

**TOWN OF EAST WINDSOR
PLANNING AND ZONING COMMISSION**

Special Meeting #1740 – June 13, 2018

MEETING MINUTES

*******Minutes are not official until approved at a subsequent meeting*******

The Meeting was called to order in the Auditorium of the East Windsor High School, 76 South Main Street, East Windsor, CT. at 6:35 P. M. by Chairman Ouellette.

PRESENT: **Regular Members:** Joe Ouellette (Chairman), Michael Kowalski, Tim Moore, and Jim Thurz.
 Alternate Members: Frank Gowdy, and Marti Zhigailo.

ABSENT: **Regular Members:** Dick Sullivan.
 Alternate Members: Anne Gobin.

Also present was Town Planner Whitten, and Diane Whitney, of Pullman and Comley.

GUESTS: Dorian Famiglietti, of Kahan, Kerensky, and Capossela; Craig Lapinski, P.E., Fuss & O'Neill; Stephanie Whiting, Landscape Architect, Fuss & O'Neill; Mark Vertucci, Traffic Engineer, Fuss & O'Neill; Dan Thornton, Senior Architect, JCJ Architecture; John Koplas, representing Foxwoods, and David Atkinson, representing Mohegan.

ESTABLISHMENT OF QUORUM:

A quorum was established as four Regular Members and two Alternate Members were present at the Call to Order. Chairman Ouellette noted all Regular Members would sit in, and vote, on all Items of Business this evening. Following in accordance with the service rotation schedule Alternate Member Zhigailo would also join the Board regarding discussion and action on all Items of Business this evening as well.

LEGAL NOTICE:

The following Legal Notice, which appeared in the Journal Inquirer on Friday, June 1, 2018, and Friday, June 8, 2018, was read by Chairman Ouellette:

- The East Windsor Planning & Zoning Commission will hold a Special Meeting starting at 6:30 p.m. on Wednesday, June 13, 2018 at the East Windsor High School Auditorium, 76 South Main Street, East Windsor, CT, with the following Public Hearings to be heard:

Application of MMCT Venture, LLC – Application for a for a General Development Plan Special Use Permit - HIZ (in accordance with Section 500.5 and 504 Highway Interchange Zone of the Zoning Regulations) to allow construction of a proposed new

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commercial recreational use (casino) and site improvements, at the following properties:
105 Prospect Hill Road; HIZ Zone (underlying B-1 Zone); Map 102, Block 14, Lot 001.
119 Prospect Hill Road; HIZ Zone (underlying R-2 Zone); Map 112, Block 14, Lot 003.
115 Prospect Hill Road; HIZ Zone (underlying R-2 Zone); Map 112, Block 14, Lot 004.
113 Prospect Hill Road; HIZ Zone (underlying R-2 Zone); Map 112, Block 14, Lot 005.
93 Prospect Hill Road; HIZ Zone (underlying M-1 Zone); Map 102, Block 14, Lot 008

Copies of the Application are available at the Planning & Development office and the Town Clerk's office. All interested persons may appear and be heard. Dated at East Windsor, Connecticut, this 30th day of May, 2018.

EAST WINDSOR PLANNING & ZONING COMMISSION
Joseph Ouellette, Chairman

PUBLIC PARTICIPATION:

See comments made during Public Participation under the MMCT Venture, LLC. Public Hearing.

RECEIPT OF APPLICATIONS: None.

NEW PUBLIC HEARINGS –

MMCT Venture, LLC – General Development Plan Special Use Permit - HIZ (in accordance with Section 500.5 and 504 Highway Interchange Zone of the Zoning Regulations) to allow construction of a proposed new commercial recreational use (casino) and site improvements, at the following properties:

105 Prospect Hill Road; HIZ Zone (underlying B-1 Zone); Map 102, Block 14, Lot 001.
119 Prospect Hill Road; HIZ Zone (underlying R-2 Zone); Map 112, Block 14, Lot 003.
115 Prospect Hill Road; HIZ Zone (underlying R-2 Zone); Map 112, Block 14, Lot 004.
113 Prospect Hill Road; HIZ Zone (underlying R-2 Zone); Map 112, Block 14, Lot 005.
93 Prospect Hill Road; HIZ Zone (underlying M-1 Zone); Map 102, Block 14, Lot 008
(Deadline to close hearing July 17, 2018):

Chairman Ouellette reviewed the Public Hearing process for the public. He indicated the development team will give their presentation explaining the proposal; he understood the presentation may take 60 to 90 minutes. Chairman Ouellette indicated he would then open the floor to public comments; he requested those individuals wishing to speak should note their name and address on the sign-up sheet located to his right at the front of the auditorium. He noted that depending on the number of people who want to speak he may limit the time for their comments. He further noted that after the public speakers

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the Planning and Zoning Commissioners may have questions as well. Chairman Ouellette suggested that depending on how the Public Hearing goes tonight the Commission may close the Public Hearing and make a decision. He noted that once the Public Hearing is closed the Commission can no longer take in additional information or comments. Chairman Ouellette advised the audience that the application may be approved tonight, or continued to another meeting.

Chairman Ouellette turned the presentation over to Attorney Famiglietti, who introduced herself Dorian Famiglietti, of Kahan, Kerensky, and Capossela. Attorney Famiglietti then introduced the following members of the development team: Craig Lapinski, P.E., Fuss & O'Neill; Mark Vertucci, Traffic Engineer, Fuss & O'Neill; Stephanie Whiting, Landscape Architect, Fuss & O'Neill; Dan Thornton, Senior Architect, JCJ Architecture. Also present in support of the development team were John Koplas, representing Foxwoods, and David Atkinson, representing Mohegan.

