Overview

This booklet is the third in a series of Strategy Booklets. These strategy booklets will guide discussions with the Planning and Zoning Commission about goals and strategies for the Plan of Conservation and Development. “Infrastructure” focuses on those things needed to support our residents and businesses. “Infrastructure” topics include:

- Community Facilities and Services
- Transportation
- Utilities

Implementing many of the strategies in this booklet fall outside of the purview of the Planning and Zoning Commission. In the Spring, the consultant met with most department heads to hear first-hand about town facility needs. Since a Plan of Conservation and Development is a town-wide plan – not just a work plan for the Commission – it will be important to continue to include other Town Departments, Boards and Commissions in the POCD development process.

Reminder: Connecticut General Statutes include the following requirements for a POCD

The Plan shall:

- provide for a system of principal thoroughfares, sidewalks, multipurpose trail
- consider:
  - the need for protection of existing and potential drinking water supplies
  - physical, social, economic and governmental conditions and trends
  - the needs of the municipality including the objectives of energy-efficient patterns of development

The Plan may:

- show the commission’s recommendation for
  - airports, parks, playgrounds and other public grounds
  - the general location, relocation and improvement of schools
  - the general location and extent of public utilities...for water, sewerage, light, power, transit and other purposes

The dashed boxes indicate homework to fill in prior to our meeting.
Community Facilities

Community facilities are generally town government functions that provide required services (e.g., town administration, education, public works), public safety (e.g., fire, police), and amenities (e.g., library, recreation). South Windsor residents appear to strongly associate the Town’s quality of life with community facilities and services - specifically schools, parks, and recreational programming and facilities. Many residents felt that their own demographic group is at a disadvantage when residents vote on projects – the sentiment seemed just as strong from families with children and older residents. In other words both groups seem to believe that projects that benefit them are not able to get voter support.
Background

The following tables highlight what we heard and found. They do not consider the cost or fiscal resources to undertake the projects nor do they distinguish between those items which are necessary for a department to fulfill its function versus those items which are desirable for quality of life or other purposes. The information is derived from interviews with a number of local officials, research and an assessment of issues.

| Greatest Need | **Schools** | Previous referendum proposed 2 new schools and renovations at 2 others failed. Schools not ADA compliant, upgrades needed at most. Schools aren’t simply interchangeable because some configured to meet certain needs, such as special education. Some schools have modular classrooms that have been used longer than anticipated. As a result they are spending money to fix what were meant to be temporary structures.  
  • Enrollment is decreasing but school enrollments tend to be cyclical. If a school is closed due to declining enrollment, the Town should consider retaining the building and possibly leasing out space. If enrollment increases again, it is very difficult to find land for a new school.  
  • Feel additional land not needed – can meet needs with current land.  
  • Smith School shown as sewer avoidance area on sewer plan. |
| | **Police** | Dispatch upgrade almost complete (dispatch is for all emergency services).  
  • Plan to add 6,000 sf voted down.  
  • 41 officers today compared to 20 when facility built. Inadequate facilities for female officers. Took over space used by ambulance when they moved. Need more office space, etc. Not bursting at the seams, but need more space in next 10 years. Equipment stored outside that should be inside a garage. Would like a more secure property with fencing. Need to cover cruisers and gas filling area.  
  • New or expanded facility? Current site is a good location. Can’t built up but can expand out on the current site. Though if building is too difficult to renovate at some point it would be easier to build anew. |
| | **Parks & Recreation** | Seeing changing demands due to changing demographics & more participation in sports.  
  • Desired new facilities: pool (ideally near Community Center), recreation center, more athletic fields, expand trails  
  • Water recreation opportunities along Scantic River (could be low-hanging fruit).  
  • Maintenance –have been catching up on deferred maintenance. For trails, moving toward a volunteer system.  
  • Excellent relationship with Board of Education for sharing facilities.  
  • Feel they have enough land to meet needs over next 10 years. Might be useful to have management plans for Town parcels so it is clear how various parcels intend to be used over next 10 years. |
| | **Senior Center** | Co-located with Parks & Recreation and Teen Center in Community Center. Would like to keep Senior Center in this building, but with expansion including a gym. Need additional space either through expansion and / or relocating other uses.  
  • Project to add 10,000 square feet rejected at referendum. |
### Moderate Needs

