

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

SPECIAL Meeting #1793

Meeting held via ZOOM Teleconference
Meeting ID: 332 683 3563
Town Hall closed to the Public by
Executive Order of First Selectman Bowsza
due to Coronavirus pandemic

MEETING MINUTES

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

Chairman Ouellette called Special Meeting #1793 of the East Windsor Planning and Zoning Commission dated December 29, 2020 to Order at 6:30 p.m. The Meeting is being held via teleconference due to closure of the Town Hall to the public as the result of the coronavirus epidemic.

PRESENT: **Regular Members:** Joe Ouellette (Chairman), Anne Gobin, Michael Kowalski, and Jim Thurz.

Alternate Members: Frank Gowdy.

ABSENT: There is one vacancy for a Regular Member and two vacancies for Alternate Members.

Also present was Interim Town Planner Michael D'Amato.

GUESTS/SPEAKERS: First Selectman Bowsza hosted the meeting. Also present were: Marek Kement, of Barton & Loguidice, representing WSG, LLC, and Adam Westhaver, owner, WSG, LLC; Terri Hahn, of LADA, PC, Land Planners.

Public (as identified in the Meeting participation list): Selectman Muska, Selectman Nordell (the Nordells), and others identified as follows: Clark, Kathie, Mark LaGanga, Judith McKenna, Michael Misluk, Tim Misluk, Ruth, Scott's i-pad.

ESTABLISHMENT OF QUORUM:

A quorum was established as four Regular Members and one Alternate Member were present at the Call to Order. All members present will participate in discussion and action on all Items of Business this evening.

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LEGAL NOTICE: None.

ADDED AGENDA ITEMS: None.

PUBLIC PARTICIPATION:

Chairman Ouellette queried the audience for comments regarding items/issues not posted on the Agenda. No one requested to speak at this time.

APPROVAL OF MINUTES/December 8, 2020:

Chairman Ouellette called for comments from the Commissioners regarding approval of the Minutes of Regular Meeting #1792 dated December 8, 2020.

Commissioner Gobin offered the following edits:

Page 1, Line 39 to 40, Public (*as identified in the Meeting participation list*): "... Other members Others..."

Page 14, Line 587, strike "cited she has noticed" and replace with "the item concerning illegal burning",

Line 589, Commissioner Gobin questioned that the Fire Marshal is the local burn official, she suggested unless someone knows that it is the Fire Marshal, she would say instead "the local burn official". Commissioner Thurz indicated that the past practice is the Fire Marshal is the one you call. Commissioner Gobin suggested if the Fire Marshal has been designated then that edit doesn't need to be made.

In the line above it's debris under three (3) inches in diameter is what's legally allowed to be burned, not one (1) inch.

Line 590, instead of "referred to other agencies to review" she would refer to the Department of Energy and Environmental Protection Air Complaints.

MOTION: To APPROVE the Minutes of Regular Meeting #1792 of the East Windsor Planning and Zoning Commission dated December 8, 2020, with the following amendments:

Page 1, Line 39, Public (*as identified in the Meeting participation list*):
"... Other **OTHERS...**"

Page 1, Line 40, strike "**members identified...**"

Page 14, Line 587, strike "...she has noticed..." and replace it with
"**...NOTED THE ITEM CONCERNING...**",

Page 14, Line 588, strike "...an inch...", and replace it with
"**...THREE INCHES...**"

Page 14, Line 590, instead of "...other agencies..." it should be
"**...REFERRED TO THE DEPARTMENT OF ENERGY AND ENVIRONMENTAL PROTECTION AIR COMPLAINTS...**"

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VOTE by show of hands:

In Favor:	Ouellette/Gobin/Gowdy/Kowalski
Opposed:	No one
Abstained:	Thurz

Chairman Ouellette noted there were no new applications to be received this evening.

No requests presented under this item of business this evening.

NEW PUBLIC HEARINGS: None.

NEW BUSINESS: None.

MOTION: To GO OUT OF ORDER under OLD BUSINESS and take ITEM B first in the order of action.

VOTE by show of hands: In Favor: Ouellette/Gobin/Gowdy/Kowalski/Thurz
(No one opposed/No abstentions)

Chairman Ouellette read the description of this item of business, noting the Public Hearing had been closed at the previous meeting. Joining the Commission virtually to discuss the application were Marek Kement, of Barton & Loguidice, representing WSG, LLC, and Adam Westhaver, owner, WSG, LLC.

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Interim Town Planner D'Amato reviewed his Staff memo, revised December 23rd, noting the first page includes reference to changes from the previous approval. He noted the major changes are at the bottom of the memo, and include:

- **Condition 42:** requires submission of an aerial image by a November 1st deadline
- **Condition 43:** references due dates for the quarterly reports, and specifies the information to be submitted.
- **Condition 44:** includes discussion of bonding, and actions to occur if the current bond being held is changed.
- **Condition 45:** due date of as-built corresponds to discussion held at the previous meeting.
- **Condition 46:** requires site inspections quarterly.

Chairman Ouellette questioned if Interim Town Planner D'Amato had coordinated the revisions with Mr. Kement and Mr. Westhaver? Interim Town Planner D'Amato indicated he discussed the Commissioners' comments from the previous meeting with them, but not the specific conditions.

Mr. Westhaver joined the discussion. He asked if the dates of the quarterly reports could be changed to April, July, October, and January so they would include full quarterly information? The consensus of the Commissioner concurred. Interim Town Planner D'Amato also concurred, noting the discussion had involved the need for as-builts vs. another method of gathering information to ensure the work is in sync with the phasing. He noted the report submission dates will be tracked on the calendar in the Planning Office going forward.

Chairman Ouellette queried the Commissioners for comments or questions. Commissioner Gobin suggested Interim Town Planner D'Amato did a great job on the motion.

Chairman Ouellette questioned if the Applicant had any final comments on the proposed motion? Mr. Kement agreed with Commissioner Gobin; he, too, felt Interim Town Planner D'Amato had nailed the approval motion.

Chairman Ouellette noted sentiment raised during discussion to revise the dates in Condition #43 to be the middle of the following month.

MOTION: To APPROVE Application PZ 2020-16 for WSG, LLC (PZ-2020-16) for a Special Use Permit Renewal for earth excavation at 140 Wapping Road, Map 017, Block 65, Lot 008-034, in an A-1/M-1 Zone, with the conditions noted in the memo from Michael D'Amato, revised December 23rd, 2020 – a total of 46 conditions. Condition #43

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is edited from what's presented in the memo to read: "Quarter 1 Report is due April 15th, Quarter 2 Report is due July 15th, Quarter 3 Report is due October 15th, and Quarter 4 Report is due January 15th."

