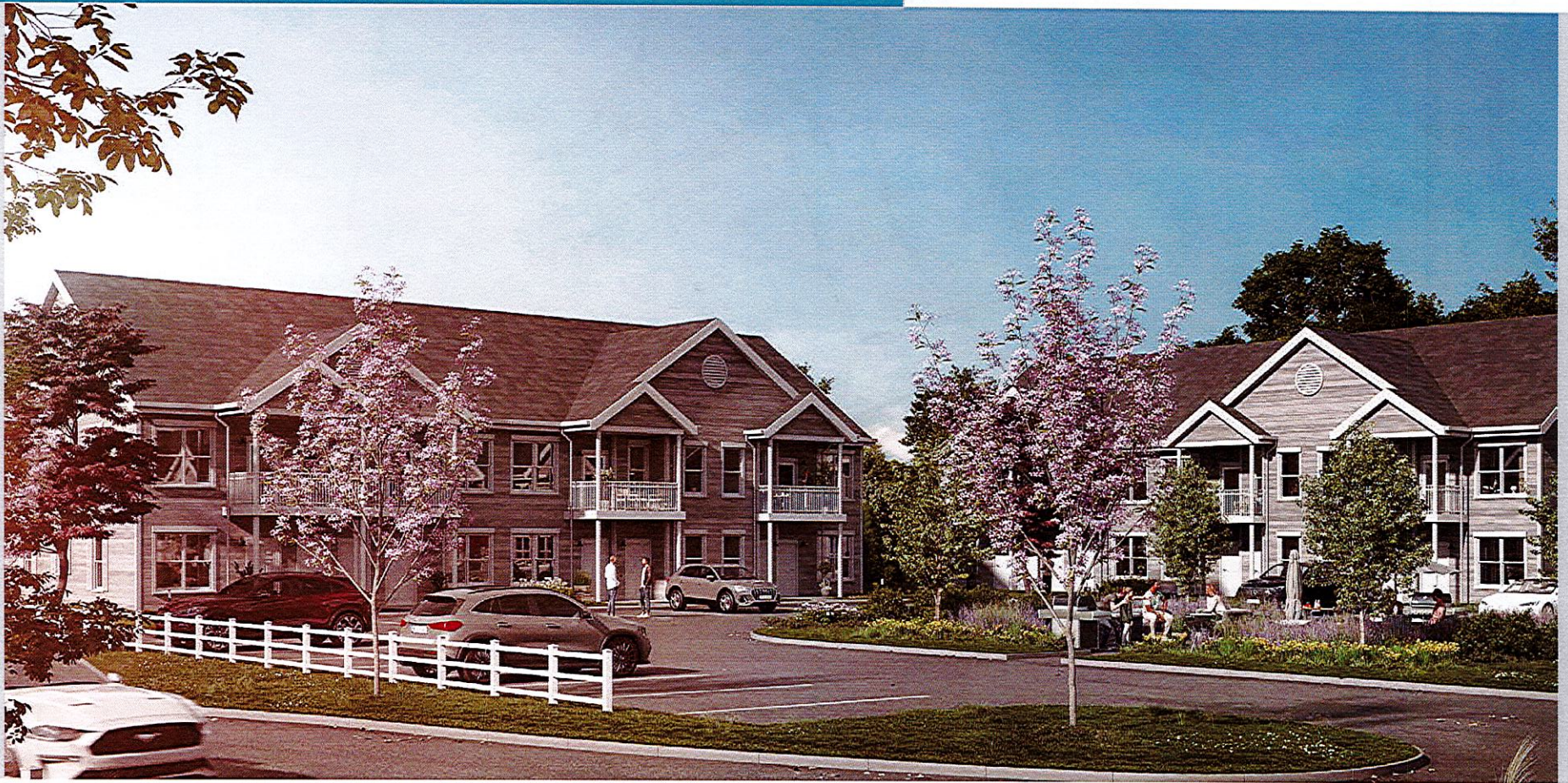


240 DEMING STREET

Application for Site Plan and Special Exception



October 24th, 2023

South Windsor Planning & Zoning

METRO REALTY

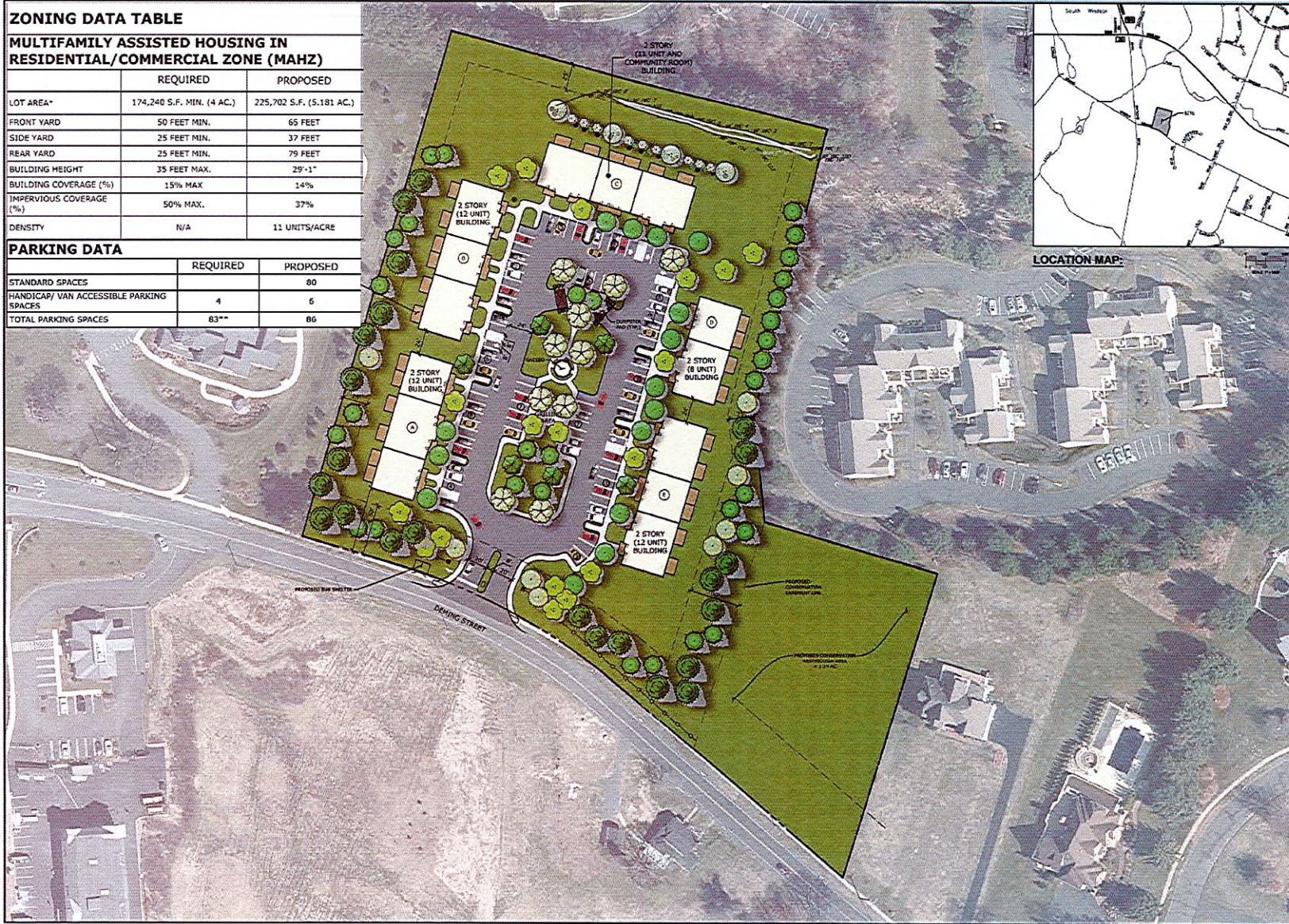
ZONING DATA TABLE


MULTIFAMILY ASSISTED HOUSING IN RESIDENTIAL/COMMERCIAL ZONE (MAHZ)


