 and the river should be provided. Other aesthetic improvements would be façade improvements of the existing buildings including plantings and sidewalks connections to the front doors. Design standards would include placement of new buildings at the street distance as defined by the existing historic homes, limiting parking at the front of the building, buildings with the size and scale of the existing homes and reduction of curb cuts.

6 Other Recommendations

Based on the Workshop, input from the public and the Planning and Zoning Commission, the background research and observations from the Team, we offer the following recommendations as the Town completes its Plan of Conservation and Development:

1. Modify the Zoning Map and use tables to reflect the Proposed Corridor Character Map.
2. Establish Design Guidelines for each zone with typical light poles and other street furniture to set the style for each area.
3. The existing pre-1950's architecture in the southern zones is considered to be visually attractive and should be used as style precedents for future architectural guidelines. Architectural guidelines should be developed for both commercial and residential new construction. These guidelines should also include elements which address additions and rehabilitation of existing buildings.
4. Roofline changes, gable ends facing the street, dormers and other period-appropriate methods to reduce the view of the roof from the street is preferred.
5. Increased residential density should be considered in the Walkable Residential Core area
6. Work with the Capital Region Council of Governments to include Warehouse Point as a priority TOD development area associated with the TOD designation of the Windsor Locks inter-city rail stop identified in the Jonathon Rose market analysis for the Knowledge Corridor. Encourage bike and pedestrian linkages to the rail stop across the Route 140 bridge by working with CRCOG, ConnDOT and Windsor Locks to expand the existing minimal pedestrian access and environment on the bridge and into Warehouse Point. Designate a representative to serve on the committees and delegations associated with the Windsor Locks station improvements. (This recommendation from the Housing Study previously submitted for the PoCD)
7. East Windsor should consider establishing mixed use zoning (village style development) for Warehouse Point and by extension, the Gateway Zone, with architectural guidelines to govern infill construction, new construction, rehabilitation, and public infrastructure / streetscape improvements, pedestrian and bike systems.
8. Develop a program to preserve the agricultural economy and visual resources of the Town to encourage farming to continue with a specific focus on the southside of the corridor in the Agriculture/Recreation Gateway with provisions for farm stands and a farmers market.

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9. Develop Route 5 and its connections as a bike trail including the “back path” via the lands to the east of Route 5 as shown on Map #6 and connection via Phelps, Abbe, Stoughton, Tromley and Thompson Roads to the rest of East Windsor.
 10. Where increased density is encouraged, it may become necessary to expand the limits of the service area for existing water and sewer service or develop new larger scale underground sanitary septic systems or wastewater treatment plant (WWTP) options. This process will require an approved discharge location for new WWTP, approvals from the Health district and coordination with the regional and state PoCD in order to apply for state funding.
 11. The PoCD should identify those changes to the regional and state PoCDs that will be required to correspond to and reflect those areas where future increased density is desired by the Town.



APPENDIX A

APPENDIX B

APPENDIX C