Gobin moved/Kowalski seconded/DISCUSSION: Chairman Ouellette suggested as a point of observation, the date of approval is referenced in the memo but not as a condition of approval in the motion. He wanted to be clear that *this approval is for 18 months, set to expire on June 29th, 2022.*

VOTE by show of hands: In Favor: Ouellette/Gobin/Gowdy/Kowalski/Thurz
(No one opposed/No abstentions)

(See Motion detail below):

MOTION TO APPROVE:

Application (PZ-2020-16) of WSG, LLC for a renewal of Special Use Permit for earth excavation at 140 Wapping Road (Parcel ID: 017-65-008-034, Zone: A-1 and M-1).

This approval is granted for eighteen (18) months, to expire on **June 29, 2022** and is subject to conformance with the referenced plans and all previously approved conditions.

Referenced Plans: Cover Sheet: Site Plan, 140 Wapping Road, East Windsor, CT prepared for WSG, LLC 100 Pearl Street, 17th Floor, Hartford CT, 06103. Prepared by Anchor Engineering Services, Inc. 41 Sequin Drive, Glastonbury, CT 06033.

- 1/7 - Existing Conditions Plan (Scale 1" = 100')
- 2/7 - Overall Site Plan (Scale 1" = 100')
- 3/7 - Detailed Site Plan – Phase 1A (Scale 1" = 40')
- 4/7 - Detailed Site Plan – Phase 1B (Scale 1" = 40')
- 5/7 - Detailed Site Plan – Phase 2 & 3 (Scale 1" = 40')
- 6/7 - Detailed Site Plan – Phase 4 (Scale 1" = 40')
- 7/7 - Construction Details (Scale 1" = 40')

Previously Approved Conditions to Remain:

1. The name and phone number of an individual for 24-hour emergency contact for erosion control problems must be noted on the plans. Any changes in the individual responsible for emergency contact must be reported immediately to the Planning and Development Department.
2. The conditions of this approval shall be binding upon the applicant, landowners, and their successors and assigns. A copy of this approval motion shall be filed in the land records prior to the signing of the final mylars.

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3. All final plans submitted for signature shall require the seal and live signature of the appropriate professional(s) responsible for preparation of the plans.
4. A performance bond, with surety acceptable to the Town Attorney shall be provided by the applicant prior to the signing of the mylars.
5. The applicant has filed a bond with the Commission in an amount acceptable to the Town Engineer and the Commission and form acceptable to the Town Attorney guaranteeing completion of those items specified by the Commission and the Town Zoning regulations.
6. One set of final plans, with any required revisions incorporated on the sheets shall be submitted for signature of the Commission. The signed plans shall be filed in the Planning and Development Department by the applicant prior to issuance of any permits
7. **The applicant shall be required to provide the Town with two (2) elevation points indicating the lowest elevation of each open and/or active phase with the submission of the Quarter 2 and Quarter 4 activity reports after the issuance of the permit to demonstrate compliance with the approved grading plan. Any deviation from the approved plan shall be violation and cause for revocation of the permit.**
8. Each phase must be completed and stabilized prior to the commencement of a subsequent phase.
9. Bonding shall be required for each phase.
10. No phase may begin until the previous phase has been substantially completed.
11. Prior to the start of any new phase, the applicant shall submit evidence of conformance to the approved plans for the previous phases including a certified as-built survey showing finished grades.
12. Re-approval must be requested **before** expiration, at such time an as-built will be required.
13. Plans shall adhere to the standards outlined in Section 814.3 of the Town's Zoning Regulations.

Conditions which must be met prior to certificates of compliance:

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14. All public health and safety components of the project must be satisfactorily completed prior to occupancy. In cases where all public health and safety components have not been completed, the Zoning Enforcement Official may issue a certificate of Zoning Compliance provided a suitable bond is retained for any remaining site work.
15. Final grading and seeding shall be in place or a bond for the unfinished work submitted.

General Conditions:

16. A zoning permit shall be obtained prior to the start of any work or new phase. No zoning permit shall be issued until a cash or passbook bond for site restoration, erosion and sedimentation control has been submitted. Such bond shall be good for the life of the permit/project. Any funds that may be withdrawn by the Town for such maintenance shall be replaced within 5 days or this permit shall be rendered null and void.
17. Excavation shall not **deviate from** the approved finished grade elevations. Subsoil must remain native.
18. As each area or phase is graded to final contours, the ground shall be covered with a minimum of 6 inches of topsoil or loam to render it usable for growing agricultural products. All areas will require a minimum of 6 inches of topsoil in accordance with the regulations.
19. The final grading shall conform to the proposed final grading as indicated on the referenced plans. Final slopes shall not be steeper than 33%, or one-foot rise to three feet of run.
20. In the event that the operation ceases before all phases are completed, the remaining land should be graded to best meet the remaining natural grade.
21. No trees, brush or stumps shall be buried on site.
22. An oversized gravel anti-tracking pad leading to the driveway shall be installed and maintained to further minimize dust nuisance.
23. There shall be a gate across the driveway of the property that shall be maintained in good condition and kept closed and locked during all times when the site is not open for operation. "Private Property – "No Trespassing" sign shall be maintained at the entrance of the operation along Wapping Road.

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24. The total number of loaded, or partially loaded outgoing trucks from the site shall not exceed an average of ninety (90) trucks per day.
25. The earth excavation site shall not be operated before 7:30 a.m. and shall not be opened or operated later than 5:00 p.m. on weekdays, Monday through Friday.
26. The "Best Management Practices" outlined by the Hartford County Natural Resource Conservation Service shall be adhered to.
27. The applicant shall adhere to all conditions of their Inland Wetlands Permit.
28. A minimum of 8 feet from the finished grade to depth of water table shall be maintained.
29. At no time shall excavation **deviate from** the approved finished grade. Subsoil must remain native and undisturbed. Reports of actual grade shall be submitted once grade reaches 18 feet above the water table. Reports shall be submitted at every two-foot intervals, or quarterly, whichever occurs first.
30. Accessibility for emergency vehicles and **equipment shall be maintained**, preferably as a secondary means of ingress.
31. There shall be no bulky waste or debris disposal allowed on site. The operator of the earth excavation operation shall provide adequate security measures to prevent unauthorized waste disposal. Any unauthorized disposal shall be cleaned up and disposed of off-site.
32. The project shall be carried out in phases in accordance with the plans, no more than 7 acres per phase.
33. All trucks and equipment shall be parked off-street.
34. Vertical and horizontal control points must be set up around the perimeter in order to ensure that the site is graded in accordance with the approved plan.
35. Upon completion of the excavation, the land shall be cleared of all debris and a minimum of six (6) inches of topsoil shall be spread over any disturbed areas.
36. Additional drainage and erosion control measures are to be installed as directed by town staff if field conditions necessitate it.

