

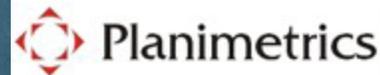
# Town of South Windsor Plan of Conservation and Development

**DRAFT FOR REVIEW**

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Prepared by:  
South Windsor Planning and Zoning Commission

with assistance from:





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## Chairman's Message

Dear South Windsor Residents and Businesses,

The Planning and Zoning Commission is charged with preparing a Plan of Conservation and Development to guide land use decisions over the next ten years.

As a part of this effort, we want to recognize that South Windsor is an evolving vibrant community and ideal place to live, work, raise and enjoy family. We aim to put a plan and policies into place to support these values as we continue to grow. What makes South Windsor unique is its proximity to the area's major commuter roads and highways combined with a charm comprising agricultural, rural, commercial, residential, recreational, open space, natural resources, and historical characteristics. We are an engaging community that provides quality opportunities and lifestyles for all life-stages with a specific affinity for quality education. We support a quality standard of living and a sound commitment to environmental protection and sustainable growth.

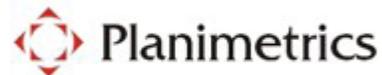
This document will lead planners and officials on their path to improve these characteristics and enhance the town's appeal. We will accomplish this through policies and regulations designed to shape and influence growth management, land use, zoning, infrastructure, conservation, recreation, and open space policy.

We thank the community for helping us create a forward-looking plan. We anticipate working with local board, commissions, community groups and residents over the next ten years to achieve the goals in this Plan.

Sincerely,

South Windsor Planning and Zoning Commission

Stephen Wagner, Chairman



## Table of Contents

<u>Chapter</u>	<u>Page</u>
<b>1. Introduction</b>	<b>1-1</b>
<b>2. South Windsor Today</b>	<b>2-1</b>
<b>3. Vision for the Future</b>	<b>3-1</b>
Future Land Use Policies Plan	3-1
Sewer Plan	3-9
Open Space Vision	3-11
<b>4. Sustainability and Resiliency</b>	<b>4-1</b>
Sustainability	4-1
Resiliency	4-2
<b>5. Conservation</b>	<b>5-1</b>
Natural Resources	5-1
Open Space	5-5
Agricultural Resources	5-8
Community Ambiance	5-10
<b>6. Development</b>	<b>6-1</b>
Housing	6-1
Business Development	6-4
Town Center	6-7
Buckland Road	6-9
Sullivan Avenue	6-11
Route 5	6-13
<b>7. Infrastructure</b>	<b>7-1</b>
Community Facilities	7-1
Transportation	7-6
Utilities	7-12
Hazard Mitigation	7-16
<b>8. Implementation Plan</b>	<b>8-1</b>

Appendix A: Topical Briefing Booklets

Appendix B: Community Survey Results

## List of Figures

<u>Figure</u>	<u>Name</u>	<u>Page</u>
Figure 1-1	Planning Priorities from POCD Community Survey	1-2
Figure 1-2	Locational Guide Map from State C&D Plan	1-4
Figure 2-1	South Windsor Population Trends	2-1
Figure 2-2	South Windsor Housing Composition	2-2
Figure 2-3	Employment Change, by Sector	2-3
Figure 2-4	Existing Land Use	2-4
Figure 2-5	Existing Land Use Inventory Map	2-5
Figure 2-6	Existing Zoning Map	2-6
Figure 3-1	Future Land Use Policies Plan Map	3-7
Figure 3-2	Residential Densities Plan Map	3-8
Figure 3-3	Sewer Policies Plan Map	3-10
Figure 3-4	Open Space Vision Map	3-14
Figure 4-1	Elements of Sustainability	4-2
Figure 4-2	Elements of Resiliency	4-3
Figure 5-1	Natural Resources Inventory Map	5-3
Figure 5-2	Water Resources Inventory Map	5-4
Figure 5-3	Open Space Fund Priorities from POCD Survey	5-5
Figure 5-4	Open Space Inventory Map	5-7
Figure 5-5	Historic and Scenic Resources Inventory Map	5-12
Figure 6-1	Housing Opportunity Areas from AHP	6-2
Figure 6-2	Residential Densities Plan Map	6-3
Figure 6-3	Resilience to eCommerce, by Sector	6-4
Figure 6-4	Existing Business Zones	6-6
Figure 6-5	Town Center Development Plan (2013 POCD)	6-7
Figure 6-6	Town Center Streetscape and Connectivity Plan	6-8
Figure 6-7	Potential Sullivan Avenue Transition Overlay Zone	6-12
Figure 6-8	POCD Community Survey - Perceptions on Business	6-13
Figure 7-1	SWPS Historic & Projected Enrollment	7-1
Figure 7-2	Community Facilities Inventory	7-3
Figure 7-3	Proposed Future Bus Routing	7-7
Figure 7-4	Level of Service & Functional Classification	7-8
Figure 7-5	Roadways Plan Map	7-9
Figure 7-6	Sidewalk Priorities Plan Map	7-10
Figure 7-7	Bicycle Infrastructure Map	7-11
Figure 7-8	Existing Public Sewer System Map	7-14
Figure 7-9	Existing Public Water Service Area Map	7-15

# 1. Introduction

## Introduction

South Windsor is a suburban community located on the Connecticut River about 7 miles northeast of Downtown Hartford. Up until 1950, South Windsor was a rural community dominated by agriculture on the fertile lands of the Connecticut River Valley. Beginning in the 1950s, South Windsor underwent a period of significant growth and change as it transitioned to a suburban community. Over the last seven decades, South Windsor has grown from a rural community of under 5,000 residents to a suburban community of nearly 27,000 residents.

Today, the Town is a balance of neighborhoods, open space and farmland, parks and commercial and industrial areas. South Windsor's growth patterns reflect a transition from the rural landscapes in neighborhoods to the north and west and more urban amenities and services to the south and east. The Town is characterized by its convenient location, high quality school system, and excellent community services.

This Plan seeks to establish a framework that helps the Town respond to growth and change over the coming decade in a holistic and thoughtful manner.

## What is a POCD?

The Plan of Conservation and Development, also referred to as the POCD or simply the "Plan", is a tool used to guide the future of the community. Its purpose is to establish a vision for the economic, environmental, and social future of the community and outlines the policies and steps the community can take to achieve that vision. Chapter 126, Section 8-23 of the Connecticut General Statutes requires that a town's Planning and Zoning Commission "prepare, adopt and amend a plan of conservation and development for the municipality" every ten years.

Once adopted, the Plan is an advisory document that is used to:

- Coordinate development of the municipality
- Guide land use decisions and changes to the regulations.
- Provide recommendations for implementation.

The POCD has a ten-year life span, and it is important that the document is specific enough to provide meaningful guidance to future decision makers, yet flexible enough to remain relevant in light of evolving conditions and trends over the coming years. As a "living document," the recommendations set forth in this Plan reflect the information, available tools, and priorities as of 2024. It is recognized that the specific actions to achieve the recommendations will likely change over the ten-year period as new tools become available or as priorities change.

As a comprehensive plan, the POCD balances many competing goals and a literal interpretation of one section of the Plan may reveal an inconsistency with another. Thoughtful compromise and interpretation is necessary. To determine conformance with the Plan, a user is required to balance competing planning goals and consider the realities and precise location of a specific proposal.

## Plan Development Process

The plan development process occurred over an 18-month period beginning in the fall of 2022. This was an iterative and collaborative process between the Planning and Zoning Commission (PZC), the consultant team, Town staff, other boards and commissions, community organizations, and the public. The plan development process consisted of two phases: the discovery phase, and plan development phase. The discovery phase focused on evaluating emerging community trends and identifying key issues. Tasks performed during this phase include data collection and analysis, questionnaires and interviews with town department heads, outreach to boards and commissions, an online community survey, and the creation of "booklets" around the four planning elements of Sustainability and Resiliency, Conservation, Development, and Infrastructure.

Once key community trends and issues were identified, the PZC began the plan development phase. Goals, objectives, and strategies were developed for the four planning elements. These were refined through an iterative process based on PZC and community feedback. In addition, a special focus area study was conducted on the topic of "coordinated growth management." This sought to evaluate and better align the Town's policies around land use, sewer infrastructure, and open space. The results of this special focus area study form the basis for the vision outlined in Chapter 3.

## Community Engagement

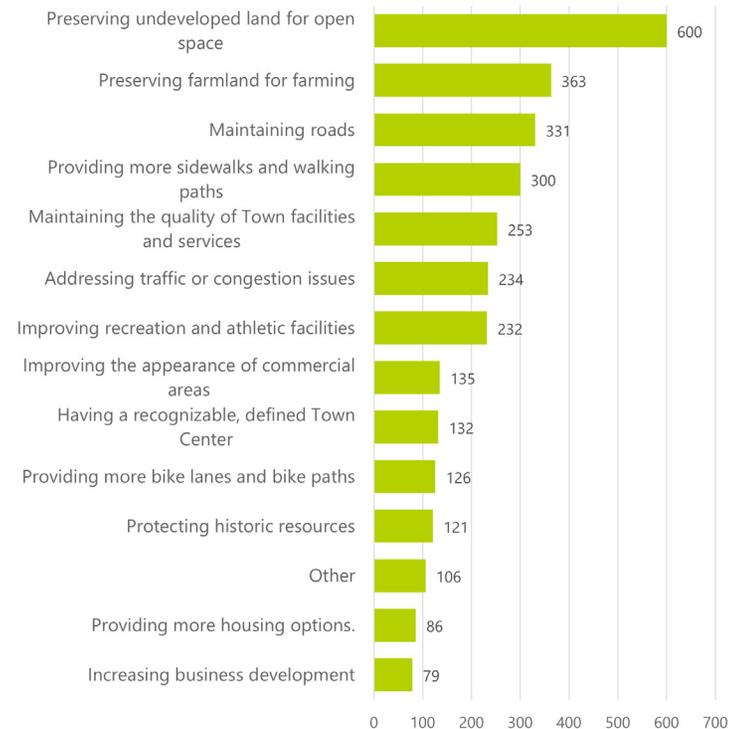
An important part of the planning process was to understand community sentiment, concerns, and aspirations. A Community Survey was conducted from May through June of 2023 with nearly 1,100 residents participating. The survey asked a range of questions on quality of life, conservation and preservation, economic development, community facilities and services, housing, and transportation. The survey results helped the PZC identify key focus areas that were of particular importance to the community. While a vast majority respondents rated quality of life in South Windsor as either "high" or "very high," some community concerns were identified, notably impacts of growth on town services and schools, cost of living, and traffic. Survey respondents identified conservation strategies such as open space and farmland preservation as the highest priorities over the next decade. See Appendix B for the full Community Survey results.

The PZC and consultant team hosted two community forums to have more detailed discussions on key focus areas. The first community workshop was held on June 6, 2023 and focused on visioning and identification of key opportunities and challenges. The second workshop was held on January 30, 2024 and sought public input to prioritize goals, objectives, and strategies.



January 2024 community workshop attendees participated in prioritization exercises around the Plan's Draft Goals, Objectives, and Strategies

Figure 1-1 : Planning Priorities from POCD Community Survey



POCD community survey respondents were asked to rank their top 3 planning priorities that the Town should focus on over the next ten years

## Consistency with Other Plans and Studies

The POCD is intended to serve as a compendium that summarizes and links together the many planning efforts that are being spearheaded by different community organizations. In particular, the Planning and Zoning Commission would like to recognize the following Town Plans and Studies, which have been incorporated into the POCD:

- Town of South Windsor Strategic Plan & Survey (2023)
- South Windsor Public Schools Enrollment Projections (2023)
- Open Space Master Plan (2023)
- South Windsor Affordable Housing Plan (2022)
- Parks and Recreation Commission (PARC) Master Plan (2020)
- Natural Hazard Mitigation Plan – South Windsor Annex (2019)
- Municipal, Residential, and Business Energy Plan (2019)
- Walk and Wheel Ways Master Plan (2010)

## Structure of the Plan

This Plan is divided into eight chapters and organized around planning elements of Sustainability and Resilience, Conservation, Development, and Infrastructure. The chapters of the plan are organized as follows:

- **Chapter 1** introduces the POCD, including a review of statutory requirements, a summary of the Plan development process, and an evaluation of consistency with state and regional plans.
- **Chapter 2** focuses on South Windsor in 2023. It represents a snapshot in time of key community trends and identifies key issues and opportunities that are addressed later in the Plan.
- **Chapter 3** establishes the Town’s vision for the future. It contains information on the coordinated growth management strategy, including the Future Land Use Policies Plan, Residential Densities Plan, Sewer Policies Plan, and Open Space Vision.
- **Chapters 4 through 7** are organized around the four plan elements of Sustainability and Resilience, Conservation, Development, and Infrastructure. Chapter 4 briefly introduces key sustainability and resilience concepts that are incorporated into the other plan elements in Chapters 5 through 7. Each chapter contains a “Key Issues and Considerations” section, which identifies key community trends that support each goal. Goals are established for each theme that identify the outcomes the Town desires to achieve over the next decade. More specific objectives and strategies are listed under each goal, outlining how each goal will be achieved. Since the Plan has a 10-year lifespan, it is important that the Plan include specific strategies that can be achieved in the near term with more general recommendations that can be adapted to fit future conditions.
- **Chapter 8** is the implementation plan, which identifies the lead and support entities responsible for the implementation of each strategy as well as a relative timeframe for completion. Supplemental information can be found in the appendices of the Plan.

## Consistency with Regional and State Plans

Many locally import issues such as water quality, traffic congestion, economic development, and the housing market are influenced by conditions outside of South Windsor's municipal borders. To ensure consistency across the many scales of planning, it is important that South Windsor's Plan consider regional and statewide planning efforts and complement those efforts where possible.

### Regional Plan

South Windsor is a member of the Capital Region Council of Governments (CRCOG). CRCOG's last Regional Plan was adopted in 2014, and an update is currently underway with a tentative adoption later in 2024. The overarching goal of the Regional Plan is to create a more *vibrant, green, connected, and competitive* region. The goals, objectives, and strategies of the South Windsor POCD are largely consistent with these goals. The Regional Plan also advocates for coordinated decision-making that expands beyond municipal boundaries, and the South Windsor POCD includes many policies and strategies that require coordination with neighboring municipalities or regional stakeholders.

A key component of the Regional Plan is the Land Use Policy Map, which identifies development intensities for different areas based on existing development patterns, availability of infrastructure, and natural resource constraints. In addition, the Buckland Road Corridor, Town Center, and Main Street corridor are identified as "Municipal Focus Areas." Overall, the Land Use Policy Map is largely consistent with the development intensities displayed on the Future Land Use Policies Plan in Chapter 3.

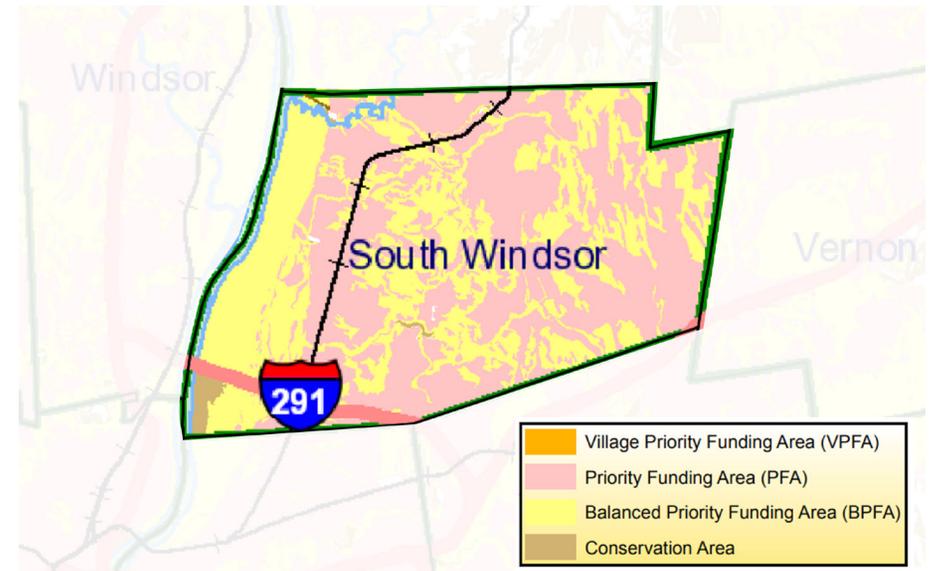
### State Plan

The State's Conservation and Development Policies Plan was adopted in May 2022 and covers the 2018-2023 time period, and an update is currently underway. The State Plan is built around six growth management principles that encourage development in areas with existing transportation and utility infrastructure, expanded housing opportunities and choice, and the conservation of natural, historical, and rural resources. The state's growth management principles align with the overarching priorities of this Plan.

Like the Regional Plan, the State Plan contains a Locational Guide Map which identifies priority conservation and development areas as well as "balanced" areas where both conservation and development goals should be considered. Under the State Plan, most of South Windsor is categorized as a "Priority Development Area" or "Balanced Priority Funding Area." South Windsor's Future Land Use Plan also contains areas that are priorities for development, however, these areas are more specific and differ slightly different from those depicted on the state and regional plans due to differences in methodology and planning scale.

The State is currently in the process of updating the State Plan, and the Draft Plan utilizes the concept of "Activity Centers" in lieu of the traditional priority funding area approach. South Windsor should advocate that local activity centers of importance (such as the Town Center, the Buckland Road Corridor, and Route 5) be reflected in the updated State Plan.

Figure 1-2 : Locational Guide Map from State Conservation and Development Policies Plan







## 2. South Windsor Today

This chapter presents a summary of key conditions and trends in South Windsor as of 2024. More detailed information can be found in the Plan Elements sections of the Plan in Chapter 4 through Chapter 7. In addition, the comprehensive existing community trends and conditions can be found in Appendix A.

### Demographics

South Windsor is a growing community. Between the 2010 and 2020 Census, South Windsor’s population grew by about 1,200 residents to 26,918 residents. South Windsor was among the top 10% fastest growing communities in Connecticut during this time period. 2022 population estimates from the Connecticut Department of Public Health indicate that South Windsor’s population has been generally stable since 2020.

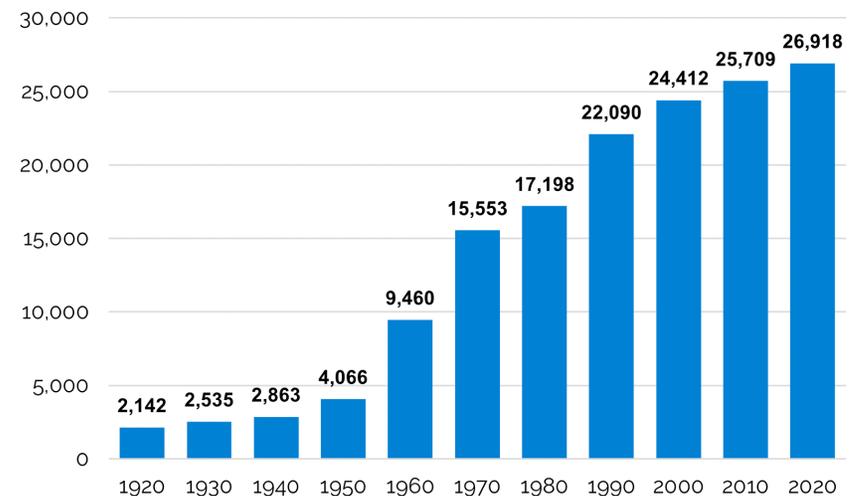
Historically, South Windsor’s population growth has been attributed to both a natural increase (more births than deaths) as well as net migration (more people moving in than out). However, from 2010 to 2020, almost all of South Windsor’s population growth was attributed to net in-migration, which was at the highest level in recent decades. The age groups that experienced the greatest net in-migration are 30- to 49-year-olds, and children under age 15, indicating that families with children are driving growth in the community. This growth has been particularly felt in the school system. Over the last five years, South Windsor Public Schools is one of the fastest growing school districts in Connecticut and grew much faster rate than its peer communities in Greater Hartford. Even with investments in its facilities over the last ten years, the adequacy of school capacity to accommodate future enrollment growth is, and will continue to be, a key community consideration over the next decade.

South Windsor is also an aging community. As of 2020, 19% of South Windsor’s population is aged 65 years old and over, compared to 15% in 2010 and 12% in

2000. This growth is largely attributed to the aging of the large “baby boomer” cohort. Over the next decade, there will be a continued demand for both senior housing and senior services to meet the needs of this large and growing population.

Finally, South Windsor’s is a diverse community, whose population has become more racially, ethnically, and culturally diverse over the last decade. Between 2010 and 2020, South Windsor experienced sizable growth in its Asian population (+2,866) and also modest growth in its population who identifies as Multiracial (+575), Hispanic (+478), and Black or African American (+196).

Figure 2-1: South Windsor Population Trends



## Housing

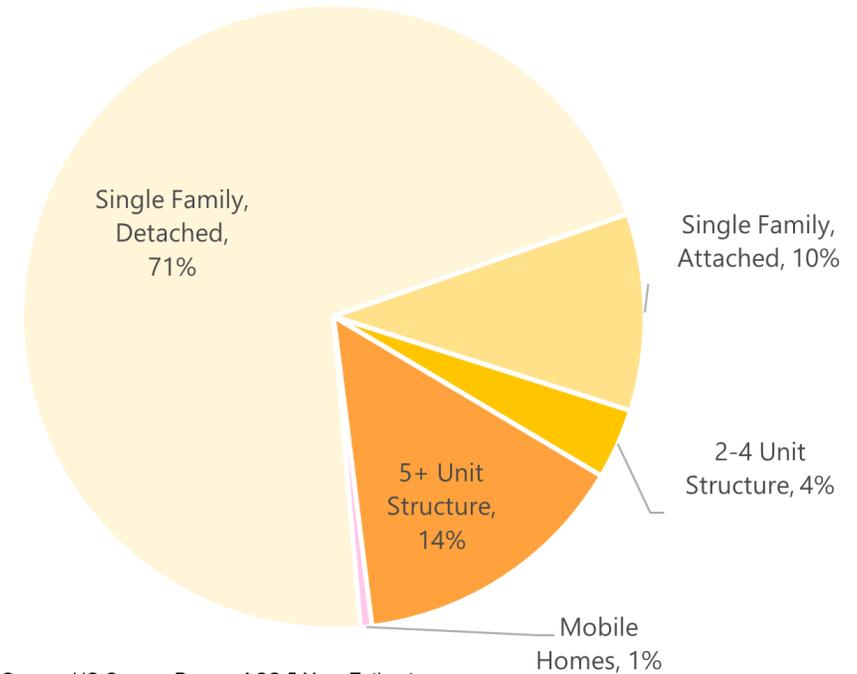
As of 2021, South Windsor’s housing stock is typical of a suburban community. Compared to the state and county, South Windsor has a higher share of single-family and owner-occupied homes. As of 2021, about 71% of the Town’s housing stock consists of detached single-family homes, with an additional 10% of units consisting of attached single-family homes. About 85% of housing units are owner-occupied.

The town’s housing stock has slowly diversified over the last decade. Since 2013, South Windsor has approved over 500 new housing units, about half of which were multi-family apartments or condominiums. The share of renters has also increased slightly over the last decade.

While new housing development has contributed to population growth, so has the turnover of existing housing. Similar to other communities in the state and region, South Windsor experienced a surge in home sales in 2020 and 2021, reaching the highest levels since the early 2000s. However, as of 2023, sales have slowed substantially due to larger market forces around interest rates, low inventory, and high prices.

The affordability of housing continues to be an issue of both local and national importance. Home sale prices in South Windsor reached record levels in 2023 and increased at a rate far greater than inflation over the last five years. As of 2023, just 6.3% of South Windsor’s housing meets the state’s definition of affordable housing. South Windsor has taken a proactive approach to increasing housing affordability with the adoption of an Affordable Housing Plan and inclusionary zoning provisions in its zoning regulations. Housing needs will continue to change in light of demographic changes, shifting consumer preferences, and market forces. Housing needs will continue to change over the next decade in light of demographic changes and shifting consumer preferences.

Figure 2-2: South Windsor Housing Composition



Source: US Census Bureau ACS 5-Year Estimates



South Windsor has diversified its housing stock over the last decade by adding over 500 housing units, including apartments at Evergreen Walk

## Economy

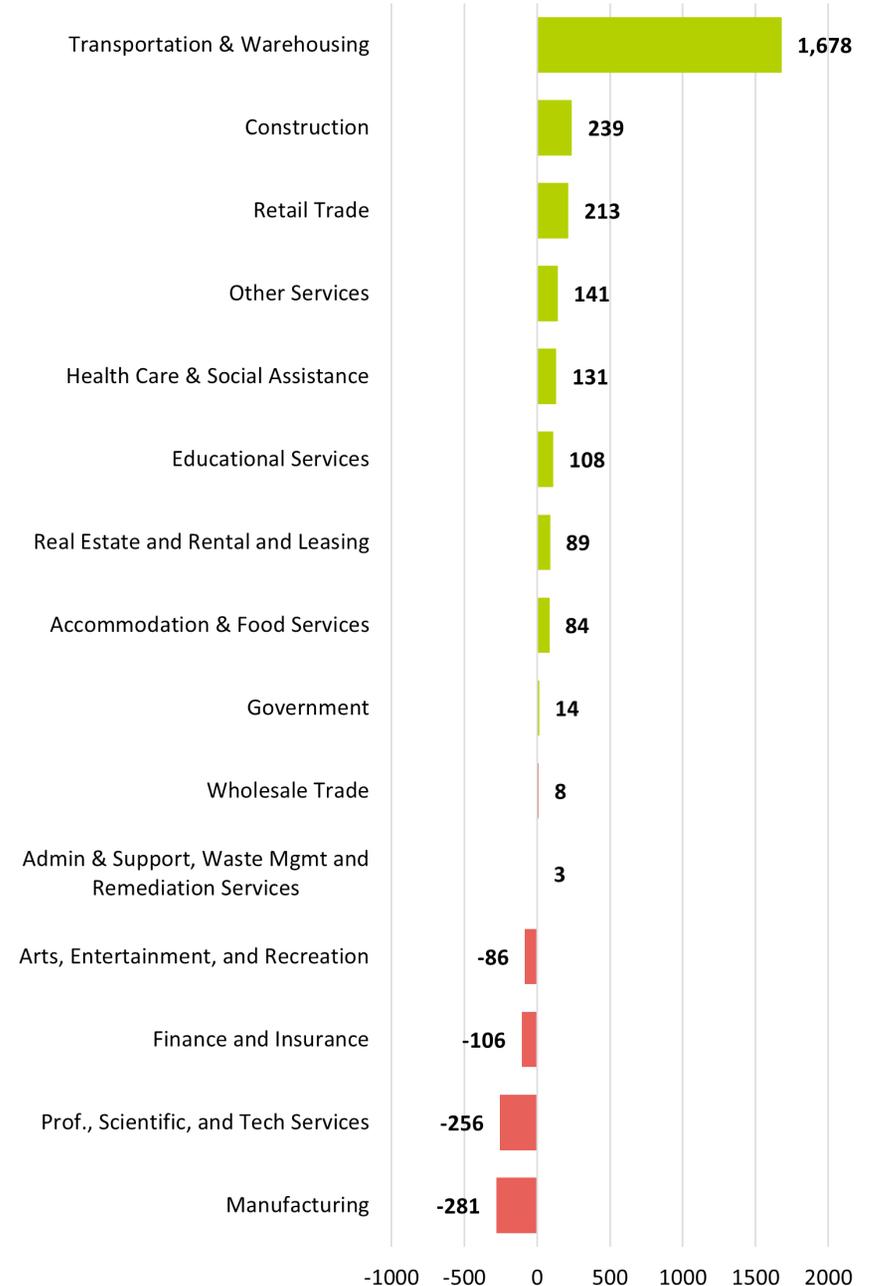
South Windsor’s economy was historically centered around agriculture. Today, agriculture remains a small but important part of the economy and contributes to South Windsor’s sense of place. As the town suburbanized beginning in the 1950s, agricultural lands were developed with housing and businesses and South Windsor became more closely intertwined with the regional economy. Today, over 17% of South Windsor residents commute to jobs in Hartford while just 10% work in South Windsor. Similarly, South Windsor employers rely on a regional workforce, with just 9.3% of the town’s workforce residing in South Windsor.

South Windsor has a robust and diversified economy with 14,585 jobs as of 2022, an increase of 2,179 jobs since 2013. South Windsor’s largest employment sectors are manufacturing, warehousing and transportation, and retail. Over the last ten years, South Windsor has seen tremendous growth in the warehousing and transportation sector, which added nearly 1,700 jobs. Growth in this sector is due to a multitude of factors, including growing e-commerce, availability of suitable land, and proximity to the highway system. The PZC recently amended its regulations for warehousing and distribution facilities to more appropriately site these facilities and minimize potential impacts for neighboring areas.

Similarly, South Windsor has a diverse tax base. As of 2021, 54.4% of South Windsor’s tax base is from residential land uses, compared to a state average of 65.1%. This means that, compared to the state and many of its neighboring communities, a larger share of South Windsor’s tax revenue comes from non-residential taxpayers, evidence of the Town’s strong economy.

Over the next decade, the Town will take a balanced approach to economic development, recognizing that a strong economy provides the town with tax revenue, employment opportunities, and access to shopping and services. This also needs to be balanced with managing the impacts of business development, especially in transitional areas where residential areas are proximate to commercial and industrial zones. With a limited amount of undeveloped land remaining in commercial and industrial zones, much of the Town’s efforts over the next decade will be on redevelopment and repositioning obsolete land uses into “higher and better” uses.

Figure 2-3: Employment Change, by Sector: 2013 to 2022



## Development Patterns

A community's "structure" represents its overall physical organization into different areas or neighborhoods based on land use mix, density, and locational characteristics. South Windsor's community structure is shaped by its zoning regulations, natural resource constraints, and availability of infrastructure, which generally separates areas into residential, industrial, or commercial districts. Densities vary depending on infrastructure such roadway capacity availability of water, and sewer service. South Windsor remains a primarily residential community, with higher density residential uses concentrated in the southern and eastern part of town and more rural areas in the west and north. Commercial districts are centered on major roadways such as Buckland Road and Sullivan Avenue. In recent years, there has been growing interest in bringing mixed-use elements into commercial areas. Finally, South Windsor's industrial districts are centered on the Route 5 corridor.

A parcel-based existing land use inventory was conducted in the fall of 2023. About 41% of South Windsor's land consists of residential uses, a majority of which are single-family uses. About 13% of land is used for commercial, industrial, or mixed-use purposes, up slightly from 2013. Open Space comprises 15% of the total land area, about 79% of which is dedicated open space. Community facilities and institutional land uses comprise 3% of the total land area while rights-of-way, utilities, and water are an additional 9%. Finally, vacant land makes up 19% of the town's land area. Vacant land includes unprotected agricultural lands, undeveloped land, and land with environmental constraints (wetlands, flood plains, steep slopes, etc.).