| Town Hall | • Lack of meeting space.  
|           | • Using Post Office to provide meeting space (among other uses) has been raised. |
| Fire      | • Facilities are adequately located and sized for present and future needs.  
|           | • Maintenance of a volunteer department – doing well finding volunteers, though one concern is that younger volunteers live at home and might leave South Windsor if they can’t find housing (see Booklet 5). Tipping point to a paid department depends upon distribution of calls (weekday versus weekend and evenings) and simultaneous calls. |
| Emergency Operations & Shelter | • The EOC is at the Police Station. Some storage issues and technology issues that should be addressed. Overall it makes sense that the EOC is at the Police Station but that is not a requirement.  
|           | • 2 Shelters: Community Center and High School. No issues. |
| Teen Center | • Co-located with Parks & Recreation and Senior Center in Community Center.  
|           | • Either stay in current location if building expanded or relocate. |
| Public Works | • Need more space at garage. |
| Housing Authority | • 70 units in 2 complexes for low to moderate income seniors (age 62+) and handicapped – Wapping Mews and Flax Hill.  
|           | • Waiting list 1 to 1 ½ years.  
|           | • Feel gap in affordable assisted living – plan to build 40-unit congregate housing near Flax Hill property. |

### Few or Minor Needs

| Library | • Doubled in size in 1997. Configuration not perfect, but probably adequate amount of space for next 10 years. |
| Animal Control | • New animal control facility will be at old fire station on Sullivan Avenue. Regional with Manchester and East Hartford. Expect that this will meet needs over next 10 years.  
|           | • Facility is in commercial corridor. Over the long term should this site be turned over for business development? If so, where would animal control be located? POC does not need to solve the issue, but can state policy for desired land use here. |
| Ambulance | • At current size (in terms of volunteers and ambulances), space is adequate for next 10 years. |
| Waste Disposal | • Expect to have adequate space to meet needs over next 10 years. |
Possible Overarching Goals and Strategies

Goals

- Provide town facilities and services that meet the needs of all age groups and contribute to a high quality of life.
- Ensure that new or expanded community facilities are optimally located in order to:
  - efficiently and effectively perform its function,
  - support community goals, and
  - avoid impacts to established neighborhoods.

HOMEWORK: How would you edit this goal?

Strategies

1. Comprehensively Plan for Community Facilities and Town Owned Land

Overall, officials indicate that South Windsor has sufficient land and/or vacant building space to meet community facility needs over the next 10 years. As in any community, all facilities require upgrades, expansions, and replacement at some time. Some upgrades and expansions have been supported by the public while many have not.

As shown in the previous tables, there are a number of high cost projects that the Town will likely have to undertake in the near future. Many town departments have conducted their own assessments and the Town has assembled the financial aspects of these projects into a Capital Needs Assessment Summary. Given the impending community facility needs and the history of failed referendums for projects, a new planning process might help engage the public in examining trade-offs and setting priorities.

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<tr>
<th>FACILITY PLANNING TOOLS</th>
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<td><strong>Management Plan for Land</strong> – Identifies current and intended use of town-owned land. Sets common expectations about which parcels might be built upon in the future versus which are intended to remain open space or undeveloped.</td>
<td><strong>Community Facilities Plan</strong> – Compiles information about all facilities into one document. Identifies type, quantity and location of space required. Allows for a comprehensive review of maintenance needs, future upgrades, and facility replacement. The process of creating the plan can involve the public in determining priorities and trade-offs.</td>
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Two specific tools might help plan for the use of current land and facilities and help determine how to move forward with new projects. Management Plans can be prepared for parcels (especially vacant parcels) to determine which parcels are intended to remain as vacant or open space and which might one day be used for facilities.

A Community Facilities Plan might help also be helpful. It allows for:

- A review of trends in demographics, state and federal requirements that might affect the size, nature and use of facilities.
- Determining priorities, time-frames, and sequencing.
- Identifying cost savings and efficiencies by examining facility sharing and the repurposing of vacated space.
- Resolving potentially competing needs (e.g., more than one facility vying for use of a building).
- Involving the public in making decisions on trade-offs.

