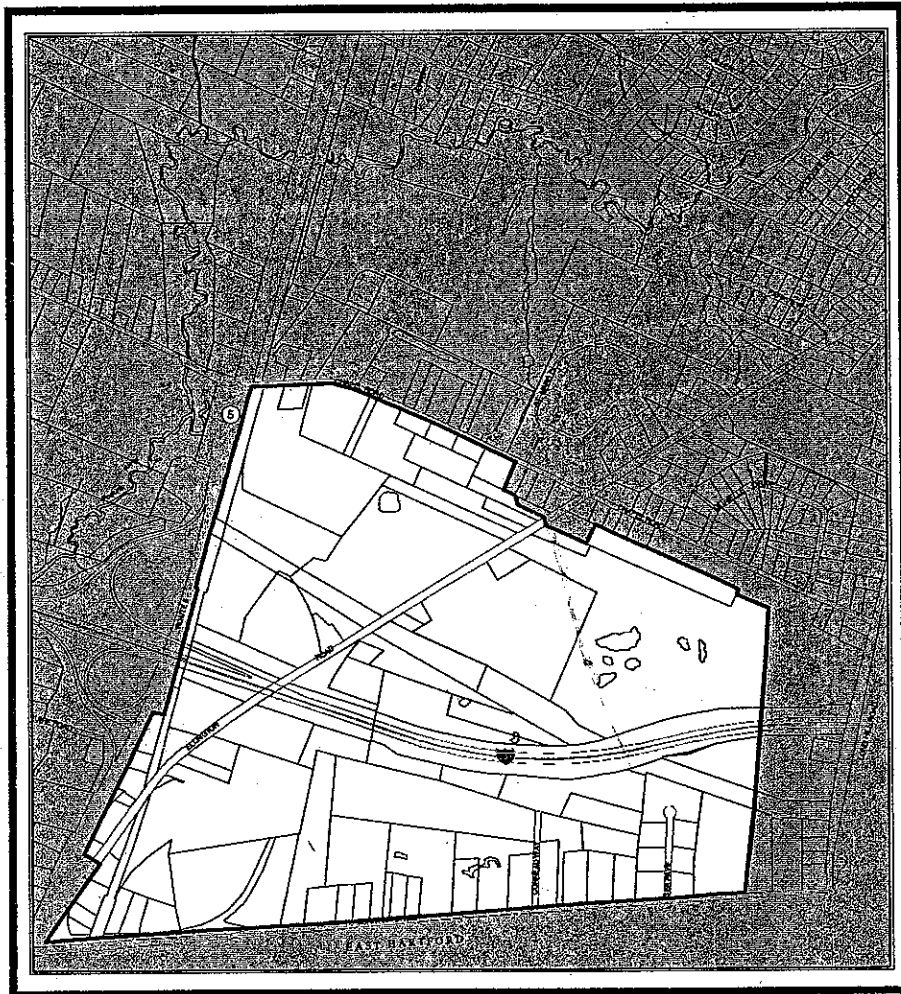


# **I-291 CORRIDOR DISTRICT MUNICIPAL DEVELOPMENT PROJECT**

## **PROJECT PLAN**



**South Windsor Redevelopment Agency  
South Windsor, Connecticut**

**MAY 2003**

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MUNICIPAL DEVELOPMENT PROJECT**

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## **INTRODUCTION**

### **Legislative Authority and Process for Adoption**

A Municipal Development Project Plan under Chapter 132 of the Connecticut General Statutes is proposed for the I-291 Corridor District. Section 8-187 of the Statutes defines a development project as a project conducted by a municipality for the assembly, improvement and disposition of land or buildings or both to be used principally for industrial or business purposes and includes vacated commercial plants. In order to initiate a development project the development agency of the municipality must prepare a project plan in accordance with the requirements in Section 8-189 of the Statutes. Approval of the project plan must follow a formal process as outlined in the Statutes. This process includes: referral to the Planning and Zoning Commission for a finding that the plan is in accord with the plan of development; referral to the regional planning agency for a finding that the plan is in accord with the plan of development for the region; a public hearing; and approval by the legislative body.

### **General Description of Project Area Location in Region**

The I-291 Corridor District includes an area generally bounded by Route 5 on the west, Chapel Road on the north, Long Hill Road on the east and Burnham Road on the south. More specifically, it includes the portion of this area currently designated as an Interstate Corridor Development district in the South Windsor Zoning Regulations. Historically Route 5 which is the western boundary of the project area and continues in a north-south direction has served as a major transportation and development corridor in South Windsor and the surrounding region. In addition to vehicular traffic on Route 5, the CONNRAIL line parallel to Route 5 has provided rail service to the area. With the construction I-91, the north-south traffic function of Route 5 has diminished. Likewise, usage of the rail line has diminished as the movement of freight has gradually shifted to the use of trucks. The Route 5 corridor has continued as the location of a wide range of industrial and commercial uses in both older properties and at newly developed locations.

The construction of I-291 connecting I-91 with I-84 has added a new dynamic to the development patterns in South Windsor. The area in the vicinity of Buckland Road designated as the Gateway District as well as adjacent retail development in Manchester is now linked to markets to the west.

The I-291 connection will most directly impact the project area. Whereas I-291 serves primarily as a connector, there is an interchange at Route 5 which provides access to the project area. This will support development in the project area with access to markets on a regional basis. Land uses which place a high value on a location adjacent to the interstate highway system will find the site attractive for development.

### **General Description of Existing Conditions**

The project area is characterized by a mixture of developed properties including commercial, industrial and residential uses as well as large undeveloped and agricultural areas. Dominant features through the center of the project area are the I-291 right-of-way as well as a Connecticut Light and Power transmission line. Ellington Road (Route 30) which bi-sects the area in a generally north-south direction provides access to the interior of the project area where the larger undeveloped parcels are located. Past development has generally occurred on the perimeter roads around the project boundary. The Route 5 frontage has been primarily retail with an abandoned drive-in at the corner of Chapel Road and Route 5. Chapel Road has a mixture of industrial and commercial uses to the west of Ellington Road with residential use more predominant to the east of Ellington Road. Burham Street presents a mixture of uses including industrial uses, heavy automotive service uses, residential uses and vacant land. There have been previous attempts to develop small industrial areas off Sea Pave Road and Corneau Way. These areas still have vacant sites and the quality of development has not achieved a high standard. The most recent development in the area is Output Technology Solutions on a site off Ellington Road. This is a high quality development indicative of the type of development which could be attracted to the project area.

### **Infrastructure Systems**

The project area has access to the range of infrastructure systems at its perimeter necessary to support significant economic development. There will be a need to provide connections to these systems and to provide internal systems to serve development sites within the project area. There will also be a need to manage stormwater in a coordinated manner in order to encourage development in an environmentally sound fashion. The consolidation of parcels to achieve this goal will be encouraged. The road system necessary to support development in the project area is in

place. The primary changes to the system relate to the re-alignment of the I-291 ramping systems which will provide for a more direct access to the project area via a connection with Ellington Road.

This improvement will be made by the Connecticut Department of Transportation. There will also be internal road access improvements to serve development sites within the project area.

### **Project Plan Objectives**

The following project plan objectives have been established:

- Encourage development in the project area consistent with the land use controls.
- Assemble sites appropriate for development and dispose of sites consistent with land use controls.
- Construct infrastructure improvements necessary to support development in the project area.
- Provide assistance for the rehabilitation and investment in existing commercial/industrial properties.
- Implement economic development activities with protection of wetland areas and adjacent residential neighborhoods.
- Create increased employment opportunities and strengthen the tax base of South Windsor.

**A. Boundary Description**

Map 1 shows the proposed boundary of the project area.