	REQUIRED	PROPOSED
LOT AREA*	174,240 S.F. MIN. (4 AC.)	225,702 S.F. (5.181 AC.)
FRONT YARD	50 FEET MIN.	65 FEET
SIDE YARD	25 FEET MIN.	37 FEET
REAR YARD	25 FEET MIN.	79 FEET
BUILDING HEIGHT	35 FEET MAX.	29'-1"
BUILDING COVERAGE (%)	15% MAX.	14%
IMPERVIOUS COVERAGE (%)	50% MAX.	37%
DENSITY	N/A	11 UNITS/ACRE

PARKING DATA

	REQUIRED	PROPOSED
STANDARD SPACES		80
HANDICAP/ VAN ACCESSIBLE PARKING SPACES	4	6
TOTAL PARKING SPACES	63**	86







SLR
SOUTH WINDSOR
RESIDENTIAL
DEVELOPMENT

DESCRIPTION	DATE	BY

CONCEPTUAL LAYOUT AND LANDSCAPING PLAN

MULTI-FAMILY DEVELOPMENT

148 DENING STREET
SOUTH WINDSOR, CONNECTICUT

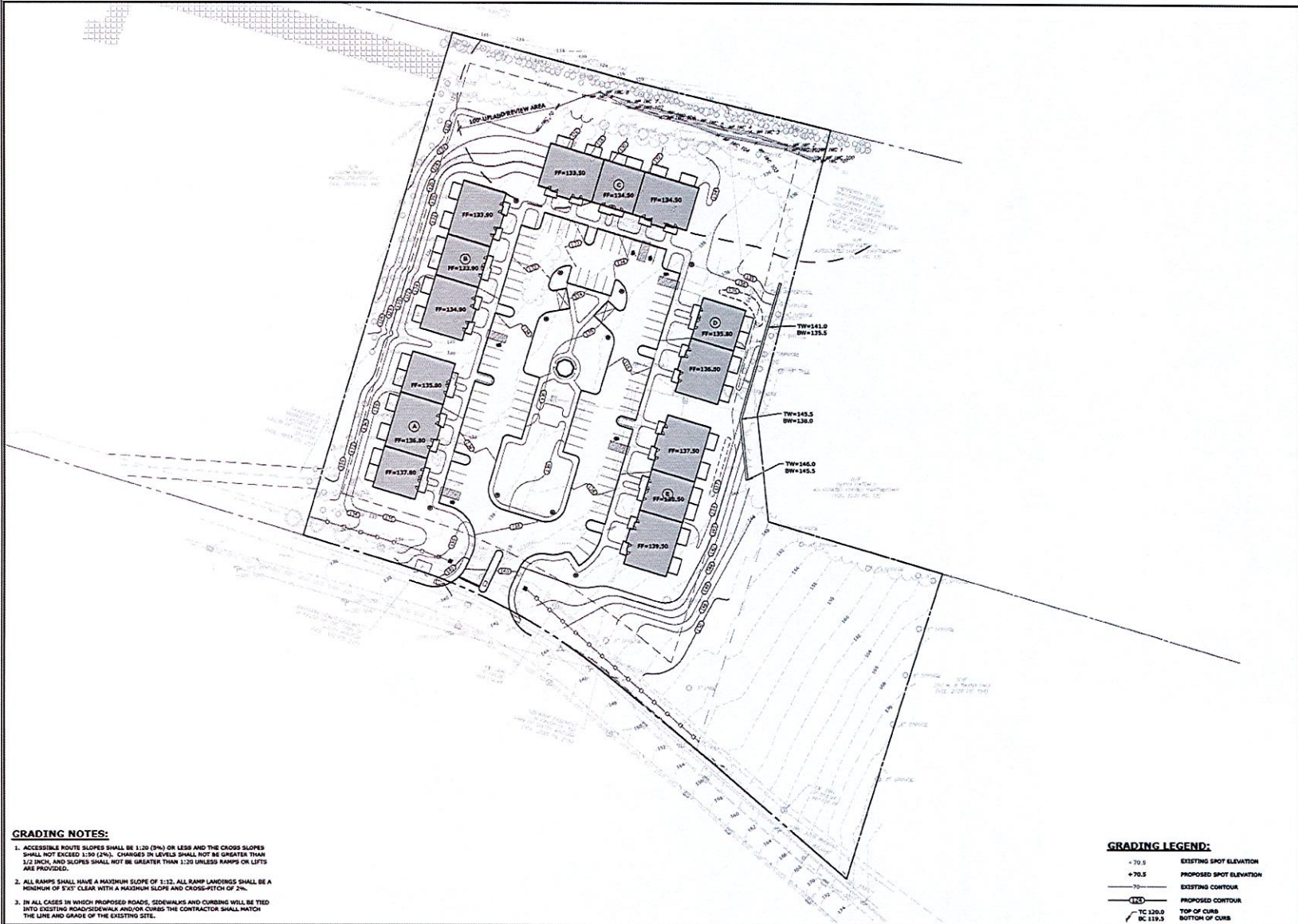
RYE	RYE	RYE
DATE	DATE	DATE

SCALE: 1"=40'

DATE: AUGUST 8, 2023

PROJECT: 13271.00089

LA



- GRADING NOTES:**
1. ACCESSIBLE ROUTE SLOPES SHALL BE 1:20 (5%) OR LESS AND THE CROSS SLOPES SHALL NOT EXCEED 1:50 (2%). CHANGES IN LEVELS SHALL NOT BE GREATER THAN 1/2 INCH, AND SLOPES SHALL NOT BE GREATER THAN 1:20 UNLESS RAMPS OR LIFTS ARE PROVIDED.
 2. ALL RAMPS SHALL HAVE A MAXIMUM SLOPE OF 1:12. ALL RAMP LANDINGS SHALL BE A MINIMUM OF 5'x7' CLEAR WITH A MAXIMUM SLOPE AND CROSS-PITCH OF 2%.
 3. IN ALL CASES IN WHICH PROPOSED ROADS, SIDEWALKS AND CURBING WILL BE TIED INTO EXISTING ROADS/SIDEWALK AND/OR CURBS THE CONTRACTOR SHALL MATCH THE LINE AND GRADE OF THE EXISTING SITE.