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37. Any modifications to the proposed drainage for the site plan is subject to the approval of the town engineer.
38. This project shall be executed and maintained in accordance with the approved plans and conditions. Minor modifications to the approved plans which result in lesser impacts may be allowed subject to staff review and approval.
39. In accordance with Chapter 900.3h of the Zoning Regulations, any approval of the site plan application shall commence site work within one year from the date of approval.
40. By acceptance of this permit and conditions, the applicant and owner acknowledge the right of Town staff to periodically enter upon the subject property for the purpose of determining compliance with the terms of this approval.
41. If the tracking of mud/dirt onto the road during and after rain events becomes a reoccurring issue, the Zoning Enforcement Official shall take action in accordance with their authority outlined in the Connecticut General Statutes and within the Town's Zoning Regulations.

Additional Conditions:

42. An aerial color image of the project site shall be submitted by November 1st annually, the photo will have been taken within the previous 30 days.
43. An electronic activity report that certifies the number of trucks entering and exiting the property, the date, time of day and volume of material removed shall be submitted to the Town quarterly, as follows:

Quarter 1 Report: Due by April 15
Quarter 2 Report: Due by July 15
Quarter 3 Report: Due by October 15
Quarter 4 Report: Due by January 15

44. Bonding for all work associated with any phase currently open as of the issuance of this renewal shall be provided to the Town no later than February 12, 2021. If existing bonding is not deemed sufficient, the applicant shall provide a bond estimate to be reviewed and approved by the Town Engineer and Town Planner. Such surety shall be provided in a form acceptable to the Town.

45. In accordance with Condition #12, the applicant shall provide an as built site plan showing approved and existing contours no later than June 15th, 2022
46. The owner/applicant shall coordinate with Town staff to arrange a site inspection at least quarterly, as defined above unless determined to not be necessary by Town staff.

OLD BUSINESS/A. Warehouse Point Planning Study to include Terri Hahn of LADA P. C. Land Planners:

Mrs. Hahn joined the meeting. She indicated tonight's discussion is the final public participation component of the Planning Study. She has integrated the comments received through the survey; additional public comments can be taken during her presentation.

Mrs. Hahn reported the survey was mailed to every resident in the study area; an online version of the survey was available as well. Four videos explaining the purpose of the study were also available online for public view. Chairman Ouellette reported he had difficulty accessing the videos, as it required that he register with an East Windsor account. See later discussion regarding the availability of the videos, and the process to access the videos.

Mrs. Hahn reviewed a lengthy slide presentation of the study; *see Attachment A.*

At the conclusion of Mrs. Hahn's presentation Chairman Ouellette noted this was an opportunity for the public to comment.

Mark LaGanga: Mr. LaGanga questioned what's the vision for North Water Street? Mrs. Hahn indicated there was some discussion of extending the bike lane up there. She noted that a lot of the land up there is owned by CL&P. There was some discussion of swapping land with the Town, and perhaps do something with a boat or canoe launch where you could walk in and access the river. There isn't any way to do that currently. On North Water Street the river bank is flatter and does provide that access. Mr. LaGanga felt the bank on North Water Street was a pretty deep bank. Mrs. Hahn suggested once you get further north it's not too bad; on South Water Street it's really steep.

Judith McKenna: Ms. McKenna noted when Mrs. Hahn was discussing the flooding and the concerns surrounding that Mrs. Hahn had mentioned a new base flood elevation and that South Water Street is at 30 feet. Ms. McKenna questioned what the elevation for North Water Street was; she understood the new elevation was 35 feet. Mrs. Hahn indicated it looks like North Water Street is about 35.2 feet; it's a little bit higher. North

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Water Street itself is a little higher than 30 feet; it doesn't go quite as low. It's probably closer to 32 feet, so you have a 3-foot differential rather than a 5-foot differential. Mrs. Hahn noted that under the Flood Regulations new construction is required to have your finished floor at least 1 foot above base flood elevation. Ms. McKenna cited Mrs. Hahn had initially said it was 35 and then you said it was 32? Mrs. Hahn suggested the base elevation of North Water Street is approximately 35.2 (feet) and the existing grade of North Water Street is about 32 (feet).

Mark LaGanga: Noting that is his question might not be directed at the correct people, he questioned why the Town couldn't create a bike lane today? Mr. LaGanga indicated they live on North Water; it's great, the number of bikers that go from South Water to North Water. Mr. LaGanga didn't feel the Town had to extend the road; just use safety paint. Chairman Ouellette questioned if Mr. LaGanga was referring to North or South Water Street; Mr. LaGanga indicated he meant both streets. Chairman Ouellette indicated he thought the proper jurisdiction would be the Board of Police Commissioners, as the local traffic authority, and the Board of Selectmen would have to consider if that's feasible. Mr. LaGanga indicated he was just curious; the number of bike owners who use the area – it's great. He felt that may be a no cost solution. Mrs. Hahn noted that the road right-of-way is larger at North Water Street than on South Water Street, so it would be easier to accomplish on North Water Street than it would on South Water Street. Mr. LaGanga questioned that the Board of Selectmen would be a good place to bring that questions? Chairman Ouellette agreed, and also the Board of Police Commissioners, who are the local traffic authority; Mr. LaGanga's suggestion would be a traffic authority issue.

Judith McKenna: Ms. McKenna cited the mention of the four videos; she questioned if they were still available to view? Chairman Ouellette reported they were online as of 5 o'clock tonight but he wasn't able to access them; Mrs. Hahn indicated she was unable to open the videos as well. Chairman Ouellette noted reference to the videos are available on the Town's website, on the splash (opening) page, in the middle under "Other Items", under the news items above the COVID figures. One of the items listed is the Planning Study link; click on the link. Interim Town Planner D'Amato indicated the link worked for him; the videos will be available tomorrow. First Selectman Bowsza indicated if the videos were up and functional, they should still be available; there are no plans to take the material down.