**B. Present Conditions and Uses of Land**

Map No. 2 Existing Land Use shows the current use of land in the project area. The project area contains 441 acres. The land uses in the area are summarized in Table 1.

**Table 1**  
**Existing Land Use**

Use	Acreage
Industrial	84
Commercial	5
Residential	31
Utilities/Railroad	28
Farm	41
Church	3
Vacant	179
R.O.W.	70

### **C. Type and Location of Land Uses Proposed for the Project Area**

Map 3 shows the Proposed Land Use for the project area. Consistent with the I-291 Corridor Development Zone designation in the South Windsor Zoning Regulations, the area has been designated as a Corridor Development Use Area. The land uses and controls for such uses shall be those contained in the I-291 Corridor Development Zone within the Zoning Regulations and listed below.

#### **Permitted Uses**

Permitted uses are those commercial, office, hotel/motel and industrial uses that reflect the purposes of the Zoning Regulations by careful attention to the appearance and siting of buildings and/ or site amenities, and that meet all of the performance standards enumerated in all applicable sections of the Zoning Regulations, with the exception of the specifically prohibited uses listed below.

#### **Prohibited Uses**

The following uses are prohibited in the I-291 Project Area:

- i. Gasoline service stations/ automotive sales, service & repair garages;
- ii. Arcades (amusement centers with coin-operated games);
- iii. Adult-oriented businesses (including but not limited to adult bookstores, adult theaters, massage parlors, etc.);
- iv. Nightclubs/ taverns/ social clubs/ similar uses where the primary purpose of the business is the serving of alcoholic beverages;
- v. Any use similar in purpose, use, or service to the above prohibited uses, regardless of its name or title.
- vi. Residences/ residential uses.

### **Bulk Requirements**

Minimum lot size	5 acres
Minimum lot frontage	300 feet if located on Route 30 or Route 5; 150 feet if located on an interior public street; no frontage requirement if located on a private street.
Minimum yard setbacks:	
Front	50 feet
Side	20 Feet
Rear	20 Feet
Maximum impervious coverage	65%*
Maximum building height	5 stories or 60 feet
Required off-street parking	Parking shall be provided in accordance with the requirements of Section 12 of the Zoning Regulations
Parking dimensions:	
Aisle dimensions	24 feet wide for 90 degree parking; less for angle parking
Stall dimensions	Where employee parking dominates: 9'x18' stalls Where high-turnover customer parking predominates: 10'x20' stalls in customer parking areas; 9'x18' in employee parking areas

\* An additional 5% impervious coverage bonus will be granted for: (1) any single site in excess of 25 acres that is being planned and developed as an integral site; or (2) any consolidated parcel. In addition, consolidated parcels shall be permitted for the purposes of creating a shared use arrangement of selected site components, e.g. common points of access/egress, drive passage, parking, loading/un-loading and yards etc. The Consolidated Parcel shall be construed to be one lot when computing bulk requirements.

Consolidated Parcels shall meet the following minimum requirements:

The owner of each lot shall give to the owner of each other lot within the consolidated parcel, by deed, easement or agreement filed in the Office of the Town Clerk, the right of entrance, access/egress, passage, parking and loading.

The Consolidated Parcel is developed as an integrated plan with respect to building massing, site design, circulation elements (roads/drives, parking and walks) and open space.

The Redevelopment Agency and/or Planning and Zoning Commission may require or limit the number of access/egress drives and/or direct the placement of same within a Consolidated Parcel such that only one or more of several individually or commonly owned "sub-parcels" within the Consolidated Parcel would have a point of access/egress. Such restriction would be in accordance with current access management policies and plans.

Consolidated Parcels, as larger contiguous land areas subject to certain planning and design requirements, help to ensure overall zone continuity. As an incentive to individual owners to consider consolidation, the Town will grant a 5% increase in impervious surface coverage for the Consolidated Parcel.

#### **Design Controls**

The I-291 Corridor Development Zone regulations contain a series of controls 5.9.5.c through 5.9.5.e addressing the issues of site appearance, signage, and landscaping. These controls are incorporated into the controls for the I-291 Corridor District Municipal Development Project Plan and made part of this Plan as Exhibit A.

### **Conservation Easements**

The I-291 Corridor Development Zone regulations contain a recommendation for conservation easements to protect wetlands within the Project Area. This concept is incorporated into this Project Plan.

### **Performance Standards**

The I-291 Corridor Development Zone regulations contain performance standards. These performance standards are incorporated into this Project Plan.

### **Site Plan Approval**

No building permit within the I-291 Corridor District Municipal Development Project Area may be issued without approval of a Site Plan of Development by the Redevelopment Agency and the Planning and Zoning Commission.

**D. Existing and Proposed Zoning Classifications**

Map 4 shows the Existing and Proposed Zoning in the project area. The area is currently zoned I-291 Corridor Development Zone. No changes are proposed in this zoning designation.

**E. Streets, Sidewalks, Water and Sewerage Systems, Drainage Systems and Other Utilities**

Maps 5 through 8 display existing infrastructure systems and proposed improvements to these systems. The proposed improvements are conceptual based upon planning level design. The final configuration of infrastructure improvements will be based on detailed engineering design as well as coordination with private redevelopment activities within the project area. In certain instances, easements to extend utility lines may be secured on properties not proposed for acquisition. In addition, utilities may be extended to serve other properties in the project area not proposed for acquisition and disposition. The I-291 Corridor Development Zone Regulations contains in Section 5.9.6 standards for circulation, utilities, fencing, and storm water management. These standards are incorporated into the controls for the I-291 Corridor District Municipal Development Project Plan and made part of this plan as Exhibit A.

**F. Acquisition**

Map 9 Land Acquisition shows those parcels of property proposed for acquisition by the Redevelopment Agency. The proposed acquisition is limited to the land owned by the Town of South Windsor which the Town acquired from the State of Connecticut. This land is comprised of 22 acres declared excess by the State after construction of I-291.



**G. Disposition**

Map 10 Disposition shows the area proposed for sale and/or lease by the Agency for development in accordance with the provisions of the project plan. This area may be subdivided prior to sale or lease.

## **H. Appraisals and Title Search**

Upon approval of this plan, land appraisals and title searches will be undertaken as necessary as part of a phased transfer of land from the Redevelopment Agency to private development entities. The appraisals will be used to determine the cost of reimbursement to the Connecticut DOT as well as the sales price to private development entities.

**I. Relocation Plan**

No properties occupied by businesses or residential households are proposed to be acquired.

Therefore, no relocation is necessary at this time.

## **J. Financing Plan**

### **Proposed Project Budget**

The following project budget has been prepared as an estimate of funding requirements to implement the Project Plan.

Land acquisition	*
Surveys and Title Searches	\$7,500
Appraisals	\$7,500
Infrastructure Improvements	\$690,000
Engineering	\$96,000
Relocation	\$0
General Administration	\$1,500
Legal Fees	**
Contingencies	<u>\$40,000</u>
Total	\$842,500

\* Land to be purchased from Connecticut DOT as needed for sale to others at appraised value.

\*\* To be funded from Town of South Windsor department budgets.

### **Source of Funds**

The funds to implement the Municipal Development Plan will be from a variety of sources, possibly including Tax Increment Financing (TIF), grants from the State of Connecticut, proceeds from land sales or leases and Town funds.

**K. Administrative Plan**

The South Windsor Redevelopment Agency as the designated development agency for this project will be responsible for all administrative activities needed to implement the project plan. These activities will include the following:

- Acquisition of parcels from the Town of South Windsor
- Selection of developers of acquired property
- Preparation of disposition agreements including subdivision maps if appropriate
- Selection of an engineering services firm to design infrastructure improvements
- Award of contracts for infrastructure improvements
- Issue bonds for financing of infrastructure improvements, if appropriate
- Monitor compliance with all disposition agreements
- Prepare reports as needed for Town Council
- Coordinate activities within the Project Area with appropriate Town departments, commissions, and agencies.