Attorney Famiglietti reported this is the application of MMCT Ventures for a General Development Plan/Special Use Permit for the recreational use/casino on the stated properties. This project has been in the making for some time; the Town and MMCT entered into a Development Agreement in February 2017. The development team has been developing plans and working with Town staff ; they've also held a preliminary meeting with the Planning and Zoning Commission, and have been working with the Inland Wetlands Commission. They have also been working with other regulatory parties and have incorporated and addressed comments offered into this General Development Plan and Site Plan. The development team has also been through the Inland Wetlands approval process and have received approval for a Wetlands Permit.

Attorney Famiglietti reported they will present their vision of the proposal while explaining the General Development Plan; they will also present the Site Plan application after approval of the General Development Plan. Attorney Famiglietti turned the presentation over to Craig Lapinski, of Fuss & O'Neill.

Mr. Lapinski introduced himself, noting he is a Professional Engineer licensed in Connecticut; he is with Fuss & O'Neill. Mr. Lapinski reported he will be giving an overview of the existing and proposed conditions

SITE OVERVIEW - EXISTING CONDITIONS:

Referencing a slide presentation, Mr. Lapinski noted north is to the left of the page/screen. To the north is Route 140/Bridge Street, to the east is Route 5/Prospect Hill Road, to the south is the former Walmart property, and to the west is Interstate 91, the existing wetlands on the site, and the existing electrical distribution/transmission lines contained within a 175 foot easement in favor of Eversource. The proposal includes 5 parcels, the largest – 105 Prospect Hill Road – contains 26.708 acres, while the 4

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residential properties combined total 1.87 acres; all 5 parcels will be combined into one site containing a total of 28.575 acres.

Mr. Lapinski reported the sites are currently located in the HIZ (Highway Interchange Zone) overlay zone. There are no FEMA 100 year or 500 year flood zones located on the site. The topography of the site slopes from the east to the west; the steepest slopes are located on the easterly boundary and are currently held up with riprap slopes or a retaining wall. The center of the site is more gentle. The site formerly contained a 590,000+/- square foot former Showcase Cinema building, which is being demolished, and a 1,075 space parking lot. Some of the residential buildings currently remain on site but will be demolished.

Existing Access:

There is an existing right in and out access off of Route 140/Bridge Street, as well as a second access road off of Route 5/Prospect Hill Road which connects to the former Walmart property.

Utilities:

All utilities are close to Route 5 or Route 140; water is provided to the site by Connecticut Water Company. Sewer service is provided at Route 140 and flows to the west and eventually to the south to the existing treatment plant owned by the WPCA. Electrical service is provided off of the existing distribution lines owned by Eversource. Gas had been provided prior to demolition of the building by Eversource gas via a 6 inch main located on Route 5.

Existing Stormwater Management:

The existing system provides a series of catch basins which flow into onsite detention basins; the larger detention basin is located to the north and contains an existing outlet structure that consists of a 10 inch inlet orifice and an 18 inch RCP (reinforced concrete pipe) that empties into an existing riprap channel. The smaller basin to the south discharges through an 18 inch RCP to the larger wetlands system to the west. There is a third discharge point which is owned by DOT and contains a 24 inch RCP which flows from Route 5, and takes a little of the stormwater from the residential properties and discharges into an existing riprap swale. All stormwater flows towards the west and discharges into the 3 points and is conveyed by the larger wetlands system and flows into a 42 inch RCP pipe/culvert under I-91 which flows northwest into a 54 inch RCP pipe which ultimately flows into the Connecticut River.

SITE OVERVIEW - PROPOSED CONDITIONS:

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Mr. Lapinski reported the proposal is for an 188,000+/- square foot one story casino building. To the north of that is a new 1,750 space 5 deck parking garage; 318 surface parking spaces, onsite access roads, walkways, and landscaping complete the proposal. Because of the topography there are a number of proposed retaining walls which have been reviewed by Freeman Companies ; they also hired Advantage Engineers to design the easterly retaining wall. Mr. Lapinski indicated they are also proposing an access road so that Eversource can maintain the electrical lines; pylon signs will also be installed along the western side to introduce the casino. Mr. Lapinski reported that existing impervious coverage is 12.32 acres or 43.1% of the site; after construction impervious coverage will increase to 15.25 acres or 53.4% of the site. The wetlands compose 4.96 acres of the site; there will be zero disturbance of the wetlands but they will be doing work in the upland review area. They received approval for that work from the Inland Wetlands Commission on May 30th.

Mr. Lapinski reported that based on the Geotechnical report a lot of the fill on the site cant' be reused and therefore will be removed; better fill will be brought in. They anticipate the number of trucks per day to complete that work will be 50 to 100 trucks per day; they anticipate that work will occur in the first 4 months of construction. The direction of travel of the trucks will be determined by where the fill will be going. They are proposing a typical work schedule of 7:00 a.m. to 6:00 p.m. Monday through Friday. They are requesting to extend that work to weekends as required to meet the construction schedule; they also hope that low level noise associated with work would allow an earlier start time. Mr. Lapinski reported they estimate an 18 month construction schedule to build the casino; work would begin in the Fall of 2018 with an anticipated opening in 2020.