2. Guide the Location of Community Facilities

Over the next 10 years it is reasonable to assume that some facilities will be expanded or relocated and possible built anew. When deciding whether to keep a facility in its current location or move to a new site, the following principles can be applied.

- Facilities that are used by the full population should be located in easily accessible and centralized locations and ideally along arterial roads.
- Key civic facilities, such as Town Hall and the Library, should remain in South Windsor Center in order to help meet the goals for having a vibrant, identifiable town center as outlined in Booklet 5.
- Public safety facilities should be located based on factors required to adequately protect the safety of the community (e.g., response time, geographic scope, etc.)
- Facilities that can have impacts on neighboring land uses due to traffic, trucks, noise, and lighting, generally should not be located in residential areas. Where this is unavoidable, mitigation of impacts is important. Community facilities in residential zones require a Special Exception. This requirement should continue so that the Commission can work with the Town to reduce and mitigation possible impacts.

- HOMEWORK: Some POCDs set priorities for community facility projects. The Town Council is currently examining resident’s priorities. Should the POCD support / prioritize specific projects?
Transportation

“Transportation” is about moving people and goods around and through South Windsor. The majority of residents, workers and visitors get around using a car – that is not expected to change over the next 10 years. However, not all residents own a car, some cannot drive (or can no longer drive) and others simply prefer to have choices other than driving. As the population ages, the Town might find a greater number of residents requiring alternatives to driving.

This section provides possible goals and strategies for multiple transportation choices for people and goods, with an overall goal of having a complete transportation system.

Possible Overarching Goals

- Maintain a comprehensive, safe and efficient road network
- Expand walking and bicycling options
- Promote public transportation
- Promote the continued use of rail for moving freight

Road Network

South Windsor has a comprehensive road network with easy access to all parts of town and convenient east-west and north-south routes. Neighboring communities rely on roads in South Windsor to reach I-84 and I-291.

Although South Windsor sees some impact from the Buckland area traffic, South Windsor does not appear to have major traffic issues found in other communities. Aside from moving forward with the Buckland Study recommendations, significant roadway projects are not anticipated in the next ten years.

In the next ten years, key issues surrounding the overall road network are discussed on the following pages.

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HOMEWORK: Compare the road classification descriptions to the Transportation Map. Would you change any classifications based on these definitions?

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ROAD CLASSIFICATION TERMS

**Interstate** – Controlled access. Intended to move large volumes of traffic.

**Arterial**

**Major** – Intended to carry regional traffic and serve major activity centers. In theory, serving abutting land uses is subordinate to moving traffic.

**Minor** – Interconnects and augments Major Arterials. Mostly local, but some regional traffic. Can also serve major activity centers, but with less traffic capacity than Major Arterials.

**Collector**

**Major** – Interconnects and augments Arterials. Mostly local but some regional traffic. Careful consideration for high traffic generators.

**Minor** – Collects traffic from a few neighborhoods and connects with Arterials. Very careful consideration for high traffic generators.

**Local** – Primary purpose is to serve abutting properties with little to no through traffic. Not appropriate for high traffic generators.
Maintain Town Roads

Roads provide access to businesses and residences, and allow people to travel around and through South Windsor. The condition of a town’s roads form the first impressions of a community.

Funding for road maintenance can be one of the first items reduced during difficult budget cycles. Poorly maintained roads have reduced capacity and delayed or deferred maintenance often leads to larger and more expensive repairs later. Preventative maintenance is ultimately less expensive in the long term scheme of infrastructure maintenance.

The Town recently retained a consultant to examine how various funding levels will impact South Windsor’s roads over the long term. The analysis indicated that if current funding trends continue, pavement conditions will decline overall.

Enhance Road Connectivity

The Town has done a good job connecting roads when new development is proposed (e.g., connecting subdivisions) to minimize cul-de-sacs and thereby improve connectivity. The Town should continue to do this. In addition, the Vehicular Transportation Plan map identifies future road connections that could improve connectivity to business areas – in the I-291 Corridor Zone and Buckland Gateway Development Zone.