Ms. McKenna referenced comments Mrs. Hahn made to the runoff from the Blue Ditch, and that perhaps we can have it run into the Connecticut River; she questioned if there were any environmental concerns or problems associated with that runoff? Mrs. Hahn suggested that currently stormwater runoff from some parts of Warehouse Point go directly to the Connecticut River; there are other portions of Warehouse Point where it does not. It either comes to rest at specific locations and once it reaches a certain level it

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overflows and goes to the next property and eventually gets to either the Blue Ditch or someplace where there is a pipe. Mrs. Hahn indicated there are existing pipes at School and South Water Street, there's one at Spring and South Water Street, there are a couple on Bridge Street. There are already existing run-off elements for that. Whether that's considered an environmental issue or not?

Mrs. Hahn noted one of the things that's occurred under the evolution of stormwater regulations is the development of water quality components that could get installed between the actual catch basins and where the discharge point is. That just takes the total suspended solids out of play. Mrs. Hahn noted the system under Bridge Street is under the jurisdiction of the DOT; it would be subject to their rules and regulations and what they want to do. Mrs. Hahn reported that overall, you want to get the stormwater out of Warehouse Point and into the river as quickly as possible before the river starts to rise. In the Blue Ditch itself it backs up through the area under I-91 and around the wastewater treatment plant, which is a condition of the Connecticut River flooding. Mrs. Hahn indicated that the level of the Connecticut River is based on the water that comes down from the north. What happens in Vermont and Massachusetts has a more significant impact on the Connecticut River than what happens in Warehouse Point. Mrs. Hahn gave an example of the flooding conditions related to the Christmas rain event. Mrs. Hahn indicated the study has indicated Warehouse Point is impacted by the Connecticut River, but the Connecticut River isn't impacted by Warehouse Point.

Hearing no further requests for public comments, Chairman Ouellette commended Mrs. Hahn for a job well done.

Chairman Ouellette noted the videos contain much more information than discussed this evening; people apparently will still an opportunity to view them.

OTHER BUSINESS: None.

BUSINESS MEETING: No discussion this evening.

EXECUTIVE SESSION/A. Pending Litigation – T. Bernardino, et al. vs. Town of East Windsor Planning and Zoning Commission:

MOTION: To GO INTO EXECUTIVE SESSION. Attending the Executive Session are Chairman Ouellette, Commissioner Gobin, Commissioner Gowdy, Commissioner Kowalski, Commissioner Thurz, First Selectman Bowsza, and Interim Town Planner D'Amato.

Gobin moved/Kowalski seconded/DISCUSSION: Chairman Ouellette noted the Commission is going into Executive Session at 8:21 p.m. to discuss pending litigation.

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**VOTE by show of hands: In Favor: Ouellette/Gobin/Gowdy/Kowalski/Thurz
(No one opposed/No abstentions)**

LET THE RECORD SHOW the Recording Secretary signed out of the meeting at 8:21 p.m.

MOTION: To EXIT the Executive Session and return to the normal Agenda order at 8:33 p.m.

Gobin moved/Thurz seconded/DISCUSSION: None

**VOTE by show of hands: In Favor: Ouellette/Gobin/Gowdy/Kowalski/Thurz
(No one opposed/No abstentions)**

LET THE RECORD SHOW no actions were taken.

ADJOURNMENT:

MOTION: To ADJOURN Meeting #1793 at 8:34 p.m.

Gobin moved/Kowalski seconded/VOTE: In Favor: Unanimous

Respectfully submitted,


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

ATTACHMENT A: Slide presentation of Warehouse Planning Study

Draft Recommendations

Based on the Workshops, input from the public and the Planning and Zoning Commission, the background research and observations from the Team, we offer the following recommendations:

1. Finalize and adopt the proposed Warehouse Point Zoning Regulations. Update the definitions as noted (Mixed Use, Build-to Line, etc). Modify the Zoning Map and use tables to reflect the Warehouse Point Zones.
2. Establish Design Guidelines for Warehouse Point 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. Parking and Garages, when provided, are to be located behind the main building. Parking directly on Bridge Street and Main Street should be limited to special events only.
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. Mixed Use in this case is defined as commercial (retail preferred) on the street level and office or residential on the second floor. Maximum building height is limited to 2.5/3 stories if story can be integrated into roof so that it does not look like greater than a 2 story house (the existing vernacular).
9. Increased residential density should be focused in Warehouse Point but within the existing fabric (layout and density) of past development patterns.
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. Work with DOT to extend storm drainage along Bridge Street directly to the Connecticut River. Coordinate with DOT during next regular maintenance of road to expand sidewalks and establish bike lanes along Bridge Street and Main Street to Route 5.

12. 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 has established mixed use zoning (village style development) for Warehouse Point, with architectural guidelines to govern infill construction, new construction and rehabilitation
13. 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. The new draft Zoning Regulations include reduced parking standards and an emphasis on Shared Parking. The Town may need to establish a parking district to address insurance and liability concerns as the public is invited to use property not directly related to their destination.
14. Coordinate impervious and Zoning to define the level of impervious surface which can be handled in these zones and what the requirements for water quality, and stormwater control would be for individual applications and the area as a whole to supplement and offset the requirements of individual sites where possible and feasible. Flooding and stormwater issues related to the Blue Ditch are addressed in an overall Stormwater Master Plan which includes Town or DOT installed and controlled facilities. This would include the need to acquire easements for property where the Blue Ditch travels through to provide regular maintenance and future improvements to reduce flooding.
15. Streetscape improvements to improve pedestrian and bicycle connections between the main roads and neighborhoods should be the subject of future engineered plans and grant application, if available. The improvements should include sidewalks sized for multiple people (5’ minimum), 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.
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 possible 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 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 or elimination of flood prone residential buildings as identified in the proposed Riverfront Zone. 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 where property owners are willing.
20. Coordinate with the WPCA to allocate capacity of the existing waste water plant , pipes and pump stations 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 plans.
22. Modify 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. Maintain the culvert at Bridge Street and the drainage way from Bridge Street to Spring and Holcomb streets by coordinating with contractor. Wetland and ACOE permitting may be required.
24. Submit for grants to coordinate the creation of a façade improvement loan program to address updates to retail/commercial buildings and historic assets in Warehouse Point
25. Work with Town Police and Social Services to address homelessness issues in Warehouse Point.
26. Others????

Warehouse Point -


Planning for Stormwater Management
and Village Center Redevelopment Grant
(Warehouse Point Planning Study)

Public Participation- Final Q & A December 2020



LADA, P.C., Land Planners

WELCOME!