Proposed Stormwater Management System:

Mr. Lapinski reported they will be creating a new stormwater management system with new catch basins but the watershed conditions haven't changed between pre and post development. The 24 inch DOT pipe will be relocated to the north to avoid the parking garage; that pipe will receive less stormwater flow because they'll be removing 2 catch basins to the west of the residential properties. They will be using the same inlet and outlet structures, but will be cleaning the existing riprap. The stormwater from the north, which includes the casino and parking garage, will end up in the new, enlarged, basin which will replace the 2 existing basins. The new outlet structure will have a higher and smaller inlet and a higher internal weir and a higher top of frame at the top of the structure. They will be reusing the existing 18 inch RCP discharge pipe and existing outlet swale. They will also be adding a new emergency spillway which will be treated with a bio-soil seed mix. The stormwater from the south will discharge from a new discharge point; they will be relocating the discharge 240 feet to the south but it will discharge into the same wetlands system as it does today. With the additional impervious coverage proposed they are proposing 2 underground detention systems 5 feet high containing retaining units with sealed bottoms. They are also proposing a series of

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hydrodynamic separators to treat stormwater, and a new level spreader to dissipate energy as stormwater comes out at the end to prevent erosion.

Mr. Lapinski reported that they reviewed an existing conditions model at Design Point A (see Site Plan) and compared it to proposed conditions and based on their analysis they predict a decrease in the peak flow for 2, 10, 25, and 100 year storm events. They are also proposing deep sumps and catch basins, and a new stormwater quality basin, and hydrodynamic separators; he indicated that those features will remove 80% of the total suspended solids. Mr. Lapinski indicated that based on the water quality volume calculations they believe they can treat the entire water quality volume and they can retain more than half of the water quality volume. Mr. Lapinski indicated they have also provided a maintenance procedure for all of the BMPs (best management practices). They believe that the stormwater management plan meets the requirements for the 2004 Stormwater Management Manual.

Proposed Utilities:

They will continue the existing water connection to provide both domestic service and fire protection. Sewers flow to the north; wastewater from the kitchen will go through a grease separator as specified by the WPCA. Gas service will be provided through the connection at Route 5. The site will be served by 2 primary electrical services to the casino, one to the south and one from Route 5. They will also have 2 generators south of the building and separate electrical services to the garage. Other lines will provide service to the pump station and the pylon sign.

Exterior lighting:

Mr. Lapinski referenced the Photometric Plan, noting all lighting will be LED and full cut-off. No light will trespass at the property boundaries except for some at Route 140; they have now corrected that issue.

Erosion Control Measures:

Mr. Lapinski indicated the construction entrance will have silt fence and hay bales down gradient of the site; temporary sedimentation traps will be installed on site to contain 134,000 cubic yards of sedimentation per acre as required. Erosion control blankets will be installed on the steep slopes.

Snow Management Plan:

Mr. Lapinski reported that all run off from the proposed area will flow into the stormwater management system; there is no direct discharge into the wetlands. They are proposing a site to the south of the casino for snow storage in the parking lot; the storage area will temporarily take up a couple of parking spots .

On-site circulation and Signage:

Access to the site will be provided via the following locations:

- Right turn in and out on Route 140/Bridge Street; this area will be reconstructed and improved – details outlined in the Traffic Study Report.
- Continued use of the existing access road to and from Route 5 which includes the connection to the former Walmart
- Proposed new access to the garage.

Mr. Lapinski suggested that most vehicles will go into the parking garage; some will go through the entrance loop and valet parking.

Emergency Access:

Based on a meeting with the Fire Marshal Mr. Lapinski indicated that fire trucks can access all proposed access points. They are creating fire lanes at 3 locations – Route 140, the center of the site, and south of the site.

Delivery Access:

Delivery trucks larger than WB450 won't be allowed on the site; smaller delivery vehicles, and buses, will enter and exit from Route 140/Bridge Street.

Pedestrian Circulation:

For those patrons parking in the north (parking) lot Mr. Lapinski indicated there will be a series of crosswalks to get to the front door of the casino. A similar set of sidewalks will provide access to patrons parking in the rear lot. Mr. Lapinski indicated there will be new sidewalks proposed for Route 5 on the Sofia's Plaza side of the highway. The new sidewalks will connect to sidewalks continuing down Route 140/Bridge Street and also provide access to the upper level of the parking garage via a crosswalk across Route 5/Prospect Hill Road at the Eversource driveway.

Mr. Lapinski indicated they are proposing on-site signage to include stop signs, do not enter signs, and directional signs at the front entrance to show the best direction of access to I-91 north and south.

Mr. Lapinski turned the presentation over to Mark Vertucci to review the Traffic Report.

TRAFFIC PRESENTATION:

Mr. Vertucci introduced himself, noting he is a Traffic Engineer with Fuss & O'Neill. Mr. Vertucci reported Fuss & O'Neill has prepared a full Traffic Impact Study for the

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MMCT casino; he also gave a description of the site location, noting the primary access would be provided via the right-in/right-out access on Route 140/Bridge Street.

Intersection points of study:

Mr. Vertucci noted they studied 11 intersections, which he referenced on a presentation slide as being the locations indicated by various green dots. The intersections include:

- 1. Route 140/(Bridge Street) at I-91 Exit 45 southbound**
- 2. Route 140/(Bridge Street) at I-91 Exit 45 northbound**
3. Route 140/(Bridge Street) at site access #3 (*existing Showcase Cinema access*)
- 4. Route 140/(Bridge Street) at Route 5/(Prospect Hill Road)**
- 5. Route 5 at Eversource Driveway and site driveway #2** (*proposed new access*)
6. Route 5/(Prospect Hill Road) at site drive #1 (*existing access connecting to former Walmart site*)
- 7. Route 5/(Prospect Hill Road) at Prospect Hill Drive**
- 8. Route 5/(Prospect Hill Road) at Big Y driveway and Genex Turbine Technologies driveway**
9. Route 5/(Prospect Hill Road) at Crossroads Community Cathedral driveway
- 10. Route 5/(Prospect Hill Road) at Walmart driveway and Wendy's/KFC/United Bank driveway)**
- 11. Route 5/(Prospect Hill Road) at I-91 connector and Newberry Road.**