**L. Job Creation/Existing Housing Units Available**

**1. Job Creation**

The property proposed for acquisition and disposition has the potential for 200,000 to 400,000 square feet of development in accordance with project plan controls. The actual amount of development will relate to the specific use and related site parking requirements. Commercial, office and hotel/motel uses will require more parking than industrial use. Therefore, the low end of the range assumes more non-industrial use and the high end more industrial use. Based upon this development estimate, an estimated 500 to 1000 permanent, full-time or full-time equivalent jobs will be created at a ratio of 2.5 jobs per 1000 square feet.

In addition, there is a substantial amount of privately owned vacant land in the Project Area not proposed for acquisition and disposition. The private development of this land benefiting from the proposed infrastructure improvements will create additional jobs.

**2. Housing Unit Availability**

Jobs to be created will not place an overwhelming burden on the existing housing stock in South Windsor and the region.

**M. Findings**

The South Windsor Redevelopment Agency has found that the land and buildings within the project area will be used principally for industrial and business purposes; that the plan is in accordance with the Plan of Conservation and Development of the Town of South Windsor and the Regional Plan for the Capital District; that the plan is not inimical to any state-wide planning program objectives or state agencies as coordinated by the Secretary of the Office of Policy and Management; that the project will contribute to the economic welfare of the Town of South Windsor and the State of Connecticut; and that to carry out and administer the project, public action under Chapter 132 of the Connecticut General Statutes is required.

## **APPENDIX A**



### **Design Controls**

Development proposals for the 1-291 Corridor Development zone will be reviewed by the Redevelopment Agency and Planning and Zoning Commission for appearance and compatibility. While creative design approaches are encouraged, quality in levels of detail, material selections, and functional adequacy will be expected. Following are general guidelines. Where applicable, sections of the South Windsor Zoning Regulations are incorporated by reference as such regulations may be amended from time to time.

1. Architectural and site design criteria and guidelines will be as described in Section IX - Architectural and Design Review in the South Windsor Zoning Regulations.
2. Relationships to land uses in abutting zones and adjacent developments within the zone (compatibility) are important considerations that will be critically reviewed by the Agency and Commission. Concerns in this regard will include view sheds, buffers (vegetative and architectural), building scale/massing/configuration /height, light spill, emissions (noise), use intensity/frequency, light/air obstruction, and signage.
3. Building height shall be compatible with highway elevation, unless applicant demonstrates to the Agency and Commission that building height is irrelevant in a specific area. Taller buildings are recommended where 1-291 is above grade, so that the traveling public is not looking down upon a building's roof. When this is unavoidable, the roof must be designed to be attractive from the highway; flat roofs are not acceptable when below the 1-291 grade and visible from the highway at any time of year. Taller buildings are also expected to provide increased building setback from the street upon which they front. In no instance shall a building exceed 5 stories or 60 feet.
4. The Corridor Development zone includes extensive areas of regulated wetlands and utility easements/rights-of-way. These areas will be incorporated into site planning to provide (as appropriate) multi-use trails that traverse the corridor.
5. No outdoor storage is allowed. All business, servicing, or processing (except for off-street

parking/loading) shall be conducted within completely enclosed buildings.

6. Outdoor storage and display of products for sale are prohibited, with the exception of garden/nursery centers accessory to a permitted use.
7. Loading docks shall generally not be visible from Route 30 or 1-291. All loading docks shall be designed as an integral part of the building and not detract from the appearance of the building and site.
8. All dumpsters shall be placed on a concrete pad and suitably screened with trees, shrubs, fencing, or by other appropriate means (e.g., the building itself).

### **Signage**

#### **General Criteria:**

1. All signage is subject to approval from the Agency and Commission and must be designed as an integral part of the site plan. All sign locations shall be shown on the site development plan, and shall be described as to area, dimensions, height, materials, and purpose.
2. In recognition of the special nature of an interstate corridor, additional signage will be permitted for sites that abut and/or are highly visible from 1-291.
3. Single-pole-mounted signs are not allowed. All other pole-mounted signs are limited to maximum 12 feet height.
4. Multiple-tenant buildings will be allowed building signage for each tenant that has distinct, exclusive building frontage with individual entrances (e.g., a retail plaza). Separate building signage for tenants will not be allowed where tenants are sharing buildings that do not have distinct tenant space characteristics on the outside of the building.

## **Signage Requirements**

### **1. Primary site signage**

- a. Free-standing Signs. Each site shall be allowed one free-standing sign on each street that the site has frontage on, not to exceed 5% of the area of the building wall facing the street.

Maximum sign height. Free standing sign maximum height is directly related to the height of the principal building and the sign's proximity to the building. If the sign is located at the edge of the street right-of-way, the sign may not exceed 8 feet in height. As the sign location gets closer to the building, the maximum allowed height increases but cannot penetrate the plane extending from the top of principal building and a theoretical wall 8' in height at the street right-of-way.

- b. Building Signs. Each principal building on a site shall be allowed one building sign, not to exceed 10% of the area of the building wall on which said sign will be placed. A building that houses multiple tenants may allocate the building signage among the tenant building frontages, provided that the total building signage does not exceed the maximum square footage allowed for the building.

### **2. Additional 1-291 facing Signage. One additional sign is permitted on sites with at least one wall facing 1-291. The additional signage may consist of either a building sign or a free-standing sign. If the primary site signage is located facing 1-291, the additional signage is not applicable.**

- a. Additional Free-standing Sign. Area of free-standing sign may not exceed 5% of the area of the building wall facing 1-291. Height of additional free-standing sign shall not exceed 8 feet above the elevation of 1-291 in the vicinity of the sign.
- b. Additional Building Sign. The area of the additional building sign may not exceed 10% of the area of the building wall facing 1-291.

3. Sign lighting is limited to direct, external lighting such as flood or spotlights; or lighting that is contained within the sign message itself, such as individually lit letters. Internal lighting that shines through a plastic or other translucent covering is prohibited, except where the internal lighting shines only through the sign message itself (i.e., the sign background is dark and opaque; the sign letters/elements are translucent).

Free-standing sign lighting must be turned off either within one hour of the close of business, or at 11:00 p.m. whichever is earlier.

4. The following signs are prohibited:

- a. Signs that move by either mechanical or natural means.
- b. Flashing signs. "Time & temperature" portions of signs (not the entire sign) are exempt from this provision.
- c. Portable signs.
- d. Beacons.

5. Window signs are limited to covering a maximum of 20% (1/5) of window space.

6. No sign shall project an objectionable or hazardous glare off the premises. No sign shall be installed if it poses a potential hazard or danger to pedestrians or bicyclists, nor shall any sign obstruct the line-of-sight for motorists or pedestrians.

### **Landscape Planting**

Applicable items in Section IX of the Zoning Regulations, except as modified below, shall apply to all developments within the Corridor Development zone:

1. Minimum 10% of interior parking lots containing thirty (30) or more parking spaces shall be planted with shade trees. Perimeter plantings are not considered a part of the 10% requirement. Trees in parking areas shall be deciduous, large shade variety, with small leaf

characteristics. Suggested species include: Ash, Honeylocust, Zelkova, Callery Pear, Red Maple, Red Oak, Littleleaf Linden.