- This is the final public presentation for
“The Planning for Stormwater and
Village Center Redevelopment Grant for
Warehouse Point”
OR
The Warehouse Point Planning Study
- The project is funded by a Responsible Growth and Transit Oriented
Development Grant from the State of the Connecticut Department of
Economic and Community Development (DECD)

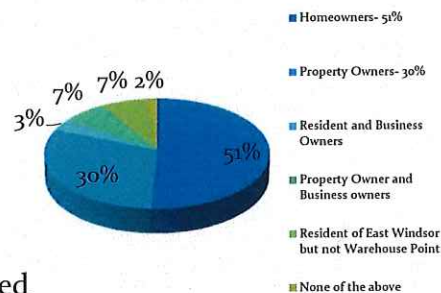
A survey was prepared and mailed to every property owner within the project area. In addition, an on-line survey was conducted via Survey Monkey via a link on the Town's website.



Survey Results

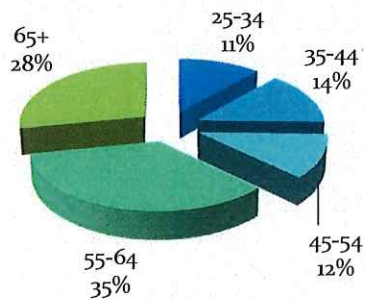
- 250 surveys mailed
 - 42 paper copies received
 - 2 phone calls
 - 6 on-line responses
 - 50 total responses
 - Men 50%/Women 50%
 - 15 surveys returned
 - Not all questions answered

Are you a resident/owner in Warehouse Point?

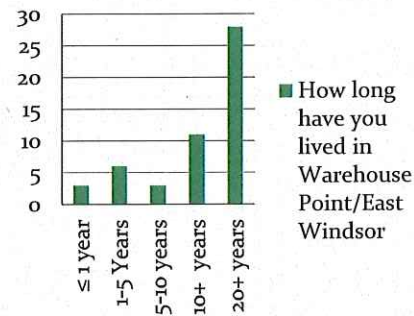


Survey Results

Your Age

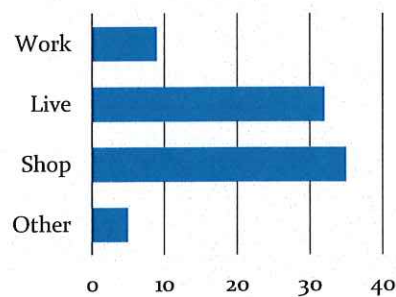


How long have you lived in Warehouse Point/East Windsor?

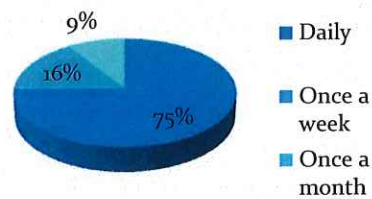



Survey Results

Do you work, shop or live in Warehouse Point? (could answer more than once)




How often do you visit Warehouse Point?





There is a four part video series –
each part runs approximately 20-35
minutes located on the Town's website

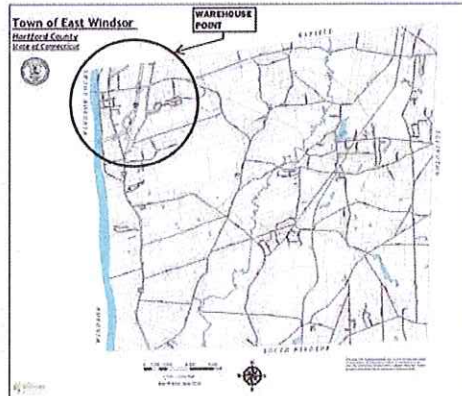
- Part One- Why do this study and what is it about?
- Part Two- Understanding the Blue Ditch
- Part Three- Zoning and how it affects stormwater runoff
- Part Four – What the Future of Warehouse Point could look like



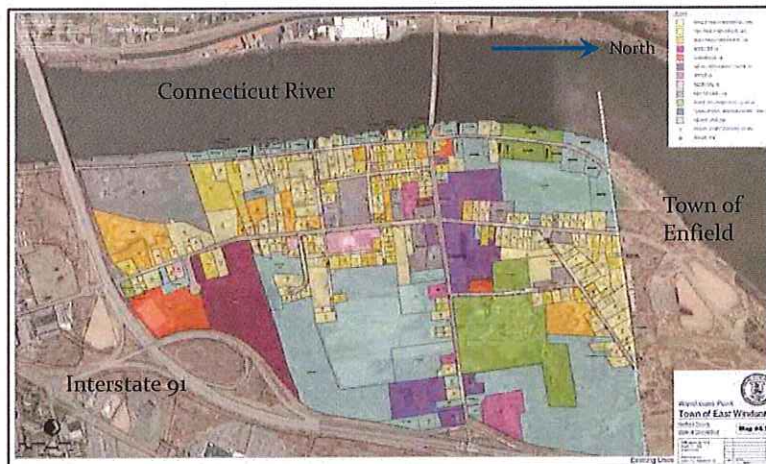
**This is the final part of this
public participation event.
A Final Report with
recommendations will be
completed in January
2021**

Introduction

- Where is the project?



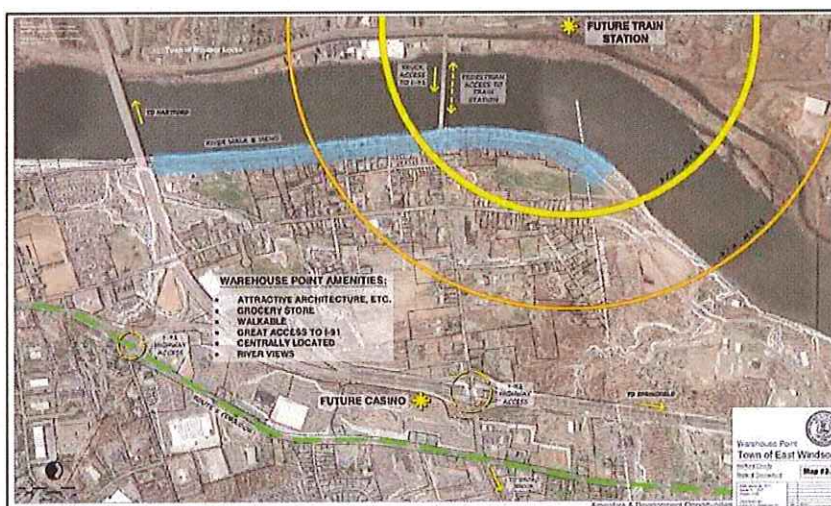
What parts of Warehouse Point are included in the study?



WHY IS THIS PROJECT IMPORTANT?



Why is this project important? Why did East Windsor get this grant?