- GRADING LEGEND:**
- 70.5 EXISTING SPOT ELEVATION
 - + 70.5 PROPOSED SPOT ELEVATION
 - 70 — EXISTING CONTOUR
 - (L) — PROPOSED CONTOUR
 - TC 120.0 TOP OF CURB
 - BC 119.5 BOTTOM OF CURB

SLR
STANTEC CONSULTANTS
INCORPORATED
100 WATER STREET
SUITE 200
NEW HAVEN, CT 06510

REVISION NO.	DATE	BY

SITE PLAN - GRADING
PROPOSED MULTI-FAMILY DEVELOPMENT
 240 DENING STREET
 SOUTH WINDSOR, CONNECTICUT

DWG	LCD	TD

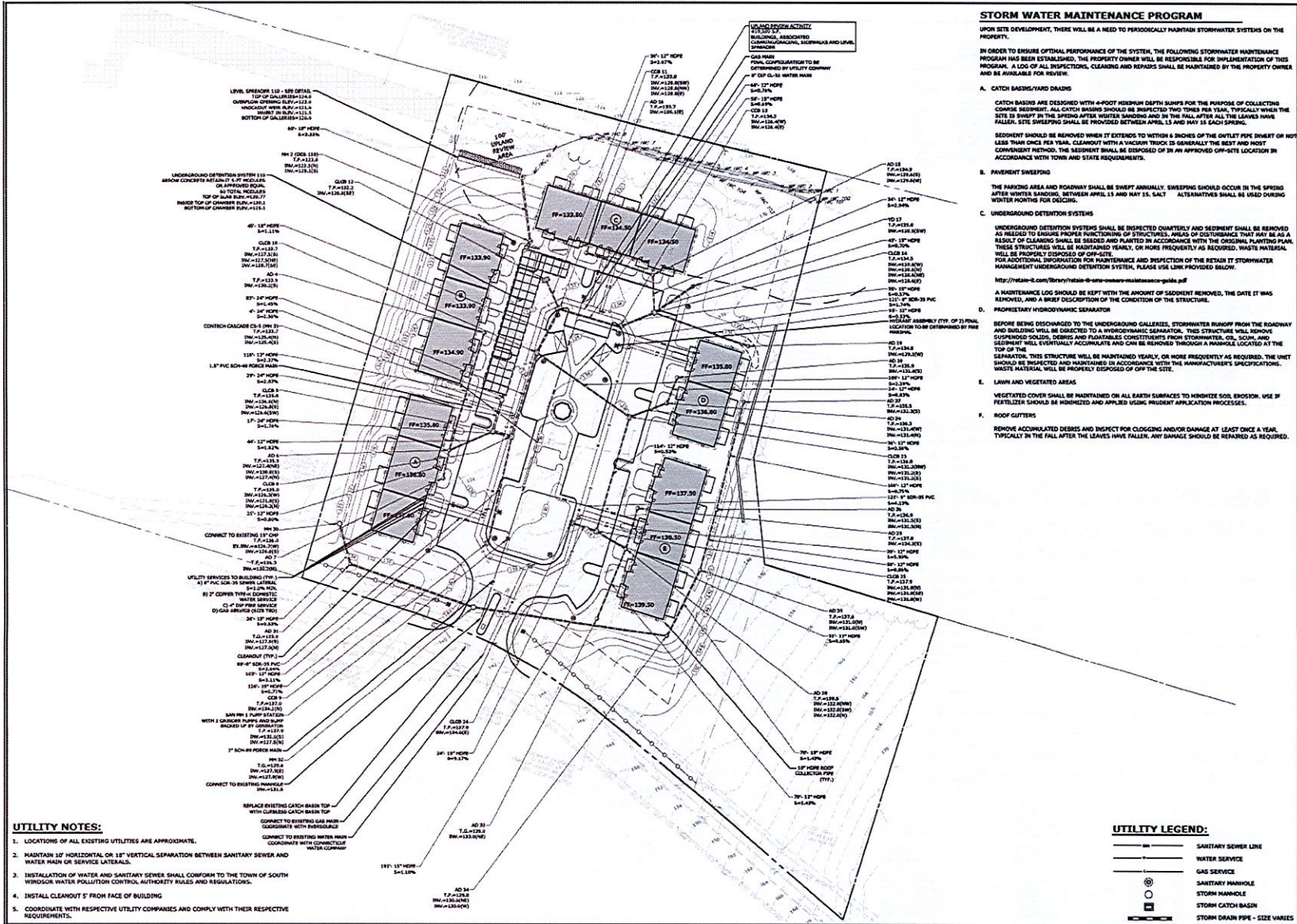
SCALE: 1"=40'

DATE: JUNE 28, 2023

PROJECT: 15371.00069

PAGE: 05 OF 12

GR



- UTILITY NOTES:**
1. LOCATIONS OF ALL EXISTING UTILITIES ARE APPROXIMATE.
 2. MAINTAIN 12" HORIZONTAL OR 18" VERTICAL SEPARATION BETWEEN SANITARY SEWER AND WATER MAIN OR SERVICE LATERALS.
 3. INSTALLATION OF WATER AND SANITARY SEWER SHALL CONFORM TO THE TOWN OF SOUTH WINDSOR WATER POLLUTION CONTROL AUTHORITY RULES AND REGULATIONS.
 4. INSTALL CLEANOUT 5' FROM FACE OF BUILDING
 5. COORDINATE WITH RESPECTIVE UTILITY COMPANIES AND COMPLY WITH THEIR RESPECTIVE REQUIREMENTS.

STORM WATER MAINTENANCE PROGRAM

UPON SITE DEVELOPMENT, THERE WILL BE A NEED TO PERIODICALLY MAINTAIN STORMWATER SYSTEMS ON THE PROPERTY.

IN ORDER TO ENSURE OPTIMAL PERFORMANCE OF THE SYSTEM, THE FOLLOWING STORMWATER MAINTENANCE PROGRAM HAS BEEN ESTABLISHED. THE PROPERTY OWNER WILL BE RESPONSIBLE FOR IMPLEMENTATION OF THIS PROGRAM. A LOG OF ALL INSPECTIONS, CLEANING AND REPAIRS SHALL BE MAINTAINED BY THE PROPERTY OWNER AND BE AVAILABLE FOR REVIEW.

A. CATCH BASINS/YARD DRAINS

CATCH BASINS ARE DESIGNED WITH A 4-FOOT MINIMUM DEPTH SUMP FOR THE PURPOSE OF COLLECTING COARSE SEDIMENT. ALL CATCH BASINS SHOULD BE INSPECTED TWICE PER YEAR, TYPICALLY WHILE THE SITE IS SWEEP IN THE SPRING AFTER WINTER SANDING AND IN THE FALL AFTER ALL THE LEAVES HAVE FALLEN. SITE SWEEPING SHALL BE PROVIDED BETWEEN APRIL 15 AND MAY 15 EACH SPRING.

SEDIMENT SHOULD BE REMOVED WHEN IT EXTENDS TO WITHIN 6 INCHES OF THE OUTLET PIPE INLET OR NOT LESS THAN ONCE PER YEAR. CLEANOUT WITH A VACUUM TRUCK IS GENERALLY THE BEST AND MOST CONVENIENT METHOD. THE SEDIMENT SHALL BE DISPOSED OF IN AN APPROVED OFF-SITE LOCATION IN ACCORDANCE WITH TOWN AND STATE REQUIREMENTS.

B. PAVEMENT SWEEPING

THE PARKING AREA AND ROADWAY SHALL BE SWEEPED ANNUALLY. SWEEPING SHOULD OCCUR IN THE SPRING AFTER WINTER SANDING, BETWEEN APRIL 15 AND MAY 15. SALT ALTERNATIVES SHALL BE USED DURING WINTER MONTHS FOR DEICING.