2. Parking area islands (mid-bay and terminal bay locations) shall provide a minimum planted area of 324 square feet with minimum dimension in any direction of 18 feet.
3. Existing healthy trees of six (6) inch caliper and greater (to be survey-located either singly or as groups) shall be incorporated into the site plan to the maximum extent possible. Similarly, significant stands (10 or more trees) of related species, or consistent scrub-shrub groupings occurring in front, side or rear yards shall be preserved whenever feasible. Welling or mounding are recommended techniques when grade changes are required.
4. Parcels bordering conservation easements and/or regulated wetland areas are encouraged to include shrub and tree plantings that are wildlife attractive. Suggested plantings include the following species: Downy Shadblow, Witchhazel, Chokeberry, Viburnum (in variety), Barberry, Inkberry, Winterberry, Honeysuckle.
5. All brush and tree stumps from clearing and grubbing development operations shall be chipped on site and stockpiled for later use either on or off-site.

### **Infrastructure Improvements**

#### **Circulation**

##### **1. Streets/Drives/Parking/Loading**

- a. Access Management: Site plans shall conform to the guidelines and recommendations of the Town's access management program. Circulation and access layouts will be evaluated for functional efficiency and safety. Considerations will include limited driveway cuts along Route 30 (Ellington Road) and the incorporation of shared access between adjacent lots and consolidated access for contiguous lots.
- b. Streets/Drives: All public streets shall be constructed to Town specifications. All drives

accessing lots shall be privately owned and maintained, and shall be constructed in conformance with Town standards for street width, curbs, planimetric geometry, safety requirements, and storm drainage.

All buildings three stories or greater in height shall provide accessways suitable for emergency vehicles completely surrounding each building, subject to review and approval from the Fire Marshal.

- c. Off-Street Parking: The width, location and arrangement of driveways and parking, and signage shall be consistent with public safety and welfare concerns and shall render no undue hindrance to emergency services. All crosswalks, sidewalk access and parking accommodations shall be in conformance with State ADA requirements.

Off-street parking shall conform to the requirements of Section 13 of the Zoning Regulations, except where specifically modified herein:

- i. All off-street parking areas shall be paved with a suitable surface material approved by the Agency and Commission. All paved areas will be serviced by storm drainage systems.
- ii. The Agency and Commission will consider "reserve parking" arrangements where the parking area constructed is proposed to be less than that required by these regulations, provided that the applicant can demonstrate to the Agency and Commission that the required spaces are excessive and will not all be used, and can provide adequate space to meet required parking regulations in order to satisfy future demand.
- iii. Front yard parking, as the dominant parking area, will be considered for commercial and service-oriented developments only. Side and rear yard parking are encouraged for all business and industrial uses. There will be no parking permitted in required yards abutting Route 30 or I-291.

- iv. Contiguous pavement areas for parking (exclusive of islands) shall not exceed one (1) acre, at which point a major island division will be required. "Major island division" is a planted median extending the longest dimension of the one (1) acre paved area and a minimum of 20 feet in width. Mounding is encouraged, provided it does not interfere with sight lines.
- v. Final pavement shall be in-place prior to issuance of the first Certificate of Occupancy for any given site.
- d. Loading Docks: Loading docks shall generally not be visible from Route 30 or 1-291. Loading docks and receiving areas shall be designed as an integral part of the building and/or adequately screened such that these areas do not adversely impact the site and building aesthetics.

Access/egress for loading areas shall be designed to provide adequate, safe maneuvers in a manner that does not compromise the efficiency and safety of parking areas. Truck maneuvers on streets/drives, other than entering and exiting, are not permitted.

## 2. Walkways

Sidewalks may be provided along at least one side of private drives and linked with sidewalks on Route 30 where appropriate. The applicant is encouraged to provide site interior walkways that link street/drive walks with existing or future multimodal trail system. Sidewalks are encouraged between site buildings and parking areas.

### Utilities

1. Sanitary Sewer: All sites shall be properly connected to an approved and functioning sanitary sewer system prior to issuance of a Certificate of Occupancy. All sanitary sewerage extensions and connections shall be done in accordance with the specifications in the Public Improvements Specifications manual, the Connecticut Public Health Code regulations and rules and regulations of the Water Pollution Control Authority.
2. Water Supply: Sites with a property boundary within 200 feet of an existing public water supply must connect to public water in accordance with the State Public Health Code, unless an exception is granted by the Commissioner of Health Services. All proposals for installation of private wells shall be submitted to the Town's Environmental Health Officer for a determination of the feasibility of such proposed water supply.
3. Underground Utilities: Electric power, telephone and other cable systems shall be placed underground. This provision may be waived by the Agency and Commission only where the utility company has determined that safe underground installation is not feasible because of soil or water conditions or other natural or man-made conditions.
4. Spare Conduits: The Agency and Commission may require the installation of spare conduits and/or pipe sections to accommodate future underground improvements where those improvements are anticipated to cross pre-existing paved areas (drives/streets)

### Fencing

Fencing presents a barrier to wildlife and tends to visually partition the environment, and, as such, is discouraged except where required for security purposes. Fencing will be in accordance with requirements for materials, height, setbacks and screen requirements. With the exception of special treatments that may be architecturally related to the individual structure, fencing should be consistent throughout the site.

### Stormwater Management

1. Design of the stormwater management system shall be consistent with the standards of the



Public Improvement Specifications manual. Zero net increase in stormwater runoff (ZERO) between pre- and post-development conditions is to be maintained for the 2, 10, 25 and 100 year storms, unless it can be demonstrated that there will be no deleterious downstream effects.

2. The applicant shall employ the best available technology in design of the closed drainage system, including oil and sediment separation devices, filtration and discharge techniques. The Town encourages the use of on-site natural filtration functions as a part of currently accepted Best Management Practices in the reduction of sediment and pollutants.
3. The applicant shall employ, as appropriate, the extended wet-bottom detention basin technique for metering site generated storm runoff prior to discharge to off-site drainage systems. When accessible, the applicant shall utilize Town-owned lands for construction of the wet basin. Such basins will be ultimately sized to accommodate more than one user. Where location of a detention facility on Town land is not feasible due to distance or access problems, the applicant is encouraged to enter into an easement agreement with adjacent lots to create a shared-use detention facility. Consolidated parcels will share a detention facility.
4. Clean Water: Clean water is defined as that stormwater runoff generated from roof flows collected in roof gutter or other pickup systems and transported via risers to underground pipes and out to a discharge point. These flows may not need to be attenuated (meet ZERO requirements) if the volume of runoff can be dissipated by infiltration into the groundwater table.
5. Dirty Water: Dirty water is defined as that storm runoff generated from parking and road pavements that carry sands, road salts, oils, etc. These flows are initially treated at catch basins where some heavy particulates are trapped in basin sumps. Prior to discharge, flows will pass through a "water quality inlet" where sediment and oil chambers can provide for secondary separation of particulates and oils. Discharges would then either be directed off-site or into a wet detention basin in accordance with ZERO requirements for that portion of the site.