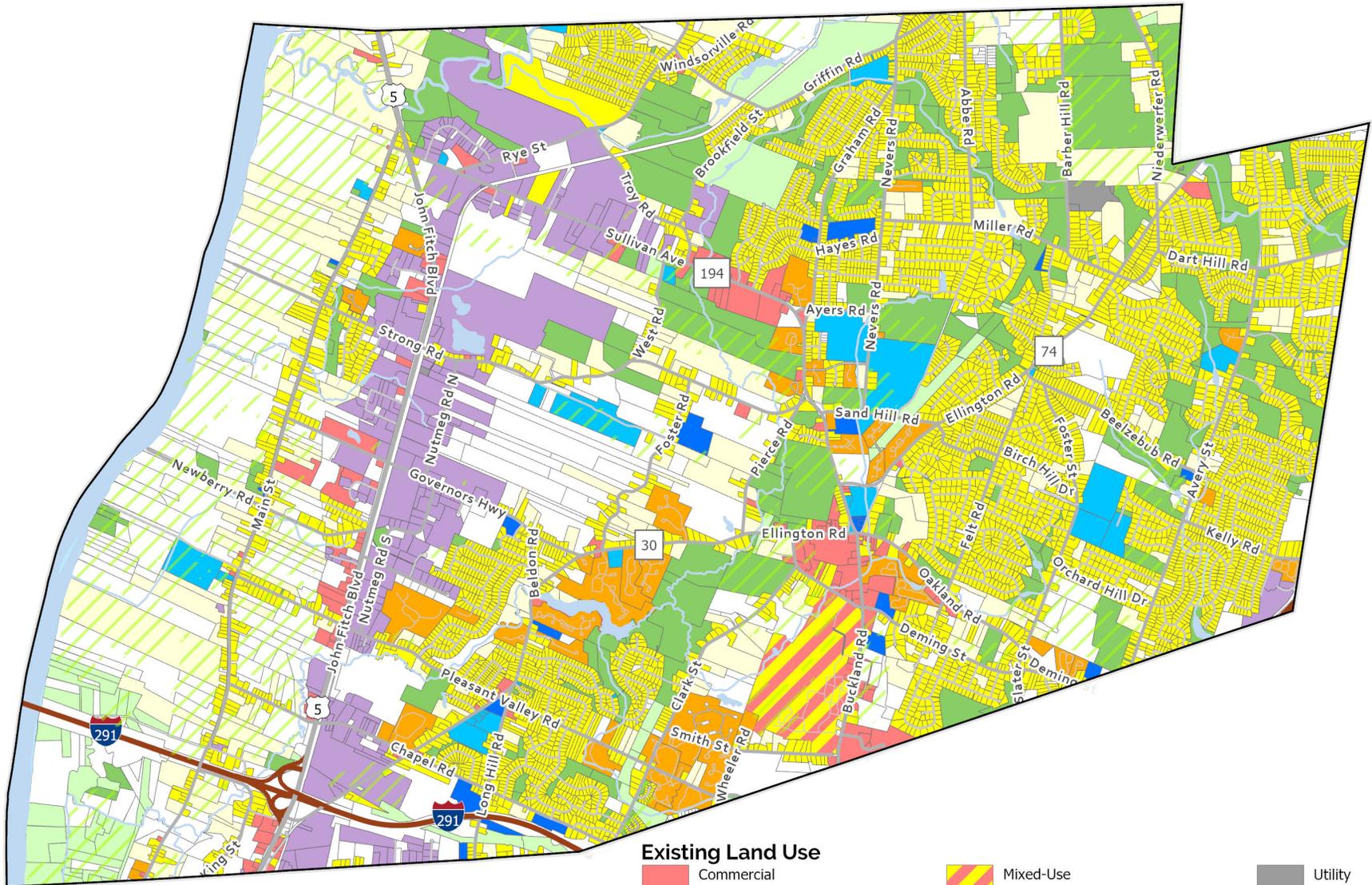
Since 2013, about 635 acres of land have been developed. Major residential development projects include apartments (Tempo Evergreen Walk, Residences at Oakland Road), condominiums (South Windsor Woods), and several single-family subdivisions. Major commercial developments over the last decade include the expansion of Evergreen Walk, three new assisted or independent living facilities, and a range of smaller commercial developments along Buckland Road and Sullivan Avenue. Finally, there have been several large warehousing and distribution projects completed along Route 5, Sullivan Avenue, and Ellington Road.

Figure 2-4: Existing Land Use

Land Use	Acres	% of Land
<b>Residential</b>	<b>7,541</b>	<b>41%</b>
Single-Family	4,743	
Single-Family w/ Excess Land	2,102	
Multi-Family & Planned Residential	697	
<b>Commercial/Industrial/Mixed-Use</b>	<b>2,318</b>	<b>13%</b>
Commercial	450	
Mixed-Use	238	
Industrial	1,630	
<b>Open Space</b>	<b>2,857</b>	<b>16%</b>
Dedicated Open Space	2,254	
Perceived Open Space	603	
<b>Community Facility/Institutional</b>	<b>520</b>	<b>3%</b>
Community Facility	388	
Institution	132	
<b>Rights-of-Way/Utility/Water</b>	<b>1,580</b>	<b>9%</b>
Rights-of-Way	1,198	
Utility	28	
Water	354	
<b>Vacant Land</b>	<b>3,551</b>	<b>19%</b>
<b>Total</b>	<b>18,368</b>	<b>100%</b>

Based on 2022 data provided by the Town of South Windsor assessors office

Figure 2-5: Existing Land Use Inventory



**Existing Land Use**

- |                      |                                 |          |
|----------------------|---------------------------------|----------|
| Commercial           | Mixed-Use                       | Utility  |
| Community Facility   | Perceived Open Space            | Vacant   |
| Dedicated Open Space | Residential - SF w/ Excess Land | Water    |
| Industrial           | Residential - Multi-Family      | Farmland |
| Institutional        | Residential - Single-Family     |          |

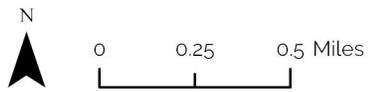
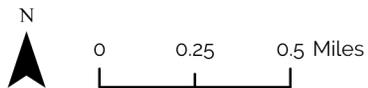
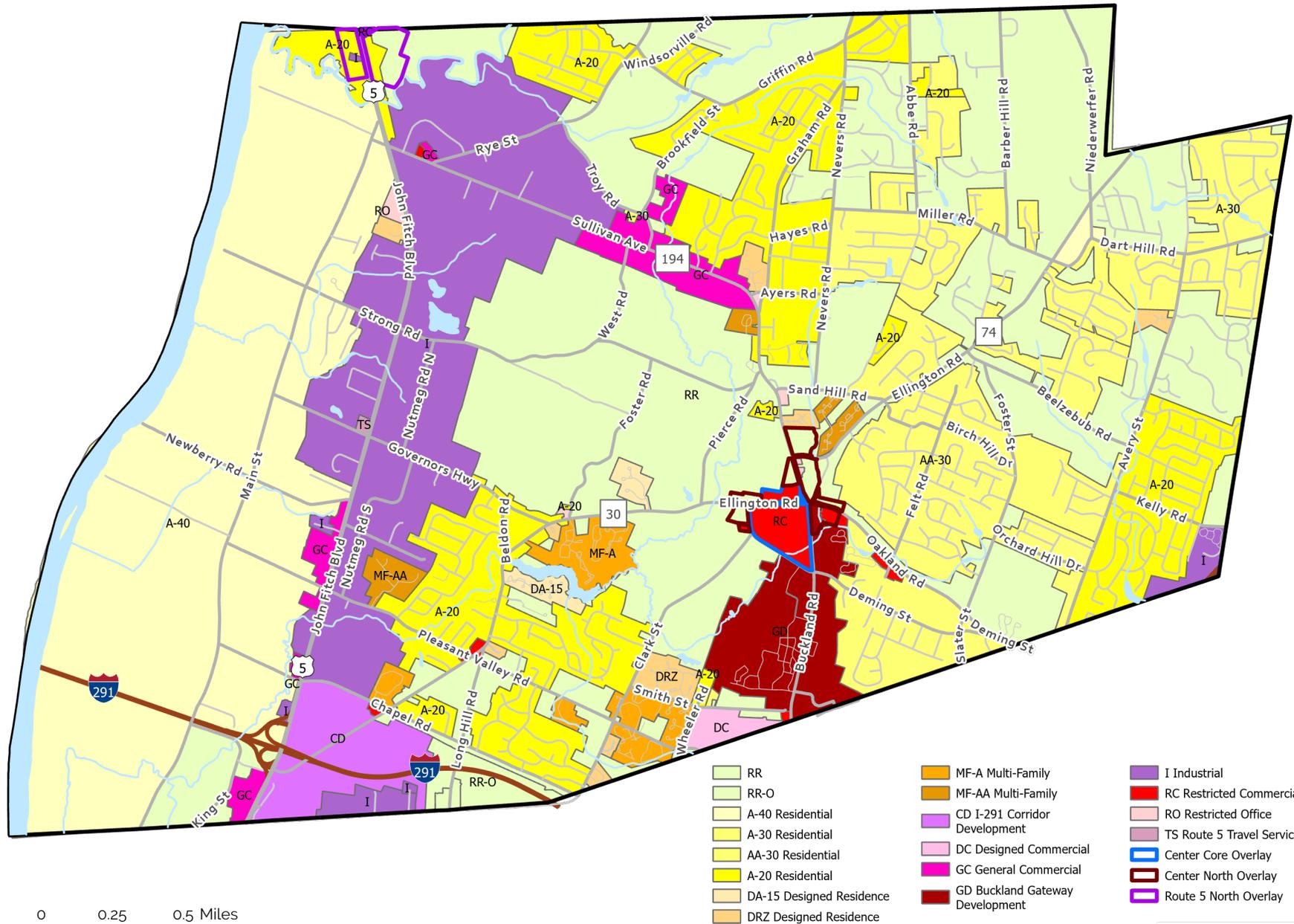


Figure 2-6: Existing Zoning



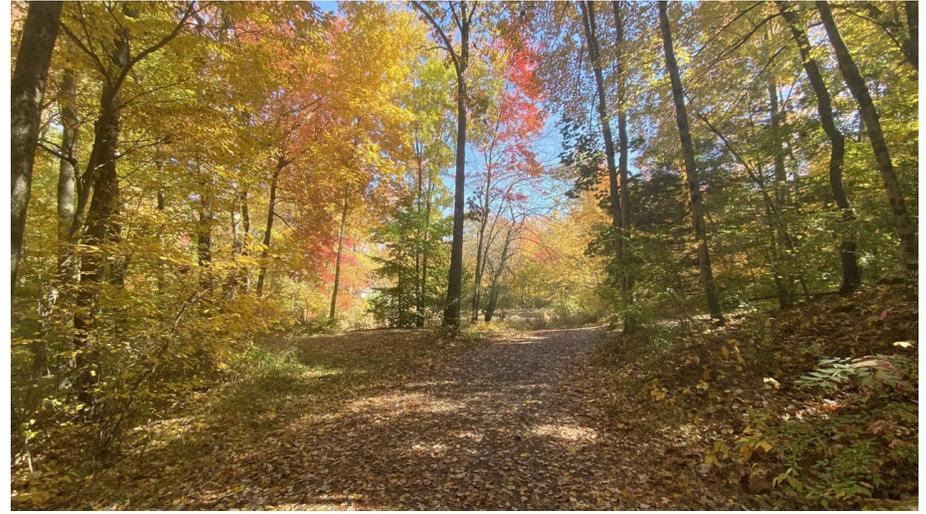
## Natural Resources & Environment

South Windsor contains a range of natural resources that shape the community's development patterns. The Connecticut River is the most prominent natural feature along the Town's western border, and its large floodplain extends eastward towards Main Street, providing fertile land that supports agriculture. Other rivers include the Podunk River and Scantic River. These waterways and their associated riparian areas serve as important wildlife corridors and contain both natural diversity database species and state designated critical habitats. In addition to wetlands along stream and river corridors, there is also a large wetland system in the center of Town bounded by Route 5 to the west, Sullivan Ave to the north, Ellington Road and Governor's Highway to the south, and the Podunk River on the east.

Most of South Windsor relies on public water, although some properties still rely on private wells for drinking water. The Connecticut Water Company maintains the Talcottville Wellfield in Vernon, and the well-shed extends into the southeastern part of South Windsor. Other public water sources are found in neighboring towns. Surface water quality in South Windsor is generally good, except for the Connecticut River due to upstream pollution. Groundwater is generally good in most areas of South Windsor, except for the area between Route 5, Sullivan Avenue, and West Road. The town protects water quality through its wetland and floodplain regulations and its municipal separate storm sewer system (MS4) planning efforts.

Terrain varies, with the western part of Town being generally flat and transitioning to more hilly terrain in the west. From a low elevation of about 20 feet on the banks of the Connecticut River, terrain becomes more rugged in the eastern portion of South Windsor, rising to a high elevation of about 425 feet on the Niederwerfer Sanctuary. Steep slopes are generally limited to areas along rivers and streams, and in certain neighborhoods in eastern part of Town.

South Windsor has a robust open space system containing approximately 2,300 acres of open space land. The open space network consists of town parks, subdivision open space, land trust properties, state open space, and farms protected through purchase of development rights (PDR) programs. These lands comprise 12.5% of South Windsor's total land area and are concentrated in the central and eastern neighborhoods. The Town's 2023 Open Space Master Plan identifies properties that are desirable for open space protection. These are generally concentrated along existing open space corridors, along Main Street, and in lower density neighborhoods in the northern part of Town. In addition, there are numerous farms, utility corridors, and other undeveloped lands that function as "perceived open space." While not formally protected, these lands contribute to community ambiance and quality of life.



*Nevers Park (pictured above) is one of the many open space properties in South Windsor that provides opportunities for passive recreation.*



*The Podunk River, as seen from Wapping Park*

## Community Facilities and Services

Conditions of community facilities and services were determined from interviews and questionnaires with Town staff and public input collected through the POCD community survey and workshops. According to the POCD Community Survey, the school system was the top reason why respondents moved to and remain in South Windsor. In addition, the survey indicated that respondents are generally satisfied with town facilities and services. Questionnaires and interviews with Town staff indicated some community facility needs over the next decade including a permanent home for the Parks & Recreation department and improvements to Town Hall, the Police Station, fire stations, the Community/Senior Center, and Public Works Garage. These investments are being driven by a multitude of factors, including a growing population, shifting demographics, the age and condition of existing facilities, and the evolving space needs of town services, operations, and equipment. These facility needs are summarized in greater detail in Chapter 7.

As noted previously, South Windsor has one of the fastest growing school districts in the state. The school district is well regarded for its high-quality education and has made significant investments over the last decade with the completion of four new elementary schools. The POCD community survey indicated that the school system was the primary reason why people moved to and stay in South Windsor. However, most of these new school facilities were designed before that growth occurred, and as a result the school system has limited ability to accommodate new students. To date, investments have largely been focused on the elementary grades, and additional investments will likely be needed at the middle and high schools to accommodate growing enrollment. Enrollment trends warrant careful watching over the coming decades, and the impacts of development proposals on the school system should be carefully weighed against other community needs.



*South Windsor has built four new elementary schools over the last decade, including Philip R. Smith School pictured above. Photo Credit: QA+M Architects.*



*Due to the town's growing senior population, facilities such as the Senior Center (located at the Charles N. Enes Community Center, pictured above) may not be able to sufficiently meet community needs over the next decade*

## Infrastructure

South Windsor's infrastructure supports its development patterns. Sewer service is provided by the Town and covers commercial and industrial zones and most residential neighborhoods. There is ample capacity at the sewage treatment plant to accommodate future growth. However, there are some investments needed at pump stations over the next decade. Notably, the Clark Street pump station, which supports the Town Center and Buckland Road corridor, has issues with inflow and infiltration and operates close to its design capacity. Addressing inflow and infiltration at this pump station may prevent the need for more costly capacity upgrades to the pump station.

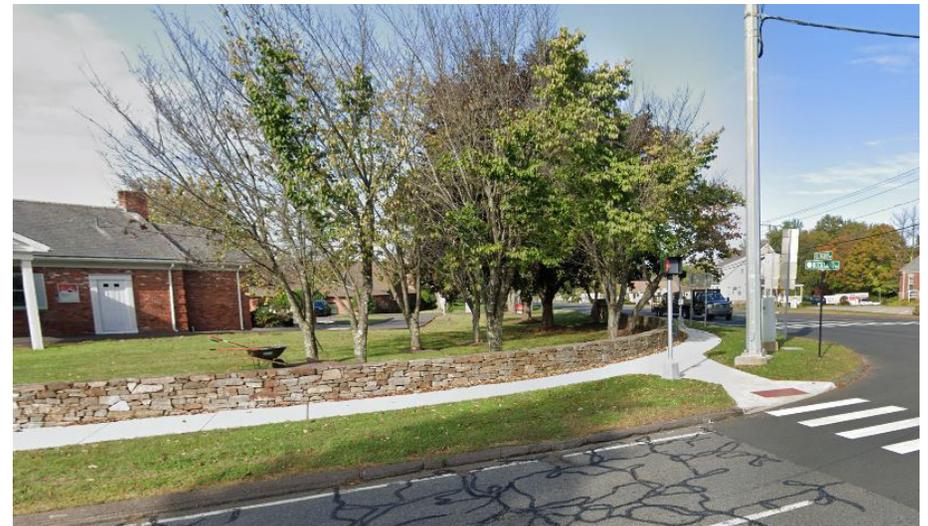
Currently, the Water Pollution Control Authority (WPCA) maintains a parcel-based sewer service area map. While the current map generally aligns with the community's development patterns, there are some inconsistencies, particularly in lower density residential areas. An alternative approach to delineating sewer service and avoidance areas is discussed in Chapter 3.

Water service covers most of the Town and is provided by the CT Water Company in the north and MDC in the south. There are no concerns about the adequacy of the water supply over the next decade, although resiliency measures such as drought planning remain important planning priorities. Electrical, gas, and telecommunications are provided by private utilities.

South Windsor's transportation system facilitates connections between residences, employment, shopping, services, and amenities. While South Windsor is primarily auto-oriented today, it continues to make investments to accommodate other travel modes. The Walk and Wheelways Committee was established in 2007 and their Plan helps guide and prioritize bicycle and pedestrian investments. Over the last decade, significant investments in the sidewalk network have been made particularly around schools and in the Town Center. The town is also planning a 6.2-mile Cross Town Trail, which will enhance pedestrian and bicycle accessibility. Bus transit service is limited to the Route 5 corridor, Main Street, Pleasant Valley Road, and the Buckland Road corridor, with a notable gap in service along the Sullivan Avenue corridor. Over the next decade, the Town will maintain its existing transportation infrastructure in a state of good repair and will continue to expand multi-modal transportation opportunities for all travel modes.



*The Clark Street Pump Station and waste-shed serves South Windsor's major commercial districts along Buckland Road and in the Town Center. There is limited additional capacity to support further growth in these areas. There are ongoing efforts to address capacity concerns by correcting inflow and infiltration issues.*



*New sidewalks in the Town Center at the intersection of Buckland Road and Ellington Road.*





## SOUTH WINDSOR TOWN HALL

### 3. Vision for the Future

In 2023, the South Windsor Town Council adopted a Strategic Plan, which included the following Vision Statement:

“The South Windsor community is a vibrant, inclusive place to live, work and thrive; a welcoming and engaged community that provides quality opportunities and lifestyles for all stages of life; a destination for quality education; a place that supports healthy lifestyles and a sound commitment to environmental protection and sustainable growth.”

The vision of this Plan is consistent with the overarching vision established by the Town Council. Over the next decade, South Windsor will continue to maintain the assets and strengths that make it a great place to live, while addressing new challenges.

One key facet of the Vision Statement that is particularly relevant to the POCD is the idea of “sustainable growth.” The concept of sustainable growth recognizes that the Town cannot prevent growth and development altogether, but that it can shape and influence the type of and location of growth through its policies and regulations. This Plan is proposing a coordinated “Growth Management Strategy” which better aligns the many policies and regulations pertaining to land use, zoning, infrastructure, conservation, and open space that impact growth.

The components of the Growth Management Strategy are discussed in more detail on the following pages and consist of the following:

- Future Land Use Policies Plan
- Residential Densities Plan
- Sewer Policies Plan
- Open Space Vision

#### **Future Land Use Policies Plan**

The Future Land Use Policies Plan reflects the POCD’s vision and goals for desirable future development across South Windsor over the next decade. The map depicts appropriate locations for and relationships between general categories of land uses and their intensity, ranging from land to be conserved as open space or low-intensity use, to priority development areas such as Route 5, Town Center, and Buckland Road corridor.

The Future Land Use Policies Plan graphically represents the desired outcomes of many of the Plan’s recommendations and illustrates how those strategies may interact with the Town’s existing land uses. The Future Land Use Policies Plan is informed by existing uses and zoning designations; the visions and goals expressed in POCD outreach efforts; and the goals and strategies enshrined in this Plan. It should be noted that the Future Land Use Policies Plan is not a regulation and the categories depicted on the map should not be interpreted as a proxy for zoning regulations. Rather, they are meant to establish integrated planning and policies for areas with similar characteristics. Due to its generalized nature, there may be inconsistencies between the uses shown on this map and the actual use of individual properties.

Representative images are provided for each future land use category. Some of these images are located outside of South Windsor and are intended to be a general visual representation of desired development patterns.

The Future Land Use Policies Plan includes following categories:

**Residential – Rural Density** areas are characterized by a mix of large lot single-family homes, agricultural lands, and undeveloped lands. These areas generally encompass the A-40 and Rural Residential (RR, RR-O) zoning districts, with residential densities of less than 1 unit per acre. These areas are generally served by on-site septic systems. In areas where sewers are present, sewer extensions should be avoided. Exceptions should be considered for Open Space subdivisions that front an existing sewer line, where sewer service would support smaller lot sizes and maximize opportunities to protect quality open space. These rural areas are conservation priority areas and future policies for this area include open space acquisition, farmland preservation, and the use of a future PA-490 local program. If residential development does occur, the use of Open Space subdivisions, or other tools that maximize the amount of protected open space should be encouraged.

**Residential – Low Density** areas serve as transition areas between South Windsor’s rural areas and higher intensity areas. These areas consist primarily of single-family housing with residential densities ranging from 1 to 2 units per acre. Residential uses are interspersed with town parks, open space lands, community facilities and institutional uses. These areas are served by public sewers and new developments and residential subdivisions should connect to the sewer system. Open space subdivisions should be encouraged in this area as a tool to maximize open space protection.

**Residential – Medium Density** areas are the residential neighborhoods located in close proximity to the Town’s commercial districts and contain a mix of housing types including single-family homes on smaller lots, cluster subdivisions, age-restricted housing, and condominiums. These areas are served by public sewers and the prevailing residential densities are generally 2 or more units per acre. Residential densities are high enough to support sidewalks and the Town should continue to work to fill in existing sidewalk gaps, particularly those that connect these neighborhoods to schools, parks, and commercial districts. It is envisioned that new development will primarily consist of single-family housing, but there may be opportunities for a limited amount of age-restricted housing and other alternative housing types along major roadways or on the periphery of commercial zones.



Residential - Rural Density



Residential - Low Density



Residential - Medium Density

The **Buckland Gateway** area is located along Buckland Road and serves as one of the Town's primary business districts, containing a mix of retail, services, offices, and some housing. Unlike other business districts in South Windsor, the Buckland Gateway is a regional commercial center, drawing in residents from throughout Eastern Hartford County. It has the greatest business mix, highest traffic volumes, and is closest to the interstate highway system of any commercial district in South Windsor. Given the Buckland Gateway's locational advantages, limited amount of available of commercially zoned land left, and limited capacity in the Clark Street sewer service area, it is envisioned that this area will remain primarily commercial in nature. There may be some limited opportunities for housing in a mixed-use setting, with age-restricted housing being most desirable. Other policies in this area include infrastructure investments in sidewalks and sewer capacity.

The **Buckland Periphery** area is located along Wheeler Road and Pleasant Valley Road. This area contains one of the largest remaining undeveloped tracts of commercially zoned land that provides an opportunity for the Town to grow its tax base. Due to its location proximate to the interstate highway system and the Buckland Hills area of Manchester, this area is anticipated to support regional-oriented business, retail, and service uses that complement the offerings in the Buckland Road corridor. The zoning in this area should be evaluated to better integrate this area within the larger Buckland Gateway area and potentially support a more incremental or piecemeal approach to development. Residential uses and mixed-use development are not envisioned for this area at this time.

The **Town Center – Core** area is located at the intersection of Buckland Road, Ellington Road, Oakland Road, and Sullivan Avenue and corresponds with the Center Core Overlay Zone (CCOZ). This area is envisioned as a cohesive, mixed-use, pedestrian friendly area. Village style development is encouraged with special attention given to the building placement, architectural design, landscaping, and site design elements. This area is intended to remain a commercial and civic focus, supported by mixed-use residential on the upper floors of buildings. The continued development of the sidewalk network is a priority and the Plan recommends enhancing public realm infrastructure and streetscapes to strengthen the area's visual identity.

The **Town Center – Periphery** is located on the outskirts of the Town Center Core and is intended to support commercial uses in the Core by providing a mix of housing types in a village style setting. This area aligns with the Center North Overlay Zone (CNOZ). Design standards and infrastructure investments for this area should be consistent with those in the Town Center Core to create a cohesive and consistent sense of place.



Buckland Gateway



Buckland Periphery



Town Center - Core



Town Center - Periphery

**Neighborhood Nodes** serve as small commercial districts embedded within South Windsor's higher density residential neighborhoods. They are located at intersection of Oakland Road and Felt Road, and on Pleasant Valley Road and Ellington Road. These areas are envisioned to provide convenience-oriented goods and services at low to moderate intensities. More intense commercial uses are more appropriate in larger commercial zones in the Town Center, Buckland Road, and Sullivan Avenue. Strong sidewalk connections to the surrounding residential areas can strengthen these areas as true neighborhood centers.

**Sullivan Avenue – East** is a commercial district that contains a mix of small and moderate density retail and service uses, primary catering to the local residential and employment base. This area is primarily zoned General Commercial and is envisioned to remain a business district. Residential uses in a mixed-use setting may be appropriate for some sites, particularly those where housing is proposed as part of a larger redevelopment effort. There is minimal vacant land left in the corridor, and thus future efforts will be focused on redeveloping and repositioning underutilized sites. Infrastructure investments are a priority over the next decade, including roadway, pedestrian, cycling, and transit infrastructure. In addition, the corridor would benefit from consistent public infrastructure, landscaping, and site design standards across zoning districts to create greater visual cohesion to the corridor.

**Sullivan Avenue – Transition** is located in the central portion of the Sullivan Avenue corridor and marks a transition area between commercial and retail uses to the east and industrial uses to the west. This area contains several underutilized sites. The goal for this area is to develop the area with attractive smaller-scale business. A new overlay zone should be considered in this area that allows both commercial and lower intensity industrial uses, in line with its transitional nature. Site design and landscaping standards should be consistent with other parts of the Sullivan Avenue corridor.

**Sullivan Avenue – West** is an industrial district located in the western end of the Sullivan Avenue corridor. Given its location further from the interstate highway system, this area is envisioned to support low to moderate intensity industrial uses such as manufacturing, office, services, and smaller warehousing and distribution facilities. Like other parts of the Sullivan Avenue corridor, this area would benefit from additional multi-modal transportation investments, including pedestrian, cycling, and transit infrastructure.



Neighborhood Node



Sullivan Avenue - East



Sullivan Avenue - Transition



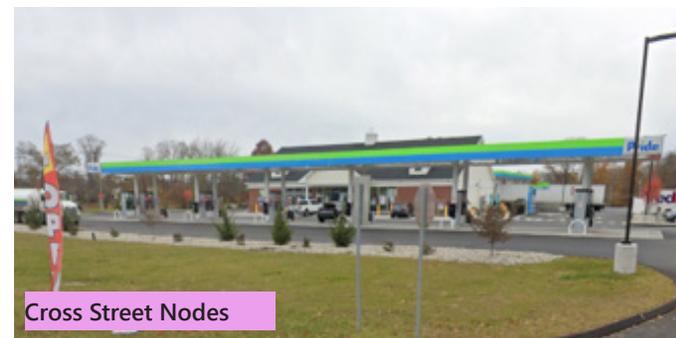
Sullivan Avenue - West

The **Route 5 Corridor** area consists of properties fronting Route 5 as well as surrounding areas within industrial zones. It is envisioned that this area will remain a regional employment center consisting of manufacturing, warehousing, distribution facilities, offices, services and other business uses that cater to the surrounding workforce. The Route 5 corridor is an important part of the Town's tax base. Higher intensity uses should be sited with primary access on arterial roads, ideally on Route 5 directly. Strategies for traffic calming and enforcement should be considered on the Route 5 cross streets in order help minimize traffic impacts on surrounding local streets. With limited available vacant land, the Route 5 corridor will be a redevelopment focus area over the next decade. The Town should encourage policies that can help reposition obsolete or underutilized sites, such as assisting in the brownfield grant process.

The **I-291 Corridor** area encompasses the southern-most part of the Route 5 corridor and generally aligns with the I-291 corridor development zone and industrial zones along Burnham Street. Like the Route 5 corridor, this policy area is a regional employment center and an important contributor to the tax base. Given its proximity to the interstate highway system (I-291, I-91, and I-84), this area is envisioned for the most intense industrial and business uses in South Windsor including manufacturing, warehousing, and distribution centers. With limited vacant land remaining, policies should focus on promoting the highest and best use of existing properties.

**Cross Street Nodes** are located on Route 5 at the intersections of Pleasant Valley Road and Governors Highway and provide supportive commercial services to the corridor's employment base. These nodes are envisioned to contain smaller-scale retail, services, restaurants, and other commercial uses. Attractive building and site design, and pedestrian connections along the cross streets are desirable as part of future development and redevelopment in this area.

**Route 5 North** is a transitional area north of the Scantic River which marks a transition between higher intensity uses on Route 5 and lower intensity uses to the north. Today, this area is primarily residential in character today. Through the recently adopted Route 5 North Overlay Zone, this area is envisioned to maintain a residential focus with densities between 1 and 2 units per acre. There may also be some opportunities for limited commercial expansion for properties fronting Route 5. This area is not currently sewered, and connecting this area to the South Windsor system is unlikely given the high cost and limited number of users. However, this area is adjacent to the East Windsor sewer system, which could be more feasible and less costly, subject to approval from both communities.



**Business Park** is a small business zone off of Kelly Road in the southeastern part of Town, adjacent to the Town of Vernon. It consists of a mix of light manufacturing, office, and other small business uses. It is envisioned that a similar business mix will continue. Given this area's proximity to residential uses, higher intensity business uses such as heavy manufacturing, warehousing, and distribution should be avoided.

### Open Space

Open Space lands consist of town-owned passive open space, parks, private subdivision open space, state lands, land trust properties, and farmland protected through easements or purchase of development rights (PDR) programs. Many of these properties are formally protected through deed restrictions and others have other protections, such as being owned by an organization with a conservation mission. Privately held lands and utility corridors that do not have any conservation restrictions, commonly referred to as "perceived" open space, are excluded from this category. Over the next decade, the Town will continue its efforts to grow its Open Space network through targeted acquisitions, improvements to existing Town active and passive open space properties, and strengthened partnership with other conservation partners. See the Open Space Vision section of this chapter for additional details.