Traffic Volume:

Mr. Vertucci reported they *performed new turning movement counts on intersections 1, 2, 4, 5, 7, 8, 10, and 11 noted above.* Those studies were performed by Fuss & O'Neill in 2017. Additional traffic count information for 2016 was provided by CTDOT on intersections 1, 2, and 4. The data was collected for the weekday morning peak hour of 7:00 a.m. to 8:00 a.m., afternoon peak hour of 4:30 p.m. to 5:30 p.m., and Saturday midday peak hour of 11:30 a.m. to 12:30 p.m. Mr. Vertucci suggested that the casino peak hour traffic will differ a bit; it will be the highest on Friday evening a little after the peak commuter hour. They have calculated the peak casino traffic to provide a conservative analysis of potential casino use.

Mr. Vertucci reported that they consulted with the CTDOT Planning Bureau to determine projected traffic volumes for 2017; they then used a 3.5% peak hour growth rate to project traffic volumes for the 2020 anticipated opening date. They also included traffic generated from other proposed developments in the area, including the Montgomery Mill residential development in Windsor Locks, the Calamar senior housing on Route 140/(North Road), and the Crossroads Cathedral development with a 95 room hotel.

Casino trip generation:

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Mr. Vertucci noted that to calculate potential trip generation for the casino they acquired information from the CTDOT Bureau of Policy and Planning regarding trip generation for the Foxwoods Casino and the Mohegan Sun Casino. He noted the approved trip generation for weekday morning and Friday afternoon peak hours is .34 per gaming position, and .36 per gaming position for Saturday midday. Mr. Vertucci explained that a gaming position is considered 1 gaming position for a slot machine and 1 gaming position/seat for a gaming table. Mr. Vertucci suggested the MMCT Casino is proposed to include 2,360 gaming positions composed of 2,000 slot machines and 60 table games containing 6 seats each. Mr. Vertucci reported that the MMCT Casino won't generate as much as the .34 per gaming and .36 gaming positions approved by CTDOT, however the development team chose to use those rates to provide for a conservative analysis of the potential casino use. He also noted that they have added 10% for employee trips, as employees for Foxwoods and Mohegan Sun don't park onsite but are rather shuttled in from off-site parking lots. Mr. Vertucci noted they also reviewed data for other casinos in New England, including the MGM Casino in Springfield.

Mr. Vertucci reported the *total trip generation** associated with the MMCT Casino, including employee trips, is anticipated to be:

- 882 vehicle trips during the weekday morning peak hour
- 882 vehicle trips during the Friday afternoon peak hour
- 936 vehicles during the Saturday midday peak hour.

* Using, as an example, the first trip generation figure listed above, the total vehicle trips during the weekday morning is 441 trips in and 441 trips out for a total anticipated trips of 882 vehicles.

Casino trip distribution:

Mr. Vertucci reported that during the peak hours arrival trip generation is anticipated to be distributed on adjacent roads as follows:

- 20% from I-91 to the north
- 50% from I-91 to the south will make a right turn into the site
- 5% from Route 140 to the west
- 5% from Route 140 from Windsor Locks to the east
- 5% from Route 5 to the north
- 15 percent from Route 5 to the south

Mr. Vertucci indicated there will be signage exiting the casino directing traffic to make a right turn to the south to I-91, Exit 44.

Capacity Analysis:

Mr. Vertucci reported they studied the same 11 intersections and took background conditions data and compared intersection delay without the casino and with the casino.

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Mr. Vertucci indicated that the level of vehicle delay at each intersection ranged from A to F – A being the lowest delay/most efficient service with E to F experiencing the most significant delay; level D would be considered acceptable. Mr. Vertucci indicated there will be some reductions in the level of service which will warrant signalization additions or revisions, and road improvements. See Traffic Report for specifics.

Crash Data:

Mr. Vertucci reported they reviewed crash history for the latest 3 years, 2015 – 2017 – for the 11 intersections. Crash history data was provided by UCONN Crash History Depository. They found that no fatalities occurred; crashes were mainly rear-end or angled collisions which Mr. Vertucci indicated were typical for intersections. They did not identify any abnormal crash patterns at any of the intersections.

Intersection Sight Distance:

Mr. Vertucci reported that sightline distances were reviewed at all existing or proposed site accesses. He indicated that for a design speed of 50 miles per hour 555 feet of sight distance is required for a passenger vehicle, 700 feet for small trucks, and 850 feet for semi-trailers. Mr. Vertucci reported that **sight distance of 900 feet** is provided looking south and also north to the existing Route 140/Route 5 intersection from both the existing and proposed site access drives on Route 5; a 900 foot sight distance extends west to the I-91 southbound ramp on Route 140/Bridge Street. Mr. Vertucci reported the sight distance for the vehicles turning right onto Route 140/Bridge Street at the casino right turn only access drive exceeds the requirements for vehicles turning onto Route 140/Bridge Street.