C. UNDERGROUND DETENTION SYSTEMS

UNDERGROUND DETENTION SYSTEMS SHALL BE INSPECTED QUARTERLY AND SEDIMENT SHALL BE REMOVED AS NEEDED TO ENSURE PROPER FUNCTIONING OF STRUCTURES. SIGNS OF DISTURBANCE THAT MAY BE AS A RESULT OF CLEANING SHALL BE RECORDED AND PLANTED IN ACCORDANCE WITH THE ORIGINAL PLANTING PLAN. THESE STRUCTURES WILL BE MAINTAINED YEARLY, OR MORE FREQUENTLY AS REQUIRED. WASTE MATERIAL WILL BE PROPERLY DISPOSED OFF-SITE.

FOR ADDITIONAL INFORMATION FOR MAINTENANCE AND INSPECTION OF THE RETAIN IT STORMWATER MANAGEMENT UNDERGROUND DETENTION SYSTEM, PLEASE USE LINK PROVIDED BELOW.

<http://retain-8.com/library/retain-8-user-manual-main.html#table-1>

A MAINTENANCE LOG SHOULD BE KEPT WITH THE AMOUNT OF SEDIMENT REMOVED, THE DATE IT WAS REMOVED, AND A BRIEF DESCRIPTION OF THE CONDITION OF THE STRUCTURE.

D. PROPRIETARY HYDRODYNAMIC SEPARATOR

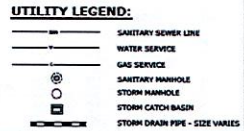
BEFORE BEING DISCHARGED TO THE UNDERGROUND GALLERIES, STORMWATER RUNOFF FROM THE ROADWAY AND BUILDING WILL BE DIRECTED TO A HYDRODYNAMIC SEPARATOR. THIS STRUCTURE WILL REMOVE SUSPENDED SOLIDS, DEBRIS AND FLOATABLE CONTAMINANTS FROM STORMWATER. OIL, SCUM, AND SEDIMENT WILL EVENTUALLY ACCUMULATE AND CAN BE REMOVED THROUGH A MANHOLE LOCATED AT THE TOP OF THE SEPARATOR. THIS STRUCTURE WILL BE MAINTAINED YEARLY, OR MORE FREQUENTLY AS REQUIRED. THE UNIT SHOULD BE INSPECTED AND MAINTAINED IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS. WASTE MATERIAL WILL BE PROPERLY DISPOSED OFF THE SITE.



E. LAWN AND VEGETATED AREAS

VEGETATED COVER SHALL BE MAINTAINED ON ALL EARTH SURFACES TO MINIMIZE SOIL EROSION. USE IF FERTILIZER SHOULD BE MINIMIZED AND APPLIED USING PREVENT APPLICATION PROCESSES.

F. ROOF GUTTERS

REMOVE ACCUMULATED DEBRIS AND INSPECT FOR CLOGGING AND/OR DAMAGE AT LEAST ONCE A YEAR. TYPICALLY IN THE FALL AFTER THE LEAVES HAVE FALLEN. ANY DAMAGE SHOULD BE REPAIRED AS REQUIRED.



SLR
SOUTH WINDSOR LANDSCAPE ARCHITECTURE INC.

DATE	BY	DESCRIPTION

SCALE: AS SHOWN

DATE: 06/28/2023

PROJECT: PROPOSED MULTI-FAMILY DEVELOPMENT

ADDRESS: 240 DEBORH STREET, SOUTH WINDSOR, CONNECTICUT

DATE: 06/28/2023

SCALE: 1"=40'

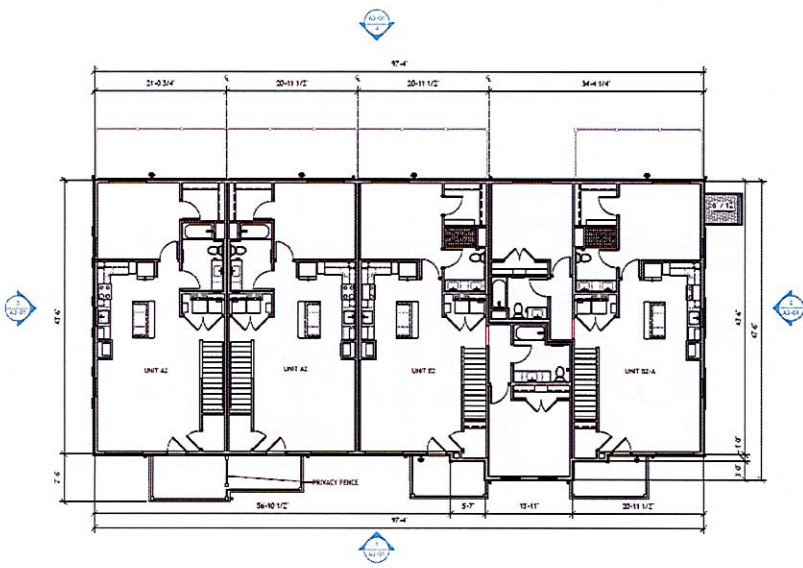
DATE: JUNE 28, 2023

PROJECT: 13271.0000

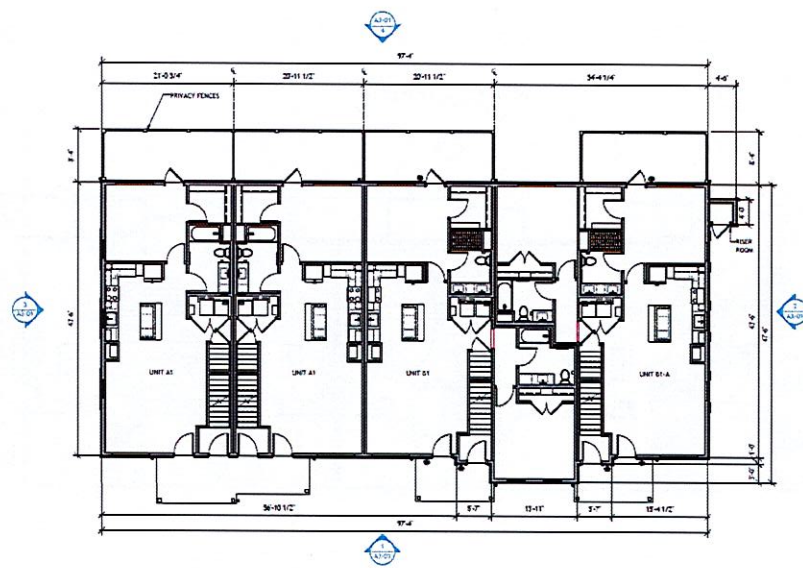
DATE: 06 OF 12

UT

BUILDING A- FLOOR PLANS
 240 DEMING STREET MULTIFAMILY DEVELOPMENT



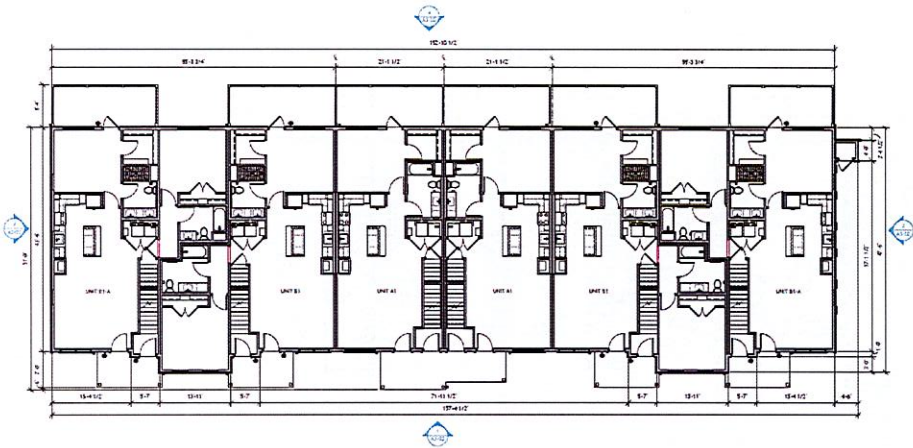
2 BUILDING A - LEVEL 2
 A1-11 1/8" = 1'-0"