### Housing Opportunity Areas

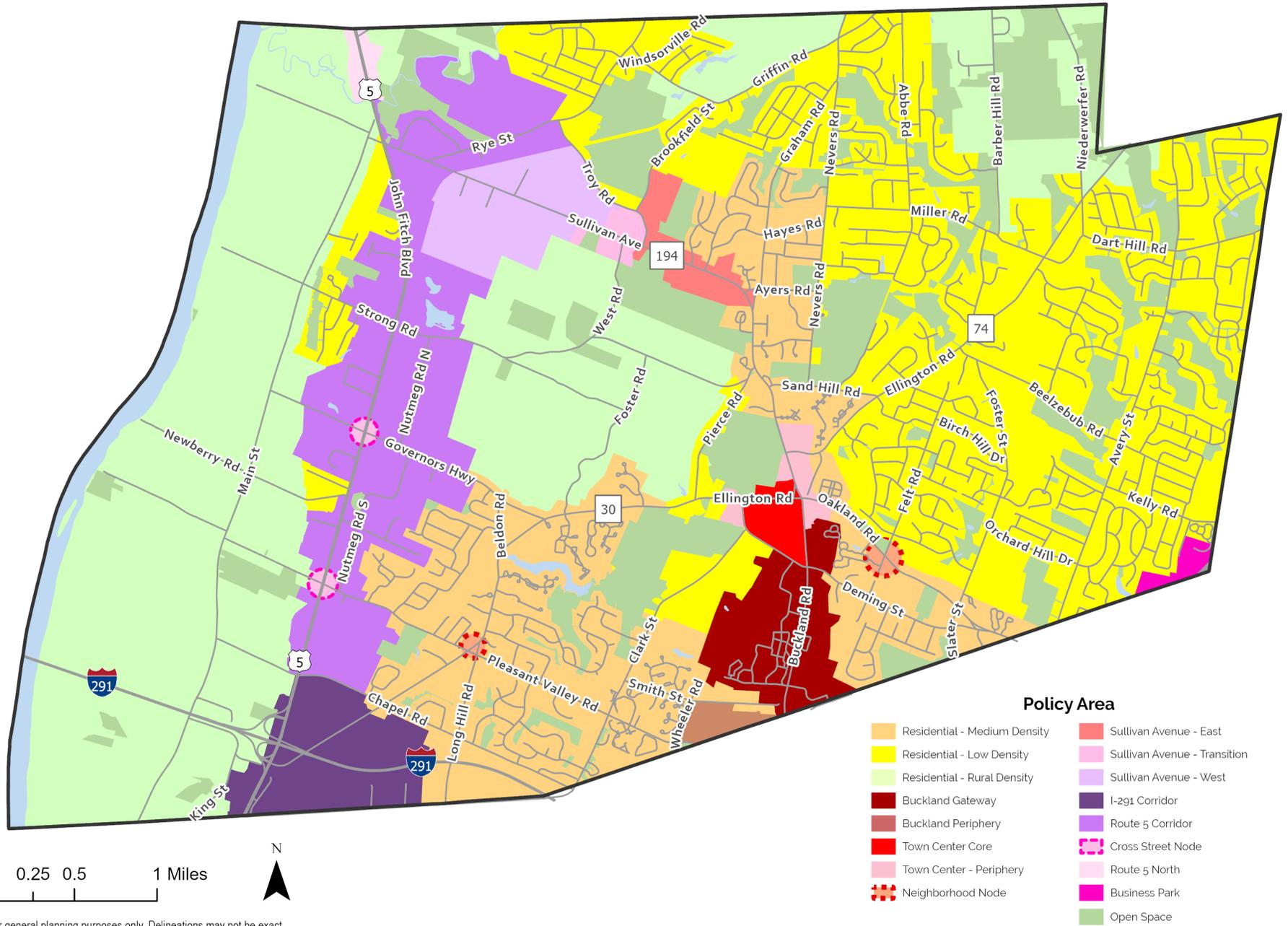
As part of the Town's 2022 Affordable Housing Plan, "Housing Opportunity Areas" were identified that may be able to best support a range of housing choices. These areas generally align with the Buckland Gateway, Town Center, and Sullivan Avenue – East areas from the Future Land Use Policies Plan. Within these areas, potential housing opportunity sites should be evaluated based on the following characteristics:

- Public water and public sewer availability
- Roadway access
- Adjacent uses and zoning

One key consideration is the need to balance housing needs with the capacity of Town facilities, notably schools. As noted previously, South Windsor is one of the fastest growing school systems in the state, which is a testament to the excellent public facilities and services that the town offers. However, this growth has resulted in some concerns about the ability of the district to accommodate additional enrollment growth beyond projects that are already planned for or approved. The PZC will need to carefully balance these competing objectives around housing and schools over the next decade.



Figure 3-1: Future Land Use Policies Plan



For general planning purposes only. Delineations may not be exact



## Sewer Policies Plan

All Plans of Conservation and Development adopted on or after July 1<sup>st</sup>, 2015 must “identify the general location and extent of areas served by the existing sewerage system, areas where sewer systems are planned, and areas where sewers are to be avoided” (CGS Section 8-23).

The Town of South Windsor Water Pollution Control Authority (WPCA) maintains a parcel-based sewer service map showing existing and future sewer service areas as well as “conservation” areas where sewers are to be avoided. While the WPCA’s map generally aligns with the Town’s land use policies, there are some inconsistencies primarily due to the use of parcel-based mapping approach.

Some of these inconsistencies include:

- Some properties fronting existing sewer lines are classified as sewer avoidance areas even though they have access to sewers.
- Some of the Town’s lower density residential zones are identified as existing or future sewer areas.
- Since parcels are classified in their entirety, it is unclear if interior portions of lots could connect to sewer, should they be subdivided in the future. This is particularly applicable in areas with large lots along Main Street and in the vicinity of Foster Road, Pierce Road, Strong Road, and Clark Street.

The POCD proposes an alternative sewer policy approach that creates more generalized sewer policy areas, address inconsistencies from the parcel-based approach, better aligns sewer and land use policies, and provides more clarity for WPCA, PZC, and property owners. The POCD sewer policies plan separates the Town into three areas: The Primary Sewer Service Area, Limited Sewer Service Areas, and Sewer Avoidance Areas. The PZC should work with WPCA to modify their Sewer Service Area policies and map to align with those outlined in this Plan.

This plan recognizes that there is also a financial rationale to these sewer policies. The Town maintains a “benefit assessment” policy, whereby sewer extensions are paid for by the users that would benefit. However, the long-term maintenance of sewer infrastructure is the financial responsibility of the Town. Extending sewer infrastructure into lower density areas results in fewer users to pay for the ongoing maintenance of the system compared to higher density areas. In addition, the capacity of existing sewer infrastructure such as pump stations, trunk sewers, and the water pollution control facility are finite. Therefore, this Plan prioritizes reserving the remaining sewer capacity for higher intensity zones while discouraging sewer expansion into lower density areas, except in rare cases if needed for public health purposes.

### Primary Sewer Service Area

The Primary Sewer Service Area consists of the Town’s higher intensity zoning districts, including all commercial and industrial zones, multi-family residential zones, and single-family residential zones with a minimum lot size of less than 40,000 square feet. Some lower density zones that are fully served by sewers and have limited future development potential are also located in this policy area. Most of the Primary Sewer Service Area is currently served by sewers, and sewers could be extended to unserved areas using the benefit assessment approach. All future development and new residential subdivisions in this policy area should connect to the sewer system.

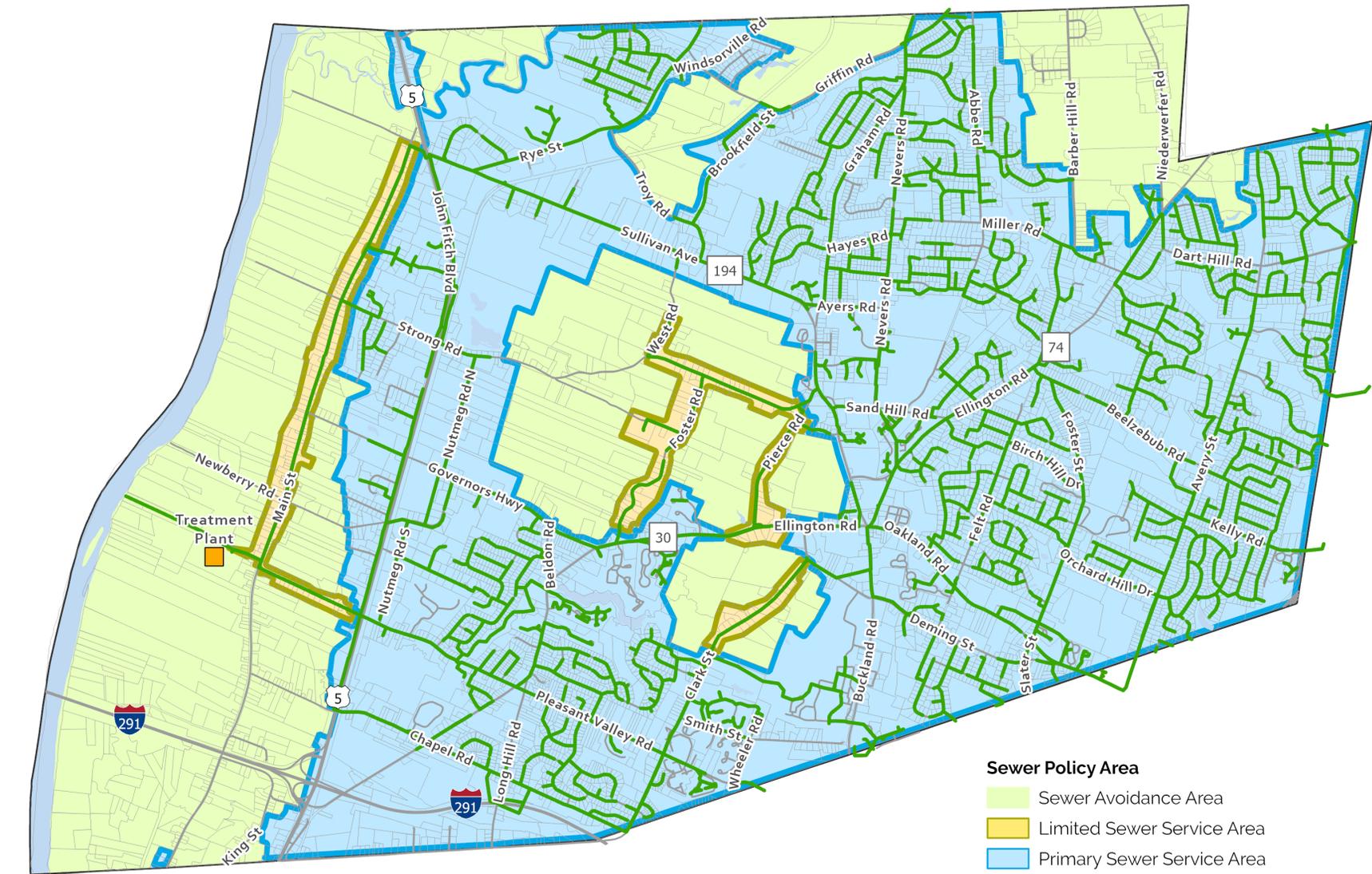
### Limited Sewer Service Areas

Limited Sewer Service Areas are lower density residential zones with a minimum lot size of 40,000 square feet or more that currently have access to sewer service and have development potential on interior lots. Limited sewer service areas depicted on the map include Main Street north of Pleasant Valley Road; Pleasant Valley Road west of Route 5; and areas along Foster Road, Pierce Road, Strong Road, and Clark Street. The intent of these areas is that existing development fronting sewer lines can connect to the system, but that these connections should be limited to areas within 200 to 500 feet of the front property line (dependent on lot depth and location of existing structures). Sewer extensions should be avoided for new residential subdivisions and new developments on interior lots, which should be designed with septic systems. Potential exceptions should be considered for conservation subdivisions on interior lots that front an existing sewer line, or properties that have participated in land conservation programs. In these cases, sewer service would support smaller lot sizes in exchange for a greater set-aside of open space.

### Sewer Avoidance Areas

Sewer Avoidance Areas encompass the lower density residential zones with a minimum lot size of 40,000 square feet or more that lack sewer infrastructure. The Sewer Avoidance Areas depicted on the map include the Main Street corridor south of Pleasant Valley Road; interior lots on Main Street north of Pleasant Valley Road; interior lots along Foster Road, Pierce Road, Strong Road, and Clark Street; and areas in northern South Windsor along Griffin Road, Barber Hill Road, and Niederwerfer Road. All new developments in this policy area should be designed with septic systems. Sewers should only be extended into Sewer Avoidance Areas if required for public health purposes at existing developments.

Figure 3-3: Sewer Policies Plan



- Sewer Policy Area**
- Sewer Avoidance Area
  - Limited Sewer Service Area
  - Primary Sewer Service Area
  - Sewage Treatment Plant
  - Existing Sewer Mains

0 0.25 0.5 1 Miles

N

For general planning purposes only. Delineations may not be exact

## Open Space Vision

Over many years, South Windsor residents have frequently demonstrated that preserving open space is important to them and, by extension, to the community at large.

Preservation of open space has been seen as so important that, in fact, there are multiple agencies and entities in Town government with different responsibilities and focuses:

- **Open Space Task Force** – Prepares the Open Space Plan, advocates for acquisition of specific properties.
- **Conservation & Inland Wetlands Commission** – Protect important resources & scenic assets.
- **Agricultural Commission** – advocate for preservation of farms or purchase of development rights (PDR)
- **Parks and Recreation Commission** – active & passive recreation potential, land acquisition for new facilities
- **Walk and Wheelways** – Trail & greenway advocacy.
- **Planning & Zoning Commission** – Advocate for Open Space preservation, 8-24 referrals for land acquisition, acquiring Open Space as part of subdivision process.
- **Town Council** – Budgeting for and approving Open Space acquisitions.

As part of the POCD, a comprehensive Open Space Vision was developed that combines the many responsibilities and focus areas of different Town agencies & commissions. The intent is that these various entities will endorse this vision to help translate the collection of individual open space parcels into a townwide and interconnected system of passive open space, parks, protected farmland, blueways, greenways and multi-use trails accomplishing the objectives outlined below. The intent of the Open Space Vision is to foster greater collaboration and coordination amongst different entities and work towards a common town-wide open space and greenway system.

The Open Space Vision map is graphical depiction of the depicts the following categories:

### Existing Open Space

Open Space lands consist of town-owned passive open space, parks, private subdivision open space, state lands, land trust properties, and farmland protected through easements or purchase of development rights (PDR) programs. Many of these properties are formally protected through deed restrictions and others have other protections, such as being owned by an organization with a conservation mission. Privately held lands and utility corridors that do not have any conservation restrictions, commonly referred to as “perceived” open space, are excluded from this category but nevertheless contribute to the Town’s quality of life. Town facilities such as schools also serve as links in the Open Space network, providing opportunities for both active and passive recreation. As the Town acquires additional open space, creating connections and adjacencies with these existing properties is highly desirable.

### Open Space Plan Target Properties

The Open Space Task Force updates and maintains an Open Space Master Plan (OSMP) which identifies target properties for future acquisition. These properties include farmland, forest lands, and properties that contain other sensitive resources. Most of these properties are located within the Town’s rural zones, or are along established open space corridors. The Town should continue to allocate money to the Open Space Fund (fees-in-lieu, operating budget, occasional referenda) and should consider increasing contributions. Local funds can be supplemented with state and federal grant opportunities, including PDR programs for farmland. If priority properties identified in the OSMP are proposed for development, they are required to have a larger set aside of Open Space (50%) than a conventional subdivision.



*The Niederwerfer Wildlife Sanctuary*

### PA-490 Properties

The PA-490 program (enabled by the Legislature in 1964) allows a municipality to assess farm, forest land, and “open space” at a reduced valuation, reducing the tax burden on those parcels. If those properties were assessed on the basis of their “fair market value,” many owners would be inclined to sell these properties and it is very likely that the property would be developed. By making such land more affordable to own, the program helps to reduce development pressure and helps maintain the amount of “perceived” open space and farmland in a community. PA-490 can serve as a temporary means of protecting open space until more permanent solutions (such as acquisition or purchase of development rights) can be finalized. This Plan recommends establishing a locally defined PA-490 “open space” program, which would expand the number of eligible property owners in South Windsor. See Chapter 5 for more detailed description of the recommended PA-490 local “open space” program.

### Priority Conservation Areas

Priority Conservation Areas align with the Residential – Rural Density policy area in the Future Land Use Plan. Many of the Town’s PA-490 parcels and OSMP Target Properties are located within these Priority Conservation Areas, underscoring their importance. Historically, the Planning and Zoning Commission (PZC) has required Open Space subdivisions on Priority Properties identified in the Open Space Master Plan. The PZC should consider extending this requirement to future subdivisions within these priority conservation areas. In addition the PZC should also explore opportunities to allow the dedication of land in Priority Conservation Areas, OSMP Target Properties, or other priority areas (rather than the parcel being subdivided) if that will aid in accomplishing the overall open space vision.



*Most of the town's P.A.-490 land is farmland located in the Main Street corridor*



*Conservation areas are located in the Main Street corridor and in the rural areas of central and northern South Windsor. These areas are priority areas for open space acquisition.*

## Greenways

A greenway protects ecologically important lands or provides recreational pathways. It can consist of a linear open space along a natural corridor such as a river, land over a right-of-way such as a rail or utility, or other corridor that connects open spaces, parks, and other destinations together. Over the next decade, building out the Cross Town Trail Greenway is a top priority. Tasks include acquiring land along the potential trail route, acquiring public access easements on private land (such as Eversource utility and highway rights-of-way), and potentially refining the trail routing if necessary. This greenway is envisioned as a multi-use trail that connects existing open spaces, commercial districts, and parks together while also serving as a bicycle and pedestrian link.

Another potential greenway is located along the Connecticut River. Many towns in the region including East Hartford, Hartford, Glastonbury, and Windsor have established greenways along their riverfronts. This greenway is intended to be a longer term vision, and likely well beyond the 10-year duration of this plan. With the exception of the boat launch on Vibert Road, all of the land along the riverfront is currently privately owned, and many of the properties are active farms. The acquisition of land should be strategically pursued over the next decade, should opportunities arise, with a focus on parcels that are not actively farmed. Due to potential conflicts with active farms and concerns about trespassing, a multi-use trail along the riverfront is not envisioned at this time. This could be revisited in the future should a large enough and contiguous enough stretch of publicly owned land be acquired.

Finally, two east-west greenways are depicted on the Plan, connecting the Cross Town Trail with the riverfront. The first is located in the I-291 corridor and links the East Coast Greenway in Manchester with the Windsor RiverWalk trail via the Bissell Bridge. A second east-west greenway corridor links together the Cross Town Trail and Riverfront via Nevers Park, the Donnelly Land Preserve, Fairgrounds, Rye Street Park, and State Open Space land along the Scantic River. Opportunities to build east-west connections through industrial areas should be explored, including off-road trails or multi-purpose trails/sidewalks, where feasible.

Collectively, these areas could form an “emerald necklace” that connects together various open spaces across the Town.

## Blueways

A blueway is a water “trail” with launching areas for kayaks and canoes and points of interest and the water counterpart to a greenway. The U.S. Department of Interior has designated the Connecticut River as a National Blueway. The POCD lists both the Connecticut River and Scantic Rivers as blueways and serve as the primary areas for water recreation and activities. Currently the Town has a boat launch on the Connecticut River on Vibert Road. In addition, the Town recently acquired land on the Scantic River and plans to install a kayak launch on the property in the near future.



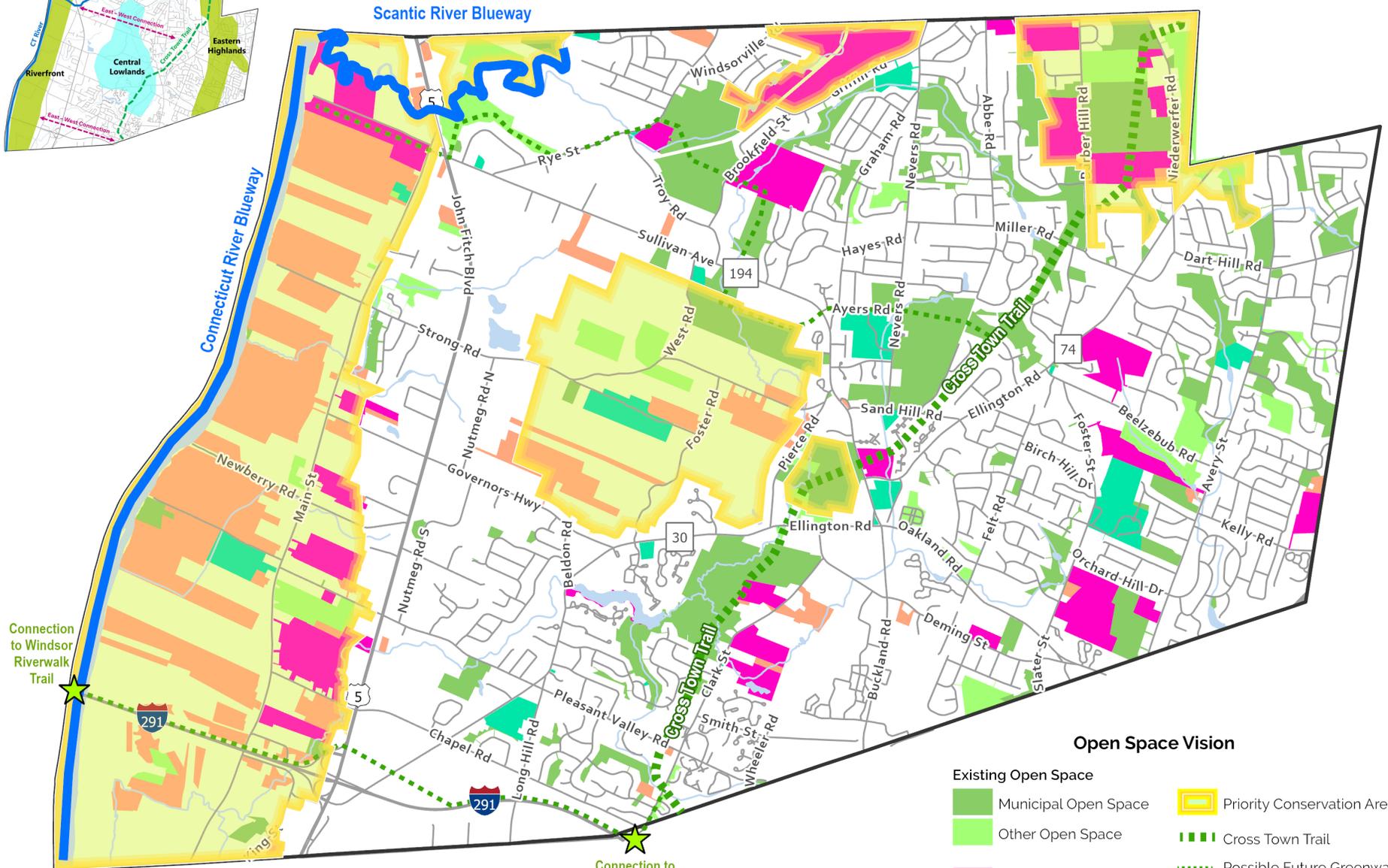
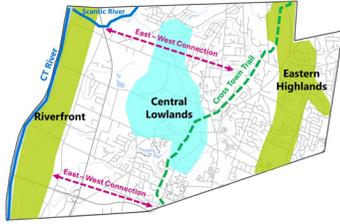
*The proposed Cross Town Trail route will leverage existing open space properties as well as Eversource utility rights-of-way (pictured above).*



*The Connecticut River, as seen here from the Vibert Road boat Launch, is designated as a National Blueway.*

Figure 3-4: Open Space Vision

Inset: Generalized Open Space Vision



Connection to Windsor Riverwalk Trail

Connection to East Coast Greenway



For general planning purposes only. Delineations may not be exact

**Open Space Vision**

- Existing Open Space**
  - Municipal Open Space
  - Other Open Space
  - Open Space Plan Target Properties (2023)
  - Community Facilities
  - PA-490 Land
- Priority Conservation Areas
- Cross Town Trail
- Possible Future Greenways
- Regional Greenway Connection
- Blueways



# 4. Sustainability & Resiliency

The concepts of sustainability and resiliency cross many different topics within the Plan. Rather than having sustainability items as a standalone Plan “element”, they have been incorporated throughout the Plan. A brief summary of the overarching sustainability and resiliency goals and principles is included in this Plan as a standalone chapter. However, more detailed objectives and strategies pertaining to sustainability are incorporated into each of the Plan elements described in Chapter 5 through Chapter 7. The icons to the right represent the four key components of sustainability and resiliency and are described in detail on the following pages. These icons will be shown in relevant sections of the other Plan elements to show their connection to the overarching sustainability and resiliency principles.

**Ecological Sustainability**

A simple green icon of a leaf with a central vein, representing ecological sustainability.

**Social Sustainability**

A pink icon showing a network of six stylized human figures connected by lines, representing social sustainability.

**Economic Sustainability**

A yellow icon of a classical building with columns and a pediment, representing economic sustainability.

**Resiliency**

A blue icon consisting of three wavy arrows pointing towards each other, representing resiliency.

## Sustainability

Sustainability has many definitions. For the purposes of this Plan, sustainability is defined as “meeting the needs of the present generation without compromising the ability of future generations to meet their own needs.” While the concept of sustainability was mentioned in the 2013 POCD, it has grown in importance over the last decade as climate change issues become more prevalent. While the environmental or ecologic elements of sustainability are most commonly known, there are also social and economic elements that are important. Together, these three items comprise the sustainability element of the Plan and are incorporated into Chapters 5 through 7. These elements and some of their benefits are described on the figure to the right.

### Sustainability Goals and Overarching Principles:

*Note that detailed strategies are included within the other three plan elements in Chapter 5 through Chapter 7*

#### Goal: Become more ecologically sustainable

- **Energy and Transportation** – Reduce energy consumption and promote green technology. Reduce greenhouse gas emissions and reduce fossil fuel reliance and consumption
- **Water** – Reduce water usage and protect water quality
- **Stormwater Management** – Address MS4 permit requirements, implement LID practices, and retrofit existing stormwater systems as needed
- **Waste Management** – Reduce waste generation (volume and cost) and reduce greenhouse gas emissions
- **Biodiversity** – Promote native plants and pollinators and discourage invasive species.

#### Goal: Enhance social sustainability

- **Diversity, Equity, and Inclusion** – Increase awareness of diversity, equity, and inclusion; and refine town policies and programs
- **Health and Wellness** – Promote public health and maintain and enhance quality of life
- **Food Systems** – Promote local agriculture and food production
- **Community Involvement** – Community surveys and community education

#### Goal: Enhance economic sustainability

- **Healthy Economy** – Retain and create jobs; facilitate provision of goods and services
- **Municipal Capacity & Fiscal Stability** – Tax base diversity, cost efficiency, and service delivery

Figure 4-1: Elements of Sustainability



## Resiliency

Related to the concept of sustainability is the idea of resiliency. Resiliency is defined as “the capacity of a community to survive, adapt, and grow no matter what kinds of chronic stresses and acute shocks they experience.” South Windsor is subject to environmental, social, political, and economic forces that are beyond its control. The Town’s ability to recover, adapt to, and mitigate these forces will be an important planning theme over the next decade.

### Resiliency Goals and Overarching Principles:

*Note that detailed strategies are included within the other three plan elements.*

#### Goal: Become more resilient

- **Prepare For Climate Change Impacts** - Increasing storm strength (intense rainfall, winter storms, hurricanes) and weather extremes (droughts, heatwaves, etc.)
- **Prepare For Natural Hazards Impacts** - Events resulting in flooding, power outages and/or road blockages
- **Prepare For Public Health Events Impacts** - Pandemics and contagious diseases
- **Prepare For Economic Transformations and Impacts**

Figure 4-2: Elements of Resiliency



# 5. Conservation

## Natural Resources:

### Key Issues and Considerations:

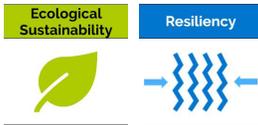
South Windsor contains a variety of natural resources including water, land, air, flora, fauna, and others.

### Community Sentiment

Residents have voiced concern about growth and development and expressed this as a desire to do more to protect natural resources. In the Strategic Plan survey, 58% of participants felt the Town should do more in terms of environmental preservation and 38% felt the Town should keep the same effort. Similarly, In the POCD survey, participants were evenly divided about whether the Town does a good job protecting Natural Resources, with 36% agreeing, and 33% disagreeing.

### Stormwater Management

Stormwater issues are a growing concern as intense rainfall events are becoming more frequent. Traditionally, stormwater was managed using a "collect and convey" approach, meaning that stormwater was collected into a storm sewer system and conveyed to an outfall (often a river or stream). This approach has many shortcomings, including impacts to water quality (nonpoint source pollution) and lack of adequate infrastructure capacity to handle intense rainfall events, leading to flooding. In recent years, South Windsor has embraced an alternative stormwater management approach called low impact development, or LID. The basic premise of LID is that stormwater should be treated on site, using green infrastructure that mimics natural drainage systems. In addition to minimizing offsite impacts, LID has the added benefit of better protecting water quality by promoting on-site infiltration, filtration, and storage of stormwater. The Town implements LID



through its land use regulations and its municipal separate storm sewer (MS4) plan.

### Water Quality

Surface water quality in South Windsor is generally good, except for the Connecticut River (due to upstream pollution), the Scantic River, Dry Brook, and the upper reaches of Farm Brook. Groundwater is generally good in most areas of South Windsor, except for the area between Route 5, Sullivan Avenue, and West Road, and at a few scattered sites throughout town. The Connecticut Water Company, which serves customers in the northern half of South Windsor, and a portion of the Talcottville Wellfield (located in Vernon) covers the southeastern corner of Town. There are no known surface or groundwater issues within the wellfield. Other drinking water sources, including those of the Metropolitan District Commission are found in the surrounding region.

### Wildlife Habitat

Riparian corridors and wetland systems serve as some of the most sensitive natural resource areas in South Windsor. These areas are concentrated along the Connecticut River, Scantic River, Podunk River, and their tributaries, as well as the large wetland system in the central part of South Windsor. Many of these areas are listed on the State's Natural Diversity Database (NDDDB) which means they are home to threatened or endangered species or significant natural communities. In addition, scattered sand barrens and the floodplain forests along the Connecticut River, Podunk River, Scantic River, and Newberry Brook are listed as "Critical Habitat Areas" by the Connecticut Department of Energy and Environmental Protection (DEEP).

**Goal: Protect important natural resources in order to maintain ecological health and enhance community ambience.**

**Objective A: Maintain and enhance water *quality* and water *quantity*.**

- Continue to utilize or require “low impact development” (LID) practices in accordance with the 2024 Connecticut Stormwater Quality Manual to reduce total runoff, minimize water quality impacts from stormwater runoff, attenuate peak runoff flows, and infiltrate clean water back into the ground to maintain base stream flows.
- Undertake a targeted drainage study to better understand and address stormwater challenges and opportunities resulting from climate change.
- Consider upgrades to the stormwater system where capacity is insufficient.
- Continue to protect wetlands and watercourses with an eye towards maintaining a “no net loss” approach.
- Continue to manage the impacts of flooding, especially those impacts resulting from more frequent and more intense storm events.
- Continue to educate the community on threats to water quality (fertilizer, pesticides, etc.).