Survey Results

- Every respondent indicated that Warehouse Point was important to them



Survey Results –

Use of the Train Station may not be an idea residents embrace yet!!!

- **Is access to the train station important to you?**
 - 50% neutral or N/A
 - Of remaining – 25% agree and 25% disagree
- **I would take the train to work**
 - Only 10% agree, everyone else says No!
- **I would give up my car and take the train**
 - A resounding 80% says no!!

Summary, Public Comments and Next Steps

- What should Warehouse Point become?
- Ideas, Images and public feedback
- What comments and questions do residents have?
- Preliminary recommendations
- Next steps

Question from Survey Participants

- Who is paying for this project?-
 - The project is funded by a Responsible Growth and Transit Oriented Development Grant from the State of the Connecticut Department of Economic and Community Development (DECD)

Question from Survey Participants

- Why are you doing this project?

Town of East Windsor Planning

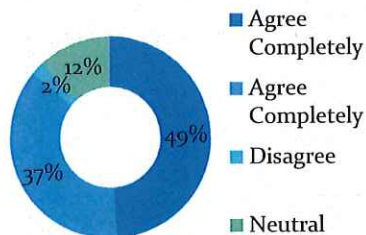
- Town of East Windsor Plan of Conservation and Development completed in 2016 identified the following:
 - In the resident survey of 2014 – 70% of respondents suggested the villages should be designated with new zoning to promote business and tourism
 - Page 20 and Page 29- Warehouse Point is identified as a separate Primary Strategy Area to define future Village Area development
 - Pages 40-41 and 54-57 identify over 30 recommendations to encourage business, retail and restaurant expansion in Warehouse Point
 - New Residential uses to provide “boots on the street” to support the new businesses are also recommended on the upper levels of existing historic structures and new construction
 - Page 20 identifies a strong desire to keep the historic character of Warehouse Point while encouraging new development

Survey Results-What do you consider to be the best aspect of Warehouse Point? (In order of interest)

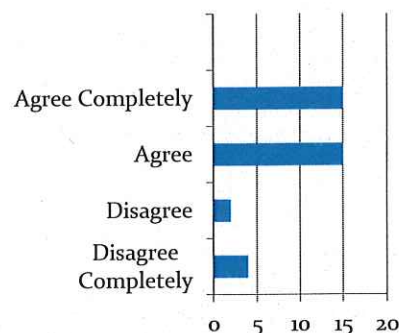
- Small town feeling
- Connecticut River
- Easy to walk to stores
- Access to I-91
- Town Green
- Local stores, local services
- Historic buildings
- Library
- Cleanliness

Survey Results

The Historic buildings in Warehouse Point are important to me



I think the historic buildings should be reused/restored/renovated as something new



Note: Respondents who disagreed felt question meant removing and replacing buildings

Question: The grocery store is important to Warehouse Point-

99% of respondents agreed (2 were neutral)

Study Response-

- Site Plan studies to expand Geisslers plaza uses
- Look at current Zoning Regulations to support growth of existing uses such as Maine Fish
- Provide incentives in Proposed Zoning to support existing uses but provide for new growth for those who want to change
- Maintain existing building line on street
- Support preservation of historic structured by modifying setbacks.

Study Response-

- Acknowledgement of preference for existing historic building types.



Survey Results-What do you consider to be the least appealing aspect of Warehouse Point?

(In order of interest)

- Blighted buildings
- Homeliness/Drugs
- Traffic/trucks
- Not always feel safe walking
- Not enough to do/shopping
- Empty Space
- Fire Tax
- School District
- Town Politics
- New project on Wagner
- Fire Alarm noise

Survey Results- What would you encourage you to visit Warehouse Point more often?- (In order of interest)

- Restaurants (50% agree, 10% disagree)
- More small businesses (40% agree, 15% disagree)
- Coffee shop
- Develop Riverfront as Walk/Park along river (70% agree, 10% disagree)
- Improve Blighted properties
- Better sidewalks
- Bike Lane

Are you taking away my House?

No, this is a planning study.
The ideas presented here, if implemented, would not require that you give up your house or be forced to leave.
This study shows a possible future but does not mandate or require you to do anything different.
It does consider possibilities for the future to gauge whether the ideas are appropriate or residents are interested.

A presentation slide with a blue wavy header at the top. The main content area is white.

Question from Survey Participants

- Is this project just for Bridge Street?

A presentation slide with a solid blue background.

What should Warehouse Point become?

Survey Results- The Future of Warehouse Point

- More shops but not shopping plazas
- Better streetscape
- Don't have a negative impact on existing stores
- Reroute truck traffic
- Develop loan/grant program to help people update their historic properties
- Restore historic properties not replace
- Approximately 10% of respondents felt that Warehouse Point is fine the way it is and there should be no change

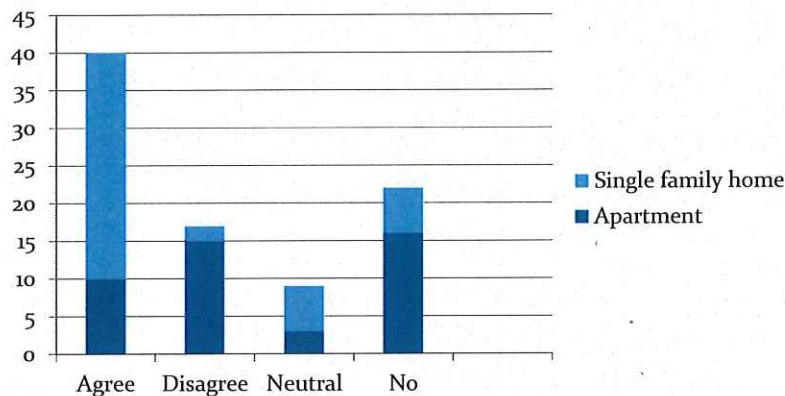
What do residents want Warehouse Point to become?