Off-site improvements proposed as mitigation:

Mr. Vertucci reviewed the following proposed road improvements and signalization revision recommendations intended to mitigate traffic issues (recommendations – noted in red - are taken from Traffic Impact Study submitted by Fuss & O'Neill):

1. Route 140/(Bridge Street) at I-91 Exit 45 southbound – ***Add a 150 foot southbound left turn storage lane at the I-91 Exit 45 southbound off ramp and retime the traffic signal during the weekday morning peak hour.***
2. Route 140/(Bridge Street) at I-91 Exit 45 northbound – ***Extend the I-91 Exit 45 northbound ramp right turn storage lane 150 feet at the intersection with Route 140. Retime the traffic signal for the Friday afternoon peak hour to move 6 seconds of green time from the northbound right turn lane to the eastbound approach.***
3. Route 140/(Bridge Street) at site access #3 (existing Showcase Cinema access) – ***No recommendation noted.***

4. **Route 140/(Bridge Street) at Route 5/(Prospect Hill Road) – *Add a 300 foot northbound left turn storage lane (in order to provide double left turn lanes) at the intersection of CT Route 5 at Route 140. Modify the traffic signal and optimize phase splits under each condition).*** Mr. Vertucci also noted they are proposing new sidewalks at this intersection, and there are existing pedestrian (walk) signals at this location providing pedestrian access to hotels and restaurants in the area.
5. **Route 5 at Eversource Driveway and site driveway #2 (*proposed new access*) – *At site driveway #2 intersection, install a new traffic signal and exclusive northbound and southbound left turn lanes on Route 5.***
6. **Route 5/(Prospect Hill Road) at site drive #1 (*existing access connecting to former Walmart site*)- *Add a southbound right turn storage lane on CT Route 5 at site drive #1 (former cinema drive). Modify traffic signal and optimize phase splits under each condition.***
7. **Route 5/(Prospect Hill Road) at Prospect Hill Drive - *No recommendation noted***
8. **Route 5/(Prospect Hill Road) at Big Y driveway and Genex Turbine Technologies driveway - *No recommendation noted***
9. **Route 5/(Prospect Hill Road) at Crossroads Community Cathedral driveway - *No recommendation noted***
10. **Route 5/(Prospect Hill Road) at Walmart driveway and Wendy's/KFC/United Bank driveway - *No recommendation noted***
11. **Route 5/(Prospect Hill Road) at I-91 connector and Newberry Road - *No recommendation noted***

Mr. Vertucci concluded that based on the analysis performed, and the recommendations made, it's the professional opinion of Fuss & O'Neill that the road network surrounding the proposed casino development can safely and efficiently handle the traffic.

Mr. Vertucci reported that all streets abutting the proposed development are under State jurisdiction. They held a preliminary meeting with the State in April at which they received positive feedback from CTDOT on the plans. Mr. Vertucci indicated that step 1 is part of their plan submission; CTDOT has signed off on that step. Step 2 is another meeting scheduled for July; final approval is anticipated in the Fall. Fuss & O'Neill will then go into the detailed design of the recommended improvements. Mr. Vertucci reported that CTDOT has been very involved in the review of the proposed revisions, which should give Town staff a higher level of confidence in the project design.

Mr. Vertucci then turned the presentation over to Dan Thornton, of JCJ Architects.

PROPOSED ARCHITECTURAL DESIGN:

Mr. Thornton introduced himself, noting he is an Architect licensed in Connecticut employed by JCJ Architecture; he is the Senior Project Architect for MMCT Venture.

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Mr. Thornton described the location of the proposed facility, noting the same location references as earlier presenters.

Parking requirements:

Referencing the slide presentation he noted the area to the left of the slide depicted in purple is the casino facility, which will include a *gaming pool/public space of 88,500 square feet*; regulations require 10 parking spaces per 1,000 square feet of building area for an 850 space parking requirement. Mr. Thornton reported this would be on a par with restaurants and bars.

Mr. Thornton reported the facility will also include a *food and beverage facility composed of 27,200 square feet*. At the Town's regulation requirement of 10 parking spaces per 1,000 square feet of building area and additional 272 parking spaces are required. Mr. Thornton noted the grey area on the slide comprises *66,200 square feet of supplemental space service the casino operations, such as an office and other operations serving the gaming floor*. Mr. Thornton noted that 5 parking spaces are required for each 1,000 square feet of building space; this supplemental space requires an additional 331 parking spaces. Mr. Thornton indicated the proposal requires 1,453 parking spaces; they exceed that amount with this proposal.

Loading and trash operations:

Mr. Thornton reported loading docks and trash/waste bins are located to the south of the building. They are proposing 4 overhead doors for deliveries to this facility; 3 overhead doors are required. Two trash compactors and 2 recycling bins are located to the south of the building as well. They will be screened by the retaining wall, with smaller screening to the west.

Parking garage:

Mr. Thornton referenced the various floors of the proposed parking garage. He noted the entrance to the first floor level is to the left driving into the site, and would primarily service valet parking. There is a connection between the valet drop off loop and level one. Mr. Thornton reported that most patrons would proceed to the higher levels; signage will direct patrons to the upper levels, and into the casino. Mr. Thornton noted there are no gates at this level; they intended it to be free flowing into the facility.

The second level of patron parking includes an elevator at the south corner of the building; the elevator connects to all upper levels and the casino. There will be a couple of gates separating VIP parking; accessibility parking is also included.

The third level is similar to the third level; it provides patron parking and the elevator to the casino.

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The fourth level is the level which connects to Route 5. The height is 13 feet 6 inches which allows taller/oversized vehicles to enter the garage.

The fifth level includes rooftop parking and is exposed to the sky.

Mr. Thornton reported the total parking spaces provided within the garage is 1,750; combined with the 318 surface spaces the facility provides a total of 2,068 parking spaces which is greater than the minimum required.