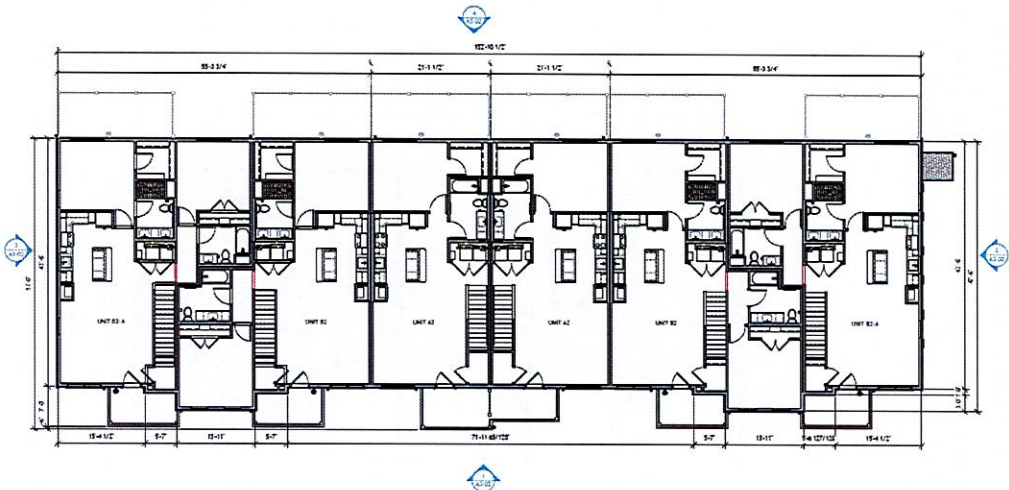
1 BUILDING A - LEVEL 1
 A1-11 1/8" = 1'-0"

BUILDING B- FLOOR PLANS

240 DEMING STREET MULTIFAMILY DEVELOPMENT



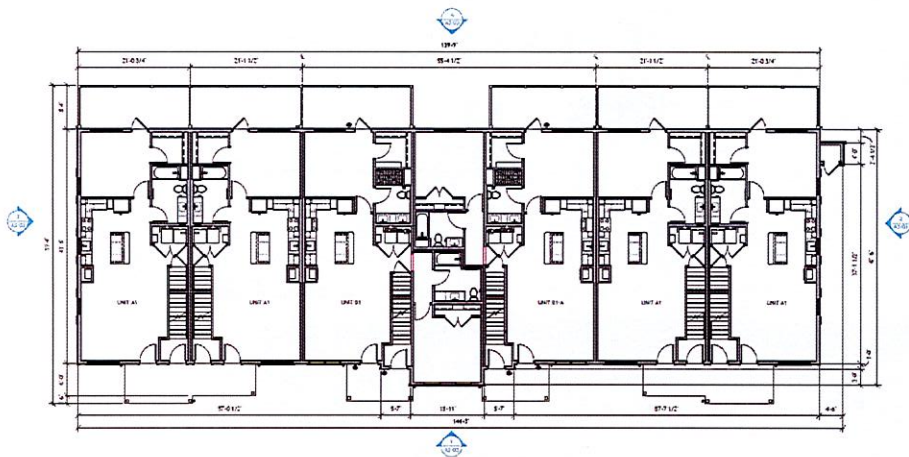
First Floor



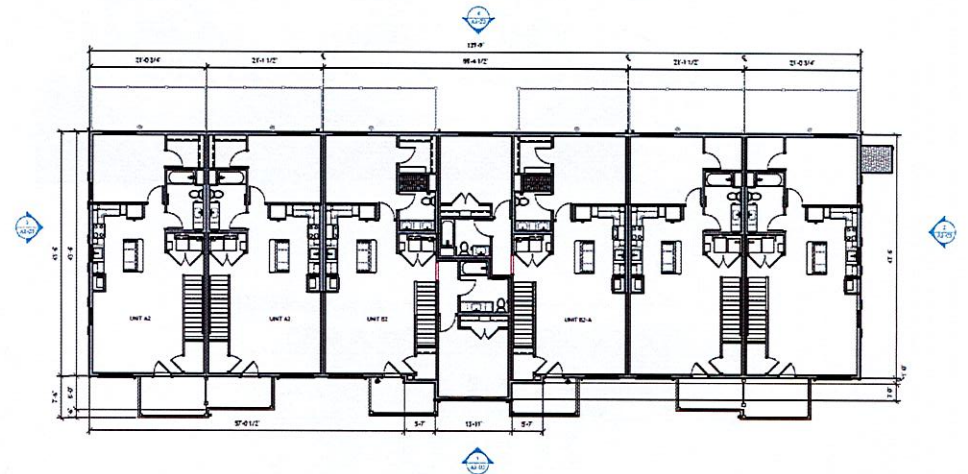
Second Floor

BUILDING C- FLOOR PLAN

240 DEMING STREET MULTIFAMILY DEVELOPMENT

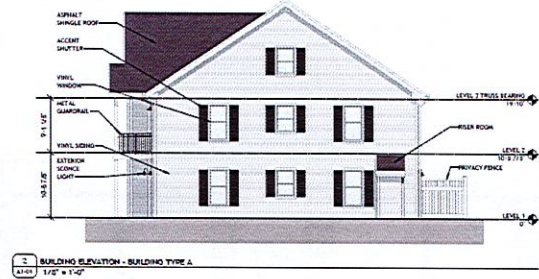


First Floor



Second Floor

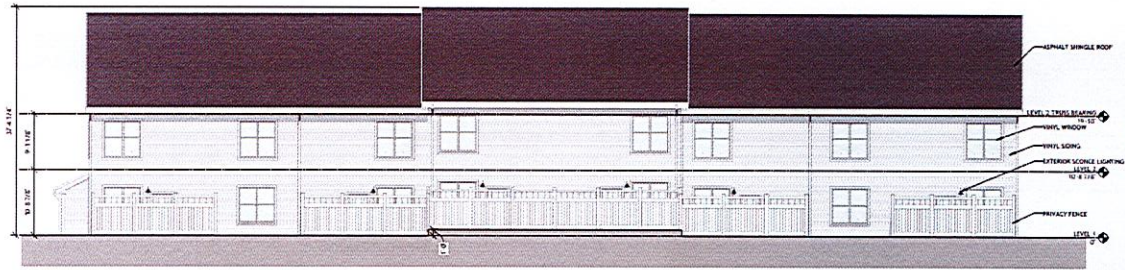
ELEVATIONS - BUILDING A
240 DEMING STREET MULTIFAMILY DEVELOPMENT



*NOTE: ALL COLORS ARE CONCEPTUAL AND MAY BE MODIFIED

ELEVATIONS - BUILDING B

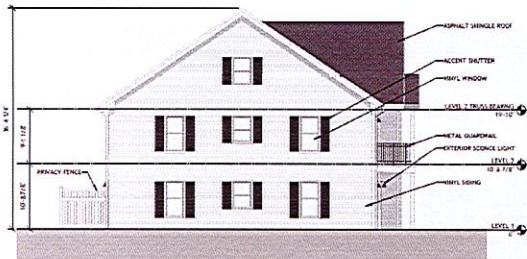
240 DEMING STREET MULTIFAMILY DEVELOPMENT