## Buffers

### General

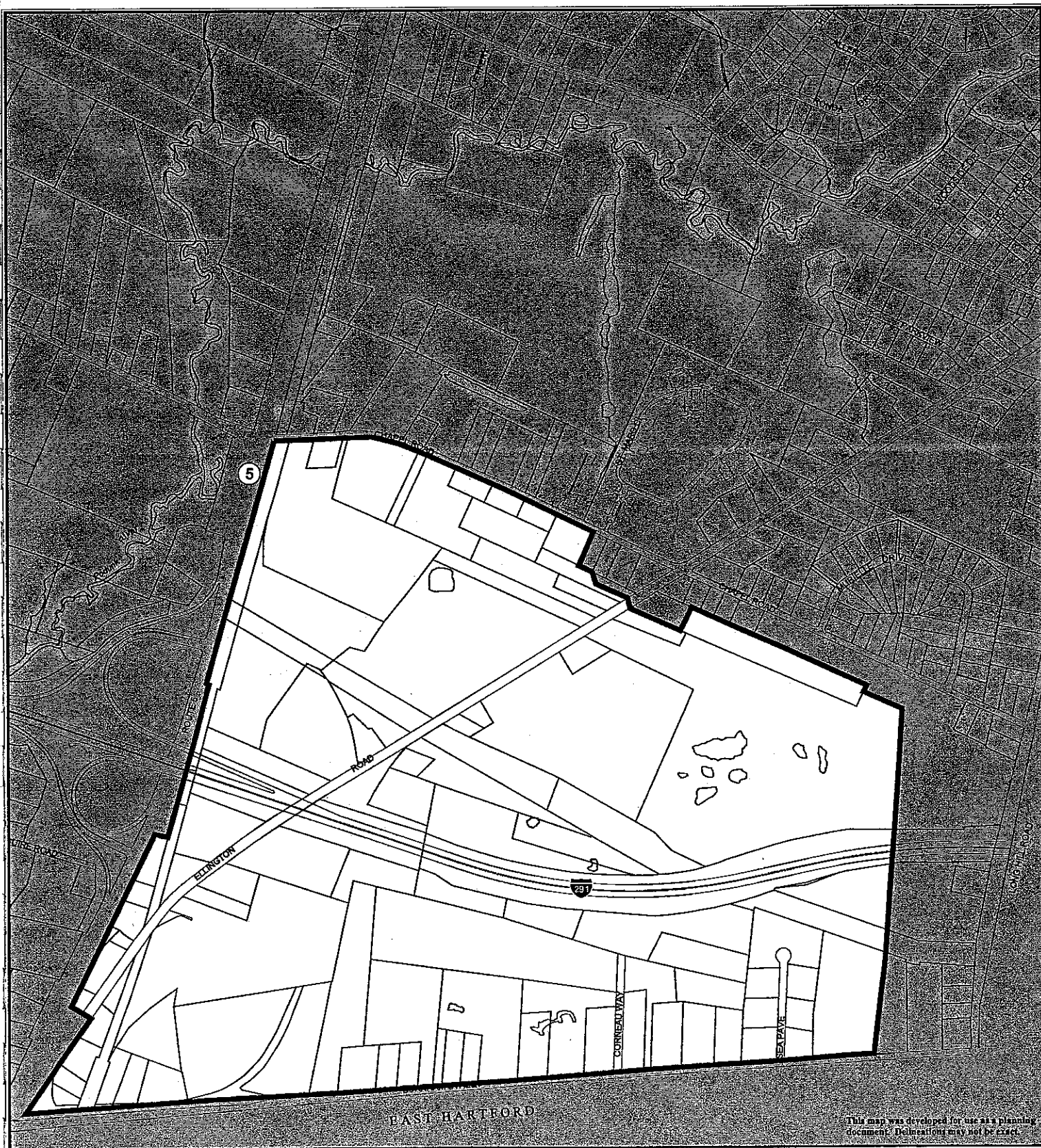
Buffers shall conform to Section 10.4 of the Zoning Regulations. Buffer width for the Corridor Development Zone shall be 75 feet.

### Conservation Easements

The 1-291 Corridor Development zone includes extensive areas of regulated wetlands which, when combined with other easements including wetland buffer areas, constitute a significant portion of the total acreage. In accordance with the overall development concept, the Town is seeking to acquire a conservation easement that will encompass the several discrete wetlands groups including various areas of non-wetland lands. These non-wetlands that are associated by vegetation with the regulated wetlands, are essentially undevelopable because of their close proximity to the regulated wetlands and anomalous configuration. It is the intent of this zone to establish the recommended conservation easement on a parcel by parcel basis.

### Performance Standards

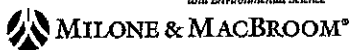
1. Noise. Noise emissions shall be in conformance with the standards contained in Section 6.1.5 (Industrial zone)
2. Light. Outdoor lighting shall be designed to control objectionable and/or hazardous glare off the premises.
3. Pollution/emissions. No on-site dumping or disposal of waste shall be allowed, and no waste shall be discharged into any watercourse, waterbody, wetlands, or into the ground, or onto any adjoining property. All discharges of wastes, chemicals, or other substances shall be in compliance with Federal, State, and local statutes and standards. No dust, dirt, fly ash smoke, particulates, fumes, or gases shall be emitted into the air in violation of Federal, State and local statutes and standards. No odors shall be emitted into the air that are offensive off the site.



Source of Data:  
Town of South Windsor  
Planning Department  
South Windsor, CT

Connecticut Department of Environmental Protection  
Environmental and Geographic Information Center  
Hartford, CT