Minimize Congestion and Calm Traffic

New Development

There are two opportunities to address possible congestion issues before a project is developed:

- **Prevent**: Do not allow high traffic land uses on roads that cannot handle the traffic.
- **Mitigate**: Minimize traffic impacts during the land use approval process.

South Windsor’s zoning regulations have been updated over the past 10 years to mitigate traffic impacts. Provisions such as the requirement of traffic studies and access management have helped determine what traffic levels might occur and how to address the issues.

However, the regulations do not expressly prevent higher traffic land uses from occurring on roads not intended to handle high traffic volumes. Many higher traffic uses do require a Special Exception, which technically provides the Commission with the discretion to deny a development proposed on a road that is not suitable for the development. However, by that point the applicant has incurred the cost of preparing and submitting plans. Setting expectations up front provides predictability to the developer. Many communities have accomplished this by tying their road classifications to their zoning regulations. South Windsor might consider:

- Requiring that traffic-generating uses in residential zones may only be located on arterial or collector roads (e.g., assisted living, elderly housing, educational institutions, convalescent homes, etc).
- Requiring that denser housing developments (e.g., DRZ, Multi-Family) may only be allowed if they have access to arterial or collector roads.
Existing Hot Spots

There are a few congestion points around the town, mainly due to land uses that generate high traffic volumes during peak commuting times, mainly on State roads. There is no one solution for existing hot spots – rather they should be managed on a case-by-case basis. The Town should work with the State to determine solutions that provide for the safe movement of traffic and fit within the context of the neighborhood.

Regionally, the Buckland area does present congestion issues. The recently completed Buckland Area Transportation Study proposes options to improve the regional road network. The preferred option includes a new connector road in South Windsor (as shown on the Vehicular Transportation Plan).

There are many roads in town where the needs of drivers and the quality of life of the neighborhood can be better balanced, particularly in terms of speeding. Traffic calming techniques can help to slow drivers, making it safer for pedestrians, bicyclists and other drivers. The right approach depends upon the road and its setting. The town has a successful example of calming traffic on Kelly Road. The next step might be to identify other neighborhoods that are good candidates for traffic calming and / or prepare a guide on which types of traffic calming techniques are appropriate for various situations.
Walking and Biking

Residents and local officials recognize the need for and benefits of providing transportation choices and formed the SWW&WW – the South Windsor Walk and Wheel Ways (a subcommittee to the Parks and Recreation Commission). A Town cannot alter individual behavior but it can make walking and biking viable transportation options.

The SWW&WW Master Plan recognizes this and provides goals and actions to make biking and walking more viable in South Windsor. The POCD can incorporate by reference the Master Plan and map priority areas for improving the pedestrian and bicycling network.

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<th>WALK AND WHEELWAYS MASTER PLAN (2010 Draft)</th>
<th>Vision and Goals Summary</th>
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<tr>
<td><strong>VISION</strong>: The town of South Windsor will be a walking and bicycling friendly community in which residents and visitors will enjoy safe walking and bicycling for recreation and transportation.</td>
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**SUMMARY OF GOALS**
The plan’s goals can be organized under three overarching categories:

**Plan**
- Maintain a walking and bicycling plan.

**Build Support**
- Advocate a safe walking and bicycling environment.
- Promote walking and bicycling options.
- Create and implement a comprehensive plan to communicate with the public.
- Establish alliances among town departments, boards and commissions, community groups and regional groups.
- Promote the inclusion of walking and bicycling provisions in town plans for zoning, site planning, conservation and development.

**Implement**
- Build on what we already have:
  - maintain existing trails
  - enhance existing roads to maintain a consistent and safe street-side pathway for bicyclists and pedestrians
  - recommend on-road routes for riding and provide bicycle and automotive signage
- Create multi-use, off-road trails to connect neighborhoods and community sites.
- Link to other multi-use trail systems and road routes in neighboring communities.
- Procure funding.
- Educate road users of all types on safe share-the-road practices and general safe bicycling information.
The Pedestrian Transportation Plan on the next page identifies priority areas for future sidewalks. Building this network will occur over time, piece by piece and requires efforts by the Town, State and developers.