4 BUILDING ELEVATION - BUILDING TYPE B
A3-02 1/8" = 1'-0"



2 BUILDING ELEVATION - BUILDING TYPE B
A3-02 1/8" = 1'-0"



3 BUILDING ELEVATION - BUILDING TYPE B
A3-02 1/8" = 1'-0"



1 BUILDING ELEVATION - BUILDING TYPE B
A3-02 1/8" = 1'-0"

*NOTE: ALL COLORS ARE CONCEPTUAL AND MAY BE MODIFIED

ELEVATIONS - BUILDING C
240 DEMING STREET MULTIFAMILY DEVELOPMENT



4 BUILDING ELEVATION - BUILDING TYPE C
A3-03 1/8" = 1'-0"



2 BUILDING ELEVATION - BUILDING TYPE C
A3-03 1/8" = 1'-0"



3 BUILDING ELEVATION - BUILDING TYPE C
A3-03 1/8" = 1'-0"



1 BUILDING ELEVATION - BUILDING TYPE C
A3-03 1/8" = 1'-0"

*NOTE: ALL COLORS ARE CONCEPTUAL AND MAY BE MODIFIED

A3-03

240 DEMING STREET

THANK YOU



October 24th, 2023

South Windsor Planning & Zoning

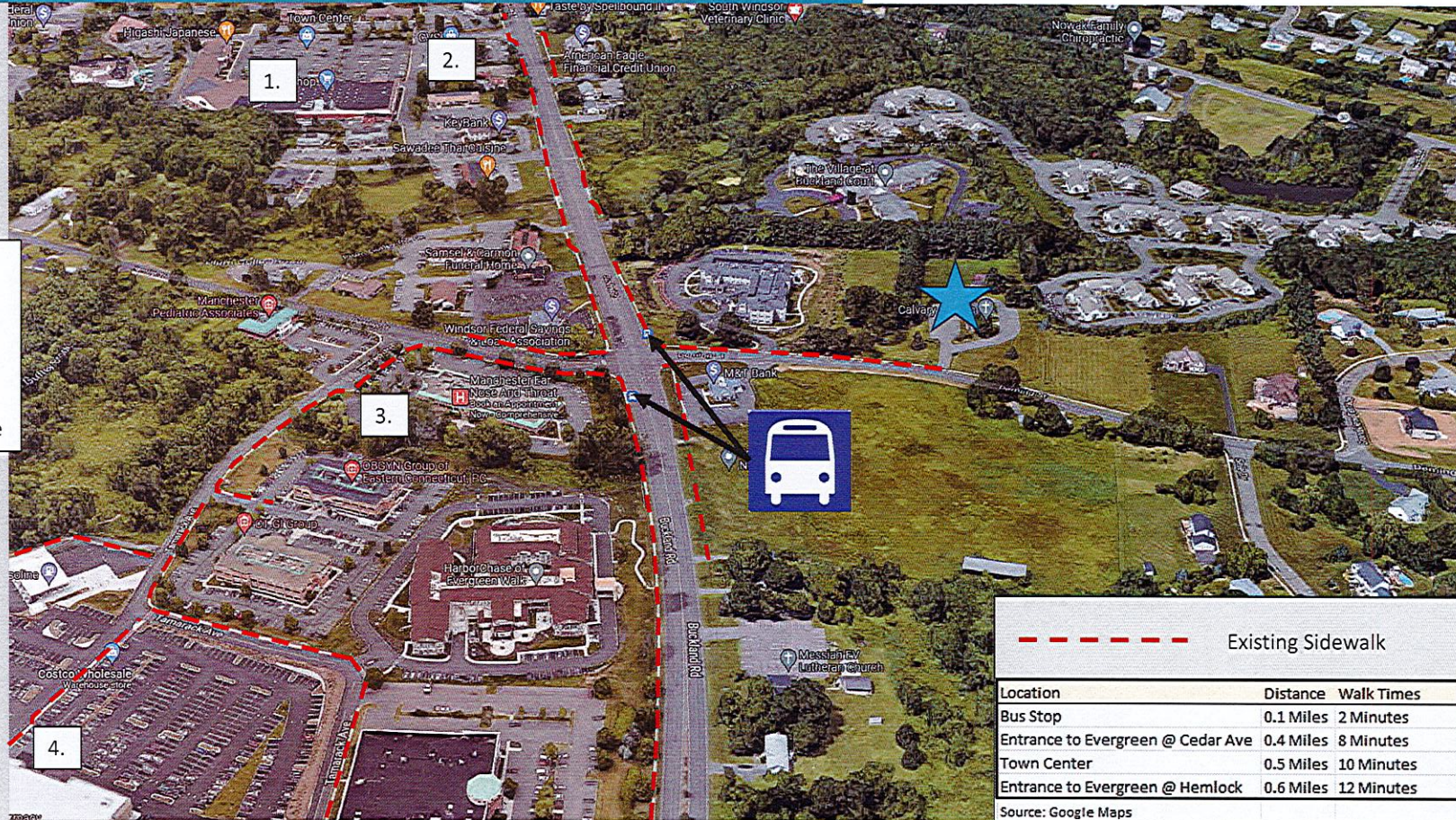
METRO REALTY

APPENDIX

240 DEMING STREET

Walkability and Pedestrian Access

1. Stop & Shop
2. CVS
3. ECHN Medical Complex
4. Costco
5. Evergreen North Entrance



5.

HOME-STYLE DESIGN

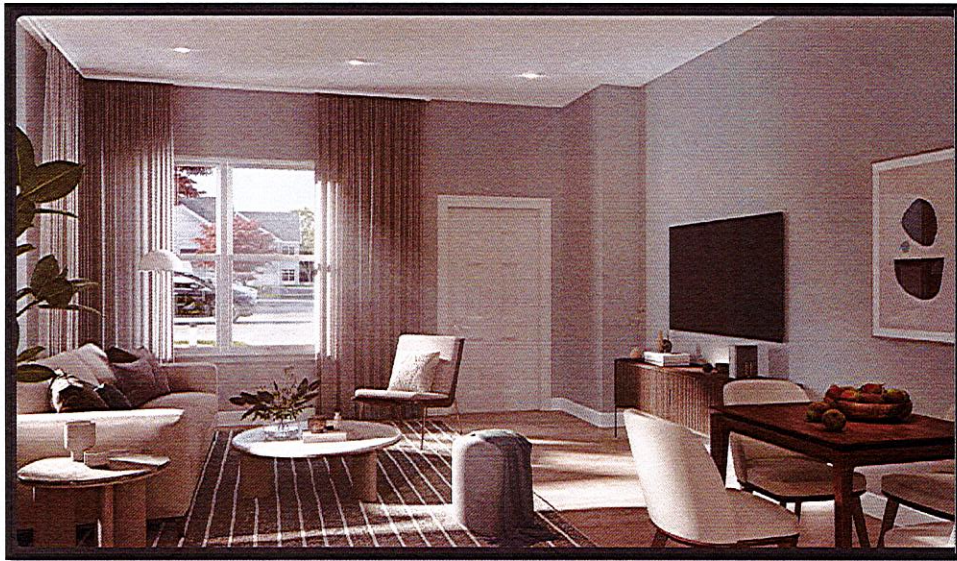
- Contemporary Interior
- High-end interior finishes