Engineering,  
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## LEGEND



## Project Boundary

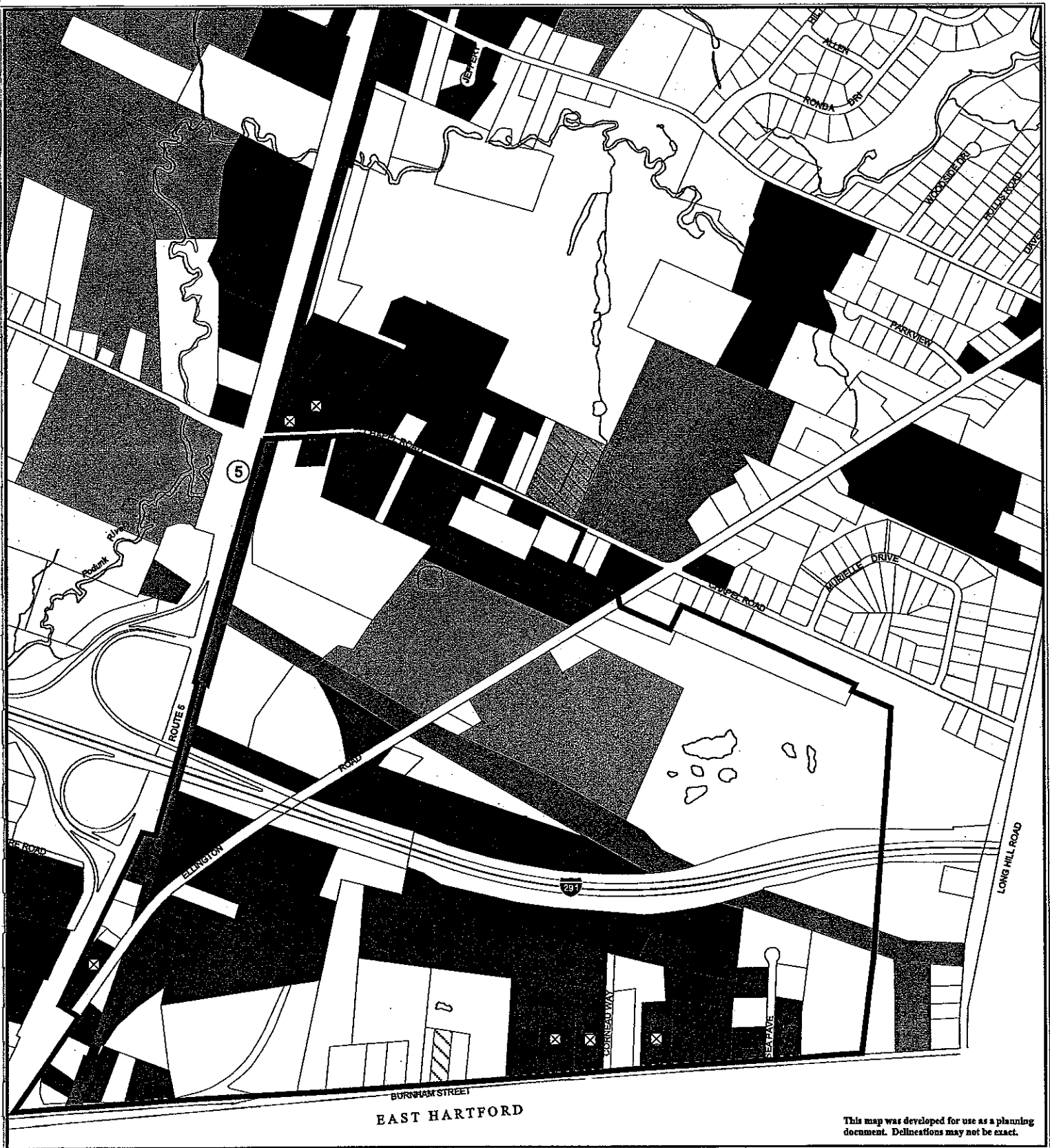
## MAP 1

### BOUNDARY MAP

**I-291 Corridor District  
Municipal Development Project**

South Windsor  
Redevelopment Agency







Source of Data:  
Town of South Windsor  
Planning Department  
South Windsor, CT

Connecticut Department of Environmental Protection  
Environmental and Geographic Information Center  
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#### LEGEND



Corridor Development Use Area

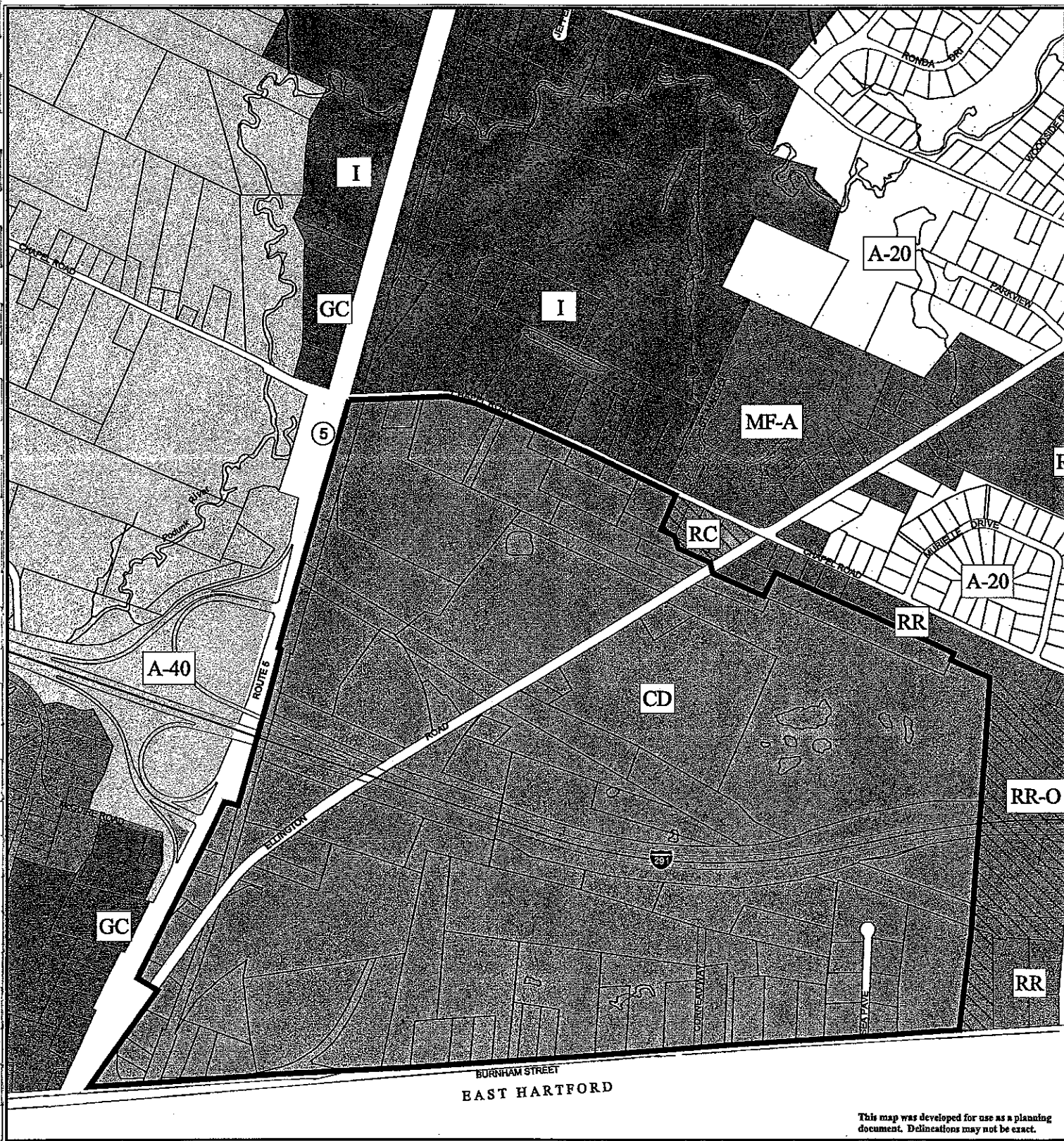
#### MAP 3 PROPOSED LAND USE

I-291 Corridor District  
Municipal Development Project

South Windsor  
Redevelopment Agency







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Planning Department  
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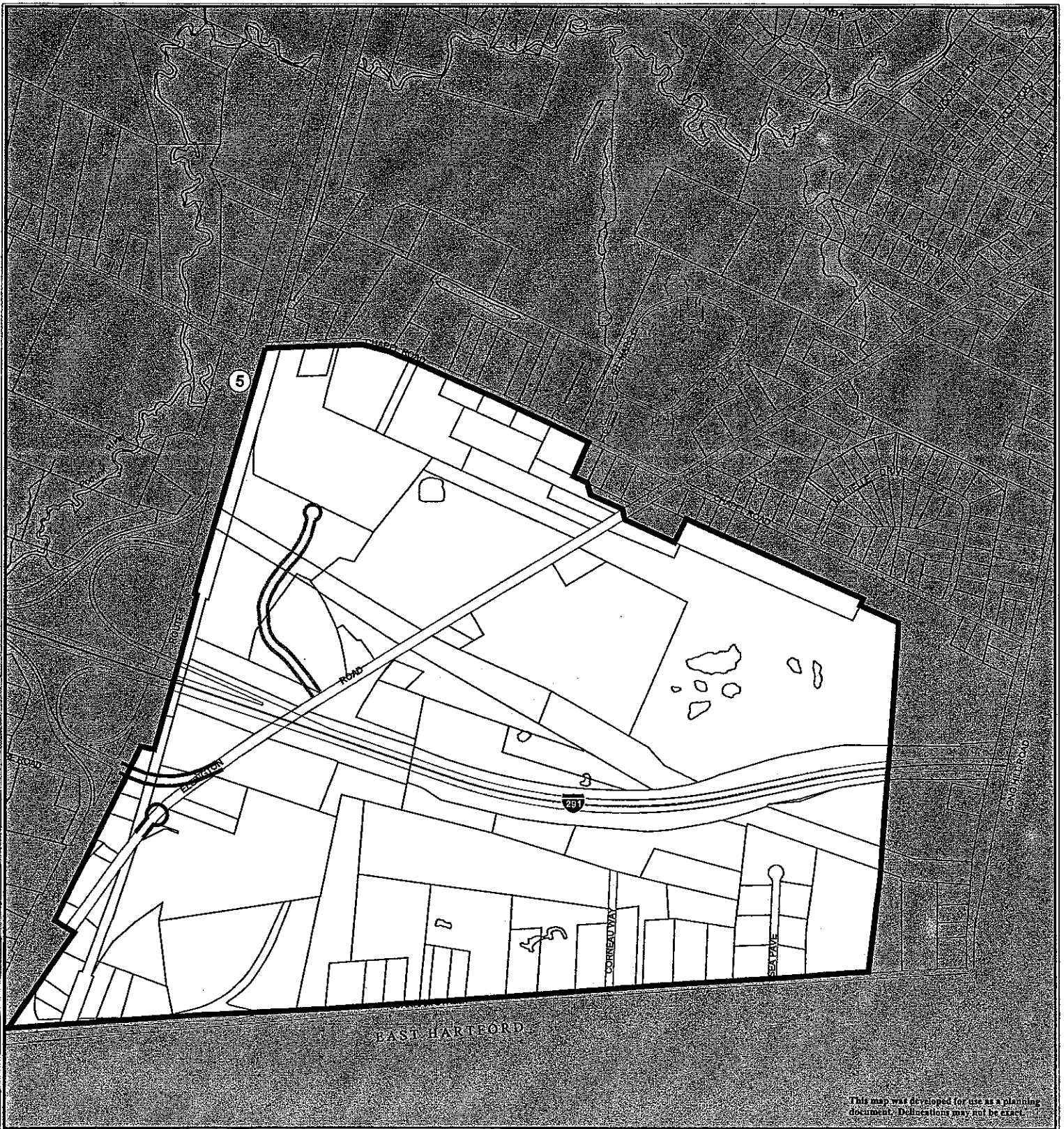
	A-20	Residential
	A-40	Residential
	RR	Rural Residential
	RR-O	Rural Residential Overlay
	MF-A	Multi-Family
	CD	Interstate Corridor Development
	RC	Restricted Commercial
	GC	General Commercial
	I	Industrial
		Project Area Boundary