*Detention ponds are a stormwater management strategy that seeks to collect and infiltrate stormwater on-site.*

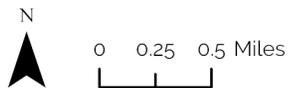
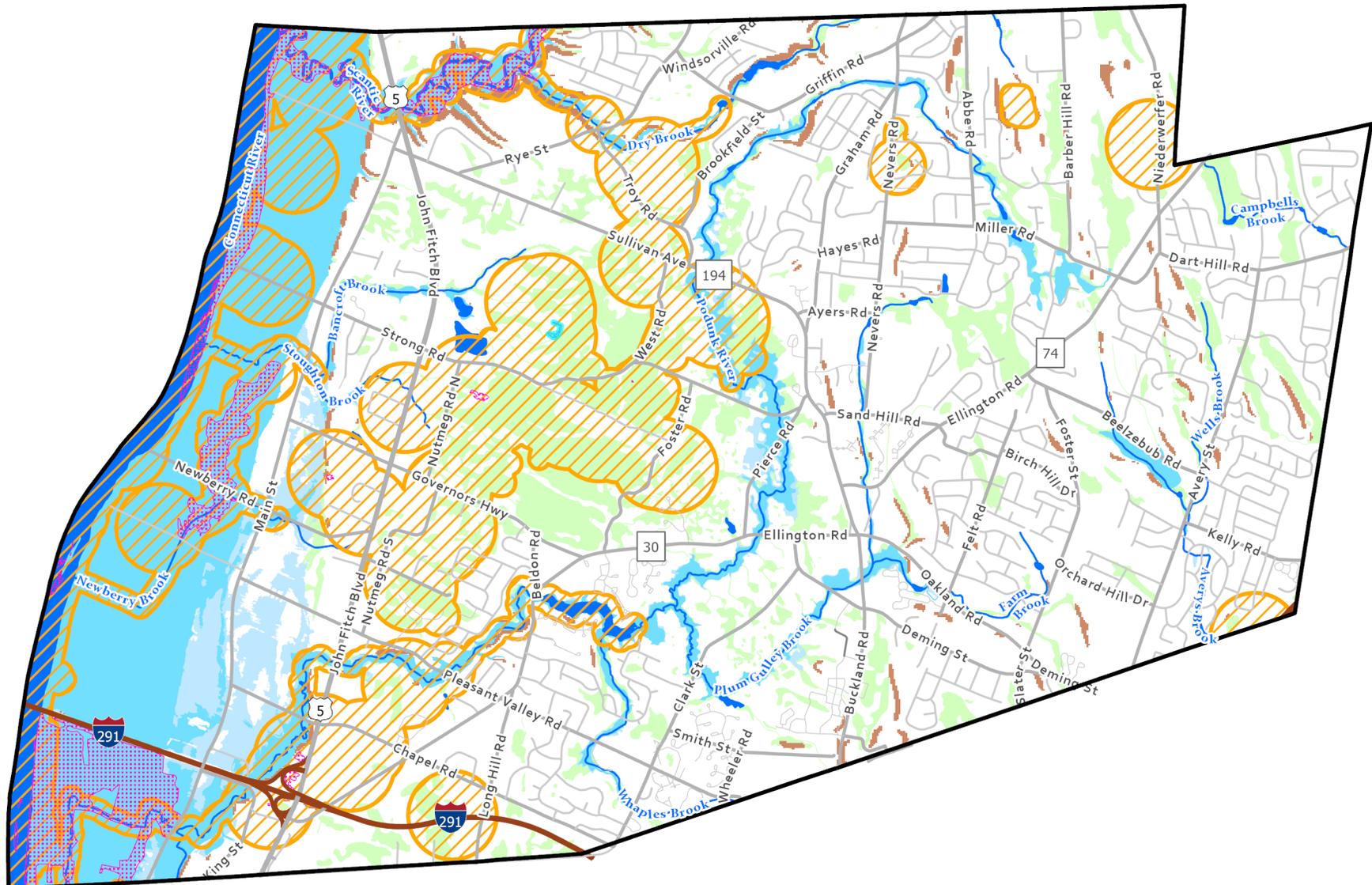
**Objective B: Protect important natural resources.**

- Continue to use the Natural Diversity Database (NDDDB) maintained by DEEP as a screening resource for identifying and preserving habitats for endangered, threatened, and special concern species and important natural communities.
- Seek to maintain core habitats for plants and animals and to interconnect wildlife corridors, pollinator pathways, and the like.
- Continue to discourage or prevent the planting of invasive species (not permitted per zoning regulations section 6.2.1 and 6.2.4.D.6).
- Encourage or require the planting of resilient native species.
- Should property be proposed for residential development, seek to ensure that important natural resources and natural features are protected (through an “open space subdivision” or similar approach).



*Riparian corridors located along rivers and streams provide habitat for wildlife, including state listed plants and animals in the Natural Diversity Database (NDDDB).*

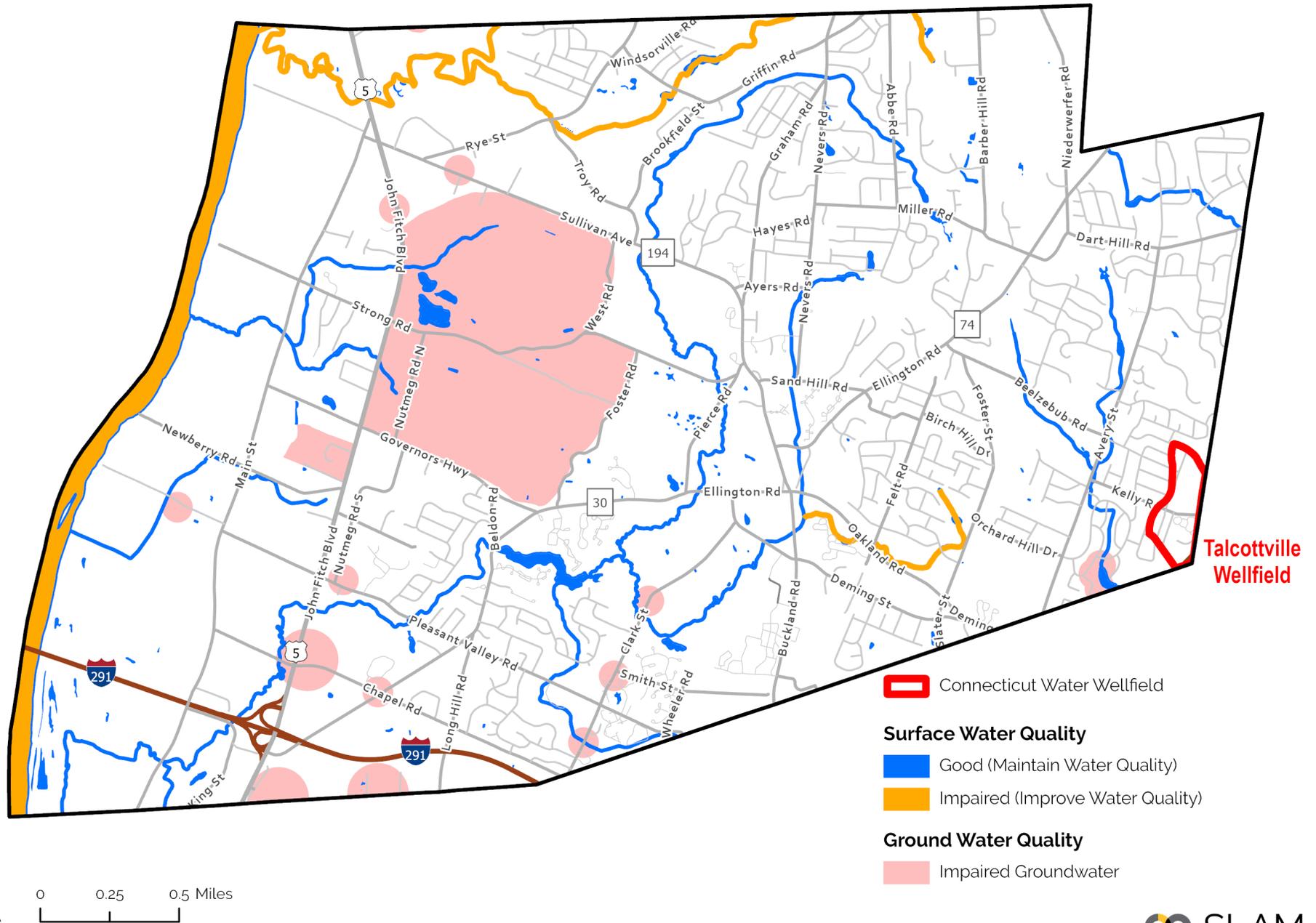
Figure 5-1: Natural Resources Inventory



- Water
- FEMA Floodway & 100-Year Flood Zones
- FEMA 500-Year Flood Zone
- Wetlands
- Critical Habitat Areas
- Natural Diversity Database (NDDB)
- Steep Slopes >15%



Figure 5-2: Water Resources Inventory



# Open Space

## Key Issues and Considerations:

### Defining Open Space

There are many different definitions of “open space.” For the POCD, Open Space is defined as lands that have some formal protection against development. As of 2023, South Windsor has about 2,300 acres of land that meet the definition of “protected open space,” making up about 12.5% of South Windsor’s total land area. This includes town parks, subdivision open space, land trust properties, state open space, and farms protected through purchase of development rights (PDR) programs.

Many residents define open space as any land which is not developed. This “perceived open space” may also include utility corridors, undeveloped lands, and unprotected farmland. While these lands may function the same way as protected open space, these properties are unprotected, privately owned land and could be developed in the future.

### Community Sentiment

The concept of “open space” is important to South Windsor residents. According to the POCD community survey, “preserving undeveloped land as open space” was identified as the top community priority by over half of respondents. In addition, loss of open space was identified as a key community concern over the coming decade. More participants felt that the Town was not doing a good job protecting open space (39%) than was doing a good job (34%). It is likely that this community sentiment is tied to “perceived” open space lands being developed over the past decade. The survey also included questions regarding priorities for the Open Space Fund. Respondents prioritized the use of Open Space Funds for the protection of natural resources and preventing development. In addition, over 60% of respondents were in favor of expanding contributions to the Town’s Open Space Fund.

### Open Space Programs

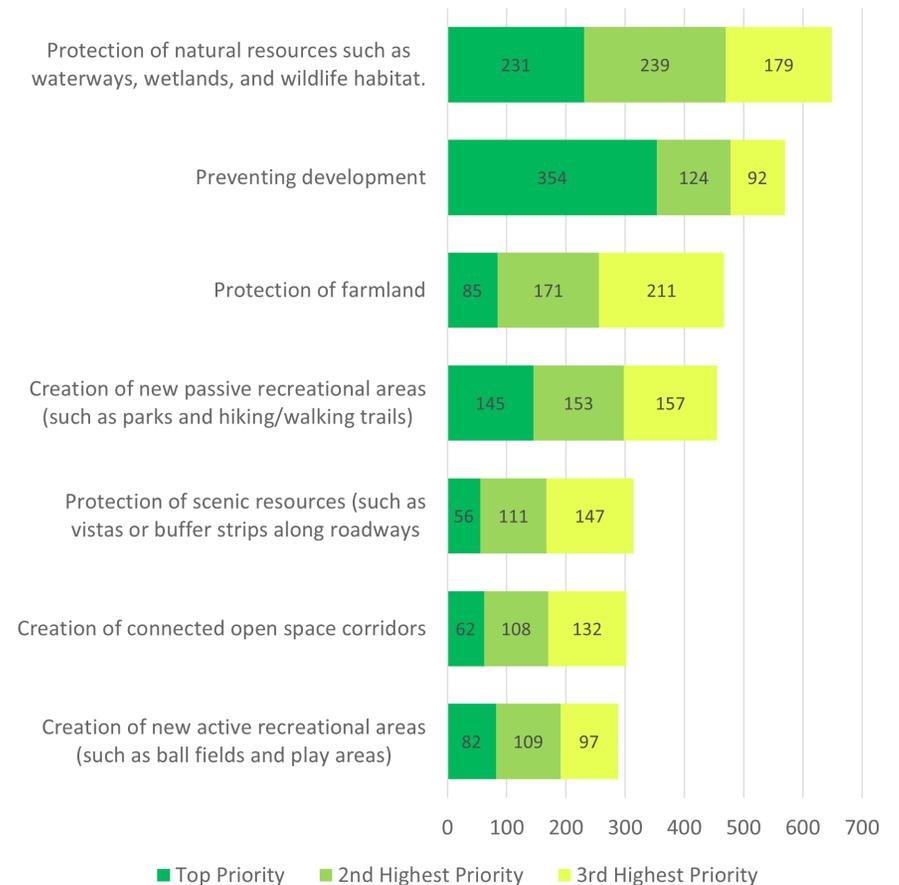
There are multiple agencies and entities in Town government with different responsibilities and focuses for Open Space:

- **Open Space Task Force** – Prepares the Open Space Plan, advocates for acquisition of specific properties.
- **Conservation & Inland Wetlands Commission** – Protect important resources & scenic assets.
- **Agricultural Commission** –advocate for preservation of farms or purchase of development rights



- **Parks and Recreation Commission** – active & passive recreation potential, land acquisition for new facilities
- **Walk and Wheelways** – Trail & greenway advocacy (including Cross Town Trail).
- **Planning & Zoning Commission** – Advocate for Open Space preservation, 8-24 referrals for land acquisition, acquiring Open Space as part of subdivision process.
- **Town Council** – Budgeting for and approving Open Space acquisitions (Open Space Fund).

Figure 5-3: Open Space Fund Priorities from POCD Community Survey



Historically, the Town has acquired Open Space either through its subdivision process, or through the purchase of land, or development rights using the Town Open Space Fund. Town funds can be supplemented with state and federal open space or farmland preservation grants. The Town's Open Space Task Force prepares an Open Space Master Plan (last updated in 2023) that identifies priority properties for future acquisition. Should these priority properties be developed, they are required to utilize the open space subdivision requirements, requiring a larger set-aside of open space than a conventional subdivision. In addition to town entities, there are also numerous other partners who help maintain and expand South Windsor's open space network, including the South Windsor Land Trust, Connecticut Department of Energy and Environmental Protection, as well as the many farmers and private property owners who steward their lands.

### **Progress Over the Last Decade**

Over the last decade, the Town has continued to make progress on its open space vision, including the following accomplishments.

- Acquisition of Porter's Hill on Sand Hill Road, King Street Pond on King Street, Jones Farms on Avery Street, and 1355 Ellington Road adjacent to Wapping Park.
- Acquisition of open space lands through its subdivision process.
- Purchase of Development Rights of about 50 acres of farmland on the Shepard Farm on Main Street and Pleasant Valley Road.
- Update of the Town's Open Space Master Plan in 2023.
- Planning and design of the Cross-Town Greenway Trail. In 2023, the Town was awarded \$2 million in state grants for the design and construction for Phase 1A of the trail, which will connect Wapping Park to Priest Farm.

### **Goal: Protect and enhance Open Space resources**

#### **Objective A: Seek to realize the overall open space vision for South Windsor**

- Through coordinated efforts, work to achieve the overall open space vision that ties areas of South Windsor together with preserved lands and trails (both greenways and blueways) as noted in the Open Space Vision (see Chapter 3).
- Partner with other organizations to help create and enhance an overall open space system.

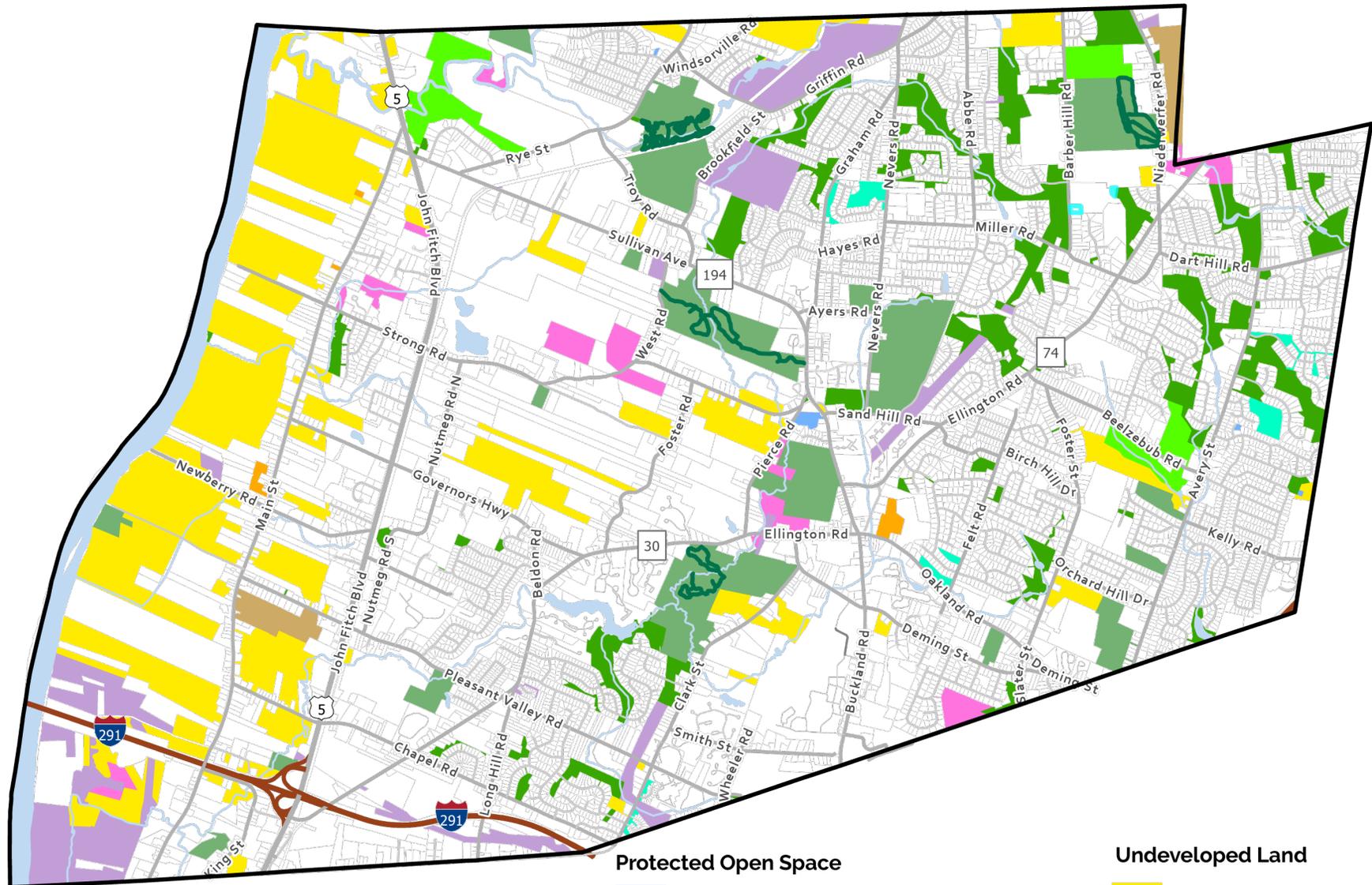
#### **Objective B: Maintain effective tools to support open space preservation**

- Maintain the open space preservation requirements as part of new residential developments (preserve land or provide a fee-in-lieu-of open space preservation or both).
- Seek ways to establish and extend trails (or sidewalks or pathways) through the industrial areas along the Route 5 corridor to create better trail connections and accessibility to open space areas.
- Maintain regulations (Subdivision Regulations section 4.C.1 and Zoning Regulations section 7.14) allowing the Commission to require "open space development" in areas directly identified as integral to achieving the overall open space vision
- Continue to deposit monies into the Open Space Fund to allow the Town to act quickly to preserve open space parcels.
- Continue to seek open space grants to acquire open space parcels and extend the greenway and blueway trails through South Windsor.
- Strengthen PZC review and process for acquiring desirable or usable open space as part of the subdivision regulations.

#### **Objective C: Manage and enhance existing open space**

- Manage existing open spaces including improving public access, providing parking, providing kayak access, adding trail signage, etc.
- Explore opportunities to develop and expand a blazed trail network that connects open space properties.

Figure 5-4: Open Space Inventory

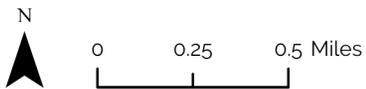


**Protected Open Space**

- Cemetery
- Private - Protected
- Municipal
- Land Trust
- State
- Protected Farm
- Existing Trails

**Undeveloped Land**

- PA-490 Land
- Private - Not Protected
- Water Company Land



## Agricultural Resources

Ecological Sustainability



### Key Issues and Considerations:

#### Community Sentiment

To many residents, farmland is “perceived open space” that provides many of the same benefits as protected open space lands. “Preserving farmland for farming” was noted as the second highest community priority by survey respondents. The POCD community survey noted concerns about the loss of farmland and many respondents felt that the town should do more to protect farmland resources.

#### South Windsor’s Agricultural Heritage

A majority of South Windsor is classified as either “Prime Farmland Soils” or “Statewide Important Farmland Soils,” underscoring its strong agricultural roots. However, over time, much of this farmland has been lost to residential or commercial development. Much of the remaining agricultural land is located along the Main Street corridor. Most of the remaining active farmland participates in the PA-490 farmland assessment program (see the Community Ambiance section for more detailed explanation of this program).

South Windsor is part of the Connecticut River Valley, which is known for containing some of the best agricultural soils in the country. South Windsor’s history is strongly tied to farming. Preserving lands for future generations to farm will help maintain this longstanding agricultural heritage and high quality of life for the community and state of Connecticut. One challenge facing the Town is that many of the local farmers are aging, and there is concern that inter-generational changes over the next decade may accelerate the conversion of farmland. This underscores the importance of farmland preservation programs such as “purchase of development rights (PDR).”

To support the evolving business model of farms and farmers, the Planning and Zoning Commission (PZC) adopted agri-tourism regulations that, through the special exception process, gives farmers greater flexibility in incorporate tourism related agricultural activities such as corn mazes, farm stands, hosting weddings and special events, and allowing wineries and wine tasting.

In addition to private farms, the Town is also directly involved in farmland preservation. The Town owns several farm properties that it leases to farmers and has established an Agricultural Commission, which aids in the preservation of farmland and supports agricultural assets. In addition, the Parks & Recreation Department oversees a Farmers Market every summer through fall at Nevers Park, which helps connect local farmers and other local businesses with residents, providing access to locally grown produce and goods. Finally, the Town maintains two community gardens on Deming Street and Avery Street that provide residents with opportunities to maintain garden plots for growing fruits, vegetables, and flowers. All of these are important tools for maintaining the Town’s agricultural heritage, while providing better access to fresh, locally grown produce



*Farmland along Ferry Lane*

**Goal: Support farmers, farming, and farmland preservation to maintain and enhance the health and economic benefits of local food and enhance overall community ambience.**

**Objective A: Continue to support farmers and farming**

- Maintain the Agricultural Commission to advise the Town on challenges and opportunities affecting farmers.
- Continue to support local farmers and farming through the “right-to-farm”
- Continue to encourage and support small farms and traditional farming practices.
- Continue to utilize CGS Section 19a-341, which provides that agricultural or farming operations shall not be deemed a nuisance in many situations.
- Continue to lease Town-owned land to farmers.
- Evaluate whether there are opportunities to devote additional Town-owned land to agricultural leases to farmers.
- Seek ways to connect aspiring farmers to farmland including partnering with the Connecticut Department of Agriculture.
- Support and promote cottage food operations.
- Expand the municipal community gardens on Avery Street and Deming Street to continue resident’s involvement in agricultural activities.
- Continue to support the Farmer’s Market to support farmers and farming, both in South Windsor and the region.

**Objective B: Continue to preserve farmland**

- Continue efforts to preserve farmland (including municipal purchase, State purchase of development rights, mandatory open space subdivision, and other approaches) especially since inter-generational changes in next 5-10 years may accelerate conversion of farmland.
- Continue to maintain and enhance the Open Space Fund balance to be ready to act on farmland preservation opportunities that become available.
- As opportunities arise, partner with the Connecticut Department of Agriculture to obtain grants for farmland preservation to leverage local funds.
- If farmland is proposed to be converted to solar collectors, work with the applicants and the Siting Council for the Town to become the owner of the land at the end of the approved term. Co-locating solar collectors and active farm uses is desirable (See sidebar for greater explanation).

## Commercial Solar Facilities on Farmland

Many communities in the region, including East Windsor and Simsbury, have seen interest from commercial energy producers for converting farmland into commercial solar arrays that produce green energy. This presents a public policy challenge, as there are clearly benefits to solar and clean energy. However, farmland is a finite resource and there are concerns that once developed these farmlands will be lost forever. In addition, the siting of commercial energy generation is under the purview of the Connecticut Siting Council and the Town has limited influence in the approval process. Nevertheless, some communities have negotiated with the energy generators to maintain some level of benefit for the Town. The Town of Simsbury reached an agreement with the solar developer to purchase the farmland from them once the solar panels have reached the end of their useful life. While this Plan advocates for the preservation of farmland, it recognizes that siting of commercial energy generation may be outside of the purview of this Plan or the Town’s land use approval process. Nevertheless, should a project be proposed in South Windsor, the Town should be an active participant in the Siting Council process to try and make the project as beneficial to South Windsor as possible, such as protection of land as open space once the solar facility reaches the end of its useful life, considerations for scenic resources and viewsheds, and minimizing noise impacts to neighboring properties



*Community garden plots on Avery Street*

## Community Ambiance

### Key Issues and Considerations:

#### Historic, Scenic, and Rural Resources

Community ambiance includes the many historic, scenic, and rural resources that contribute to overall quality of life. As discussed in the agricultural resources section, South Windsor contains some vestiges of its historical and agricultural past, primarily in the Main Street corridor. Main Street is designated as a Scenic Road and is a National and State Historic District with numerous contributing properties from the 17<sup>th</sup> through 19<sup>th</sup> centuries. In addition, the northern-most stretch of Main Street along East Windsor Hill is designated as a Local Historic District. In addition, there are other state and nationally recognized historic places primarily located along major roadways including Buckland Road, Sullivan Avenue, and Ellington Road. South Windsor has a demolition delay ordinance, which allows time to investigate alternatives to demolition or to document the structure prior to demolition. The Historic District Commission has prepared a Historic Resources Inventory which documents historical structures and serves as an educational resource for property owners.

Scenic areas also contribute to community ambiance and residents appreciate opportunities to view farmland and open fields, catch panoramic views from high points.

#### Community Design

Community ambiance and sense of place can also be maintained and enhanced through the development process. South Windsor has an Architecture and Design Review Committee and has established Village District Zoning in the Town Center. Both of these seek to promote high quality and cohesive building design. Similarly, community design can be enhanced as part of public infrastructure projects, including streetscapes, and site design at public facilities. Community gateways, or entry points, also provide an opportunity to enhance community design.

#### Undeveloped Land

As noted in the Open Space section, the POCD community survey indicated strong community support for the protection of open space and farmland, and many residents do not believe that the Town is doing enough to protect these resources. Privately owned undeveloped land, or “perceived open space” is a key contributor to community ambiance. While permanently protecting these “perceived open space” properties is desirable, the Town has limited resources to acquire new properties or development rights, and many property owners wish to maintain these properties for their personal use. Public Act 490 (PA-490) is statewide program is implemented by municipal assessors and provides a lower land assessment (and lower property taxes) for farmlands and forest lands of 25 acres or more. The state also gives opportunities for local governments to establish their own PA-490 programs with locally defined criteria. South Windsor does not currently participate in the PA-490 local program, but this could be a tool used to expand eligibility to a greater number of property owners and thus provide a financial incentive for maintaining undeveloped land in its current state.



*Historic home along Main Street*

### What do Historic Designations Mean?

Listing on the **National and State Registers of Historic Places** provides recognition and limited protection. It affects activities with Federal or State funds and may prevent unreasonable destruction. Pursuant to the Connecticut Environmental Policy Act, citizens can intervene in the proposed demolition of structures listed on the State and National Registers.

A **Local Historic District** designation provides the highest level of protection. The local historic district commission is given the authority to regulate the construction and demolition of structures and the alteration of architectural features visible from a public street.

**Goal: Maintain and enhance resources and assets which contribute to the overall ambience of the community and thereby enhance resident's overall quality of life.**

**Objective A: Preserve Historic Structures and Landscapes**

- Support preservation of local historic resources including:
  - Recognition of such resources through building plaques, area designations (signage), and other means,
  - Allowing adaptive reuse of historic buildings, where appropriate, in order to preserve the structure(s), and
  - Regulatory approaches (local historic districts, where necessary).
- Encourage and support owners of historic structures to maintain them in historically appropriate ways and preserve them for future generations.
- Maintain the demolition delay ordinance (and Demolition Delay Committee) in order to allow time to investigate alternatives to demolition, salvage building elements, and/or document the structure prior to demolition.
- Continue to hold events and activities to educate residents about the historic resources in South Windsor and promote the history and heritage of the community.
- Continue to work with property owners and residents to preserve the unique ambiance of Main Street and Ferry Lane.
- Consider requiring that residential subdivision of properties along Main Street utilize the open space subdivision provisions.

**Objective B: Preserve Scenic Resources and Assets**

- Update land use regulations to ensure that preservation of scenic resources is considered as part of development proposals.
- Continue to work with utility service providers (electric, cable, telephone, wireless, etc.) to minimize and mitigate the impact of existing and new facilities on scenic resources (such as encouraging underground utilities).
- Work with applicants to avoid or minimize impacts on scenic resources (from public vantage points) as part of new residential, business, and institutional development.

**Objective C: Enhance Community Design**

- Continue to utilize the Architecture and Design Review Committee (ADRC) to result in developments which enhance the overall character and ambience of South Windsor.

- Ensure that land use regulations for LED lighting consider the overall level of illumination and the "temperature" of the light emitted.
- Consider preparing a summary of design guidelines (using similar documents from other towns as an example) in order to facilitate designs that enhance South Windsor.
- Seek ways to maintain and improve "gateways" to South Windsor (signage, stone walls, public art, private sponsorship, etc.) to highlight South Windsor's special "sense of place."

**Objective D: Enhance Community Spirit**

- Continue to recognize community volunteers who make South Windsor such a great community.
- Enhance awareness of events and activities which make South Windsor such a great community.
- Cultivate a positive image of South Windsor (social media, print media, etc.) to help support local businesses and real estate values.
- Support the Arts Commission and public art initiatives.

**Objective E: Support Retention of Undeveloped Land**

- Continue to support the PA-490 programs that help preserve farmland and forest land.
- Consider expanding PA-490 opportunities by creating a new "local option."