Provisions in the current sidewalk ordinance are not favorable towards property owners – they are responsible for the cost of maintenance and repairs. As a result, property owners tend to oppose the installation of new sidewalks. The ordinance should eliminate this provision so that sidewalks are considered to be a part of the Town’s transportation network, rather than an amenity to a property owner. Property owners are not required to maintain other aspects of the transportation system (e.g., they do not have to pay for road paving in front of their house). Sidewalks should be treated the same way.

The easiest and most efficient means to make biking in South Windsor a more viable transportation choice is to make existing roads more biker-friendly. In some cases, simple improvements (such as restriping or adding signs) can help. In other cases, most substantial improvements would be necessary.

SWW&WW rated town roads to determine the current skill level and what degree of improvements would be make the roads more bike-friendly. When road improvements are planned by the Town or State, this Bike Plan should be referenced to determine if changes can be made to better accommodate bicyclists.

**Transit**

Connecticut Transit provides bus service in South Windsor. Routes connect parts of South Windsor to downtown Hartford, Bloomfield, Windsor, and Manchester. Sullivan Road is the only major commercial corridor in town without bus service. The Town should work with CT Transit to determine if bus service along Sullivan Avenue is warranted and support improvements to the system that would increase ridership (e.g., greater frequencies, more accessible route maps and bus information, and provision of bus shelters).

**Freight Rail**

A freight line can play an important role in attracting businesses that value freight infrastructure and it reduces the number of trucks on the Town’s roads.

The section of freight rail in South Windsor is part of the Armory Branch between East Hartford and Enfield. The line is owned by Connecticut Southern Railroad (a subsidiary of RailAmerica Inc.). A handful of local businesses rely upon the rail line for receiving and shipping freight. The line has limitations, including its lack of a link to the Boston / Albany line in Springfield.

Freight planning is very difficult to undertake at the local level. While the Connecticut State Rail Plan contains goals for improving the State’s freight capabilities, freight planning has not received great attention or resources. Some communities take an active approach to capitalizing on freight lines, with Worcester being one example. Aspects of an active approach include:

- Having a mutually supportive relationship with the railroad companies. Does the company know of the community’s interest in spurring freight-dependent business development? Will the company play a role in attracting businesses / marketing the town? Does the railroad company have improvements planned that could increase freight capacity?
- Keeping an inventory of rail spurs and businesses currently using rail.
- Being involved in region-wide or state-wide freight planning efforts.

The POCD might include a strong statement that it supports the continued use of this line for freight and that the Town should support system-wide improvements to the State’s freight rail infrastructure. In addition, incompatible land uses should not be located adjacent to rail lines (e.g., residences). Otherwise, there might be opposition to increased use of the line in the future.
Transportation Strategies

1. Maintain a comprehensive, safe and efficient road network
   - Maintain town roads such that pavement conditions do not decline
   - Continue to connect new and existing roads as opportunities arise
   - Encourage future road connections as identified on the Vehicular Transportation Plan
   - Update Zoning Regulations to tie traffic generating land uses to roadway classification
   - Continue to minimize impacts from traffic generating land uses through careful review of impacts, requiring access management, and other mitigation provisions
   - Continue to address congestion hot spots on a case-by-case basis
   - Continue to work regionally to address congestion issues in the Buckland area
   - Calm traffic on roads where speeding is affecting the quality of life and safety

2. Expand walking and bicycling options
   - Implement the South Windsor Walk and Wheel Ways Master Plan
   - Use the Pedestrian Transportation Plan to:
     - help prioritize spending for construction of sidewalks
     - help prioritize maintenance of sidewalks
     - help determine when to require new development to install sidewalks
   - Use the Bicycle Improvement Plan:
     - during the development review process to determine if bicycle-friendly amenities can be provided
     - when road improvements are planned by the State or Town to determine if bicycle accommodations can be improved or provided

3. Promote public transportation
   - Encourage CT Transit to make bus stops, routes and schedules more user-friendly

4. Promote the continued use of rail for moving freight
   - Establish a relationship with the railroad company
   - Develop and maintain an inventory of rail spurs and businesses using rail
   - Be actively involved in regional and state freight rail planning
   - Avoid incompatible land uses adjacent to the rail
Utilities

Utilities – sewer, water, energy, electricity, drainage and communications – support residents, businesses and governmental functions on a daily basis. South Windsor is well-served by sewer and water and therefore little change in these utilities is expected over a ten year period aside from upgrades and some extensions.