#### MAP 4 EXISTING & PROPOSED ZONING

I-291 Corridor District  
Municipal Development Project

South Windsor  
Redevelopment Agency





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#### LEGEND

-  Project Area Boundary
-  Proposed Route 30 Realignment
-  Proposed Right-of-Way

#### MAP 5 PROPOSED STREET REALIGNMENT & PARKING AREA

I-291 Corridor District  
Municipal Development Project

South Windsor  
Redevelopment Agency







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Storm Drainage System Digitized By  
Milone & MacBroom, 2000

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## LEGEND

- Project Area Boundary
- Existing Storm Drainage System
- Proposed Storm Water Detention Basin
- Proposed Right-of-Way
- Proposed Route 30 Realignment

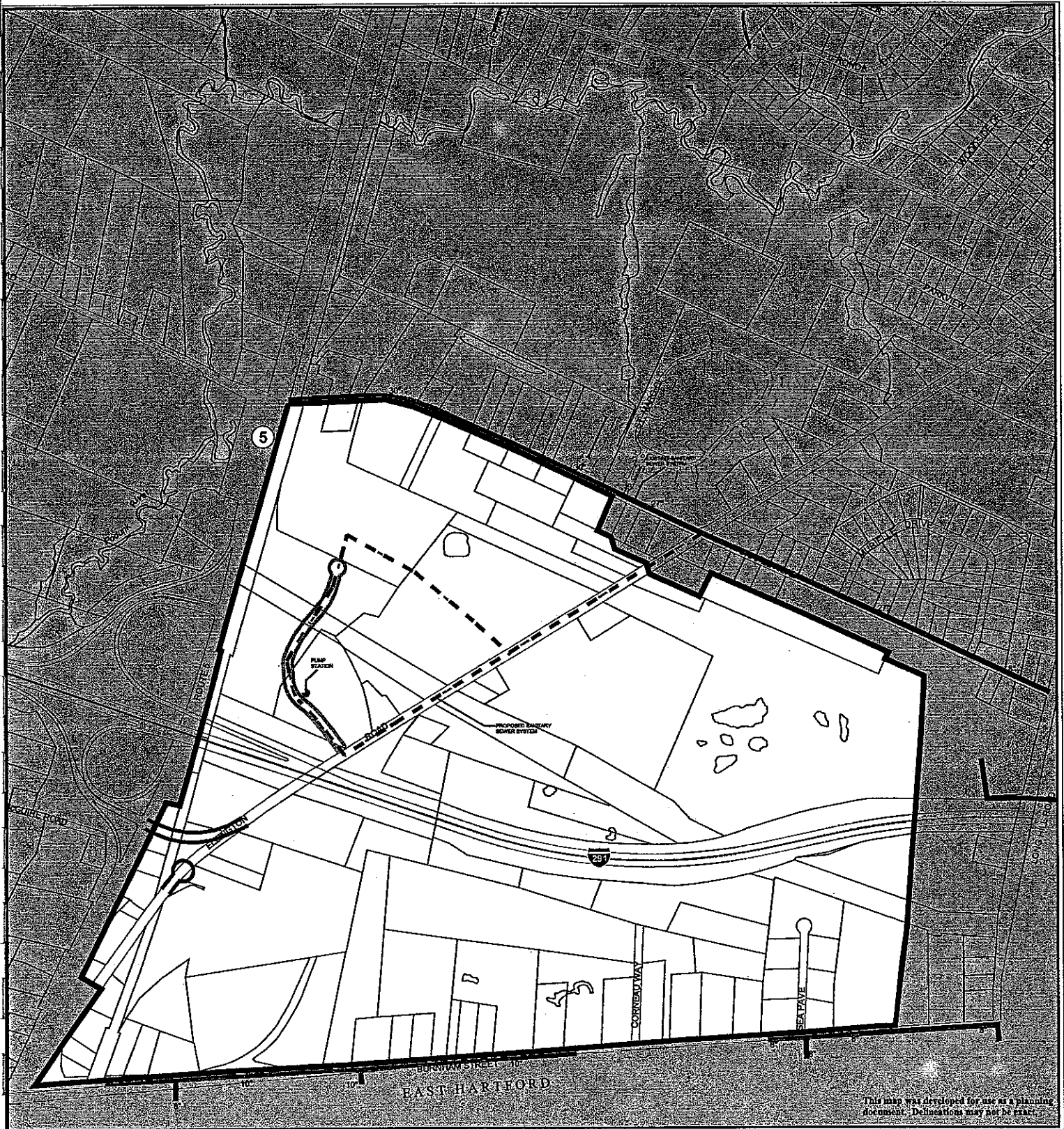
## MAP 6 EXISTING & PROPOSED STORM DRAINAGE SYSTEM

I-291 Corridor District  
Municipal Development Project

South Windsor  
Redevelopment Agency







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South Windsor, CT

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Hartford, CT

Sanitary Sewer System Digitized By  
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### LEGEND

- Project Area Boundary
- Existing Sanitary Sewer System
- Proposed Sanitary Sewer System
- Proposed Right-of-Way
- Proposed Route 30 Realignment