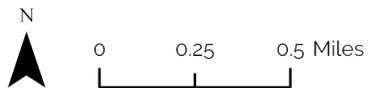
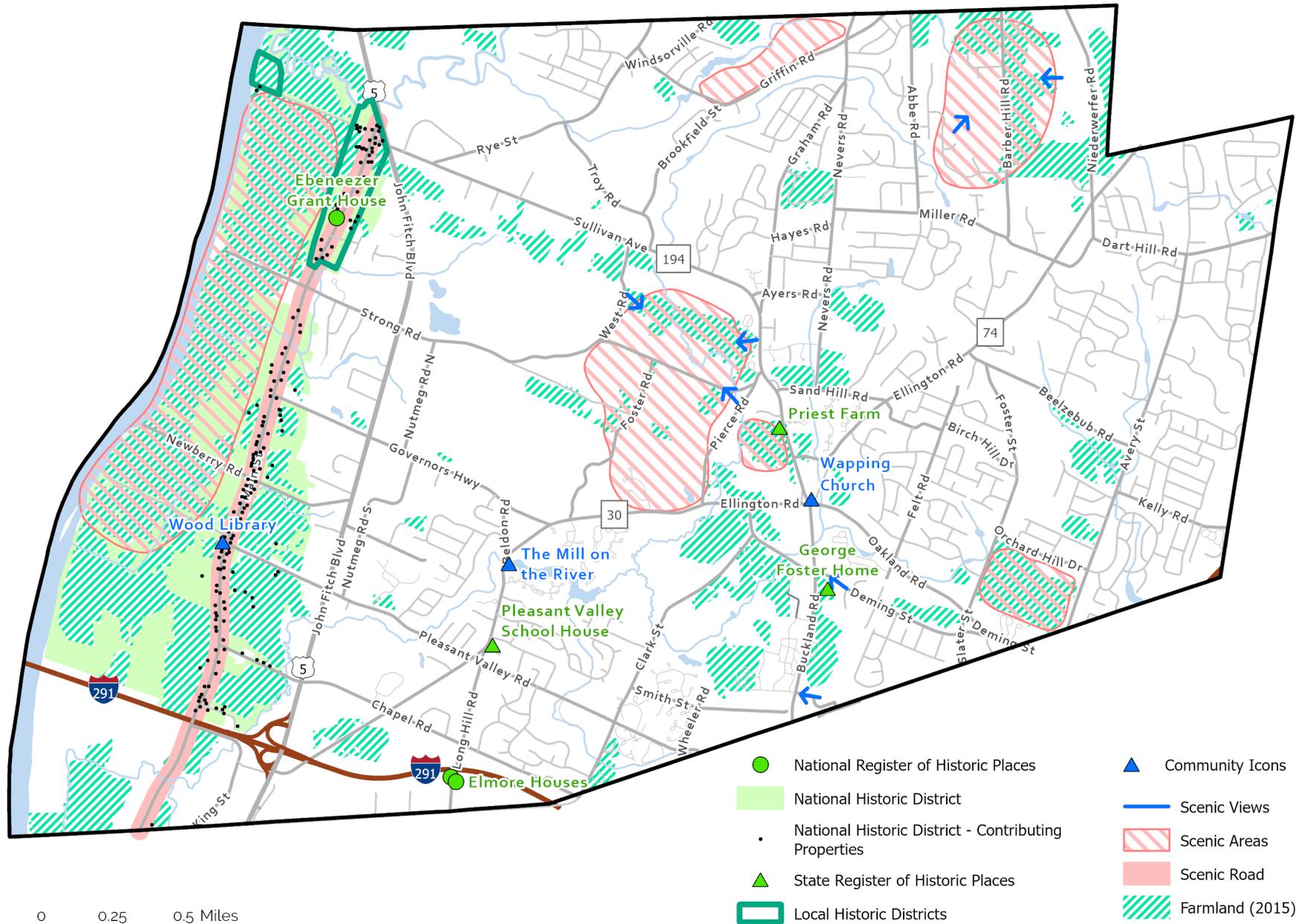
**PA-490 Local Program**

This Plan recommends that the Town Council consider adopting an ordinance establishing a PA-490 "local" program (CGS Section 12-107e) that would expand eligibility to property owners that don't meet the state farmland and forest land definitions. This would provide a financial incentive to maintain this land in an undeveloped state. This Plan has identified potential criteria the the Town Council may wish to use as it establishes the program:

- Located within a residential zone.
- Establish minimum size criteria using one of two approaches:
  - Based on minimum lot size (e.g. at least three times the minimum building lot size.)
  - Minimum acreage (e.g. three acres or five acres)

Typically, a lower assessment is only provided for the excess land, beyond the minimum size criteria.

Figure 5-5: Historic and Scenic Resources Inventory



# 6. Development

## Housing

### Key Issues and Considerations:

#### Housing Diversity

South Windsor's population grew by 1,200 residents between 2010 and 2020, making it among the top 10% fastest growing municipalities in Connecticut. To meet the needs of this growing and demographically changing population, South Windsor has added over 530 new housing units since 2013, including 278 apartment units and 155 condominium units. Nevertheless, South Windsor's housing remains predominantly single-family, owner-occupied homes. While single-family homes meet the needs of families with children, they may not be appropriate for other demographic groups, including the Town's growing senior population, younger households and smaller households. According to the POCD community survey, only about half of respondents felt that their future housing needs could be met in South Windsor. Respondents noted that they and their family members are more likely to move to smaller housing types in the future (smaller single-family homes, etc.) and those that provide greater support services (age-restricted housing, etc).

#### Affordable Housing

In 2022, South Windsor adopted its first Affordable Housing Plan (AHP). The goal of the AHP is to address changing housing needs and promote diverse housing opportunities that meet current and future needs. A common misconception is that a higher income community like South Windsor is immune to affordable housing needs. According to the AHP, South Windsor had at least 1,800 **existing households** who spend more than 30% of their income on housing and therefore may benefit from local affordable housing programs.

Municipalities that have less than 10% of housing units that are consistent with the statutory definition of "affordable housing units" (see sidebar)



are subject to the State Affordable Housing Appeals procedure, more commonly referred to as "8-30g." As of 2023 South Windsor contains 677 affordable units (6.27%). In recognition of this progress towards furthering affordable housing, South Windsor obtained a four-year moratorium from the Affordable Housing Appeals Procedure through October 2024. Once the moratorium expires, South Windsor will be subject to 8-30g provisions. The PZC recently adopted inclusionary zoning requirements, requiring a set-aside of affordable units in multi-family developments, and the collection of fees for the Housing Trust Fund for single-family subdivisions over two lots.

Like many communities, South Windsor has seen dramatic increases in housing costs over the last five years. According to data from the Warren Group, the median sale price for a single-family home in South Windsor increased from \$279,900 in 2019 to \$385,000 in 2023, a growth rate of 35% (far outpacing income growth). Similarly, the average market rent in South Windsor was over \$2,200 per month as of July 2023. If housing costs increase at a faster rate than wages, the affordability gap widens, and additional families may struggle to find adequate housing or address other basic needs.

#### Balancing Housing Needs vs. Impacts to Schools

As noted in Chapter 3, South Windsor has experienced significant growth in its school population and is one of the fastest growing school districts in the State over the last five years. The district has concerns that it does not have adequate capacity in its buildings to accommodate additional growth beyond housing that is already approved or planned for. This concern was echoed in the POCD community survey. Growth and impacts to schools were noted as the two greatest challenges that South Windsor will face over the coming decade. Similarly, "impacts to South Windsor Public Schools" was noted as the greatest concern that residents have about new housing development. In the near term, housing needs should be carefully weighed against the capacity of town facilities, notably the school system.

**Goal: Diversity housing choices that meet the needs of all household types, ages, incomes, lifestyles, and life stages.**

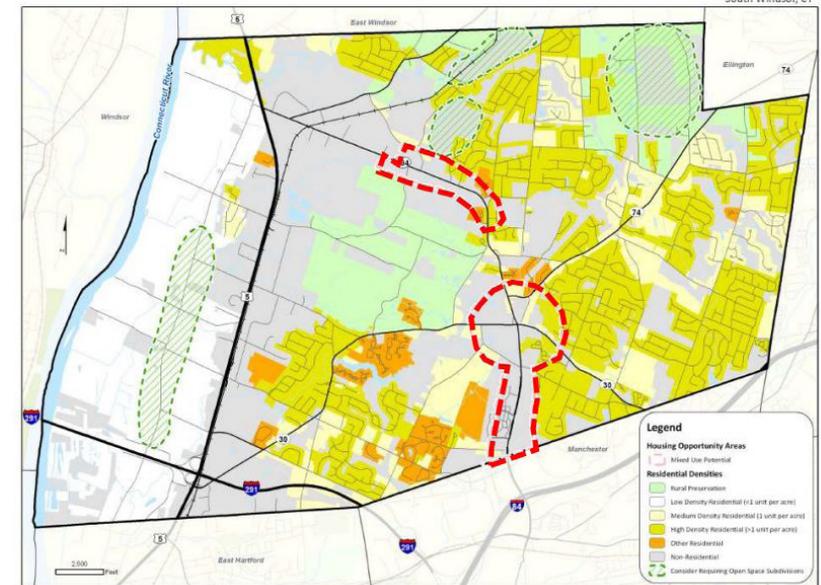
**Objective A: Support a Range of Housing Choices**

- Encourage and incentivize the creation of smaller housing units
- Encourage multi-family or mixed-use development in or within walking distance to business districts and transit (see Opportunity Areas from the Affordable Housing Plan)
- Provide housing options for seniors
  - Encourage universal design elements in new housing units
  - Expand affordable senior housing options
  - Encourage the creation of additional age-restricted housing units
- Bolster age-in-place strategies (Town services, outreach, financial programs etc.) that support seniors remaining in their existing homes
- Ensure housing growth is in alignment with capacity of Town facilities (notably school system, but also community center, fire, police, recreation, etc.)
- Provide housing at a range of densities, in alignment with the residential densities plan.

**Objective B: Expand Affordable Housing Opportunities**

- Implement the recommendations from the 2022 Affordable Housing Plan
- Develop priorities for Housing Trust Fund expenditures (e.g. locations, project types, etc.)
- Support Housing Authority expansion or densification efforts
- Continue to encourage mixed-income housing through inclusionary zoning
- Foster collaboration between the PZC, Town Council, and Housing & Fair Rent Commission regarding affordable housing policies and priorities
- Promote energy efficiency in new housing
- Promote the transition from fossil fuels to alternative energy sources.
- Explore opportunities for alternative housing options and housing types.

Figure 6-1: Housing Opportunity Areas from Affordable Housing Plan



South Windsor's 2022 Affordable Housing Plan identified "Housing Opportunity Areas" (highlighted in red) along Buckland Road, in the Town Center, and on the eastern part of Sullivan Avenue.

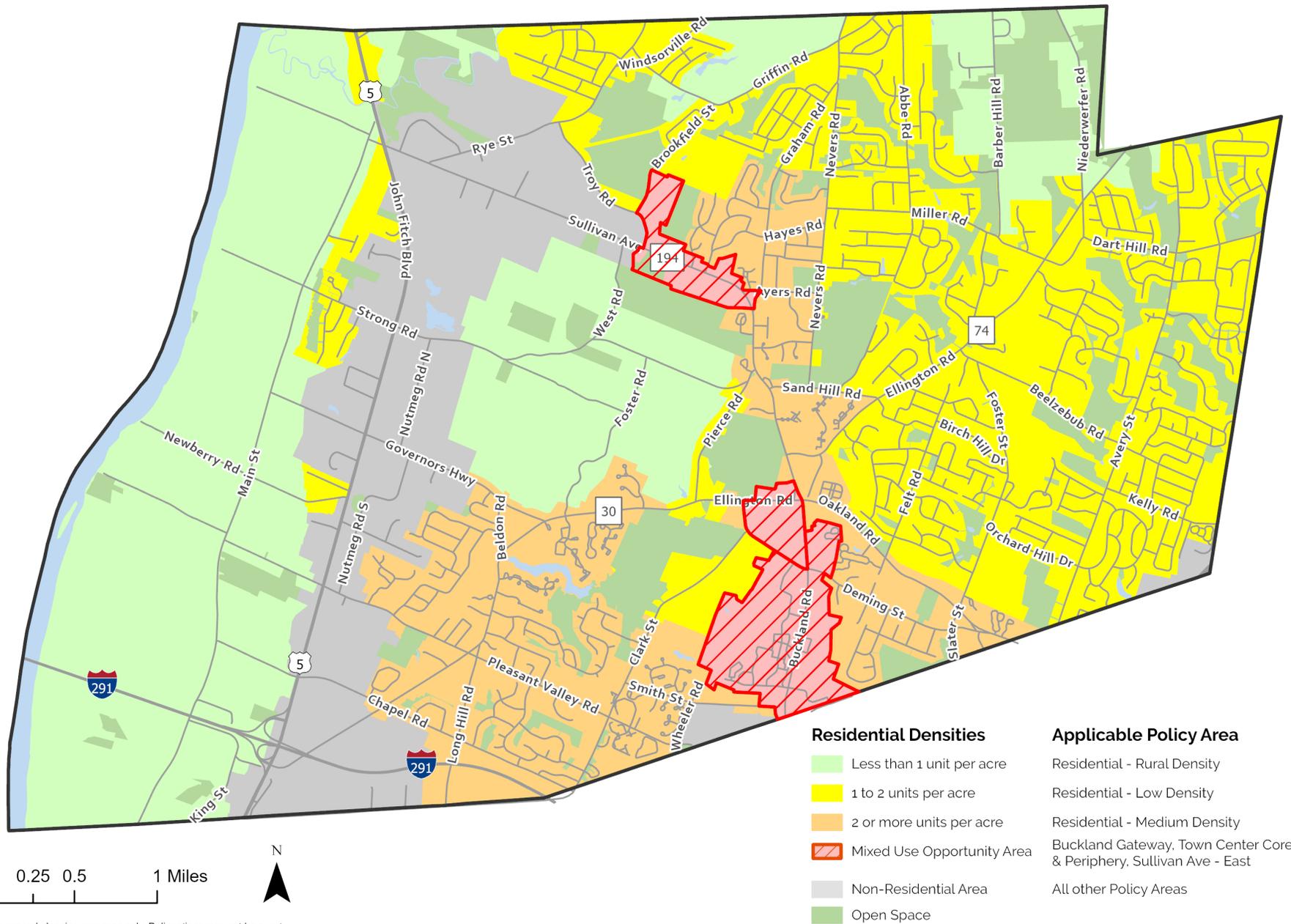
### What is "Affordable Housing?"

According to State Statutes, "affordable housing units" are defined as governmentally assisted units (Section 8 Housing Vouchers, Connecticut Housing Finance Authority (CHFA) or Farmer's Home Administration (FmHA) mortgages), or set-aside developments, where units are deed restricted for households making less 80% of the Area Median Income (AMI), provided that households spend no more than 30% of their income on housing. A family of four making 80% of the AMI for South Windsor would have a household income of \$94,500 per year. Municipalities that have less than 10% of housing units satisfy the statutory definition of "affordable housing units" are subject to the State Affordable Housing Appeals procedure, more commonly referred to as "8-30g."

As of 2023, South Windsor has 677 units that meet the state definition of affordable housing, comprising about 6.3% of the Town's total housing stock. While this is a higher percentage than many of South Windsor's peer suburban communities in Greater Hartford, it is still below the State's 10% goal. In recognition of this progress towards furthering affordable housing, South Windsor obtained a four-year moratorium from the Affordable Housing Appeals Procedure through December 2024.

Figure 6-2: Residential Densities Plan

Based on Future Land Use Policy Plan categories. See Chapter 3 for descriptions of the different policy areas



0 0.25 0.5 1 Miles



For general planning purposes only. Delineations may not be exact

## Business Development



### Key Issues and Considerations:

#### Economic Strengths

South Windsor has a robust and diversified economy with 14,585 jobs as of 2022, an increase of 2,179 jobs since 2013. South Windsor’s largest employment sectors are manufacturing, warehousing and transportation, and retail. When looking local job concentration relative that of the state (location-quotients), South Windsor has higher-than-state-average concentrations in the transportation and warehousing, wholesale trade, construction, manufacturing, and “other services” sectors. These sectors are predominantly located in the Town’s industrial zones along Route 5 and Sullivan Avenue.

Manufacturing remains the largest sector of the local economy, with over 2,607 jobs as of 2022. However, the number of manufacturing jobs in South Windsor decreased by 281 jobs between 2013 and 2022, the greatest decrease of any sector. On the contrary, the Transportation and Warehousing sector has seen tremendous growth, adding nearly 1,700 jobs during that time. The average wage for jobs in South Windsor is about \$66,300 annually, which is lower than the state average of \$81,200. Out of the five largest employment sectors, only two have average wages that exceed the state average.

While the extent of industrial zones has not changed since 2013, much of the development that occurred over the last decade was on undeveloped land, resulting in a loss of “perceived open space.” In addition, new warehousing and distribution centers have produced greater truck traffic than historical manufacturing uses. The impacts of these new developments were evident in the POCD community survey, which noted community concerns around truck and vehicular traffic, loss of farmland and natural resource areas, and noise, light, and visual impacts. With limited remaining vacant land in business zones, much of the Town’s efforts over the next decade will focus on redevelopment and adaptive reuse.

#### Tax Base

A diversified tax base is an important component to a municipality’s fiscal health. The greater the share of industrial, commercial, and utility taxpayers, the lower the tax burden on residents. As of grand list year 2021, residential uses make up just 54.4% of the Town’s total grand list. South Windsor has a higher non-residential share of its grand list than the state average, and most surrounding towns. The POCD community survey respondents indicated that tax revenue generation was the top consideration when planning for new business development.

### Emerging Trends

The growing popularity of eCommerce and remote work will likely continue to shape South Windsor’s business districts over the next decade. POCD community survey respondents indicated on average over 40% of their shopping is online. This trend is likely to continue over the next decade. As a result, many communities are expected to see lower overall demand for brick-and-mortar retail and professional office space. Business districts will need to continue to adapt and evolve in response to these trends. It is anticipated that the business mix will continually shift towards more resilient uses, and that some spaces may become obsolete and candidates for redevelopment. The PZC should periodically review its regulations to ensure viability of a vibrant and resilient land use mix within its business districts, in light of these trends.

Figure 6-3: Resilience to eCommerce, by Sector

Less resilient to eCommerce	More resilient to eCommerce
<ul style="list-style-type: none"> <li>• Clothing and apparel</li> <li>• Personal care</li> <li>• Electronics</li> <li>• Books and music</li> <li>• Office equipment and supplies</li> </ul>	<ul style="list-style-type: none"> <li>• Restaurants</li> <li>• Food &amp; beverage stores</li> <li>• Personal services (barber, salon)</li> <li>• Experiential retail</li> <li>• Automotive uses</li> <li>• Fitness/recreation</li> <li>• Entertainment</li> </ul>



The Goddard School in Evergreen Walk is a good example of the evolution of uses within business districts. This daycare facility makes use of a former restaurant space, and meets a key community need while adding to the vibrancy of an existing commercial district.

**Goals: Maintain a diverse tax base that provides jobs and services.  
Support continued evolution of business zones**

**Objective A: Encourage Business Development**

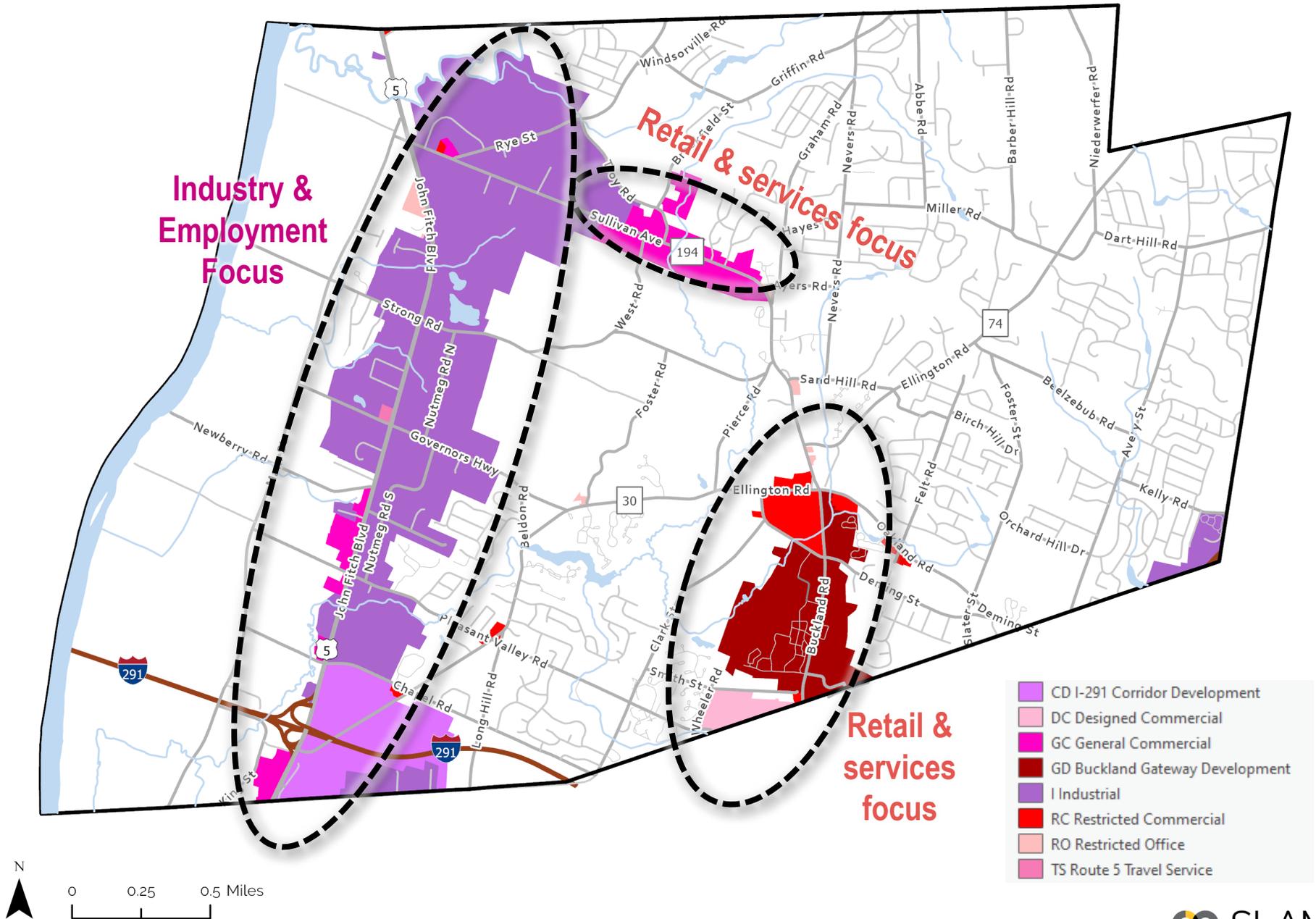
- Maintain current business zones with periodic updates to regulations
- Encourage redevelopment, reuse, and infill projects within business zones.
  - Target financial incentives to redevelopment, reuse and infill projects
  - Continue to explore and implement flexible zoning standards to support redevelopment
- Support brownfield redevelopment efforts, including potential town pursuit of grants to fund environmental studies and remediation.
- Continue Economic Development Commission (EDC) promotion and marketing efforts
- Work with local businesses and educational institutions to address work-force and training gaps.

*Note that objectives and strategies related to individual business districts are found on the following pages.*



*With limited remaining vacant land in industrial zones, it is anticipated that development will take on more of a redevelopment focus over the next decade. This could help reposition and redevelop underutilized properties such as the Mestek site (pictured above)*

Figure 6-4: Existing Business Zones



## Town Center



### Key Issues and Considerations:

#### Vision for the Town Center

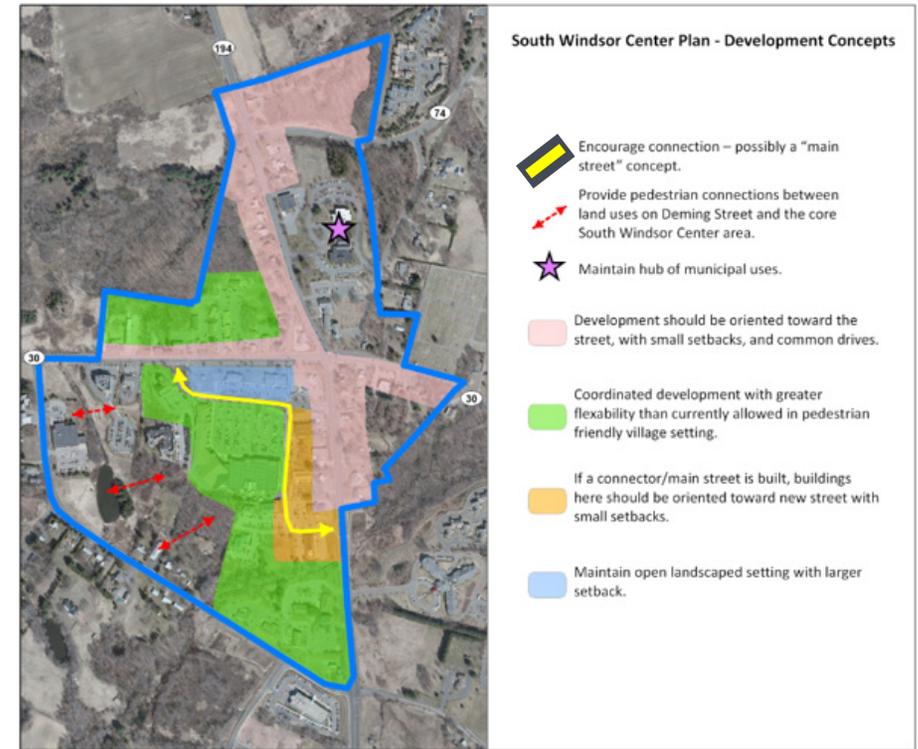
The 2013 POCD established a vision for the Town Center to encourage “village style” development patterns including buildings oriented towards the street, a mix of business, civic, and residential uses, and a pedestrian- and bicycle-friendly environment. This vision is still relevant today. There is limited vacant land within the Town Center, and it is anticipated that this vision will be achieved incrementally over time through the redevelopment process.

The Town Center has unique locational attributes that give it an opportunity to serve as a true center. It is located at the crossroads of the Town’s four major roadways (Buckland Road, Sullivan Avenue, Ellington Road, and Oakland Road) giving it convenient access to residential neighborhoods. In addition, it serves as a civic hub and is home to Town Hall and the South Windsor Public Library. These civic uses anchor the Town Center and provide an additional “critical mass” that can draw activity into nearby businesses.

#### Recent Progress

To achieve the vision of village-style development, the PZC adopted Village District Zoning (Center Core and Center North Overlay Zones). These zoning districts help reinforce the location of the Town Center, promote greater quality and cohesion for building and site design, and allow for mixed-use development opportunities. The Town has also committed to the Town Center through investments in public infrastructure. Over the last decade, the Town has made significant improvements to the sidewalk network in the Town Center. Over the next decade, the Town can build on these improvements with a commitment to “streetscape” planning and design. Streetscape is a broad term that encompasses all of the visual elements that make up a street, including roads, sidewalks, street trees, lighting, signage, and even furniture. The idea behind streetscape planning and design is that all of these elements will be built in a consistent and cohesive manner, helping to create an identity and sense of place. In addition to public infrastructure improvements, streetscapes can also apply to private development sites as they undergo improvements or redevelopment.

Figure 6-5: Town Center Development Plan (2013 POCD)



A Town Center Plan & Development Concept was developed as part of the 2013 Plan of Conservation and Development and has since been incorporated into the Town Center Core Overlay Zone and Town Center North Overlay Zone



Significant improvements have been made to pedestrian infrastructure over the last decade, including sidewalk extensions, and the construction of pedestrian crossings. The images above compare the intersection of Ellington Road and Sullivan Avenue in 2012 (left) and 2023 (right)

**Goals:** Strengthen the Town Center as the community's civic and business center while providing a mix of housing choices in a walkable village setting.

Provide attractive and cohesive public infrastructure and development to strengthen the Town Center's identity and sense of place.

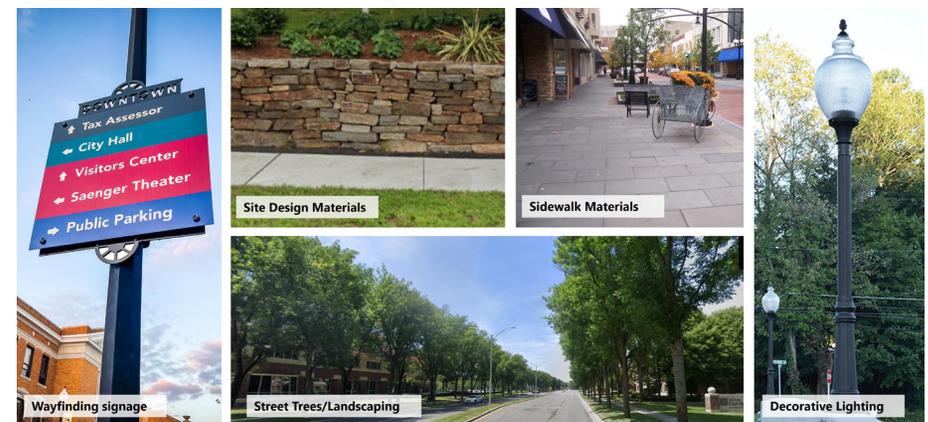
**Objective A: Strengthen the Town Center as a Community Hub**

- Maintain the Town Center as a civic and institutional hub.
- Periodically review permitted commercial uses within the Town Center and consider broadening permitted uses in response to changing market conditions and facilitate the repositioning of obsolete land uses.
- Revisit parking requirements and consider mixed-use parking standards (lowers minimum parking for mixed uses that have peak demand at different times of day).
- Grow the Town Center's population through multi-family and mixed-use development.
- Strengthen connections between Town Center, Evergreen Walk, and future Cross-Town Trail
- Consider zoning incentives (greater permitted density, etc.) that support redevelopment consistent with the village vision.

**Objective B: Enhance Streetscapes & Visual Identity within the Town Center**

- Focus on streetscapes and placemaking as part of infrastructure improvements within the Town Center
  - Enhanced sidewalk materials
  - Decorative lighting
  - Landscaping/street trees
  - Signage
  - Traffic calming elements
  - Complete streets improvements
- Create a visual "Style Guide" for the Town Center Village District to promote consistency in infrastructure and placemaking elements across both public areas and private development sites.
- Continue infrastructure and sidewalk improvements within the Town Center.

Figure 6-6: Town Center Streetscape and Connectivity Plan



Streetscape elements can help enhance the visual identity of the Town Center and should be consistent across both public infrastructure and private development sites

## Buckland Road



### Key Issues and Considerations:

#### Locational Advantages

The Buckland Road corridor, including Evergreen Walk and the 22 Wheeler Road site, is part of the larger Buckland Hills node (including parts of neighboring Manchester) and serves as a regional commercial center in eastern Hartford County. The Buckland Road corridor has the strongest market position of any commercial corridor in South Windsor, with proximity to the interstate highway system, high traffic volumes, and strong commercial anchors/agglomeration effects. This makes the area most suitable for larger regional-oriented retailers that may not be appropriate in other South Windsor commercial districts.

#### Recent Development

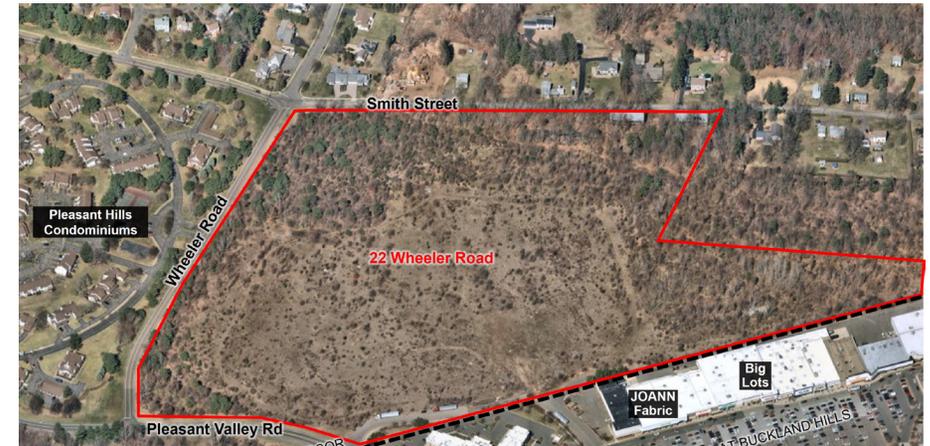
Over the last decade, there has been significant development in the Buckland Road corridor, including three assisted and independent living facilities, big box retailers (such as Costco and Whole Foods), a hotel, a 200 unit apartment complex, and several smaller commercial shopping centers. There is some vacant and underutilized land remaining, particularly on the east side of Buckland Road. In addition, there are some infill development opportunities remaining on the Evergreen Walk site. Improvements to the Clark Street sewer pump station may be needed to facilitate development within this area, either through correcting inflow and infiltration (where stormwater takes up sewer capacity) or through capacity upgrades to pump station and pipe infrastructure.

Like other commercial districts, Buckland Road will need to continue to evolve in light of emerging eCommerce trends. This will likely include a shift towards more resilient retail and business uses, and the incorporation of "non-traditional uses" (such as health care, child care, and other services). Adaptive reuse may also need to be considered over the coming decade, should any existing spaces become obsolete.