METRO REALTY

HOME-STYLE DESIGN

- Contemporary Interior
- High-end interior finishes



Sustainability & Energy Efficiency Targets

- DOE Zero Energy Home Ready Certification
- LEED Gold
- Balanced ventilation
- High-efficiency heating, cooling and hot water systems
- Home Energy Rating System (“HERS”) rating <42 (35% below Energy Star Index)
- Photovoltaic to power common elements

240 DEMING STREET

Affordability

Unit Affordability of 240 Deming Street	
20% of the units	30% of Area Median Income
40% of the units	50% of Area Median Income
20% of the units	80% of Area Median Income
20% of the units	Market rate

July 11th, 2023

South Windsor Planning & Zoning

METRO REALTY

TRAFFIC STUDY

- New traffic counts conducted in June, 2023
- Background traffic growth included:
 - 1% growth rate per year
 - Evergreen Walk and Gateway Development traffic
- Revised site-generated traffic
 - Industry standard ITE rates utilized
 - Residential development is a low-traffic generator
 - Weekday AM Peak Hour – 20 trips
 - Weekday PM Peak Hour – 21 trips
 - Saturday Midday Peak Hour – 21 trips
- Alternative uses analyzed – Medical Office and Restaurant/Coffee Shop

TRAFFIC STUDY

- Capacity Analysis Results
 - No change in Level of Service at Buckland/Deming intersection
 - No noticeable change in vehicle delays
 - Queue increases less than one vehicle length on all approaches
- Intersection Sight Distances
 - Exceed CTDOT criteria for safe driveway egress
- Crash History
 - No abnormal crash patterns or frequency in study area
 - No crashes reports on Deming Street near site frontage
 - Crash detail: 3 in 2020, 8 in 2021, 7 in 2022. None involving pedestrians.
- Conclusion:
 - Proposed development will have no significant impact to traffic operations or safety in the study area

To Planning and Zoning Commission

From: Vicky Margiott

Re: Deming Apartment Complex

EXHIBIT B

EXHIBIT B

EXHIBIT B

EXHIBIT B

“Communities use zoning to protect the value of property, prevent the establishment of nuisances, ensure compatibility between adjacent uses of land protect and properly use natural resources...”

We told you the zone change failed on all these accounts and yet you still approved it. There was **unprecedented opposition to the Zoning Change**. We know this was the most opposition ever because you did not have a plan for a back-up location. We were really surprised that the voice of the current taxpayers counted for so little in this town.

So here we are again and I have more to share. I really hope you are listening this time.

I still do not believe that this application should be approved – even with the zone change. I will recap why the design is too tight, why property values and quality of life will be impacted, that the 3rd lot will become a nuisance, reiterate that METRO is a poor landlord who does not maintain existing properties on town and make one final request for the stand of Oak Trees on the property. For the non-gardeners on the panel a mature Oak Tree is the best possible thing you can have for the environment.

The is one highly troubling piece of data shared by Mr. Tripp at the last hearing. METRO Realty has been working on this project for two years. In that time, the town changed the rules for the MAHZ just to fit this piece of property. The land requirement for a MAHZ went from 9 acres to 4. In the past two years the town created a master plan for affordable housing and circled this area of town as a target area without notifying abutters. This has an outward appearance that you stacked the deck in favor of this proposal before neighbors even had a chance to comment on it.

Why you should not approve this.

Too Crowded and Not Safe

This design has too many units on too small a lot. One developer told me that they would not go into a project without at least 30% margin on size. The size reduction has not yet hit 30% and this still looks very tight. You should ask for a reduction in size.

- The center recreation area is very narrow
- The dumpster is still near the gazebo
- Parking looks worse than a CVS with all the cutouts
- No accommodation for Electric Vehicle charging.
- There does not appear to be anyplace for plows to put snow.
- In a snow situation, will fire trucks be able to access the entire site?

Property Values

We provided data before but here it is again.

- When subsidized apartments go into areas that are run down they help the local property values. When they go into pristine neighborhoods, they hurt them. There probably is no comparable data set for this application because you are violating basic principles of Zoning that you don't put your least expensive housing right next to your most expensive housing. This application puts apartments into AA-30 housing zone and next to the memory care unit of the assisted living facility where the cost per month is the most expensive in town. I read

lots of studies that apartments don't impact property values. None of them are for an application like this in a suburban town. You also have to take into account the potential down side of unmaintained subsidized apartments and what they have done to property values in adjacent towns. Manchester's Squire Village started off attractive but it is no longer an asset to the town.

- Maintenance of the property inside and out changes the local property values. Even after all the notice about how poorly maintained inside and out METRO properties are they still have not addressed concerns. Poorly maintained properties will decrease property values. At least 15 people from berry Patch spoke up about the lack of satisfaction from the maintenance inside and out from METRO. People have come up to me on the street about 5 times to fix a refrigerator when the right thing to do is just replace it. Some of the 25 year old apartments at berry patch have the original carpet. Contrast that to the Residence where I see the carpet people frequently for a much newer facility.



- View. A view is something that impacts property values. A 55 unit apartment complex is not attractive. We showed you pictures of apartment balconies that were local market rate units. People use them for storage and just junk spots. The view of these apartment buildings is not attractive and does not fit in the AA-30 neighborhood.



- Noise. 55 Neighbors would be noisier than an office building or the existing church. The noise will be 24/7. Who will enforce future violations at the apartment complex? Any outdoor party, many cars, children playing, and many other sources will likely be louder than the 45 dB at the property line. If I have an issue with my neighbor on noise, we can discuss it. If this was a commercial business, it would have to meet requirements. As housing complex, enforcement by the police will be negligible.
- Traffic. Recall that our concerns for traffic were not the traffic light rating impact. Our concerns were
 - Cars going in and out of the location at all hours of the day and night with the noise and the lights shining into the homes across the street.
 - Safety concerns school bus stoppage at this location, and the need to stop for people turning during snowstorms and the need to have speed to navigate the hill during icy conditions.
 - The impact the additional use of the crosswalk would have on traffic queuing on Buckland Road and Deming. The queuing lanes for the turns onto Deming in both directions are at maximum capacity.

Specific Concerns for this application

Lighting: There is a huge difference in the parking lot lighting that is supposed to be full cut off. What The Residence has with the light inside a box with light flow down is much preferred to what you allowed at Harbor Chase with the big lit up globes. I can see the glowing lights from Harbor Chase from my bedroom in the middle of the night. I have no need for a nightlight anymore. **I would like to officially request a light and shadow impact study for this project before you consider approval.** If you choose to approve this, I request no lighting on the back side of the building. I know in some neighborhoods you have placed a requirement that no windows face adjacent housing. Perhaps all the windows/doors facing East could be removed or tinted to reduce the impact. Maybe the balconies in the East could be moved to the west side to take advantage of the beautiful sunsets in the area.