### MAP 7 EXISTING & PROPOSED SANITARY SEWER SYSTEM

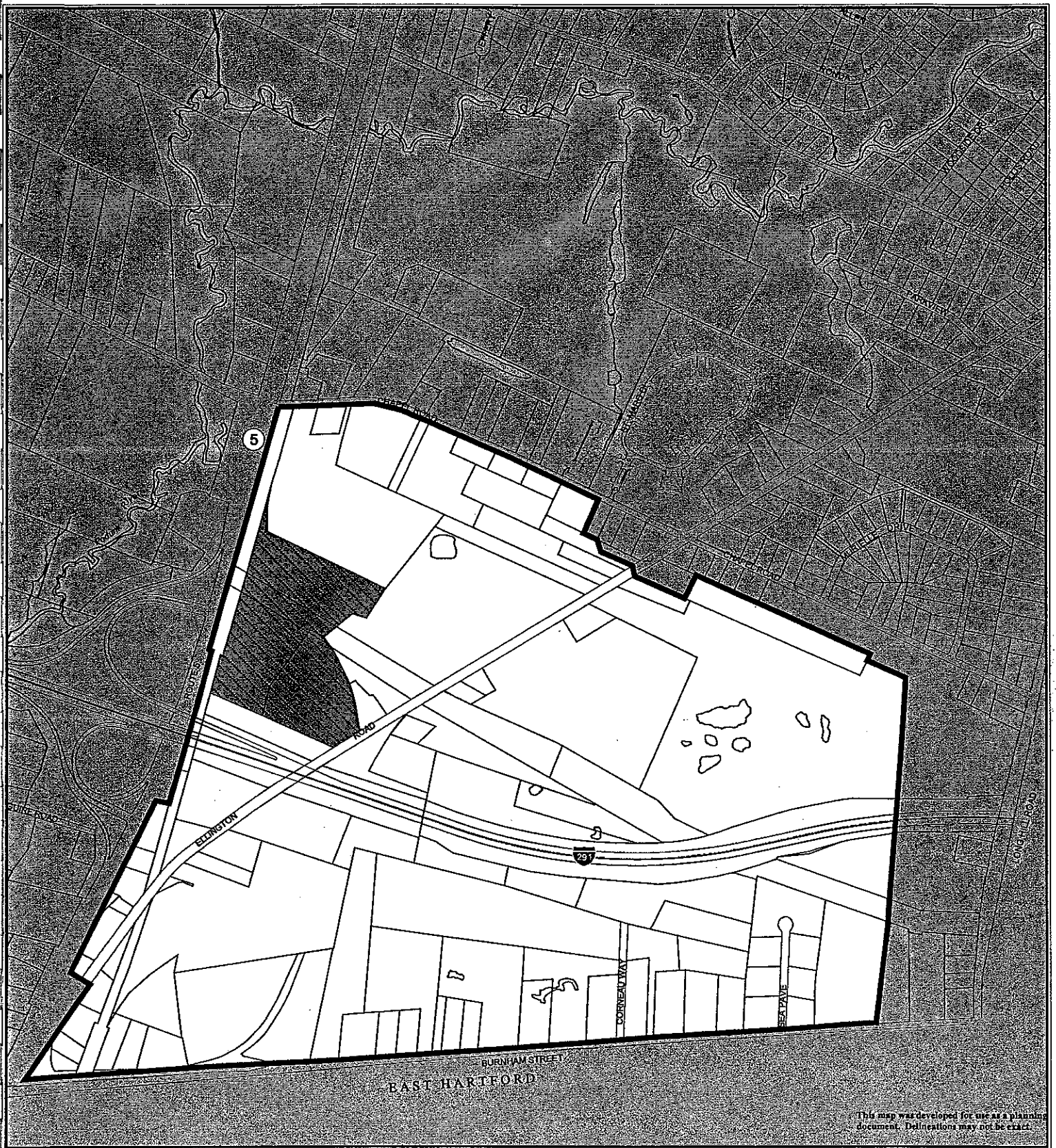
I-291 Corridor District  
Municipal Development Project

South Windsor  
Redevelopment Agency









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### LEGEND

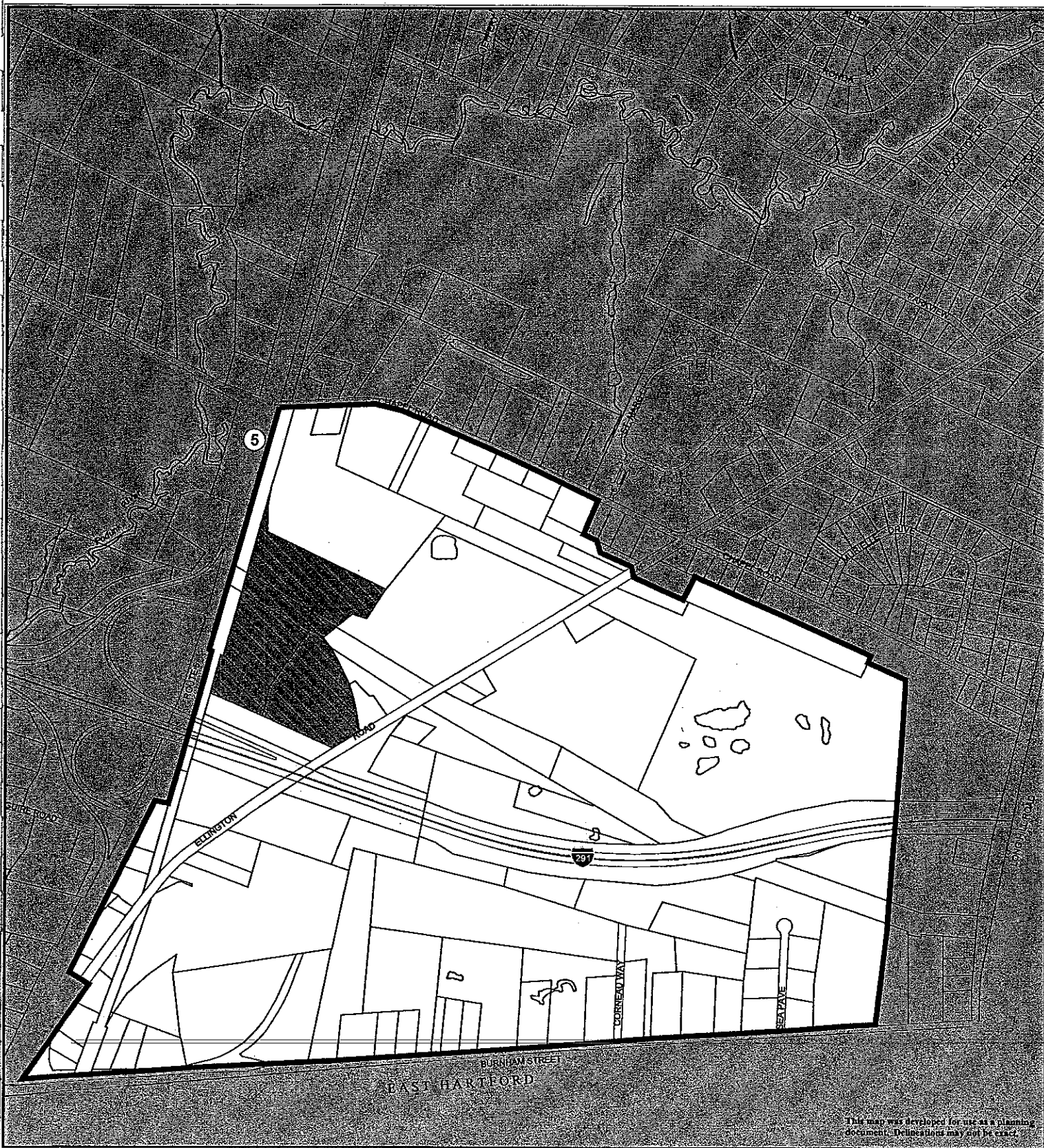
-  Project Boundary
-  Land Acquisition

### MAP 9 LAND ACQUISITION

I-291 Corridor District  
Municipal Development Project

South Windsor  
Redevelopment Agency





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#### LEGEND

-  Project Boundary
-  Land Disposition

#### MAP 10 LAND DISPOSITION

I-291 Corridor District  
Municipal Development Project

South Windsor  
Redevelopment Agency