Casino exterior features:

Referencing various elevation drawings, Mr. Thornton indicated they wanted the casino to be warm and inviting yet engaging and contemporary. They wanted people to know where to go so they have focused most of the outside design elevation to the areas where they want the people to congregate. They have included repeated motifs which serve as way-finding features; he noted the repeated use of towers within the facility design. The building will be constructed of pre-cast concrete and metal panels; the general color palette will be warm beiges. The composite material changes with the light source. Banners, which will become a marketing feature, will be installed on the exterior of the facility; the banners will change seasonally and as appropriate. The main entrance includes a valet canopy with tiled floor, which will be described later during the landscape presentation. Mr. Thornton reported the banners qualify as signage; he feels they are appropriate to the HIZ for increased signage as they provide an opportunity for messaging facing I-91. They will also be using a banner at the south end of the facility near the bus entrance. Mr. Thornton reported banners are currently being used at Foxwoods.

Mr. Thornton referenced the east elevation, which faces Route 5/Prospect Hill Road. He suggested the building material will be precast concrete, with changes in the façade design to create visual interest. Mr. Thornton noted this elevation will not include a banner; signage will be minimal, appearing only at the main entrance. They are adding trees along the eastern site perimeter. Mr. Thornton noted that this side of the casino is concealed by the retaining wall.

Pylon sign:

Mr. Thornton reported the pylon sign will face I-91; the lower portion will be digitalized message space whose frequency will change no more than every 5 seconds. The pylon sign will also include the casino's logo. There will be a smaller sign at the Bridge Street entrance.

Mr. Thornton concluded his presentation; he introduced Stephanie White, of Fuss & O'Neill.

LANDSCAPE PRESENTATION:

Ms. White introduced herself, noting she is a Landscape Architect licensed in Connecticut employed by Fuss & O'Neill. Ms. White indicated they are proposing landscaping in the following areas:

Perimeter landscaping:

Ms. White indicated that they are proposing a landscape buffer along the Route 5/Prospect Hill Road frontage. She noted this is the high point of the site; it also provides the vista/views to the western hills. Ms. White suggested they felt it was important to maintain those vistas and took that into consideration during the design phase. The proposed plantings - junipers and evergreens – which will be below a driver's eye level to maintain the vistas but will still buffer the casino. They will brush-cut the existing shrubbery. They are proposing street trees planted 50 foot on center along Route 5 to create a streetscape.

Ms. White also indicated they are proposing to clear the existing shrub growth at the corner of Route 140 and Route 5 and add seasonal plantings; they will also mimic that concept at the main entrance to the casino. They will also be planting street trees 50 feet on center along Route 140/Bridge Street.

Internal landscaping:

Ms. White suggested that landscaping within the site is designed to complement the architecture of the casino, and to create a statement which would be eye-catching to draw people into the site. The grass areas will be planted with 6 inch fescue grass which doesn't require mowing. Garden areas will blend with the natural environment, echoing the meadowlands within the Eversource easement. Plant material will include grasses and colorful perennials. Planting beds will be consistent with the banners so the colors will tumble down into the plantings. The intent is to create a warm and welcoming environment and create a pleasant experience.

Ms. White noted the hardscape area within the main canopy entrance will be comprised of decorative concrete pavers or tiles. Darker colors will be used for the vehicle drop-off areas; the tiles will transition to lighter color tones as you approach the casino.

Ms. White concluded her presentation. Chairman Ouellette questioned Attorney Famiglietti if she had additional information to present before turning discussion over to the public?

Attorney Famiglietti cited the regulations require an analysis of the cost and revenue associated with the development. She felt the revenue is summarized in the Development Agreement between MMCT Venture and the Town. Additional benefits are the creation

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of 4,300 jobs, 650 of which are targeted to come from the Hartford area; 2,300 jobs will be casino workers. MMCT Venture will hold two local job fairs, and will use a reasonable effort to procure \$1 million per year of local goods and services. The Town will receive \$171,179,528.94 per year in fixed assessed value for the first 5 years, and an annual tax assessment for the following 5 years. The Town will also receive a \$3 million annual payment as long as the casino is open.

Attorney Famiglietti concluded that they are confident in saying this proposal has a net positive impact to the Town.

Chairman Ouellette then opened discussion to the public. He referenced the sign-up sheet for individuals wishing to speak and encouraged the audience to offer comments. Chairman Ouellette noted that depending on the complexity of the questions the development team may defer their response to another meeting. The following members of the audience came forward:

Bob Lyke, Jr.; 80 Rye Street: Mr. Lyke reported he is a member of the Economic Development Commission, the Chamber of Commerce, the American Legion, and the Veterans Commission; he is speaking for himself tonight. Mr. Lyke indicated he had spent much of his life around legal gambling; he summarized his family's experience working with various race tracks. Mr. Lyke indicated he believed that this proposal is a worthwhile use of the land. It's also important to consider the business aspects of bringing this facility to East Windsor. He has personally had contact with the people from the casino and he feels they are people he would like to have running this business in town.

Despina Tartsinis, owner of Sofia's Plaza at 2 North Road and 122 Prospect Hill Road: Mrs. Tartsinis' property is located adjacent to the development; she's excited about the development but she has some concerns about the sidewalks and the pedestrian traffic on the other side of the development. Mrs. Tartsinis noted that Route 5 is heavily traveled; she knows the intersection is pretty dangerous. Mrs. Tartsinis hesitates to see the need for the sidewalks; she would like to know the basis for imposing sidewalks, and their maintenance, on another property owner, whom she feels would be herself. Mrs. Tartsinis questioned the need for the sidewalks?

