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## 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 Warehouse Point Master Plan 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 preferred Building Type for Warehouse Point is one where the building looks like the single-family and multi-family buildings of the period when Warehouse Point was at its heyday- from 1840-1910. These buildings and their significant architectural features are described in detail in this report.
4. The existing 1840-1910 architecture 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 which are consistent with this preferred style. These guidelines should also include elements which address additions and rehabilitation of existing buildings.
5. The use of period-appropriate ornament (materials, shutters, gingerbread, colors, etc.) is preferred to a plain façade.
6. Garages when provided are to be located behind the main building.
7. 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.
8. Mixed use (commercial and residential) is recommended along Bridge Street, in Warehouse Point. This focused development would be consistent with the Master Plan for Warehouse Point. This Master Plan is a refinement of ideas from previous reports prepared in support of the Plan of Conservation and Development.
9. Increased residential density should be focused in Warehouse Point.
10. 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.
11. The CRCOG Regional Plan concludes that Millennials, now entering the workforce, “will be looking for compact, walkable, mixed use communities with a selection of restaurants, shops, services and cultural amenities. They are a generation that embraces transit over the automobile and will choose housing based upon what transportation options exist.” The CRCOG Regional Plan also concludes that 89% of aging “Baby Boomers” prefer to live in place (same home or community), and in many cases downsize to live in vibrant, walkable mixed use communities. There will be a significant reduction in demand for large suburban homes. In light of those predictions, East Windsor should establishing mixed use zoning (village style

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development) for Warehouse Point, with architectural guidelines to govern infill construction, new construction, rehabilitation, and public infrastructure / streetscape improvements, pedestrian and bike systems. The architectural guidelines would be based on the visual preference workshops of 2012, 2014 and 2015 and be based on the Warehouse Point Single Family and Multi-Family Period Architecture as defined elsewhere in this report.

12. Encourage restaurant uses within Warehouse Point areas to support the residential neighborhoods. Consider the development of village parking plans (showing shared and common parking) and on-street parking where an individual site may not be able to meet the Town's parking requirements. Also, compare the Town's parking requirements with new Urban Land Institute recommendations and NWCTCOG Parking Demand Study for Rural Areas to see if parking regulation should be modified.
13. Develop an overall Stormwater Master Plan for Warehouse Point area to determine the level of impervious surface which can be handled in these areas and what the requirements for water quality, stormwater and flood control and stream protection would be for the area as a whole to supplement and offset the requirements of individual sites. Flooding and stormwater issues related to the Blue Ditch should be addressed in an overall Stormwater Master Plan where the Town would control and maintain these facilities and which would provide for potential additional focus development within Warehouse Point.
14. Design streetscape improvements to improve pedestrian and bicycle connections between the main roads and neighborhoods. The improvements should include sidewalks sized for multiple people, bike lanes, benches, light fixtures and changeable elements such as hanging plants and banners. Where possible, seek inclusion in the regional ConnDOT Transportation Improvement Plan (TIP), and ultimately the Statewide TIP to be able to access Federal funds for improvements.
15. New residential construction should consider how the layout of buildings can be configured to enhance the street life, image and architectural continuity of the historic street pattern; create a sense of neighborhood; preserve open space as a usable commodity; and provide connections both internally within the project and external to the actual construction area (street and other destination points).
16. Consider incentives for second and third floor residential units within existing structures in return for maintaining the historic facades and materials of buildings built prior to 1950.
17. As noted in previous portions of the Plan of Conservation and Development, there is existing farm land located in Warehouse Point that could provide a significant resource in the future. The development of a Farmers Market and/or clear and simple farmstand regulations may allow additional land to become viable as farmland including the currently very popular community supported agriculture (CSAs) which allow residents to share in the benefits and risks of farming.
18. As noted in previous portions of the Plan of Conservation and Development - create a Town-wide Bicycle and Pedestrian Plan which allows for the connection of Broad Brook and Warehouse Point with Route 140 and possibly the trolley line. The bike path should also extend down North and South Water Streets to provide a River's Edge Bike Path. Extensions of the bike path along Bridge Street should be continued

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along Route 140 to Broad Brook and extension along Main Street should provide for continued connections to Route 5 and the other portions of Town.

19. Where possible, seek funds to promote appropriate redevelopment of flood prone residential buildings as identified in the Master Plan. Seek State Open Space funds and other available funding to preserve the land along the Connecticut River through the purchase of these lands and removal of residential uses along the river side of North and South Water Streets.
20. Coordinate with the WPCA to define the capacity of the existing waste water plant , pipes and pump stations to identify the capacity to be allocated for new growth in Warehouse Point. Develop a long term program for infrastructure expansion and maintenance to avoid excess connection fees for future growth.
21. Develop gateway elements for Warehouse Point that creates a sense of arrival and defines the character of the village. The locations of future gateway signs are shown on the Master Plan.
22. 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.
23. Continue the discussion to evaluate the overall traffic patterns within Warehouse Point to determine what the potential benefits and impacts would be to block off South Water Street to create a pedestrian and bike park along the Connecticut River and to reduce use of South Water Street as a cut thru to Route 5. Traffic would then be routed to Main Street and Bridge Street and the impact of this on the future pedestrian and bike paths, curb cuts and general potential expansion of uses along the eastern portion of Bridge Street within Warehouse Point should be evaluated.
24. In addition, the State of Connecticut is currently considering alternate traffic patterns and creation of new road elements to respond to increased train usage at the Windsor Locks new Train Station. The impact of these proposed elements to existing uses and traffic patterns within Warehouse Point as well as the future Warehouse Point as envisioned in the new Master Plan have not been evaluated. Where possible, apply for grants to complete this work to ensure that the concerns of East Windsor and specifically the future of Warehouse Point will be identified and coordinated into the State's overall plans for the bridge, train station and Warehouse Point.