- Vibrant
- Exciting
- Some Place you want to go
- Some Place you want to live
- Walkable
- Connected
- A Place with History and a Future
- Survey results – 2 questions-
 - 58% would like to see new development in Warehouse Point/ 23% do not
 - 65% disagree that nothing should change/ 14% agree



Survey Results- The Future of Warehouse Point - Residential

- Respondents were clear that apartments hold limited appeal in Warehouse Point (Responses were somewhat age dependent)

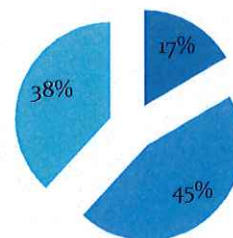


Survey Results- The Future of Warehouse Point - Business

- Respondents were not confident that any one would want to start a new business in Warehouse Point-

Question- I would like to open a business in Warehouse Point

■ Agree ■ Disagree ■ Neutral



Survey Results- Streetscape

Should be

- Outdoor Dining on Bridge Street and Main Street
- Should be walkable from street and between businesses
- Maintain the historic buildings
- Bike lane
- Dog and Family Friendly

Need to address

- Repair the sidewalks now
- Traffic
- No place to put snow

Study Response-

Future Sidewalks and Bike Lanes

- Existing Sidewalks don't go far enough
- Develop future bike lanes with DOT as Bridge Street and Main Street are improved over time.
- Establish Bike/walking trails along North and South Water Street
- Establish walking trails to connect Main Street uphill to I-91 via private property



Possible Development Options for Bridge Street

Bridge Street

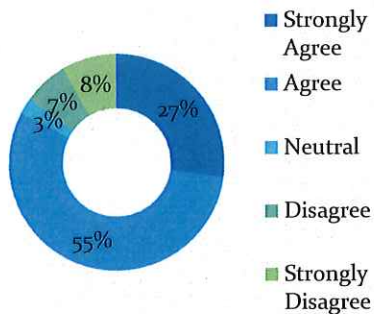
- Add mixed use buildings on the north side of Bridge Street from Water Street to Main Street
- Maintain Historic Structures
- Maintain and Support important business such as Maine Fish and Geisslers Plaza
- Shared Parking
- No parking on Street or in front yard
- Set buildings along street to maintain historic “build-to” line
- Expand Sidewalks and add plazas, streetlights and planting

What might this look like?



Survey Results

I would visit/shop/walk here

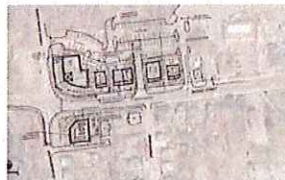


Other Comments-

- Outdoor Dining should be allowed
- Maintain Historic buildings
- Keep Maine Fish
- Needs a fresh look without too much change
- Traffic is bad now- no new development
- Its not right to take someone's home

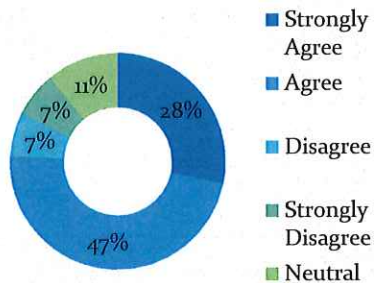


What might this look like?



Survey Results

I would visit/shop/walk here



Other Comments-

Outdoor Dining should be allowed

A safe way to walk/bike across the bridge is a good idea

Maintain Historic buildings

Great Idea!

Need to reduce truck traffic

The rotary is gone, right?!

Walking across the bridge is good right now- don't need to change

Not sure we like architecture

Question from Survey Participants

- Why are you proposing a Blue Back Square style development in Warehouse Point?
- We'd rather be Collinsville than West Hartford

What might this look like?



How does the town get what they want for future development/growth?

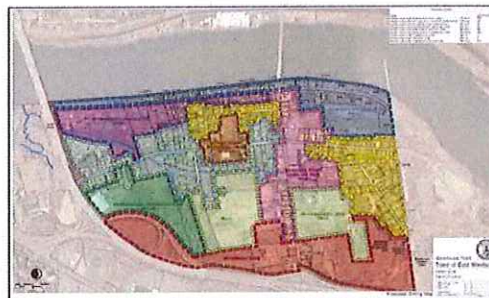
Creation of a new Zoning Regulation which defines the allowed uses and development requirements (Bulk Requirements)

Provides direction and guidance for new investment

Does not mandate change

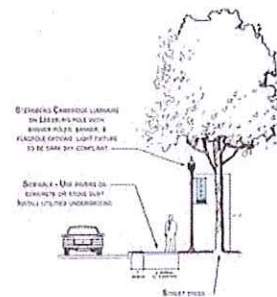
Study Response-

- Develop New Zoning Map and modify Zoning Regulations to add Warehouse Point zones to allow development of this kind



Study Response-

- Develop Streetscape cross-sections to describe preferred sidewalk layout at specific locations



Question from Survey Participants

- This is great but who is going to pay for all of this??

So what happened to the Stormwater portion of the project?

Survey Results

- Question –
 - Stormwater runoff is a problem in Warehouse Point
 - Agree 45%
 - Disagree – 18%
 - The flooding problems are so bad in Warehouse Point – we should look elsewhere
 - Agree- 12%
 - Disagree- 59%
- I live in Warehouse Point and constantly have a flooding problem
 - Agree - 22%
 - Disagree – 44%
- I have seen or experienced Connecticut River flooding
 - Agree - 80%
 - Disagree – 5%
- I have seen or experienced Blue Ditch flooding
 - Agree – 37%
 - Disagree – 22%

Survey Results

- Question –
 - New Development should not increase runoff
 - Agree- 65%
 - Disagree- 10%
 - New Construction should be done in such a way that it does not impact downstream neighbors
 - Agree – 80%
 - Disagree – 5%
- I am concerned that new building will result in creased flooding
 - Agree - 45%
 - Disagree – 23%
- Having new business and places to live is worth increased runoff
 - Agree - 17%
 - Disagree – 59%
- I want both new development and no increased flooding
 - Agree – 68%
 - Disagree – 25%

Survey Results

- Question –
 - I am willing to use tax dollars to reduce flooding in Warehouse Point and elsewhere in Town
 - Agree- 55%
 - Disagree- 26%

Question from Survey Participants

- Why can't you just maintain the Blue Ditch?
- What can you do about the Connecticut River?- I am losing property every year.
- Need to clean out the culvert/replace culverts at Spring and Holcomb
- What are you doing about adding storm drains on the street?
- What can you do about maintaining vegetation along River?