Mrs. Tartsinis cited the engineer mentioned the views and the vistas existing along Route 5 and driving up to Route 140, she has concerns with the height of the garage. She suggested it had been said to her that it wouldn't be as high at Route 5.

Attorney Famiglietti indicated they will address Mrs. Tartsinis' questions before the Public Hearing closes.

Keith Yagaloff, 125 Depot Street: Mr. Yagaloff felt the architectural renderings and the materials chosen were right for East Windsor; we're an agricultural community, it's good

to have those grasses as it's what they would see in the community. Mr. Yagaloff suggested it will be representative of East Windsor. Mr. Yagaloff suggested his only concern is the in and out on Route 140. He recalled the team had said 65% of the cars will come in, you have the valet parking there, and the surface parking lot, and the buses coming through, and you have the exit on Route 5. His primary concern is a backlog of cars coming onto Route 140, it's possible they won't follow the directional signage and will try to do a U-turn and could cross traffic; Mr. Yagaloff suggested he didn't see a plan for that area. Would you consider putting in a median, or cones in the middle of the road running for 100 – 200 feet up Route 140? He has concerns for people cutting across traffic; he has serious concerns for the people living in the area.

Mr. Yagaloff suggested everything else looked like it will be an improvement to everything else that's out there.

Chairman Ouellette cited everyone on the sign-up sheet had spoken; he asked the Commissioners for comments or concerns.

Commissioner Gowdy:

- **Pedestrian circulation from Big Y property:** Regarding the entrance that goes into the former Walmart/Big Y area, he suggested people will park down there and walk to the casino. He questioned if there will be any plans to block that off?

Commissioner Zhigailo: She liked the way the presentation looks; it fits the area. She has some minor concerns which have been noted. The landscape design looks great. The community needs something done with the site; it seems like it's a good fit for the HIZ. She likes what she sees so far; you've addressed most of her concerns; the general layout looks good.

Commissioner Kowalski:

- **Proposed sidewalks/pedestrian circulation:** Regarding the traffic study slide with the proposed sidewalks from the corner of Sofia's at Route 5 and adding the crosswalk at the parking garage entrance – those sidewalks pick up pedestrian traffic from Calamar or the hotel. Commissioner Kowalski noted there's no current sidewalk from the hotel, they'll be walking in the road or the shoulder to get to the proposed sidewalk.

Commissioner Kowalski also noted that when you add the crosswalk and the signaling, when you get into the parking garage he didn't see any pedestrian separation, people will be crossing with vehicle traffic to get to the elevator. He questioned if there would be any specific sidewalk delineation inside the garage to get people to the elevators?

- **Vista view/mechanical screening:** Regarding the elevation Landscape Plan with the vista view, based on the line of sight and the 6 foot growth of the evergreen

shrub when it's mature, what size will the shrubs be when you plant them? That's what you say will give the mechanicals screening, at 6 months out what will it be?

- **Maintenance space behind the casino and the emergency access:** What type of pavement will it be to accommodate heavy trucks?

Commissioner Thurz:

- **Concept plan – future parking garage:** To the left hand end of the plans it shows a future parking garage, which you've never mentioned. What is that? Attorney Famiglietti suggested that under the General Development Plan they were required to show what could be done in the future; we don't propose it; it's the location where a future parking garage would go because that's what the regulations say. We don't have a need for it now and it's not something they are asking for. Attorney Famiglietti noted that if they found they did need it they would have to return to the Commission for a revised Site Plan. Commissioner Thurz cited that they've proposed moving the stormwater pipe around the garage, would you have to move it again? Mr. Thornton replied affirmatively; he also noted that even if they did put in the future garage the impervious coverage would still be under 65%.
- **Queuing – Route 140/Bridge Street:** Commissioner Thurz noted that when people exit the casino and turn right onto Route 140 you can only fit 6 or 7 cars into the queue; he feels there will be a huge backup. He's concerned for gridlock in that area. Commissioner Thurz referenced the traffic study that was done from 2006 from Foxwoods; that's how you came up with the queues? Mr. Vertucci indicated those were approved DOT rates from Foxwoods and Mohegan Sun. It's a conservative analysis and is higher than with the information that was used in the MGM study. Mr. Vertucci indicated they were comfortable with the analysis. Commissioner Thurz felt people will just plug in their GPS; they won't know or have concerns about the queuing. Mr. Vertucci indicated they, also, had the same opinion, so they put in Route 140 and Route 5 and that's 50% entering from I-91 coming south from I-91 and making an easy turn in will be the best route. Mr. Vertucci indicated they are confident with the percentages; they've vetted them with DOT who has approved them.

Commissioner Moore: Likes the plan generally.

- **Potential signaling revisions:** He questioned that there would be no change to the signals at the site? Mr. Thornton replied that was correct.
- **Potential vehicle back-up on I-91 exit ramps:** Commissioner Moore questioned if people do get gridlocked on Route 140 how will you handle the back up on I-91 and the off ramp?