While housing may be appropriate in some locations within the corridor, it is envisioned that this area will retain a commercial and retail focus due the limited amount of commercially-zoned land remaining in South Windsor. This is consistent with the results of the POCD community survey, where respondents rated the Buckland Road corridor as the most appropriate location for restaurant and retail uses.

### 22 Wheeler Road Site

The 46 acre site located at 22 Wheeler Road is the Town's largest remaining tract of undeveloped commercially-zoned land. This site aligns with the extent of the Designed Commercial Zone, which is intended for commercial development on larger parcels of land. This zoning designation should be evaluated in light of current market conditions. There is also an opportunity to better align the zoning of this parcel within the overall vision for the Buckland Road corridor such as encouraging consistent building and site design and strengthening access management. In the POCD community survey, respondents perceived restaurants, retail, and office as most appropriate for the site, while residential and industrial uses were seen less favorably. This area is envisioned to remain a business focus as noted in the "Buckland Periphery" policy area in Chapter 3.



*The 22 Wheeler Road site presents one of the Town's largest economic development opportunities and is situated near interstate highway ramps and several large shopping centers in the Town of Manchester,*

**Goal: Support the Buckland Road Corridor as a regional business center, providing opportunities for shopping, entertainment, and employment for both South Windsor and regional residents.**

**Objective A: Maintain the Buckland Road Corridor as a Regional Business Center**

- Continue access management requirements as part of future development.
- Prioritize regional-oriented and large format business that are not suitable for other commercial districts
- Improve the aesthetics of the Buckland Gateway and add gateway signage
- Continue to support infrastructure improvements.
  - Sewer and pump station capacity upgrades
  - Sidewalk extensions
  - Bike infrastructure improvements
  - Bus stops and transit infrastructure improvements
- Maintain commercial focus of the Buckland Road corridor. However, consider mixed-use housing opportunities and age-restricted housing, particularly for the rear portions of development sites that lack street visibility and frontage.
- Review the Designed Commercial Zone and explore opportunities to better integrate this zone within the overall vision for the Buckland Road corridor.



*Over the last decade, the Buckland Road corridor has been a major economic development area, including new shopping centers (such as 1 Buckland Center - upper photo ) and infill development projects (such as Whole Foods at Evergreen Walk - lower photo)*

## Sullivan Avenue Corridor

Note that this section applies to the part of the Sullivan Avenue corridor between Route 5 and Ayers Road. See Town Center section for the part of Sullivan Avenue south of Ayers Road.



### Key Issues and Considerations:

#### Land Use Mix

The Sullivan Avenue Corridor contains a mix of industrial and business uses, with industrial zoning and several large employers in the western end of the corridor (near Route 5), transitioning to commercial zoning and business uses in the eastern end of the corridor near Ayers Road. Sullivan Avenue is largely built out, except for the central portion of the corridor in the vicinity of West Road and Troy Road. In addition, there may be redevelopment opportunities at some underutilized or obsolete sites such as older shopping plazas.

POCD community survey respondents were less supportive of business zone expansion and intensification on Sullivan Avenue compared to Route 5 and Buckland Road. Sullivan Avenue is envisioned to contain lower intensity uses compared to Route 5 (for industrial uses) and the Buckland Road corridor (for commercial uses).

#### Infrastructure Needs

Sullivan Avenue is a state road and roadway improvements will require coordination and collaboration with the Connecticut Department of Transportation. Sullivan Avenue is one lane in each direction to the east of Rye Street, and traffic was noted as a concern on Sullivan Avenue in the POCD community survey. Sullivan Avenue is also the only major employment area of Town without transit service, and modifying bus routes to serve this area is recommended. Similarly, much of the corridor lacks infrastructure for pedestrians and cyclists. The Town should work with CTDOT to ensure that Sullivan Avenue has adequate and balanced transportation infrastructure that supports land use goals.



Light industrial uses located in the western portion of the corridor



Sullivan Avenue corridor has limited development opportunities on vacant land. There may be opportunities to redevelop or reposition some properties, such as older shopping centers.

**Goal:** Continue to manage the Sullivan Avenue corridor as a transitional business and employment district, serving as a connection between higher intensity uses on Route 5 and in the Town Center and lower density residential neighborhoods to the north and south.

**Objective A: Improve the Aesthetics and Cohesion of the Sullivan Avenue Corridor**

- Consider establishing consistent landscaping and site design standards for commercial and industrial zones along Sullivan Avenue.
- Maintain a primarily business focus, while considering opportunities for limited mixed-used development in the far eastern end of the corridor.
- Consider establishing a transition overlay zone in the western portion of the General Commercial Zone (west of Troy Street) to allow greater flexibility for light industrial uses.
- Continue to develop bicycle and pedestrian infrastructure in the corridor.
- Work with CTDOT to address traffic operations in the corridor, including potentially adding turning lanes and traffic signals, where appropriate.
- Continue to maintain appropriate buffers between business and residential zones.

Figure 6-7: Potential Sullivan Avenue Transition Overlay Zone Area



*The central portion of the Sullivan Avenue corridor marks the location where industrial and business zones meet. Today, the area is zoned General Commercial (GC) and contains a mix of business, light industrial, and legacy residential uses. This area may benefit from a new zone, or transition overlay zone that provides additional flexibility in permitted uses, given its transitional location. See Chapter 3 for a description of the Sullivan Avenue Transition policy area.*

## Route 5

### Key Issues and Considerations:

#### Employment Base

Route 5 is a regional employment center with a strong manufacturing sector and a growing warehousing and distribution sector. It is home to many of the Town's major employers and is an important contributor to the Town's tax base. Route 5 has excellent access to the interstate highway system (I-291, I-91, and I-84), and some sites have sidings on the Armory Branch rail line, providing freight rail transportation that supports industrial uses.

While the corridor is primarily zoned for industrial, there are some supporting commercial uses at signalized intersections (referred to a "cross-street nodes"). These cross-street nodes provide convenience retail and services to the area's workforce as well as the surrounding population.

#### Recent Development Trends

Over the last decade, there has been significant development in the Route 5 corridor, primarily warehousing and distribution centers on the surrounding streets within the Route 5 industrial zone, including Rye Street, Sullivan Avenue, and Pleasant Valley Road. This development has resulted in some community impacts, such as truck traffic utilizing local roadways and the loss undeveloped land and farmland ("perceived open space").

The PZC recently amended its zoning regulations to more appropriately site warehousing and distribution facilities and provide greater buffers to abutting residential uses. In addition, a Transition Overlay Zone was adopted in the northernmost part of Route 5. There is limited vacant land remaining in the Route 5 corridor, and future focus will be on infill development projects, redevelopment, and repositioning brownfield sites (such as the Mestek site).

The POCD community survey indicated strong support for expansion or intensification of businesses on Route 5 compared to other business districts within South Windsor. Based on the feedback received throughout the community input process, one can surmise that this support only applies to properties that directly front Route 5 as opposed to on adjacent roadways in industrial zones.

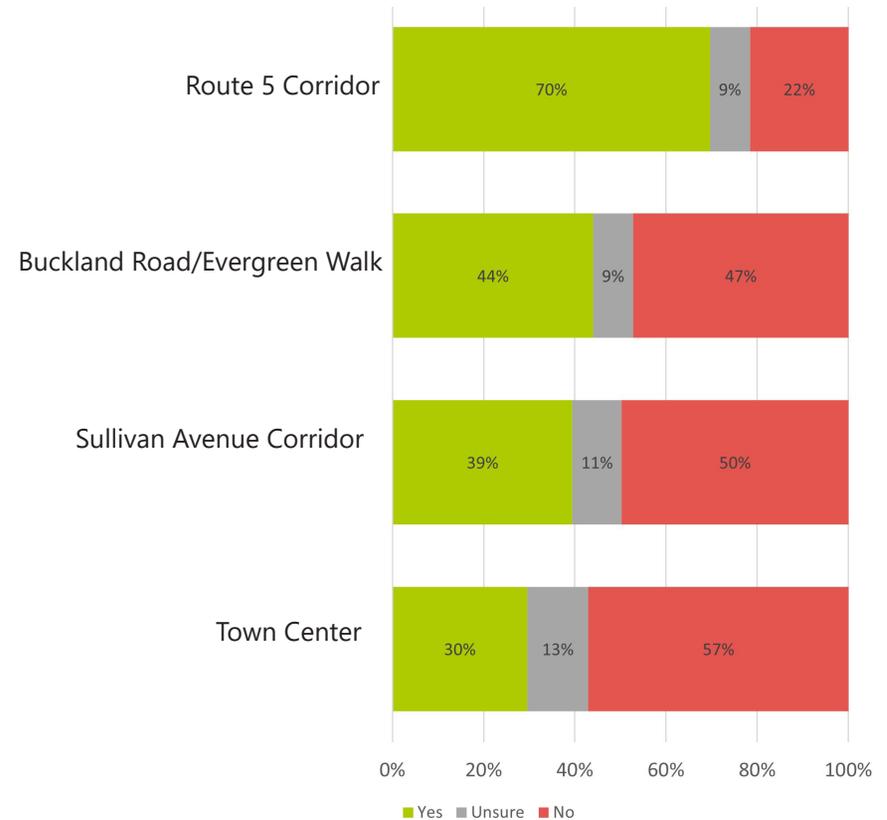


### Route 5 as a Barrier

Route 5 serves as a formidable barrier within the Town of South Windsor, separating the rural Main Street and riverfront area with the more suburban neighborhoods to the east. As a multi-lane, high speed roadway, Route 5 is not conducive to bicycle and pedestrian travel, and the corridor currently lacks safe pedestrian crossings at intersections. Similarly, Route 5 serves as a gap in the Town's desired open space network. Finding suitable crossings for Route 5 are an important component of the Town's bicycle and pedestrian planning (see Chapter 7) and Open Space Planning (see Chapter 5).

Figure 6-8: POCD Community Survey - perceptions on business Expansion or Intensification

Would you support expansion of business zones or intensification of business uses in the following areas?



POCD community survey respondents were more supportive of business expansion or intensification in the Route 5 corridor compared to other business districts

**Goals: Maintain the Route 5 corridor as a regional economic and employment center.**

**Strengthen the visual appearance of the Route 5 corridor to provide a positive gateway into the community.**

**Objective A: Encourage Business Development**

- Support redevelopment, adaptive reuse, and infill projects
  - Brownfield redevelopment (See Business Development section for more details)
  - Establish zoning and/or financial incentives that support redevelopment and reuse projects
- Diligently recruit manufacturers and other desirable businesses
- Strengthen “cross street” nodes at the intersections of Route 5 and Pleasant Valley Road and Governor’s Highway by encouraging a blend of commercial and industrial uses.

**Objective B: Improve Aesthetics and Appearance in the Route 5 Corridor**

- Work with CTDOT to improve the aesthetics and appearance of medians and guardrails
- Strengthen landscaping, parking, and site design standards to promote more consistent and attractive development.
- Consider façade/landscaping improvement program



*The Route 5 gateway at the I-291 eastbound off ramp provides an attractive entry point into South Windsor. Similar treatments should be considered at the northern and southern entry points into South Windsor along Route 5.*



*Cross-street nodes at Pleasant Valley Road and Governors Highway can provide an opportunity to expand retail and services uses in the Route 5 corridor, and potentially serve as future east-west pedestrian and cyclist linkages.*



# 7. Infrastructure

## Community Facilities

Ecological Sustainability

Social Sustainability

Economic Sustainability

### Key Issues and Considerations:

Community facilities are a key contributor to quality of life. POCD community survey respondents rated South Windsor’s Quality of Life highly (81% as either high or very high) and most community facilities and town services were seen as satisfactory by respondents. Investments are needed in community facilities over the next decade to maintain and enhance South Windsor’s excellent quality of life.

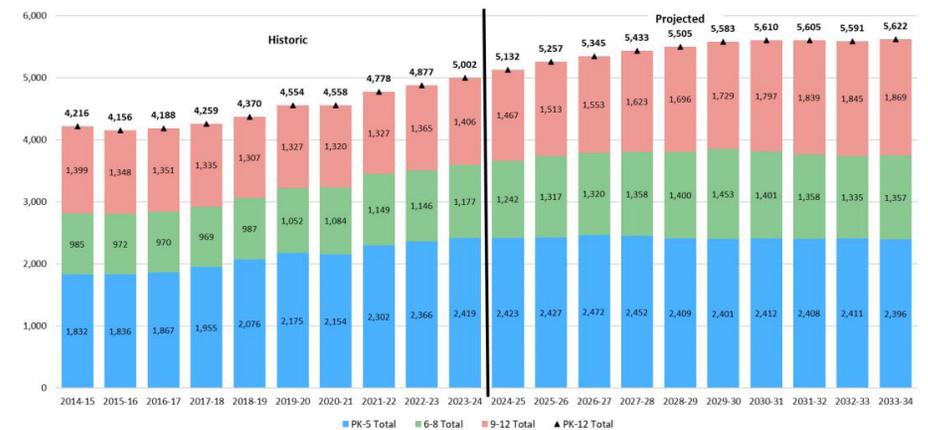
### South Windsor Public Schools

South Windsor is known for its excellent school system, and the POCD community survey noted that the school system was the top reason why people move to and remain in South Windsor. The Town has made significant investments in its school facilities over the last decade, with the construction of four new elementary schools since 2016. Due in part to these investments, South Windsor has experienced significant growth in its school population and is one of the fastest growing school districts in the State over the last five years, and its growth far outpaces that of other peer towns in Hartford County. Enrollment in South Windsor Public Schools reached a low of 4,156 students in the 2015-16 school year. Since then, enrollment has grown by over 800 students, or nearly 20 percent. Enrollment projections prepared by SLAM in the fall of 2023 show enrollment continuing to grow by another 600 students through 2030, before beginning to level off.

The four new school facilities were not designed to accommodate the level of growth that the district has experienced and concerns about school enrollment growth and the adequacy of facilities to accommodate additional growth was noted as a top concern in the public outreach process. Similarly, investments are likely needed at the middle and high school to accommodate

projected enrollment growth. In 2023, the Parks & Recreation and Facilities Departments were relocated out of the former Wapping School (adjacent to the High School) to the old Orchard Hill School due to the district’s space needs at the high school. Balancing the needs and concerns of the school system with the other competing goals and objectives in this plan will be one of the Town’s biggest challenges over the next decade.

Figure 7-1: South Windsor Public Schools Historic and Projected Enrollment



Includes out-of-area placement students from the SWPS PSIS database - projections assume current enrollment levels continue  
Includes students enrolled in Special Programs such as Alternative Education and Transition Programs - projections assume current enrollment levels continue

Source: SLAM 2023 Enrollment Projection Update

### Other Town Facilities

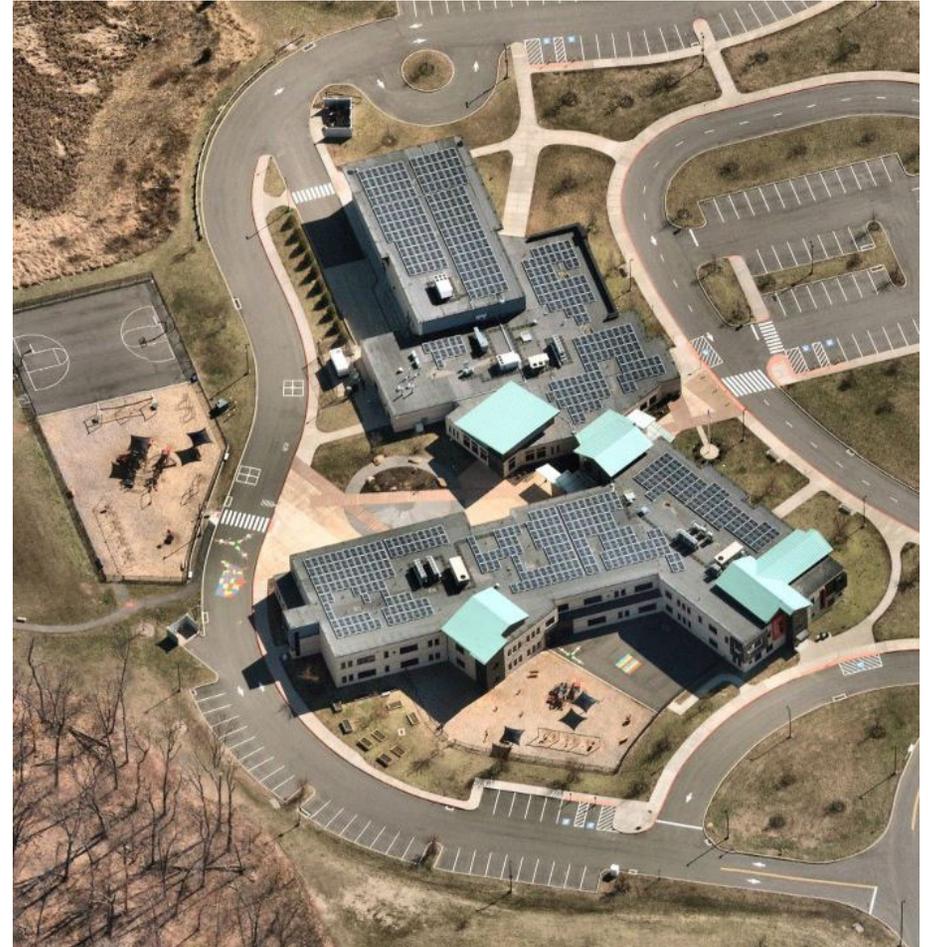
Over the last decade, much of the Town's focus has been on its school facilities. Over the next decade, there are other community facilities that will require investment. Through questionnaires and interviews with Town Department Heads, several needs were identified (see Figure 7-2). These needs are being driven by a multitude of factors, including the age and condition of existing facilities, population growth, demographic changes (growing senior and family populations), and evolving service delivery and equipment needs. South Windsor relies on a volunteer fire department and staffing can be limited at times. These staffing challenges have been somewhat assuaged by mutual aid agreements with surrounding towns that have full-time paid fire departments. Looking ahead over the next decade, the fire department will need to continue to ensure adequate staffing and succession planning to meet its growing residential population and business base and alternative staffing models may need to be evaluated.

As noted previously, the Parks & Recreation Department was recently displaced from the former Wapping School, and identifying a permanent home for them is a top priority. Currently, the Town is evaluating different options for a permanent Parks & Recreation Center, including potential investment in the old Orchard Hill School to meet their program requirements. With a growing senior population and teen population, the Community Center (which serves as both the Senior Center and Teen Center) may need expansion in order to support increased demand. Other facilities that require improvement or potential expansion include Town Hall, the Police Department, Fire Stations (particularly Fire Company #2), recreational fields, and the Public Works facility.

### Sustainability

The Town is a leader in incorporating sustainable elements into its community facilities. The Town has established an Energy Committee and adopted an Energy Plan. Between 2010 and 2018, the Town achieved a 26% reduction in energy use intensity and as of 2024, all of the Town's electric energy comes from renewable resources. The Town has also been a leader in incorporating low-impact development (LID) and other sustainable practices into its development process.

The town has incorporated green energy and energy efficiency into its building projects. All four new elementary school buildings were designed to meet Connecticut's High Performance Building Standards (equivalent to LEED Silver designation), and solar panels have been incorporated into three of the facilities. The Planning and Zoning Commission has adopted both EV Charging Station and Solar Regulations to help facilitate the creation of additional green energy opportunities.



*Solar panels were installed on the roof of the new Orchard Hill School, helping the Town increase its green energy consumption*

Figure 7-2: Community Facilities Inventory

Facility	Condition	Assessment
Town Hall		Built in 1968. Building is aging and in need of updates. - Ongoing minor renovations (windows, HVAC, interior improvements, etc.) Office space is tight, and storage is limited. Potential need for major renovation over next ten years. Some room on site for expansion to the north.
Town Hall Annex		Newly renovated within the last five years. Offers some additional office space Houses Emergency Operations Center Space anticipated to meet needs over the next decade.
Police Department		Built in 1984. Minor renovations recently completed (locker rooms) Current facility is at capacity and cannot support further growth. Need for additional space likely over the next ten years – town should begin planning for ways to meet future space needs. Small site. However, may support small addition/expansion to the rear of the existing building. Town emergency communications upgrades (new/upgraded towers)
TRACS (Regional Animal Control Facility)		Regional Facility servicing South Windsor, East Hartford, and Manchester. Annual budget for capital improvements is sufficient for anticipated needs. No major concerns – sufficient to meet local and regional needs over the next ten years. Adding new communications tower on site.
Fire Department		All volunteer department - currently with 66 firefighters. Need to maintain adequate staffing and succession planning to support efficient operations Evolving facility (training facility, bunk rooms) and equipment needs. Three facilities of varying ages and conditions. Needs by facility and include: <ul style="list-style-type: none"> <li> Fire Company No. 1 built in 1978 – kitchen upgrades</li> <li> Fire Company No. 2 built in 1958 – building envelope repairs, HVAC system, storage, limited parking</li> <li> Fire Company No. 3 built in 2009 – generally good condition.</li> </ul>
Public Works		Located at former landfill site. Garage built in 1960 and expanded in late 1990s. Salt shed built in 2002. Garage is beyond design capacity. Need for larger garage and more indoor vehicle storage. - Vehicles are much larger today than when garage was designed Growing outdoor storage needs for organics removal (vegetation, mulches, etc.) Some site constraints (property lines, capped landfill) limit opportunities for expansion to existing garage - Buying adjacent property could facilitate garage or DPW expansion.
Parks & Recreation Department		Recently relocated out of old Wapping School to old Orchard Hill due to SWPS space needs. Temporary space. Public Building Commission charged with identifying long-term Recreation Center space that supports the department and programs.
Parks & Recreation Outdoor Fields		Existing fields are at capacity. Not enough fields to support some programs (notably soccer). Need for either expanded number of fields, or lights that can extend schedule of existing fields. Expanding offerings in response to community demographics (i.e. cricket pitches at Fairgrounds and Nevers).



Expected to be adequate for Community needs through 2034



Some issues to be considered through 2034



Not expected to be adequate for Community needs through 2034

Figure 7-2: Community Facilities Inventory (Continued)

Facility	Condition	Assessment
Parks & Recreation Indoor Space		Gymnasium space is at a premium. Good partnership between P&R and BOE, however school space is only available after hours. Larger subdividable gym desired as part of future Recreation Center.
Senior Center (Part of Community Center)		Located in Community Center building, built in 1990 Growing demand for programs (approximately 3,000 people served annually). Has taken over space that formerly housed Parks & Recreational program, health, and social services. More demand for active programs (fitness center, etc.) Kitchen upgrades needed – “café” style Room on site to expand building
Teen Center (Part of Community Center)		Shares space in Community Center– competing space/scheduling needs with Senior Center Benefits from location near the High School Proximity to Recreation Center desirable (now in Old Orchard Hill, so not as accessible to High School students). Growing need for youth counseling. Need private small office spaces for counseling. Room on site to expand building
South Windsor Public Library		Built in 1978 with renovation and addition in 1996. Shared site with Town Hall Circulation of ~200,000 items with over 400 library sponsored programs. Services and programs continue to evolve Continued maintenance to be addressed through CIP Some minor ADA compliance upgrades needed.
Wapping Community House		Built in 1900. Some ADA compliance upgrades needed. Some capital improvements planned in CIP (roof, windows, etc.) Serves as employee gym Partially leased to South Windsor Chamber of Commerce
South Windsor Public Schools		Growing enrollment, with enrollment projected to grow through 2030-31 Significant investments in facilities since 2014 - Four new elementary schools now complete. - Elementary schools operating near capacity, with portables recently added to PRS. Additional investments needed at Middle and High Schools to accommodate growing enrollment - Expanded cafeteria at TEMS - Former Wapping School converted into High School Annex (displaced Parks & Rec and facilities departments). Programs continually shift locations based on space availability. Need to continue to monitor adequacy of facilities due to enrollment growth Town and schools maintain separate facilities departments and maintenance staff. Opportunities for greater collaboration or shared services?
BOE Offices (Ellsworth School)		Currently used at full capacity by SWPS Administration. Gym also used for recreation purposes. Limited parking on site Ongoing maintenance/capital improvement items addressed through Capital Plan ADA accessibility issues

-  Expected to be adequate for Community needs through 2034
-  Some issues to be considered through 2034
-  Not expected to be adequate for Community needs through 2034

**Goal: Support Town services and facilities that serve the Town's growing population, meet the needs of all age groups, and contribute to a high quality of life.**

**Objective A: Provide Community Facilities that Support Evolving Resident Needs**

- Provide community facilities that are accessible to all (e.g. ADA upgrades at Town buildings)
- Provide adequate community facilities to support a growing population and shifting demographics.
- Maintain and strengthen community partnerships (e.g. recreation partnership between the Parks & Recreation Department and South Windsor Public Schools).
- Expand recreational opportunities by either providing additional fields, or investing in technology (e.g. lights, or artificial surfaces) that increases use of existing fields.
- Maintain adequate municipal staffing and succession planning to continue to meet resident needs.
- Continue to monitor enrollment growth in South Windsor Public Schools. Strengthen coordination between the schools and land use commissions to ensure that enrollment impacts are understood.
- Continue to promote energy efficiency, green energy, and EV charging infrastructure in public buildings.

**Objective B: Plan for Future Community Facility Investments**

- Establish a permanent home for the Parks & Recreation Department
- Plan for facility expansions and/or renovations (i.e. Police Station, DPW, Town Hall, Community Center, Fire Stations).
  - Acquire adjacent properties or negotiate rights of first refusal.
  - Conduct initial planning, programming, and conceptual design studies.
- Explore opportunities to provide an aquatics center for residents, including opportunities for grant funding and the potential for public-private partnerships.



*The Public Works Garage (top) and Police Department (bottom) are two community facilities that may require investment or expansion over the next decade.*

## Transportation

### Key Issues and Considerations:

#### Roadways

South Windsor's roadway network contains a mix of local and state roadways. The Town maintains approximately 141 miles of roadways, while the state maintains approximately 31 miles of roadway including most major roads (Route 5, Sullivan Avenue, Ellington Road, Oakland Road). The Town's Public Works and Engineering Departments are responsible for maintaining the local roadway network and improves between 2 and 4 miles of roadways annually through repaving or reconstruction. The Town has developed an asset management plan "Paving for Progress" to help guide investments in its local transportation network. In 2022, the Town passed a \$35.5 million road bond to implement the Plan for roadways, sidewalk and drainage improvements.

Traffic, and in particular truck traffic, was noted as a key community concern during the outreach process. In part due to the proliferation of warehouses, and in part due to the societal shift towards e-commerce, there is growing concern about the impacts of truck traffic, especially in local roads. A range of tools could be used to help better guide truck traffic, including engineering solutions (traffic calming, roadway design), enforcement (see sidebar description of thru-truck prohibitions), and education (outreach to major traffic generators). In early 2024, the Town applied to the Office of the State Traffic Administration (OSTA) for thru-truck prohibitions on Governor's Highway and Beldon Road.

There is growing interest in the Concepts of "Complete Streets" and "Vision Zero" (see sidebar for explanation of these concepts). The Town adopted a Complete Streets policy, and improvements are made on a case-by-case basis as roadway reconstruction projects are completed. Both locally, statewide, and nationally, there has been an increase in roadway fatalities over the last few years. There is growing interest in the concept of "Vision Zero" which aims to eliminate traffic fatalities and injuries, through a greater focus on safety.



## Transportation - Key Planning Concepts

### Complete Streets

Complete Streets is an approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people who need to use them, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. The Town of South Windsor adopted a Complete Streets Policy in 2016.

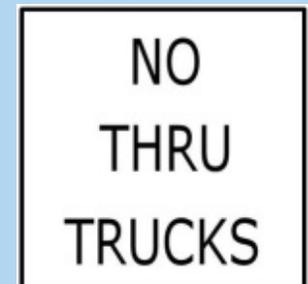
### Vision Zero

Vision Zero is a global movement to end traffic-related fatalities and serious injuries by taking a systemic approach to road safety for all users. The premise of this strategy is that road deaths and injuries are unacceptable and preventable. Many communities across Connecticut are adopting Vision Zero policies and Action Plans to help guide safety improvements. Over the last five years, there have been ten traffic fatalities in South Windsor, including three in each of the last three years. Recent fatalities were concentrated along high speed roadways including I-291 (3 fatalities), Route 5 (3 fatalities), and Sullivan Avenue (2 fatalities).

### Thru-Truck Prohibitions

Truck traffic was noted as key community concern throughout the public outreach process. Section 14-298 of the General Statutes of Connecticut (CGS) grants authority to the Office of the State Traffic Administration (OSTA) to prohibit through truck traffic of streets and highways within the limits of and under the jurisdiction of any city, town or borough within Connecticut for the protection and safety of the public. Requests to OSTA must be submitted by the Local Traffic Authority (in South Windsor's case, the Police Department) for review and consideration. This gives municipalities an enforcement tool that they can use, along with potential engineering solutions, to steer truck traffic to certain roadways. These should especially be considered for residential east-west roadways surrounding Route 5, and on Deming Street, which is used as a cut-through to the shopping centers in the Buckland Road corridor (see Roadways Plan in Figure 7-5).

Thru truck prohibitions should be considered alongside other truck routing strategies such as engineering solutions (traffic calming, roadway design) and education (such as increased coordination with major traffic generators).



### Pedestrian and Bicycle Infrastructure

The Town continues to make progress to make its transportation network more balanced for all users. Over the last decade, the Town has expanded the sidewalk network, with significant progress in the Town Center, the Buckland Road corridor, and in school zones. Funding for these projects is provided through a mix of funding sources including town CIP funds, bond funds, and state grants.

Historically, the Town has maintained a sidewalk priorities map that showed specific sidewalk segments. This approach does not prioritize between different areas and may omit some important segments. As part of the POCD process, a more generalized map was created showing priority areas (see Figure 7-4) that can better guide sidewalk improvements as well as inform the Planning and Zoning Commission as to where sidewalks should be required as part of the development process.

The Walk and Wheel Ways Committee is a subcommittee of the Parks and Recreation Commission who is tasked with advocating and planning for bicycle and pedestrian improvements. They developed a Master Plan in 2010 and provides a vision and framework for bicycle and pedestrian improvements. One project emerging from this effort is the Cross Town Trail, a planned 6.2 mile multi-use trail that connects various parks, open space properties, and neighborhoods together. Funding for the initial phase of the project between Wapping Park and Nevers Park has been secured, and trail future segments will continue to be built over the next decade using a phased approach.

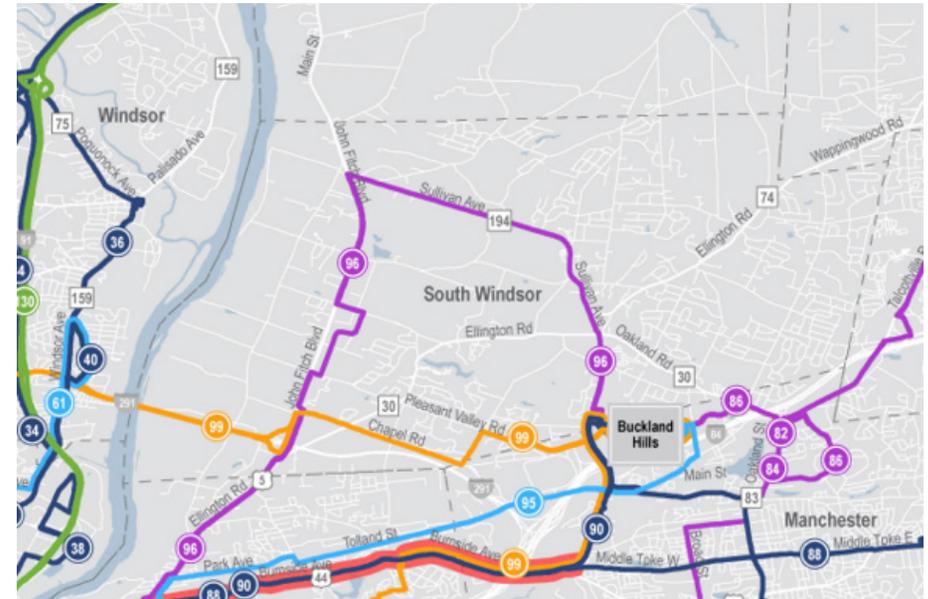
### Bus and Rail Service

Connecticut Transit currently provides limited bus service in South Windsor along Main Street, Route 5, Ellington Road, and the Buckland Road Corridor. However, there are gaps in coverage (notably along Sullivan Avenue). A 2017 study of the CT Transit Hartford division recommended modifying bus routes in South Windsor to better align with development patterns. This includes eliminating service on Main Street (which has very low population density) and providing service on Sullivan Avenue. Other routes serving the Town Center and Buckland Road would remain. Buckland Hills would serve as a major transfer point, allowing residents to make local and regional connections.