Trees and landscaping

METRO Realty has a very poor track record of planting something and then not tending it. Please ask to see the 15-year growth plan for what they have planted here. I bet it is like their other properties where the plants and trees will either die or get too big and they will cut them down to a stump and just leave them there.

This lot currently has 40 mature trees that will be destroyed by this application. The Gateway Zone which is still an underlay says that stands of trees greater than 10 should be preserved. There is a stand of over 10 mature Oak trees on

this site. Oaksare native and support a myriad of life forms and has been pointed out as the best possible thing for the environment by Doug Tallamy, a highly regarded environmentalist and author of "Bringing Nature Home". The Apple Tree one commissioner mentioned as something to save has little environmental value as it is not a native plant.

The Third Housing Lot

The third housing lot was NOT part of the zone change approval. If it was, this application would have required a supermajority and the zone change would have failed. As I told you in the first meeting, three lots were created along Deming in violation of the "combine properties" rule of the Gateway Zone to keep the development along Buckland Road – not all the way up Deming. METRO does not know what to do with this lot. At one point they called it Conservation Land. I fear the misuse of this lot and personally would like as little land as possible maintained by METRO based on their track record. I would like it deeded for 25 years of AA-30 only and have it sold. My fear is that it could become a nuisance. The role of Planning and Zoning is to prevent creation of a nuisance. Some potential uses all of which would be unsafe or a nuisance.

- Dog walking/ poop area
- Additional parking
- Unkempt mess with invasive species
- Spot to put the shopping carts when people walk from the grocery
- Area for parties with lots of noise for the apartments, bouncy houses etc.
- Playground type area with lots of screaming very close to a busy road

If approved please consider some restrictions /requirements for the complex

Trash pick-up be the same as the Gateway Zone with limited hours. Sound travels uphill and I hear Stop and Shop's trash pick up because it often wakes me up.

No storage be allowed in the balconies. Bikes, vacuum cleaners etc. create an eyesore.

There should be a plan to manage the number of people/families in one apartment. Families share apartments at Tempo. Perhaps regular inspections are in order. More people create more cars which leads to parking issues, more noise and traffic.

METRO should have to have some plan to maintain all the units and the landscaping in the condition they show in the photos. I bet if you pulled out a Berry Patch or Watson Farm proposal plan rendering it would not match the trees on the roof, 25 year old carpet and broken appliances.

There should be a required sweep of the property daily for shopping carts.

Questions for the board to ask themselves/METRO

How do they intend to manage the units that are market rate versus subsidized? Will the market rate ones be kept up nicer? Will they be segregated? How will the MARC units be managed? Will they be spread out throughout the buildings? Will all the units be kept in an interchangeable state? If units are to be segregated, can we ask for the MARC units to be closest to the existing houses on Deming? At least those units will have someone to make sure rules are being followed.

This is the first time that such a high percentage of subsidized units have been approved in town. The subsidized units present more risk since there will be a wait list and METRO will not have to do anything to maintain them – just like Berry

Patch. Can the percentage of subsidized units be reduced? This would create a more typical community for the MARC residents while forcing more of the complex to have to maintain some market desirability.

Given that "Past performance is the best indicator of future performance." I think that you should ask for enough bond or some type of escrow account to cover the required maintenance inside and out for these units. METRO will not do the right thing if left on their own. One way for the complex to lose property value is for the units to look shabby inside and out. The 25 year old carpet at Berry Patch shows that if there is a waiting list for units, METRO will do nothing to keep them up.

Two key questions I had from last time were not asked.

1. Who is the target audience for this housing and will South Windsor people have an advantage? The narrative provided by METRO was that local people, especially local people with special needs would be able to afford to live here. They said teachers etc. would be the target tenants at the meeting with the Sele/Grandview owners. Other goals of affordable housing are to encourage non residents to move into town. If this was a town run affordable housing it could have a residence requirement. There is a significant impact for this zone change to current taxpayers of South Windsor for this change.
2. The "Conservation Land" AA-30 lot likely will become a nuisance to the neighborhood. What enforcement provisions can be put into this spot for noise, parking violations etc. and what rules/enforcement will be associated with this space?

Please deny this application. It does not fit in the neighborhood and METRO is a very poor landlord who does not deserve approval of anything in town until it fixes the existing issues. The Mayor says she gets several calls a week about how awful METRO is. Do not give them another chance to destroy our town.

Vicky Margiott

32 Sele Drive

Stern, Joshua

From: Justin Iriondo via southwindsorct <cmsmailer@civicplus.com>
Sent: Monday, October 23, 2023 8:23 PM
To: Planning
Subject: [External]Form submission from: Contact Us

EXHIBIT C **EXHIBIT C**
EXHIBIT C **EXHIBIT C**

Submitted on Monday, October 23, 2023 - 8:22pm
Submitted by anonymous user: 70.172.221.5
Submitted values are:

Subject: For the Planning / Zoning / Wetlands Departments

Message:

Please see my email for the public hearing on 10/24 of the Metro development.

—
Good evening,

Although I am disappointed that absolutely none of the Commissioners who voted in favor of the rezoning request explained WHY the rezoning was justified (in absence of the specific project details), I do now want to write expressing the importance of the curb appeal of this development. Because this development serves as an entry way to a key residential area (not to mention its visibility from Buckland), I believe it should be strongly encouraged that Metro include a few key aspects that will improve the overall appearance of the project to make it more welcoming and better placed with its residential neighbors.

- 1) Require an entryway with signage. Watson Farm is a great example of this to help ensure this doesn't become an eye sore. Watson Farms has an attractive stone wall with signage that appears to be relatively well maintained. Boston Blend would greatly compliment the retirement home next door, aligns with the Evergreen aesthetic, and coordinates well with the proposed elevations. And if an island isn't possible, Hillcrest can be used as another example.
- 2) Mandate quality products. The elevations appear to be vinyl siding. Again, every development in the area (somehow with the exception of Hannoush) has some type of architectural interest. It would be great to request Hardiboard or even a stone aspect. Faux veneer stone is not significantly more costly (yes, labor is but is countered by less future maintenance). Again, Boston or Connecticut Blend would be exceptional. Evergreen just had this installed by Moore Property Improvements.
- 3) Require headers on each window, along with grills. We live in New England and these touches will better fit the neighborhood while adding negligible cost. All new developments in South Windsor include these features without mention of them. Note: the presentation by Metro to P&Z includes the window headers.
- 4) Consider a decorative 2 or 3 bar horse fence along the street. This, too, was included in Metros original documentation.

I know this Committee will also consider landscaping but I request you please consider the suggestions above. Architecture design is incredibly important to development of any community, and in this case where the public overwhelmingly opposed the application, a natural inclusion in the neighborhood cannot be overvalued. The current residents of SouthWindsor may allow the complete disrespect shown of your constituents fade.

I truly hope this attempt to voice our opinion is heard and are not blinded by a suit and Metro Realty title. The decisions made cannot be undone but this is an opportunity to ensure this misplaced development doesn't become a blight on a beautiful area of town (that notably none of you live near).

Thank you,
Justin Iriondo