Chairman Ouellette:

- **Construction schedule:** Chairman Ouellette noted the construction scheduled referenced was Monday through Friday from 7:00 a.m. to 6 p.m. He questioned why the weekend work hours would be necessary? He cited the argument

- mentioned was to keep the project on schedule. Chairman Ouellette cited the impact on the residential properties nearby; he indicated he would like to see what the schedule would look like without the weekend hours.
- **Hours for liquor sales:** Chairman Ouellette questioned what they would be? Chairman Ouellette questioned if the Planning and Zoning Commission has purview with regard to the hours or are they dictated by the State?
 - **Traffic signal at former Showcase Cinema:** Chairman Ouellette indicated he's not sure the exiting traffic signal at the former Showcase Cinema drive meets the warrants for a signal. He questioned if there is a warrant analysis? Chairman Ouellette suggested that just because there is a light there today doesn't justify the need for one in the future.
 - **Sidewalks/Route 5:** Chairman Ouellette noted the whole nation is moving towards something called "complete street concept" which promotes other modes of travel. He cited there are already existing pedestrian generators in the area, such as the existing hotel north of the proposed development on Route 5 beyond the Route 140 intersection, and new pedestrian generators, such as the Calamar development further east on Route 140/North Road and the new hotel at the church facility. Chairman Ouellette suggested it's easy to see people exiting their cars and walking to the casino. He concurred with the need for the sidewalks shown on the plans; he believed that more sidewalks are needed on Route 5 south of the site towards the hotel at the church property.
 - **Sidewalks/internal to the site:** Chairman Ouellette noted that crosswalks are shown on the plans for the surface parking lots south of the casino. He questioned how people will reach the main entrance; there are no exterior sidewalks near the casino building. He questioned if there would be a rear entrance to the casino; would it be near the loading docks; if so, what would it look like?
 - **Traffic distribution exiting the site:** Chairman Ouellette cited concern with the proposed exiting traffic plan. He recalled hearing during the presentation that most people will exit at one of the two driveways on Route 5, and will then turn right to access I-91 at the Exit 44 ramps. Chairman Ouellette indicated that the signage plans encourage people to turn left onto Route 5 to access the ramps on Route 140 at Exit 45. Chairman Ouellette questioned the justification for the proposed second left turn lane on Route 5 at Route 140?
 - **Banners proposed for casino façade:** Chairman Ouellette cited the concept of the banners was intriguing; he felt they look great. Chairman Ouellette questioned what type of material would be used; would it be weather fast, or vinyl, or tapestry? How would the seasonal change out occur?

Chairman Ouellette addressed the audience; he questioned if this additional discussion had prompted anyone to offer public comment? No one requested to speak.

Chairman Ouellette questioned if anyone would like a break? Various parties welcomed a recess.

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MOTION: To TAKE A TEN MINUTE BREAK.

Moore moved/Thurz seconded/

VOTE: Unanimous (Ouellette/Kowalski/Moore/Thurz/Zhigailo)

The Commission RECESSED AT 8:45 p.m.; Chairman Ouellette called the meeting BACK TO ORDER at 9:06 p.m.

Attorney Famiglietti suggested the development team would like to meet with the Chief of Police to discuss his input. She suggested if the Public Hearing could be continued the development team can prepare a thorough response to the questions/comments raised, and provide additional visuals regarding the bus access and the pedestrian walkway.

Chairman Ouellette conferred with Town Planner Whitten regarding potential dates for the Continued Public Hearing; as of this discussion it's anticipated the continuation of the Public Hearing can occur at 6:30 p.m. on Tuesday, June 19th in the Town Hall Meeting Room. It was noted it's hopeful that the meeting with the Chief of Police can occur within that timeframe.

Chairman Ouellette queried the audience once again for additional comments.

Bill Loos, 43 Melrose Road: He's been a resident of East Windsor for 83 years; he likes the concept and the drawings. Mr. Loos indicated he goes to the casinos himself; he'll enjoy this facility. Mr. Loos suggested the one concern he has is the traffic on Route 5. He liked the idea of the crosswalk for people crossing over to the casino but suggested it should be elevated to avoid traffic problems.

No one else requested to speak.

Chairman Ouellette queried the Commissioners for questions; no one requested to speak. Chairman Ouellette then queried Attorney Famiglietti on behalf of the development team; Attorney Famiglietti indicated they had nothing additional to offer tonight.

MOTION: To CONTINUE the Public Hearing for MMCT Venture, LLC – General Development Plan Special Use Permit - HIZ (in accordance with Section 500.5 and 504 Highway Interchange Zone of the Zoning Regulations) to allow construction of a proposed new commercial recreational use (casino) and site improvements, at the following properties:
**105 Prospect Hill Road; HIZ Zone (underlying B-1 Zone);
Map 102, Block 14, Lot 001.**
**119 Prospect Hill Road; HIZ Zone (underlying R-2 Zone);
Map 112, Block 14, Lot 003.**
115 Prospect Hill Road; HIZ Zone (underlying R-2 Zone);

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**Map 112, Block 14, Lot 004.
113 Prospect Hill Road; HIZ Zone (underlying R-2 Zone);
Map 112, Block 14, Lot 005.
93 Prospect Hill Road; HIZ Zone (underlying M-1 Zone);
Map 102, Block 14, Lot 008
Public Hearing CONTINUED to June 19, 2018 at the Town Hall Meeting
Room, 11 Rye Street, Broad Brook, CT.**

Moore moved/Kowalski seconded/DISCUSSION: None.

VOTE: In Favor: Unanimous I(Ouellette/Kowalski/Moore/Thurz/Zhigailo)

NEW BUSINESS:

MMCT Venture, LLC – Site Plan Approval in connection with development of a proposed new casino at 105, 119, 115, 113, and 93 Prospect Hill Road. All properties located within the HIZ.
(Deadline for decision July 26, 2018)

Discussion of this Agenda item occurred simultaneously with the Public Hearing.

CORRESPONDENCE: None:

ADJOURNMENT:

MOTION: To ADJOURN this Meeting at 9:05 p.m.

Ouellette moved/Moore seconded/VOTE: In Favor: Unanimous

Respectfully submitted,

Peg Hoffman, Recording Secretary, East Windsor Planning and Zoning Commission