Sewers

The Town completed a 20 Year Wastewater Facilities Plan in 2002, which reflected the Town’s goals for development and recommended upgrades to pumping stations, the treatment plan and the collection system. The Town has implemented most of the recommendations and is currently undertaking additional improvements to the sewer system (Phase 1 is underway; funding for Phase 2 is to be determined; and Phase 3 is intended to be undertaken over the long term).

Sewers should support the development patterns and intensities desired by the community. In South Windsor, the Water Pollution Control Authority determines possible sewer extensions. Extending sewers can address public health issues (in areas where septic systems are failing or at risk of failing) and can support economic development goals. Extending sewers can also lead to increased densities in areas where such density is not desired. Therefore it is important to coordinate the provision of public sewers with land use goals.

The State requires that sewer expansions are consistent with the State’s Plan of Conservation and Development. When South Windsor applied for funding to help upgrade its sewer system, the State required the Town to restrict the provision of sewers to areas deemed for “conservation” purposes. However, the data used by the State to delineate “conservation areas” did not accurately reflect areas truly intended for conservation. This discrepancy needs to be addressed. True “conservation areas” – those areas where development should be limited or at lower densities due to natural resources constraints – should be identified as “sewer avoidance areas.” The accompanying map in this booklet does not reflect South Windsor’s desired sewer service areas – it illustrates the State-approved plan.

Other than working with the State to update the Sewer Service Map and continuing the phased improvements, no additional sewer service issues have been identified.

Water

Most public water in South Windsor is provided by Connecticut Water Company (CWC) or the Metropolitan District Commission (MDC):

- CWC serves just over 5,300 customers in South Windsor
- MDC serves just under 1,800 customers in South Windsor

A few parcels are served by other public systems or by smaller systems that serve just that site. The remaining parcels depend upon well water or have no water supply because they are undeveloped.

Other than maintenance and system improvements, no large water projects are anticipated nor have any issues been identified related to the ability to provide water today and in the next 10 years. When new development wishes to hook into the public water systems, the water companies determine if there is adequate capacity. Neither CWC nor MDC have identified issues related to future capacity.
Other Utilities

Drainage

According to Town officials, there are not widespread drainage issues in Town. Many spot problems have been corrected over the years and require regular maintenance or replacement as structures age. Other problem areas have been identified and need to be addressed.

The Town has incorporated Low Impact Development (LID) techniques into projects, where conditions allow. In general, LID relies on the natural drainage system to handle stormwater, reducing the need to build drainage structures. The Town should continue to use LID in its own projects and encourage or require developers to use LID where feasible.

Gas

Yankee Gas provides gas service in South Windsor. The gas mains are fairly well-distributed throughout the community. The financial aspect of extending a gas line is highly regulated by the State, taking into account the rate of financial return on the investment. In some cases a customer contribution is required to make the extension financially viable.

Some future gas line extensions are either planned or proposed to serve new development, including the magnet school, a recently approved residential development, and other areas.

Overall, it is anticipated that natural gas needs can be met over the next ten years.

Electricity

Connecticut Light and Power (CL&P) is the electrical provider in South Windsor. Two current projects are underway to provide service to areas with planned development – Evergreen Walk and the CT Studios site. CL&P indicated that, with possible upgrades to existing circuits, it has adequate capacity to accommodate anticipated growth in South Windsor over the next ten years.

Many municipalities are turning to alternative energy sources for municipal facilities and encouraging the private sector to install such energy sources. South Windsor has seen interest in the use of solar energy. In addition to the solar field planned for the CT Studios land, individuals have installed solar panels on their properties and the Town has received inquiries about larger installations. The Town should ensure that it has proper provisions in the Zoning Regulations to allow appropriate alternative energy installations and to manage any potential impacts.