One of the challenges to expanding transit service in South Windsor is the lack of density to support transit use. A common threshold is that around 3,000 residents or jobs per square mile to support infrequent bus service and 10,000 residents or jobs per square mile for frequent service. There are a few nodes that meet the minimum density for service, such as major employers along Route 5, Evergreen Walk, and the Town Center. However, most areas do not meet this threshold. South Windsor may be able to best advocate for enhanced transit service by promoting higher density development in key nodes.

Finally, South Windsor has one freight rail line, the Armory Branch Rail Line which runs from Enfield to East Hartford. This line is currently operated by Connecticut Southern Railroad. There are some freight rail users along the corridor, and this provides an alternative to trucking for some industrial and warehousing uses.

Figure 7-3: Proposed Future Bus Routing



Source: Comprehensive Transit Service Analysis, CRCOG, 2017

**Goal: Provide a safe and efficient multi-modal transportation network that supports all travel modes, including drivers, pedestrians, cyclists, and transit users.**

**Objective A: Maintain a Safe and Balanced Roadway System that Supports Land Use Goals**

- Manage Congestion
  - Site major traffic generators only on major roadways.
  - Implement traffic calming strategies and other strategies to reduce vehicle speeds (engineering, enforcement, education, reducing speed limits).
  - Consider creating OSTA-approved thru-truck prohibitions per CGS 14-298.
- Maintain existing infrastructure in state of good repair
- Enhance the resiliency of the roadway network (drainage/bridge/culvert upgrades, etc.)
- Update the Complete Streets Plan to help guide and prioritize capital improvements.
- Consider Adopting a Vision Zero Policy and Action Plan, prioritizing roadway design and policies that improve safety.
- Consider developing a Town roadway classification to guide Complete Streets and traffic calming investments.

**Objective B: Expand Opportunities for Walking and Biking**

- Implement more biking and walking options in accordance with the Sidewalk Priorities Plan and Bicycle Infrastructure Plan maps
- Develop clear priorities and policies around pedestrian and bicycle improvements
- Accommodate pedestrians and cyclists as part of infrastructure improvements (bridges, culverts, etc.)
- Complete the Cross Town Trail and connector routes
- Bolster connections to the regional greenway system (East Coast Greenway, Bissell Bridge)
- Enhance pedestrian and cyclist safety in the Route 5 corridor and intersections/cross streets

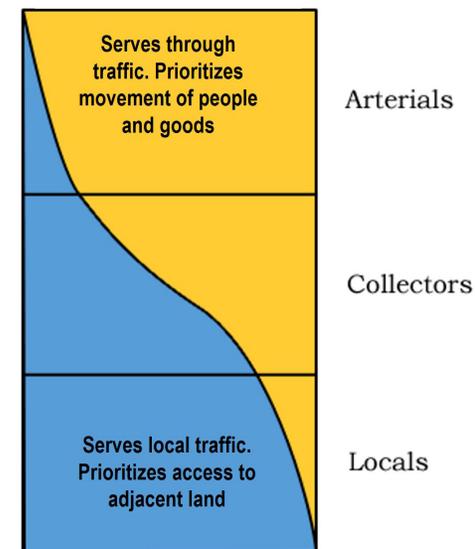
**Objective C: Encourage Public Transit Use**

- Implement land use policies that support transit service (population and employment density in key nodes).
- Provide safe bus stops and pedestrian connections to bus stops.
- Advocate for the realignment of transit routes to better serve population and employment centers.
- Explore alternative transportation options (transportation "wallets," micro-transit, etc.)

**Objective D: Support Freight Rail**

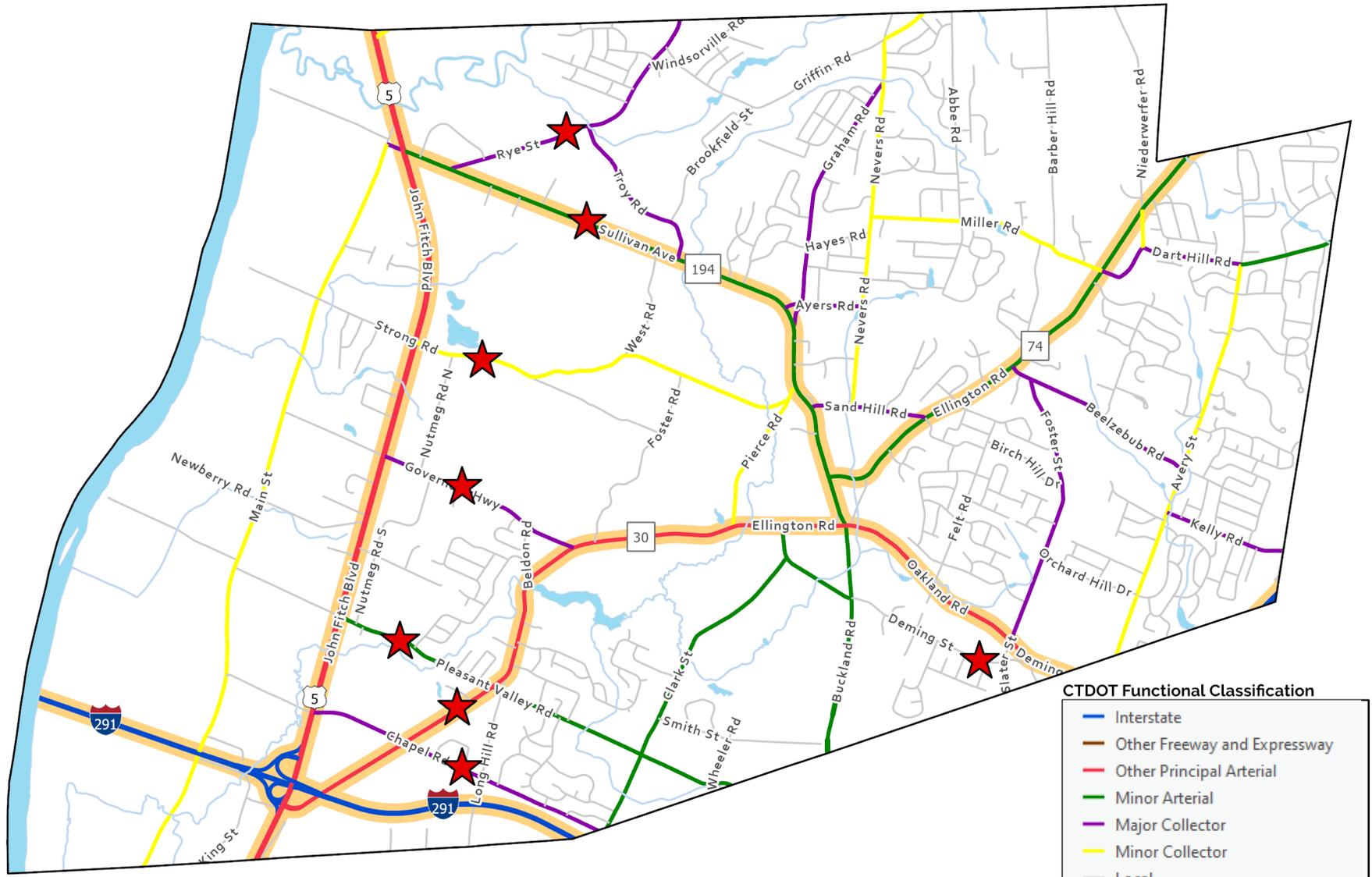
- Strengthen relationship between the Town and Connecticut Southern Railroad
- Prioritize businesses that utilize freight rail at sites with existing sidings.
- Maintain safe rail line crossings for all travel modes.

**Figure 7-4: Level of Service and Functional Classification**



*Functional classification is a roadway hierarchy that is used in both transportation and land use planning. Higher intensity and major traffic generating uses should be sited on arterial roadways, which have the highest level of service and greatest roadway capacity. See Figure 7-5 for a map of South Windsor's Functional Capacity*

Figure 7-5: Roadways Plan



**CTDOT Functional Classification**

- Interstate
- Other Freeway and Expressway
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- State Highway
- Consider Truck routing strategies or Thru-Truck Prohibitions

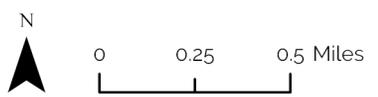


Figure 7-6: Sidewalk Priorities Plan

Priority Areas:

School walksheds (1/3 mile for elementary, 1/2 mile for middle and 1 mile for high school students) – **Highest Priority**

Commercial and Residential – Medium Density Future Land Use Policy Areas.

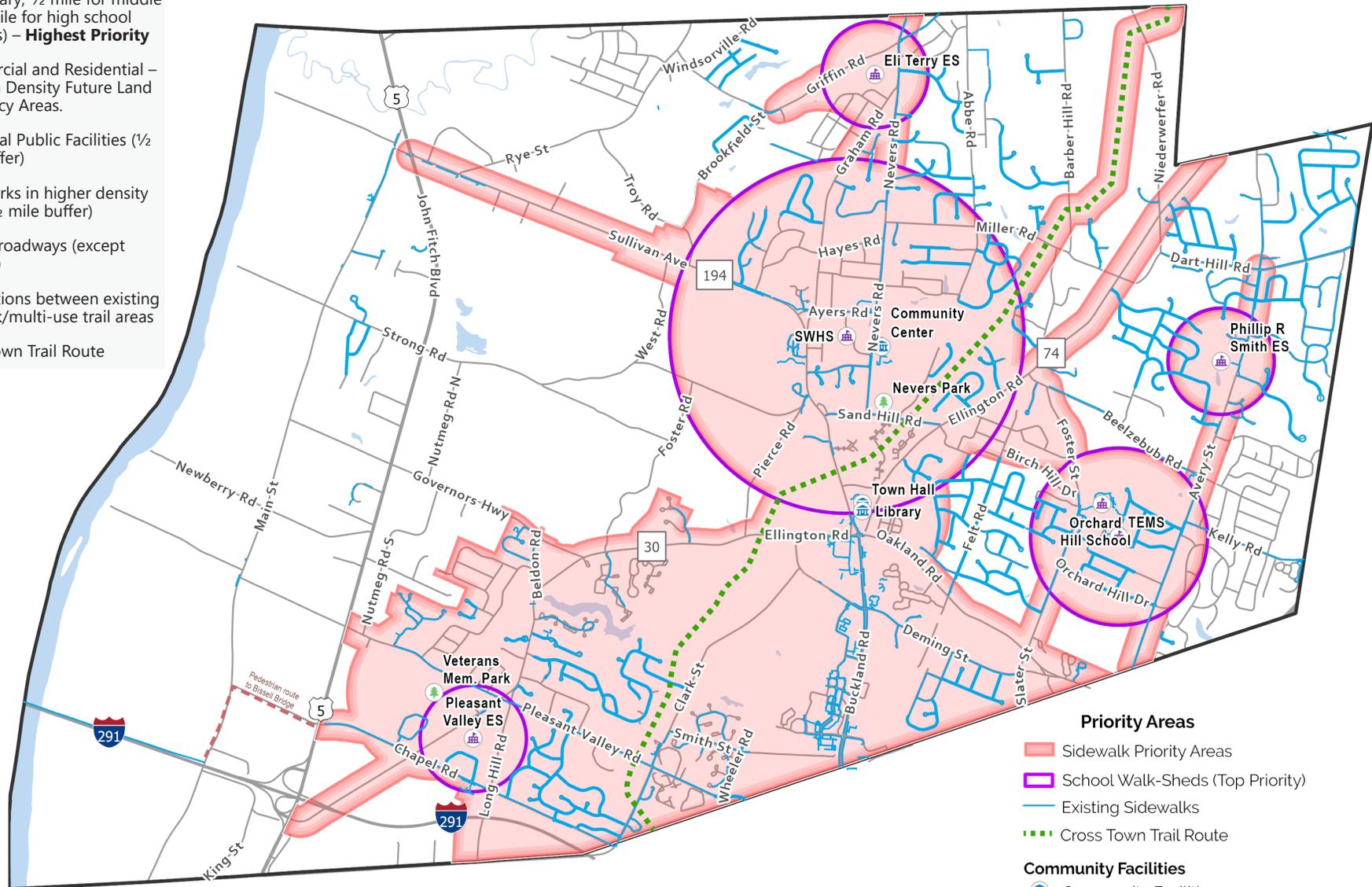
Municipal Public Facilities (1/2 mile buffer)

Town Parks in higher density areas (1/2 mile buffer)

Arterial roadways (except Route 5)

Connections between existing sidewalk/multi-use trail areas

Cross Town Trail Route



0 0.25 0.5 1 Miles

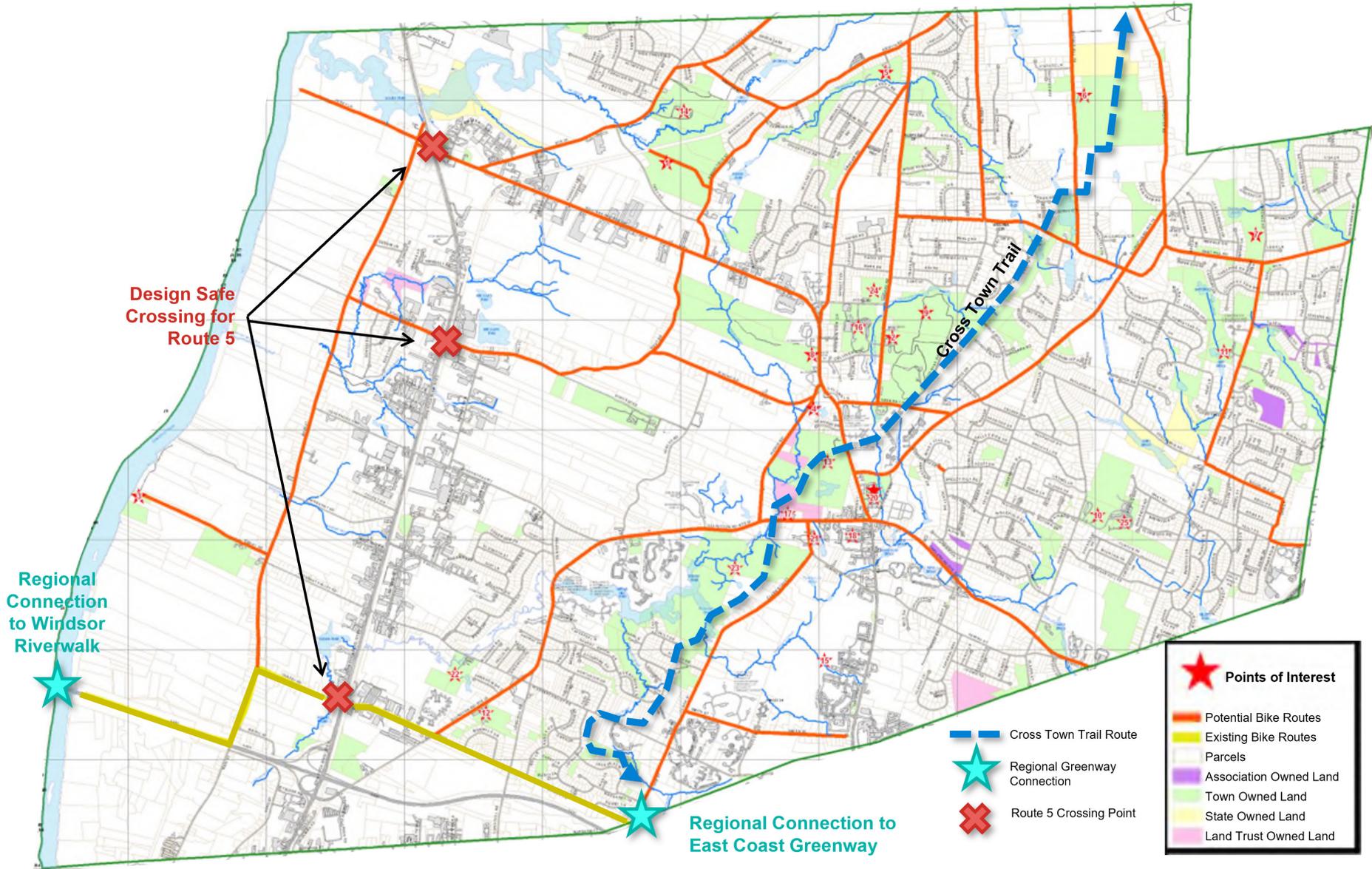


For general planning purposes only. Delineations may not be exact

Note that the Sidewalk Priorities Plan can also be used to guide Complete Streets improvements

- Priority Areas**
- Sidewalk Priority Areas
  - School Walk-Sheds (Top Priority)
  - Existing Sidewalks
  - Cross Town Trail Route
- Community Facilities**
- Community Facilities
  - Parks
  - Schools

Figure 7-7: Bicycle Infrastructure Plan



Sources: On-Street bike routes and Cross Town Trail routes from the Walk & Wheel Ways Master Plan

## Utilities

### Key Issues and Considerations:

South Windsor's utility infrastructure supports its development patterns and quality of life.

#### Public Sewer Service

The Town of South Windsor Water Pollution Control Division provides public sewer service to residents and businesses, with coverage to most existing neighborhoods. In addition small areas of Town are connected to the sewer systems in Vernon, Manchester, and East Hartford. There is ample capacity at the Town's Water Pollution Control Facility (WPCF) to accommodate future development. However, there are some concerns about the capacity of the Clark Street Pump Station, which serves the Buckland Road corridor and parts of the Town Center. The Town is undertaking a sewer evaluation study of the Clark Street Waste Shed to identify any inflow and infiltration issues (stormwater getting into the sewer system). Addressing inflow and infiltration may prevent the need for more expensive capacity upgrades. In addition, downstream infrastructure along Chapel Road should be evaluated to ensure sufficient capacity to accommodate future development in Buckland Road and the Town Center.

South Windsor has adopted a parcel-based sewer service area map, which has some inconsistencies with other land use policies as discussed in Chapter 3. One of the recommendations of this Plan is to better align sewer and land use policies through the creation and adoption of a more generalized map and clearer sewer policies.

Septic systems are common in rural areas of South Windsor where densities don't require public sewer systems. In these areas, septic systems also contribute to groundwater recharge.

#### Public Water Service

Water service in South Windsor is provided by MDC (southeastern part of Town) and Connecticut Water (remainder of Town). Most of the Town is served by public water service, although some of the more rural areas in the center and northern neighborhoods in South Windsor still rely on well water. The Town works with the water utilities to encourage efficient water usage and protect water quality, particularly in the areas around Connecticut Water's wellfields. Over the next decade, the Town should continue advocating for system maintenance, service expansions where necessary, water quality measures, and resiliency planning (such as drought planning). Due to the regional nature of water utilities, a regional approach to water supply planning should be encouraged.



Figure 7-8: Sewer Pump Station Capacity vs. Peak Flows

Drainage Area	Current Station Capacity <sup>1</sup> (gpd)	Current Peak Day Flow (gpd)	Current Available Capacity	Current Capacity Used
Avery Street	619,200	117,943	501,257	19%
Barrington Estates	432,000	19,543	412,457	5%
Benedict Drive	1,627,200	911,300	715,900	56%
Clark Street	3,906,000	3,276,700	629,300	84%
Ellington Road	720,000	154,714	565,286	21%
Pleasant Valley	1,512,000	204,600	1,307,400	14%
Quarry Brook	360,000	87,500	272,500	24%
Rye Street	828,000	113,275	714,725	14%
Route 5	576,000	66,171	509,829	11%
Scantic Meadow 1	288,000	14,000	274,000	5%
Scantic Meadow 2	468,000	117,000	351,000	25%

Source: South Windsor Water Pollution Control Authority (WPCA)

#### Other Utilities

Electrical service and natural gas are provided by Eversource. The Town's role in these utilities is largely advocacy based. The Town should continue to work with Eversource to expand green energy options, implement resiliency measures such as microgrids and battery storage, and ensure that there is ample transmission capacity to support the gradual shift towards electric vehicles. New developments are required to have underground utilities, making them more resilient to severe weather. The Town should consider opportunities for underground utilities as part of future streetscape projects.

Telecommunications infrastructure is provided by a range of private providers. Currently coverage is generally good throughout town and does not result in any "dead zones." The Town continues to make investments in Town owned telecommunications infrastructure, notably emergency telecommunications, public Wi-Fi, and Fiber network. Recent improvements include new telecommunications towers at the TRACS facility and Town Pool, providing greater service for emergency response.

**Goal: Provide utilities that support desired development patterns****Objective A: Provide Sewer Service that Support's the Town's Land Use Goals**

- Work with WPCA to better align sewer service areas and policies with zoning and land use policies, using a non-parcel based approach.
- Complete Sewer Evaluation Study and Planned projects to pump stations and the WPCF.
- Provide adequate sewer capacity to support future growth in business districts (notably in Clark Street waste shed and downstream areas).
- Make sewer system more resilient (e.g. reducing stormwater infiltration during heavy rainfalls)

**Objective B: Support an Efficient and Resilient Water System**

- Work with water utilities to ensure an adequate water supply and infrastructure to support the Town's land use objectives.
- Work collaboratively with the Connecticut Water Company, MDC and the Health Department to encourage efficient water usage and protect water quality.
- Support groundwater replenishment practices, such as low-impact development (LID)
- Work with local and regional partners on sustainability and resiliency initiatives (drought planning, water usage reduction, etc.)

**Objective C: Ensure Other Utilities Meet Community Needs**

- Encourage the incorporation of green energy into development projects.
- Advocate for and support projects that increase the capacity of the local electrical grid to accommodate green energy production, energy storage, and EV charging infrastructure.
- Work with private providers to enhance telecommunications infrastructure.
- Complete ongoing upgrades to the Town emergency telecommunications system.
- Continue the build out of Town-wide WiFi and fiber networks at Town-owned facilities.
- Support a range of energy sources that are cost-effective and meet community and business needs, recognizing the gradual transition towards more sustainable energy sources.

Figure 7-8: Existing Public Sewer System

See Chapter 3 for the recommended Sewer Policies Plan Map

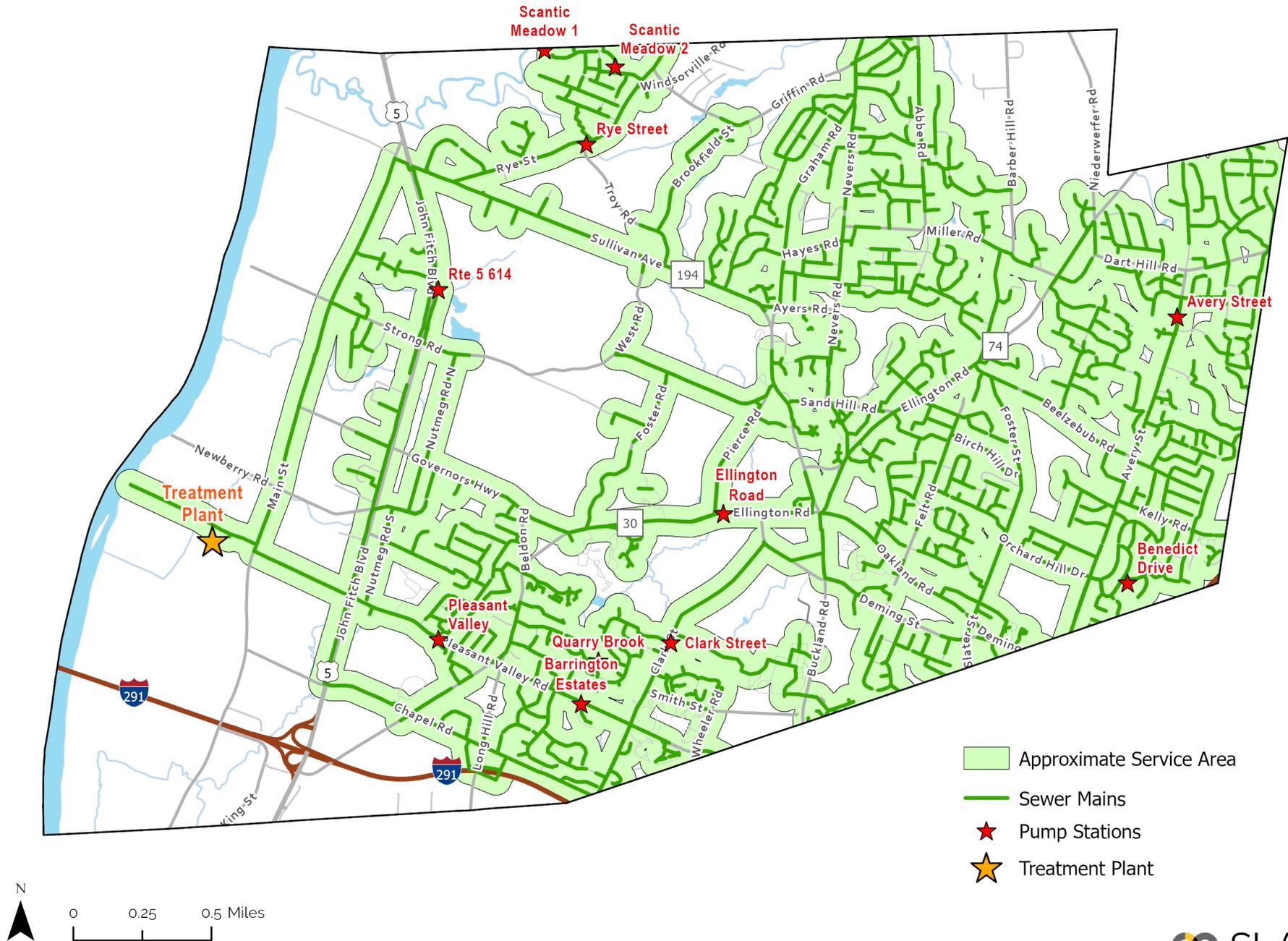
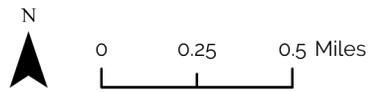
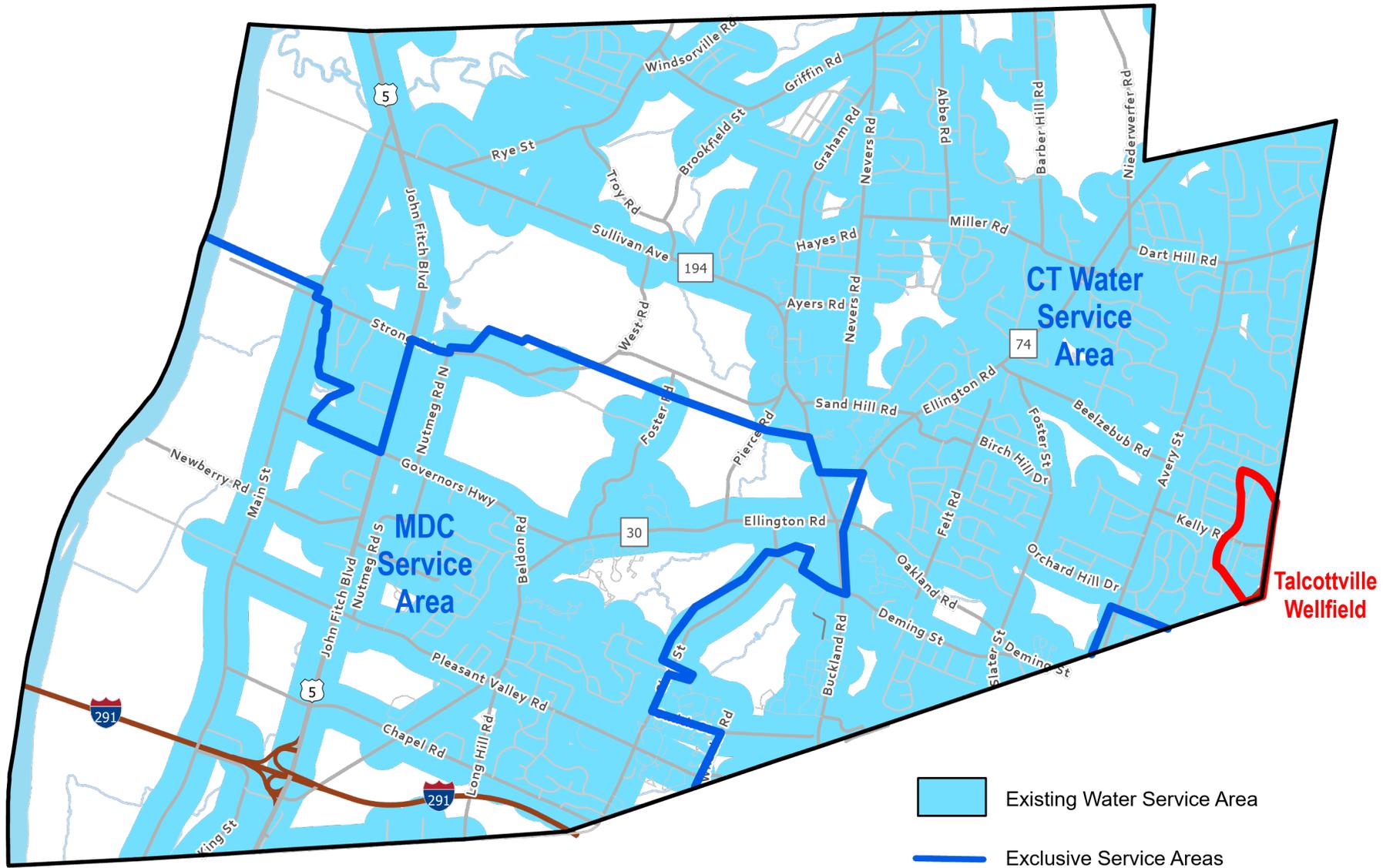


Figure 7-9: Existing Public Water Service Areas



-  Existing Water Service Area
-  Exclusive Service Areas
-  Wellfields (CT Water)



## Hazard Mitigation

### Key Issues and Considerations:

#### Local Risks

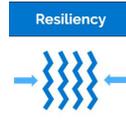
Due to climate change, South Windsor is facing additional natural hazard risks including severe storms, flooding, and intense rainfall events. Hazard Mitigation is the effort to reduce loss of life and property by lessening the impact of disasters. Connecticut implements its mitigation program with a combination of planning and financial assistance to municipalities to mitigate the effects of a natural or man-made disasters. See Figure 5-1 for the locations of some of the areas of South Windsor that are most susceptible to natural hazards.