Study Response- New Zoning Regulation

- Identify allowed impervious surface in each area or zone of Warehouse Point
- Allow for use of pervious pavements and other "green infrastructure"
- Limit growth areas along the Connecticut River
- Connect Flood Regulations to Zoning Regulations
- Provides for protection of downstream properties while allowing new construction

Green Infrastructure

- Pervious Pavement
- Rain Gardens/Bioretention
- Streetscape infrastructure

Pervious Pavement

Permeable Block Pavers



Hole in the Wall Parking Lot - East Lyme, CT

Pervious Asphalt



UConn Storrs Campus - Mansfield, CT

Pervious Concrete



UConn Storrs Campus - Mansfield, CT

All images from
CT DEEP Website

Streetscape Infrastructure

Anatomy of a Green Street

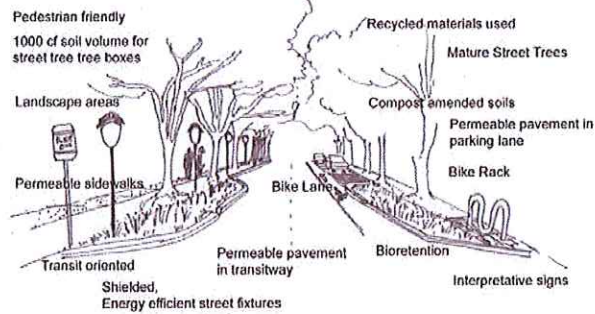


Image from
epa.gov

Possible Development Options for South Water Street – east side only



South Water Street- ROAD IS AT ELEVATION 30+/-
Base Flood Elevation is 35'

One possible Vision

Widen road slightly

Set buildings back about 10-15' to create front yard

Add sidewalk to east side/Add bike lane along west side

Buildings would have upper level porches or balconies to take advantage of views to River

Maintain wooded buffer at rear yard

Raise buildings up above flood elevation

Park under building or in rear yard

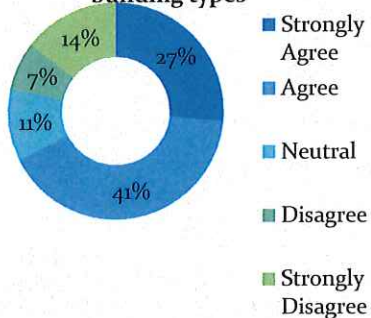
This vision would require cooperation from existing property owners



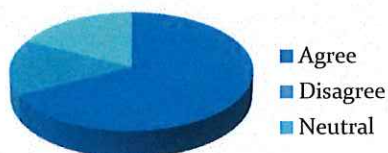
Survey Results



I like the
architecture/architecture is
consistent with historic
building types



This is a good way to
limit flood damage



Survey Results- comments

- People chose to live on South Water Street knowing there is a flood risk
- Need to renovate buildings
- Sewer Plant and Paper Mill smells is a deterrent to a river walk
- Would like to see S Water street to not be thru street
- Not interested in opening Town up for more bikes
- Would like to see Bike Lane- speed too fast on road
- View of the river is great!

FINAL THOUGHTS FROM SURVEYS

Survey Results- Final Thoughts

- New Architecture should match existing styles
- Fix what exists
- We like the proposed Architecture but keep it small- no big boxes
- Outdoor dining and more restaurants and shops
- Restore Older homes
- Maintain village look
- Quality development with nice streetscape
- Electric vehicle Friendly
- Dog and family friendly
- Stop asking questions- Just do something!!!!

Survey Results- Final Thoughts

- Clean up Blighted properties
- Not sure that past experience bodes well for future
- We don't need any more commercial growth – put on Route 5
- Not apartments
- Make the area more upscale
- Need a Town Dump/Recycling pick up area in Warehouse Point
- Market should drive development – stop trying to plan everything
- We don't need any of this – it works fine the way it is
- Renovate and Use the Annex/Old School
- Maintain strong connections to Broad Brook and Windsor Locks

Were any issues identified that would affect future or existing quality of life?

Yes

Homelessness

Buildings in disrepair

No activity along the street

Truck Traffic

Not convinced anyone will want to start/open business in Town

Reduce Speed limit on South Water Street

Draft Recommendations

- Finalize and adopt the proposed Warehouse Point Zoning Regulations. Update the definitions as noted (Mixed Use, Build-to Line, etc). Modify the Zoning Map and use tables to reflect the Warehouse Point Zones.
- Establish Design Guidelines for Warehouse Point with typical light poles and other street furniture to set the style for each area.
- 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.
- 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.
- The use of period-appropriate ornament (materials, shutters, gingerbread, colors, etc.) is preferred to a plain façade.

Draft Recommendations

- Parking and Garages, when provided, are to be located behind the main building. Parking directly on Bridge Street and Main Street should be limited to special events only.
- 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.
- Mixed use (commercial and residential) is recommended along Bridge Street, in Warehouse Point. Mixed Use in this case is defined as commercial (retail preferred) on the street level and office or residential on second story.

Draft Recommendations

- Increased residential density should be focused in Warehouse Point but within the existing fabric (layout and density) of past development patterns.
- 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.
- Work with DOT to extend storm drainage along Bridge Street directly to the Connecticut River. Coordinate with DOT during next regular maintenance of road to expand sidewalks and establish bike lanes along Bridge Street and Main Street to Route 5.

Draft Recommendations

- 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 has established mixed use zoning (village style development) for Warehouse Point, with architectural guidelines to govern infill construction, new construction and rehabilitation
- 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. The new draft Zoning Regulations include reduced parking standards and an emphasis on Shared Parking. The Town may need to establish a parking district to address insurance and liability concerns as the public is invited to use property not directly related to their destination.

Draft Recommendations

- Coordinate impervious and Zoning to define the level of impervious surface which can be handled in these zones and what the requirements for water quality, and stormwater control would be for individual applications and the area as a whole to supplement and offset the requirements of individual sites where possible and feasible. Flooding and stormwater issues related to the Blue Ditch are addressed in an overall Stormwater Master Plan which includes Town or DOT installed and controlled facilities. This would include the need to acquire easements for property where the Blue Ditch travels through to provide regular maintenance and future improvements to reduce flooding.
- Streetscape improvements to improve pedestrian and bicycle connections between the main roads and neighborhoods should be the subject of future engineered plans and grant application, if available. The improvements should include sidewalks sized for multiple people (5' minimum), 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.

Draft Recommendations

- 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.
- 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.
- 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 possible 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 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.

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- Submit for grants to coordinate the creation of a façade improvement loan program to address updates to retail/commercial buildings and historic assets in Warehouse Point
- Work with Town Police and Social Services to address homelessness issues in Warehouse Point.
- Others????

Next Steps

- Prepare draft Final Report with recommendations- Due January 7, 2021
- Draft Zoning Map and Zoning Regulations
- Draft Stormwater regulations integrated into Zoning Regulations
- Planning and Zoning Commission to review and edit – January 12, 2021
- Board of Selectmen review- January meeting
- Submit Final Report- January 21, 2021
- Planning and Zoning Commission to accept Final Report – January 26, 2021

**Any other
Public Comments?**

**Project funded by a grant from the
State of Connecticut
Department of Economic and Community
Development**

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Aerial Photos used in base maps from CTECO website
All photos – Terri Hahn

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