Communications

Issues related to communications (wired or wireless) have not been identified. Communications capabilities change rapidly – it is reasonable to assume the technology and the infrastructure needed to support the technology will change over the ten year planning period. The availability of and access to modern communication systems add to the quality of life for residents and attracts businesses. The Town should continue to work with providers to ensure that South Windsor’s communications infrastructure can meet modern needs.
Overarching Goal

Ensure that utilities are adequate to support desired development patterns.

Strategies

1. Provide sewer service to areas where growth is desired and limit sewer service in conservation areas.
2. Continue to maintain and make upgrades to the sewer system.
3. Work with water, gas, electrical, and communication providers to ensure that needs for residents and businesses can be met.
4. Continue to address areas with drainage issues.
5. Incorporate Low Impact Development techniques into town projects.
6. Encourage or require developers to incorporate Low Impact Development techniques where feasible.
7. Update zoning regulations to allow for and to manage potential impacts from alternative energy installations.
Background Information - Current POCD

For your information, the following summarizes the goals and tasks related to community facilities, transportation and utilities are found in the current POCD. Note that some items are repeated multiple times because they apply to more than one topic. Some items have been implemented.

Community Facilities

- Encourage continual monitoring of development patterns and demographic changes so that facilities and programs reflect the needs and wants of the population.
- Monitoring of Board of Education proposals and mandates affecting the siting of schools and other educational facilities to determine PZC’s role and to identify potential land use/zoning issues.
- Monitor the implementation of neighborhood parks, bikeways, and other recreation facilities proposed in the Parks and Recreation Commission (PARC) Master Plan to ensure consistency in zoning, consideration of impacts to adjacent land uses and resources, the potential for linkages to proposed private development and other planning provisions as deemed appropriate by the PZC.
- Examine the consequences of the demand on public services, particularly emergency/public safety support, prior to the acceptance of specific land use/zoning decisions.

Transportation

- Explore potential for greater use of the rail line and prepare a Rail Corridor Plan
- Explore the use of traffic calming techniques to facilitate safe and efficient traffic movement.
- Develop a road reconstruction pilot project that incorporates traffic calming techniques and additional community involvement in the planning and design phases of a particular project to gauge the effectiveness of this approach in alleviating concerns that improvements induce higher speeds.
- Review mechanisms for monitoring external development patterns that trigger transportation improvements and consider a formalized PZC policy
- Monitor the success of the access management provisions adopted for Route 194 (Sullivan Avenue) and Buckland Road. Expand the applicability to other major traffic corridors/arterial roadways.
- Establish an inter-town (East Windsor, East Hartford, Manchester, Ellington, Vernon) transportation consortium to gauge future growth trends and induced traffic impacts.
- Support multi-modal pathways to accommodate bicyclists, joggers and pedestrians and encourage the incorporation of these provisions in new streets or streets undergoing major improvements.
- Foster the Town’s development of a coordinated street network to afford efficient and convenient access to property, including emergency vehicle access, a fair distribution of traffic over all streets, and connection of new streets to higher-order streets within a reasonable distance.
- Monitor the Town’s transportation planning initiatives and develop a mechanism for continuous updates and dialogue pertaining to issues of growth, development, and traffic improvements.
- Support efforts by CRCOG and ConnDOT to develop an inter-modal center/transit transfer location in the I-84 Buckland area. It is envisioned that this center would also support a shuttle system that would serve the Town Center area as well as link to public buses serving Hartford, Manchester and Vernon.
- Establish a Transportation Working Group and meet with the Director of Public Works and Town Engineer to review recommendations of the transportation analysis performed in conjunction with the preparation of this Plan.
- Encourage the incorporation of traffic calming techniques in new roadway design or existing roadway improvements.
- Promote pedestrian linkages between public spaces and residential and commercial/industrial development and emphasize safe pedestrian movement within new development.
- Promote actions, programs and policies that encourage the wise use of resources including alternative means of transportation, energy conservation and development patterns.
- Recognize the inter-relationship between land use and transportation networks in neighboring communities with South Windsor’s infrastructure capacity.

**Utilities**

- Continue to support the Town’s policy of requiring private developers to extend needed sewers.
- Continue to require sanitary sewers for development in industrial and commercial zoned areas.
- Communicate with the WPCA and provide PZC input into development trends and other considerations potentially affecting the future capacity and operation of the sanitary sewer system.