#### Regional Approach

Hazards facing South Windsor are not unique to the Town, and there are benefits to working collaboratively with neighboring communities to address and plan for hazard risks. The Town of South Windsor participates in the Regional Hazard Mitigation Planning process through the Capital Region Council of Governments (CRCOG). The Regional Hazard Mitigation Plan was last adopted in 2019, and a Plan update is currently underway. The Plan has a range of recommendations for South Windsor in the areas of emergency



*Intense storms are becoming more common, resulting in impacts such as power outages or damage to property.*



operations, public policy, community outreach, and capital improvements.

**Goal: Strengthen South Windsor's resiliency by planning and preparing for natural and man-made disasters.**

#### Objective A: Undertake Hazard Mitigation Planning

- Continue to participate in updating the Regional Hazard Mitigation Plan (updated every five years), and advocate for a greater focus on Resiliency measures as part of future plan updates.
- Address work items in the Regional Hazard Mitigation Plan:
  - Emergency shelter / generator
  - Public policy / management / education
  - Dam assessment
  - Repetitive loss properties
  - Outreach
- Continue to address local hazard mitigation needs:
  - Maintain emergency operations framework and procedures
  - Minimize development in hazard-prone areas
  - Undertake drainage improvements in flood-prone areas
  - Resilient power systems including underground wires, micro-cells / generators at key facilities / areas
  - Resilient communication systems including providing for emergency cell phone/telecommunications services and land line services
  - Other preparations such as water supply, medications, etc.

# 8. Implementation

## Implementation Plan

The following tables are a summary of the goals, objectives and strategies of this Plan. The Implementation Plan is meant only as a guide for the various boards and commissions responsible for implementation. The Implementation Plan lists the lead and support entities responsible for executing each particular action item. In addition, it notes the timeframe for completion of each action item.

In the Implementation Plan:

**Ongoing efforts are marked with an “O”.**

**Short-term strategies are marked with an “S”**

Short-term strategies are those that should be implemented within the first year and include those that are less complex, or higher-priority items that need to be completed prior to other actions.

**Medium-term strategies are marked with an “M”**

Medium-term strategies are likely to be completed within 1 to 5 years.

**Long-term strategies are marked with an “L”**

Long-term strategies are those that are likely to be completed in the last five years of the POCD horizon.

It is recommended that a POCD is reviewed periodically. This would allow progress to be tracked, re-engage involved parties, recognize changes in conditions that may render some objectives infeasible or inappropriate, and refocus the efforts of all major responsible entities to ensure continued progress towards the Plan’s goals.

Figure 8-1 Responsible Entity Key

Entity	Abbreviation
Agricultural Commission	AC
Architecture and Design Review Committee	ADRC
Capital Region Council of Governments	CRCOG
Connecticut Department of Transportation	CTDOT
Connecticut Transit	CTTransit
Demolition Delay Committee	DDC
Department of Public Works	DPW
Energy Committee	EC
Emergency Management Department	EMD
Engineering Department	Engr.
Facilities Department	Facilities
Fair Rent Commission	FRC
Health Department	HD
Human Services Department	HSD
Inland Wetlands Agency/Conservation Commission	IWA/CC
Open Space Task Force	OSTF
Public Building Commission	PBC
Planning Department	PD
Parks & Recreation Commission	PRC
Parks & Recreation Department	PRD
Planning and Zoning Commission	PZC
South Windsor Housing Authority	SWHA
South Windsor Police Department	SWPD
Town Council	TC
Town Manager	TM
Walk & Wheel Ways	WWW

## Natural Resources

**Goal: Protect important natural resources in order to maintain ecological health and enhance community ambience.**

<b>Objective A: Maintain and enhance water quality and water quantity</b>				
<b>#</b>	<b>Strategies &amp; Policies</b>	<b>Lead Entity</b>	<b>Support Entity</b>	<b>Timeline</b>
A.1	Continue to protect wetlands and watercourses with an eye towards maintaining a “no net loss” approach.	IWA/CC	PZC	O
A.2	Continue to utilize or require “low impact development” (LID) practices in accordance with the 2024 Connecticut Stormwater Quality Manual to reduce total runoff, minimize water quality impacts from stormwater runoff, attenuate peak runoff flows, and infiltrate clean water back into the ground to maintain base stream flows.	PZC	IWA/CC	O
A.3	Undertake a targeted drainage study to better understand and address stormwater challenges and opportunities resulting from climate change.	Engr.	DPW	S
A.4	Consider upgrades to the stormwater system where capacity is insufficient	Engr.	DPW	M
A.5	Continue to manage the impacts of flooding, especially those impacts resulting from more frequent and more intense storm events.	Engr.	DPW	O
A.6	Continue to educate the community on threats to water quality (fertilizer, pesticides, etc.).	PZC	Engr.	O
<b>Objective B: Protect important natural resources</b>				
<b>#</b>	<b>Strategies &amp; Policies</b>	<b>Lead Entity</b>	<b>Support Entity</b>	<b>Timeline</b>
B.1	Continue to use the Natural Diversity Database (NDDDB) maintained by CT-DEEP as a screening resource for identifying and preserving habitats for endangered, threatened, and special concern species and important natural communities.	IWA/CC	PD, PZC	O
B.2	Seek to maintain core habitats for plants and animals and to interconnect wildlife corridors, pollinator pathways, and the like.	PZC	OSTF	S
B.3	Continue to discourage or prevent the planting of invasive species (not permitted per zoning regulations 6.2.1 and 6.2.4.D.6).	PZC	IWA/CC	O
B.4	Encourage or require the planting of resilient native species.	PZC	IWA/CC	M
B.5	Should property be proposed for residential development, seek to ensure that important natural resources and natural features are protected (through an “open space subdivision” or similar approach).	PZC	OSTF	S

## Open Space

### Goal: Protect and enhance Open Space resources

<b>Objective A: Seek to realize the overall open space vision for South Windsor</b>				
<b>#</b>	<b>Strategies &amp; Policies</b>	<b>Lead Entity</b>	<b>Support Entity</b>	<b>Timeline</b>
A.1	Through coordinated efforts, work to achieve the overall open space vision that ties areas of South Windsor together with preserved lands and trails (both greenways and blueways) as noted in the Open Space Vision (see Chapter 3).	OSTF	All relevant boards & commission	O
A.2	Partner with other organizations to help create and enhance an overall open space system.	OSTF		O
<b>Objective B: Maintain effective tools to support open space preservation</b>				
<b>#</b>	<b>Strategies &amp; Policies</b>	<b>Lead Entity</b>	<b>Support Entity</b>	<b>Timeline</b>
B.1	Maintain the open space preservation requirements as part of new residential developments (preserve land or provide a fee-in-lieu-of open space preservation or both).	PZC	IWA/CC	O
B.2	Seek ways to establish and extend trails (or sidewalks or pathways) through the industrial areas along the Route 5 corridor to create better trail connections and accessibility to open space areas.	WWW	DPW, Engr.	L
B.3	Maintain regulations (subdivision regulations section 4.C.1 and zoning regulations section 7.14) allowing the Commission to require "open space development" in areas which are directly identified as integral to achieving the overall open space vision	PZC	-	O
B.4	Continue to deposit monies into the Open Space Fund to allow the Town to act quickly to preserve open space parcels.	TC	-	O
B.5	Continue to seek open space grants to acquire open space parcels and extend the greenway and blueway trails through South Windsor.	WWW	DPW, Engr.	S
B.6	Strengthen PZC review and process for acquiring desirable or usable open space as part of the subdivision regulations.	PZC	-	S
<b>Objective C: Manage and enhance existing open space</b>				
<b>#</b>	<b>Strategies &amp; Policies</b>	<b>Lead Entity</b>	<b>Support Entity</b>	<b>Timeline</b>
C.1	Manage existing open spaces including improving public access, providing parking, providing kayak access, adding trail signage, etc.	PRD	PRC	S
C.2	Explore opportunities to develop and expand a blazed trail network that connects open space properties.	WWW	PRD, PRC	L

## Agriculture

**Goal: Support farmers, farming, and farmland preservation to maintain and enhance the health and economic benefits of local food and enhance overall community ambience**

<b>Objective A: Continue to support farmers and farming</b>				
<b>#</b>	<b>Strategies &amp; Policies</b>	<b>Lead Entity</b>	<b>Support Entity</b>	<b>Timeline</b>
A.1	Maintain the Agricultural Commission to advise the Town on challenges and opportunities affecting farmers.	AC	-	O
A.2	Continue to support local farmers and farming through the "right-to-farm"	PZC	AC	O
A.3	Continue to encourage and support small farms and traditional farming practices	AC	-	O
A.4	Continue to utilize CGS Section 19a-341, which provides that agricultural or farming operations shall not be deemed a nuisance in many situations.	PZC	-	O
A.5	Continue to lease Town-owned land to farmers.	AC	TC	O
A.6	Evaluate whether there are opportunities to devote additional Town-owned land to agricultural leases to farmers.	AC	TC	M
A.7	Seek ways to connect aspiring farmers to farmland including partnering with the Connecticut Department of Agriculture.	AC	-	S
A.8	Support and promote cottage food operations	AC	PZC	M
A.9	Expand the municipal community gardens on Avery Street and Deming Street to continue resident's involvement in agricultural activities.	PRD	AC	M
A.10	Continue to support the Farmer's Market to support farmers and farming, both in South Windsor and the region.	PRD	-	O
<b>Objective B: Continue to preserve farmland</b>				
<b>#</b>	<b>Strategies &amp; Policies</b>	<b>Lead Entity</b>	<b>Support Entity</b>	<b>Timeline</b>
B.1	Continue efforts to preserve farmland (including municipal purchase, State purchase of development rights, mandatory open space subdivision, and other approaches) especially since inter-generational changes in next 5-10 years may accelerate conversion of farmland.	AC	OSTF	O
B.2	Continue to maintain and enhance the Open Space Fund balance to be ready to act on farmland preservation opportunities that become available.	TC	AC, OSTF	S

## Community Ambiance

**Goal: Maintain and enhance resources and assets which contribute to the overall ambience of the community and thereby enhance resident's overall quality of life.**

<b>Objective A: Preserve Historic Structures and Landscapes</b>				
<b>#</b>	<b>Strategies &amp; Policies</b>	<b>Lead Entity</b>	<b>Support Entity</b>	<b>Timeline</b>
A.1	Support preservation of local historic resources including: <ul style="list-style-type: none"> <li>- Recognition of such resources through building plaques, area designations (signage), and other means,</li> <li>- Allowing adaptive reuse of historic buildings, where appropriate, in order to preserve the structure(s), and</li> <li>- Regulatory approaches (local historic districts, where necessary).</li> </ul>	HDC, PZC	TC	O
A.2	Encourage and support owners of historic structures to maintain them in historically appropriate ways and preserve them for future generations.	HDC	Historical Society	O
A.3	Maintain the demolition delay ordinance (and Demolition Delay Committee) in order to allow time to investigate alternatives to demolition, salvage building elements, and/or document the structure prior to demolition.	DDC	-	O
A.4	Continue to hold events and activities to educate residents about the historic resources in South Windsor and promote the history and heritage of the community.	Historical Society	-	O
A.5	Continue to work with property owners and residents to preserve the unique ambience of Main Street and Ferry Lane.	HDC	Historical Society	O
A.6	Consider requiring that residential subdivision of properties along Main Street utilize the open space subdivision provisions.	PZC	-	M
<b>Objective B: Preserve Scenic Resources and Assets</b>				
<b>#</b>	<b>Strategies &amp; Policies</b>	<b>Lead Entity</b>	<b>Support Entity</b>	<b>Timeline</b>
B.1	Update land use regulations to ensure that preservation of scenic resources is considered as part of development proposals.	PZC	-	M
B.2	Continue to work with utility service providers (electric, cable, telephone, wireless, etc.) to minimize and mitigate the impact of existing and new facilities on scenic resources (such as encouraging underground utilities).	TM	DPW, PZC	O
B.3	Work with applicants to avoid or minimize impacts on scenic resources (from public vantage points) as part of new residential, business, and institutional development.	PZC	-	O

## Community Ambiance (Continued)

<b>Objective C: Enhance Community Design</b>				
<b>#</b>	<b>Strategies &amp; Policies</b>	<b>Lead Entity</b>	<b>Support Entity</b>	<b>Timeline</b>
C.1	Continue to utilize the Architecture and Design Review Committee to result in developments which enhance the overall character and ambiance of South Windsor.	ADRC	PZC	O
C.2	Ensure that land use regulations for LED lighting consider the overall level of illumination and the "temperature" of the light emitted.	PZC	ADRC	O
C.3	Consider preparing a summary of design guidelines (using similar documents from other towns as an example) in order to facilitate designs that enhance South Windsor.	PD	ADRC, PZC	L
C.4	Enhance "gateways" to South Windsor (signage, stone walls, public art, private sponsorship, etc.) to highlight South Windsor's special "sense of place."	DPW	-	L
<b>Objective D: Enhance Community Spirit</b>				
<b>#</b>	<b>Strategies &amp; Policies</b>	<b>Lead Entity</b>	<b>Support Entity</b>	<b>Timeline</b>
D.1	Continue to recognize community volunteers who make South Windsor such a great community.	TC	-	O
D.2	Enhance awareness of events and activities which make South Windsor such a great community.	TM	All Town Departments	O
D.3	Cultivate a positive image of South Windsor (social media, print media, etc.) to help support local businesses and real estate values.	TM	-	M
D.4	Support the Arts Commission and public art initiatives	Arts Commission	TC	O
<b>Objective E: Support Retention of Undeveloped Land</b>				
<b>#</b>	<b>Strategies &amp; Policies</b>	<b>Lead Entity</b>	<b>Support Entity</b>	<b>Timeline</b>
E.1	Continue to support the PA-490 programs that help preserve farmland and forest land.	Assessor	PD	O
E.2	Consider expanding PA-490 opportunities by creating a new "local option."	TC	TM, PD	S

## Housing

**Goal: Provide a range of housing choices that meet the needs of all household types, ages, incomes, lifestyles, and life stages.**

<b>Objective A: Support a Range of Housing Choices</b>				
<b>#</b>	<b>Strategies &amp; Policies</b>	<b>Lead Entity</b>	<b>Support Entity</b>	<b>Timeline</b>
A.1	Encourage and incentivize the creation of smaller housing units	PZC	PD	O
A.2	Encourage multi-family or mixed-use development in or within walking distance to business districts and transit (see Opportunity Areas from the Affordable Housing Plan)	PZC	PD	M
A.3	Provide housing options for seniors - Encourage universal design elements in new housing units - Expand affordable senior housing options - Encourage the creation of additional age-restricted housing units	PZC	HSD, SWHA	O
A.4	Bolster age-in-place strategies (Town services, outreach, financial programs etc.) that support seniors remaining in their existing homes	HSD	TC	M
A.5	Ensure housing growth is in alignment with capacity of Town facilities (notably school system, but also community center, fire, police, recreation, etc.)	SWPS	PZC	O
A.6	Provide housing at a range of densities, in alignment with the Residential Densities Plan	PZC	-	O
<b>Objective B: Expand Affordable Housing Opportunities</b>				
<b>#</b>	<b>Strategies &amp; Policies</b>	<b>Lead Entity</b>	<b>Support Entity</b>	<b>Timeline</b>
B.1	Implement the recommendations from the 2022 Affordable Housing Plan	PZC	-	M
B.2	Develop priorities for Housing Trust Fund expenditures (e.g. locations, project types, etc.)	TC	PZC, FRC	S
B.3	Support Housing Authority expansion or densification efforts	SWHA	PZC, PD	L
B.4	Continue to encourage mixed-income housing through inclusionary zoning	PZC		O
B.5	Foster collaboration between the PZC, Town Council, and Housing & Fair Rent Commission regarding affordable housing policies and priorities	TC	PZC, FRC	S
B.6	Promote energy efficiency in new housing	PZC	EC	O
B.7	Promote the transition from fossil fuels to alternative energy sources.	EC	PZC	O
B.8	Explore opportunities for alternative housing options and housing types.	PD	PZC	L

## Business Development

**Goal: Maintain a diverse tax base that provides jobs and services.**

**Goal: Support continued evolution of business zones**

Objective A: Encourage Business Development				
#	Strategies & Policies	Lead Entity	Support Entity	Timeline
A.1	Maintain current business zones with periodic updates to regulations	PZC	PD	O
A.2	Encourage redevelopment, reuse, and infill projects within business zones. - Target financial incentives to redevelopment, reuse and infill projects - Continue to explore and implement flexible zoning standards to support redevelopment	EDC, PZC	TC, TM	M
A.3	Support brownfield redevelopment efforts, including potential town pursuit of grants to fund environmental studies and remediation.	TM	EDC, PZC	M
A.4	Continue Economic Development Commission (EDC) promotion and marketing efforts	EDC	TC	O
A.5	Work with local businesses and educational institutions to address work-force and training gaps.	EDC	-	S

## Town Center

**Goal: Strengthen the Town Center as the community's civic and business center while providing a mix of housing choices in a walkable village setting.**

**Goal: Provide attractive and cohesive public infrastructure and development to strengthen the Town Center's identity and sense of place.**

<b>Objective A: Strengthen the Town Center as a Community Hub</b>				
<b>#</b>	<b>Strategies &amp; Policies</b>	<b>Lead Entity</b>	<b>Support Entity</b>	<b>Timeline</b>
A.1	Maintain the Town Center as a civic and institutional hub.	PZC	PD	O
A.2	Periodically review permitted commercial uses within the Town Center and consider broadening permitted uses in response to changing market conditions and facilitate the repositioning of obsolete land uses.	PZC	EDC, PD	M
A.3	Revisit parking requirements and consider mixed-use parking standards (lowers minimum parking for mixed uses that have peak demand at different times of day).	PZC	PD	M
A.4	Grow the Town Center's population through multi-family and mixed-use development.	PZC	PD	L
A.5	Strengthen connections between Town Center, Evergreen Walk, and future Cross-Town Trail	DPW	Engr., WWW	L
A.6	Consider zoning incentives (greater permitted density, etc.) that support redevelopment consistent with the village vision.	PZC	PD	M
<b>Objective B: Enhance Streetscapes &amp; Visual Identity within the Town Center</b>				
<b>#</b>	<b>Strategies &amp; Policies</b>	<b>Lead Entity</b>	<b>Support Entity</b>	<b>Timeline</b>
B.1	Focus on streetscapes and placemaking as part of infrastructure improvements within the Town Center <ul style="list-style-type: none"> <li>- Enhanced sidewalk materials</li> <li>- Decorative lighting</li> <li>- Landscaping/street trees</li> <li>- Signage</li> <li>- Traffic calming elements</li> <li>- Complete streets improvements</li> </ul>	DPW, Engr.	CTDOT	M
B.2	Create a visual "Style Guide" for the Town Center Village District to promote consistency in infrastructure and placemaking elements across both public areas and private development sites.	PZC	PD, ADRC	S
B.3	Continue infrastructure and sidewalk improvements within the Town Center.	DPW, Engr.	CTDOT	O

## Buckland Road

**Goal: Support the Buckland Road Corridor as a regional business center, providing opportunities for shopping, entertainment, and employment for both South Windsor and regional residents.**

<b>Objective A: Maintain the Buckland Road Corridor as a Regional Business Center</b>				
<b>#</b>	<b>Strategies &amp; Policies</b>	<b>Lead Entity</b>	<b>Support Entity</b>	<b>Timeline</b>
A.1	Continue access management requirements as part of future development.	PZC	PD	O
A.2	Prioritize regional-oriented and large format business that are not suitable for other commercial districts	PZC	PD	S
A.3	Improve the aesthetics of the Buckland Gateway and add gateway signage	DPW	ADRC	M
A.4	Continue to support infrastructure improvements. <ul style="list-style-type: none"> <li>- Sewer and pump station capacity upgrades</li> <li>- Sidewalk extensions</li> <li>- Bike infrastructure improvements</li> <li>- Bus stops and transit infrastructure improvements</li> </ul>	DPW, Engr., WPCA	CTTransit	O
A.5	Maintain commercial focus of the Buckland Road corridor. However, consider mixed-use housing opportunities and age-restricted housing, particularly for the rear portions of development sites that lack street visibility and frontage	PZC	PD	L
A.6	Review the Designed Commercial Zone and explore opportunities to better integrate this zone within the overall vision for the Buckland Road corridor.	PZC	PD	S

## Sullivan Avenue

**Goal: Continue to manage the Sullivan Avenue corridor as a transitional business and employment district, serving as a connection between higher intensity uses on Route 5 and in the Town Center and lower density residential neighborhoods to the north and south.**

<b>Objective A: Improve the Aesthetics and Cohesion of the Sullivan Avenue Corridor</b>				
<b>#</b>	<b>Strategies &amp; Policies</b>	<b>Lead Entity</b>	<b>Support Entity</b>	<b>Timeline</b>
A.1	Consider establishing consistent landscaping and site design standards for commercial and industrial zones along Sullivan Avenue.	PZC	PD	M
A.2	Maintain a primarily business focus, while considering opportunities for limited mixed-used development in the far eastern end of the corridor.	PZC	PD	O
A.3	Consider establishing a transition overlay zone in the western portion of the General Commercial Zone (west of Troy Street) to allow greater flexibility for light industrial uses.	PZC	PD	M
A.4	Continue to develop bicycle and pedestrian infrastructure in the corridor	Engr.	DPW, CTDOT	O
A.5	Work with CTDOT to address traffic operations in the corridor, including potentially adding turning lanes and traffic signals, where appropriate.	Engr.	DPW, CTDOT	M
A.6	Continue to maintain appropriate buffers between business and residential zones.	PZC		O

## Route 5

**Goal: Maintain the Route 5 corridor as a regional economic and employment center.**

**Goal: Strengthen the visual appearance of the Route 5 corridor to provide a positive gateway into the community.**

<b>Objective A: Encourage Business Development</b>				
<b>#</b>	<b>Strategies &amp; Policies</b>	<b>Lead Entity</b>	<b>Support Entity</b>	<b>Timeline</b>
A.1	Support redevelopment, adaptive reuse, and infill projects - Brownfield redevelopment (See Business Development section for more details) - Establish zoning and/or financial incentives that support redevelopment and reuse projects	TC	TM, EDC	M
A.2	Diligently recruit manufacturers and other desirable businesses	TM	EDC, PD	S
A.3	Strengthen "cross street" nodes at the intersections of Route 5 and Pleasant Valley Road and Governor's Highway by encouraging a blend of commercial and industrial uses.	PZC	PD	M

## Community Facilities

**Goal: Support Town services and facilities that serve the Town's growing population, meet the needs of all age groups, and contribute to a high quality of life.**

<b>Objective A: Provide Community Facilities that Support Evolving Resident Needs</b>				
<b>#</b>	<b>Strategies &amp; Policies</b>	<b>Lead Entity</b>	<b>Support Entity</b>	<b>Timeline</b>
A.1	Provide community facilities that are accessible to all (e.g. ADA upgrades at Town buildings)	Facilities	All Town Departments	O
A.2	Provide adequate community facilities to support a growing population and shifting demographics.	TC, SWPS	All Town Departments	O
A.3	Maintain and strengthen community partnerships (e.g. recreation partnership between the Parks & Recreation Department and South Windsor Public Schools).	PZC	PD	M
A.4	Expand recreational opportunities by either providing additional fields, or investing in technology (e.g. lights, or artificial surfaces) that increases use of existing fields.	PRD	PRC, TC	M
A.5	Maintain adequate municipal staffing and succession planning to continue to meet resident needs.	TM	TC	L
A.6	Continue to monitor enrollment growth in South Windsor Public Schools. Strengthen coordination between the schools and land use commissions to ensure that enrollment impacts are understood.	SWPS	PZC, TM	O
A.7	Continue to promote energy efficiency, green energy, and EV charging infrastructure in public buildings.	EC	Facilities	O
<b>Objective B: Plan for Future Community Facility Investments</b>				
<b>#</b>	<b>Strategies &amp; Policies</b>	<b>Lead Entity</b>	<b>Support Entity</b>	<b>Timeline</b>
B.1	Establish a permanent home for the Parks & Recreation Department	PBC	PRD, PRC	M
B.2	Plan for facility expansions and/or renovations (i.e. Police Station, DPW, Town Hall, Community Center). - Acquire adjacent properties or negotiate rights of first refusal. - Conduct initial planning, programming, and conceptual design studies.	PBC	TC, TM, Town Departments	M
B.3	Explore opportunities to provide an aquatics center for residents, including opportunities for grant funding and the potential for public-private partnerships.	PRD	PRC, TM, TC	L

## Transportation

**Goal: Provide a safe and efficient multi-modal transportation network that supports all travel modes, including drivers, pedestrians, cyclists, and transit users.**

<b>Objective A: Maintain a Safe and Balanced Roadway System that Supports Land Use Goals</b>				
<b>#</b>	<b>Strategies &amp; Policies</b>	<b>Lead Entity</b>	<b>Support Entity</b>	<b>Timeline</b>
A.1	Manage Congestion <ul style="list-style-type: none"> <li>- Site major traffic generators only on major roadways.</li> <li>- Implement traffic calming strategies and other strategies to reduce vehicle speeds (engineering, enforcement, education, reducing speed limits).</li> <li>- Consider creating OSTA-approved thru-truck prohibitions per CGS 14-298.</li> </ul>	PZC, Engr., SWPD	TM, DPW	S
A.2	Maintain existing infrastructure in state of good repair	DPW	Engr.	O
A.3	Enhance the resiliency of the roadway network (drainage/bridge/culvert upgrades, etc.)	DPW	Engr.	O
A.4	Update the Complete Streets Plan to help guide and prioritize capital improvements.	TC	DPW, Engr.	M
A.5	Consider Adopting a Vision Zero Policy and Action Plan, prioritizing roadway design and policies that improve safety.	TC	DPW, Engr.	M
A.6	Consider developing a Town roadway classification to guide Complete Streets and traffic calming investments.	Engr.	DPW	L
<b>Objective B: Expand Opportunities for Walking and Biking</b>				
<b>#</b>	<b>Strategies &amp; Policies</b>	<b>Lead Entity</b>	<b>Support Entity</b>	<b>Timeline</b>
B.1	Implement more biking and walking options in accordance with the Sidewalk Priorities Plan and Bicycle Infrastructure Plan maps	DPW, Engr.	WWW	S
B.2	Develop clear priorities and policies around pedestrian and bicycle improvements	DPW	WWW	S
B.3	Accommodate pedestrians and cyclists as part of infrastructure improvements (bridges, culverts, etc.)	DPW	Engr.	S
B.4	Complete the Cross Town Trail and connector routes	DPW, Engr.	WWW	L
B.5	Bolster connections to the regional greenway system (East Coast Greenway, Bissell Bridge)	DPW, Engr.	WWW	L
B.6	Enhance pedestrian and cyclist safety in the Route 5 corridor and intersections/cross streets	CTDOT	DPW, WWW	M

## Transportation (Continued)

<b>Objective C: Encourage Public Transit Use</b>				
<b>#</b>	<b>Strategies &amp; Policies</b>	<b>Lead Entity</b>	<b>Support Entity</b>	<b>Timeline</b>
C.1	Implement land use policies that support transit service (population and employment density in key nodes).	PZC	-	M
C.2	Provide safe bus stops and pedestrian connections to bus stops.	PZC	Businesses	O
C.3	Advocate for the realignment of transit routes to better serve population and employment centers.	TM	CRCOG	M
C.4	Explore alternative transportation options (transportation “wallets,” micro-transit, etc.)	TM	-	L
<b>Objective D: Support Freight Rail</b>				
<b>#</b>	<b>Strategies &amp; Policies</b>	<b>Lead Entity</b>	<b>Support Entity</b>	<b>Timeline</b>
D.1	Strengthen relationship between the Town and Connecticut Southern Railroad	TM	Engr., DPW	M
D.2	Prioritize businesses that utilize freight rail at sites with existing sidings.	PZC		O
D.3	Maintain safe rail line crossings for all travel modes.	DPW	Engr., CTDOT	M

## Utilities

### Goal: Provide utilities that support desired development patterns

<b>Objective A: Maintain a Safe and Balanced Roadway System that Supports Land Use Goals</b>				
<b>#</b>	<b>Strategies &amp; Policies</b>	<b>Lead Entity</b>	<b>Support Entity</b>	<b>Timeline</b>
A.1	Work with WPCA to better align sewer service areas and policies with zoning and land use policies, using a non-parcel based approach.	PZC	WPCA	S
A.2	Complete Sewer Evaluation Study and Planned projects to pump stations and the WPCF.	WPCA	-	S
A.3	Provide adequate sewer capacity to support future growth in business districts (notably in Clark Street waste shed and downstream areas).	WPCA	-	M
A.4	Make sewer system more resilient (e.g. reducing stormwater infiltration during heavy rainfalls)	WPCA	-	L
<b>Objective B: Support an Efficient and Resilient Water System</b>				
<b>#</b>	<b>Strategies &amp; Policies</b>	<b>Lead Entity</b>	<b>Support Entity</b>	<b>Timeline</b>
B.1	Work with water utilities to ensure an adequate water supply and infrastructure to support the Town's land use objectives.	TM	PZC, PD, Water Utilities	S
B.2	Work collaboratively with the Connecticut Water Company, MDC and the Health Department to encourage efficient water usage and protect water quality.	HD	Water Utilities	O
B.3	Support groundwater replenishment practices, such as low-impact development (LID)	PZC	-	O
B.4	Work with local and regional partners on sustainability and resiliency initiatives (drought planning, water usage reduction, etc.)	HD	Water Utilities	O
<b>Objective C: Ensure Other Utilities Meet Community Needs</b>				
<b>#</b>	<b>Strategies &amp; Policies</b>	<b>Lead Entity</b>	<b>Support Entity</b>	<b>Timeline</b>
C.1	Encourage the incorporation of green energy into development projects.	TM	PZC, PD, Water Utilities	S
C.2	Advocate for and support projects that increase the capacity of the local electrical grid to accommodate green energy production, energy storage, and EV charging infrastructure.	HD	Water Utilities	O
C.3	Work with private providers to enhance telecommunications infrastructure	PZC	-	O
C.4	Complete ongoing upgrades to the Town emergency telecommunications system.	HD	Water Utilities	O
C.5	Continue the build out of Town-wide WiFi and fiber networks at Town-owned facilities.	TM	Facilities	O
C.6	Support a range of energy sources that are cost-effective and meet community and business needs, recognizing the gradual transition towards more sustainable energy sources.	TM	EC	O

## Hazard Mitigation

**Goal: Strengthen South Windsor's resiliency by planning and preparing for natural and man-made disasters.**

Objective A: Undertake Hazard Mitigation Planning				
#	Strategies & Policies	Lead Entity	Support Entity	Timeline
A.1	Continue to participate in updating the Regional Hazard Mitigation Plan (updated every five years), and advocate for a greater focus on Resiliency measures as part of future plan updates.	EMD	CRCOG	S
A.2	Address work items in the Regional Hazard Mitigation Plan: <ul style="list-style-type: none"> <li>- Emergency shelter / generator</li> <li>- Public policy / management / education</li> <li>- Dam assessment</li> <li>- Repetitive loss properties</li> <li>- Outreach</li> </ul>	EMD	DPW, Engr.	S
A.3	Continue to address local hazard mitigation needs: <ul style="list-style-type: none"> <li>- Maintain emergency operations framework and procedures</li> <li>- Minimize development in hazard-prone areas</li> <li>- Undertake drainage improvements in flood-prone areas</li> <li>- Resilient power systems including underground wires, micro-cells / generators at key facilities / areas</li> <li>- Resilient communication systems including providing for emergency cell phone/telecommunications services and land line services</li> <li>- Other preparations such as water supply, medications, etc.</li> </ul>	EMD	PZC, DPW, Engr., Health	O