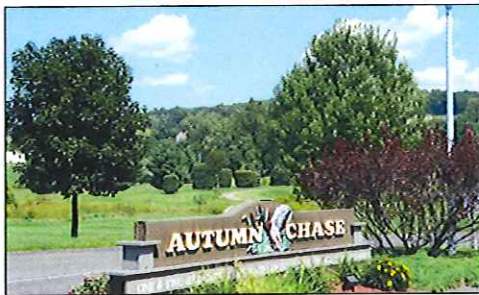




# ELLINGTON

## Route 83 Corridor Study



**Planning and Zoning Commission**

# TABLE OF CONTENTS



|  |           |
|--|-----------|
| <b>INTRODUCTION .....</b>                | <b>3</b>  |
| <b>EXISTING CONDITIONS .....</b>         | <b>4</b>  |
| Natural Features .....                   | 4         |
| Land Use .....                           | 6         |
| Zoning .....                             | 8         |
| Transportation .....                     | 10        |
| Utilities .....                          | 16        |
| Additional Considerations .....          | 18        |
| <b>ASSESSMENT .....</b>                  | <b>19</b> |
| Overview .....                           | 19        |
| Things To Protect And Preserve .....     | 20        |
| Ways To Guide Growth And Change .....    | 21        |
| Services And Facilities To Provide ..... | 21        |
| <b>VISION .....</b>                      | <b>23</b> |
| Policy Recommendations .....             | 23        |
| Policy Areas .....                       | 26        |
| Implementation Tools .....               | 28        |
| <b>RECOMMENDATIONS .....</b>             | <b>29</b> |
| Overview .....                           | 29        |
| <b>IMPLEMENTATION .....</b>              | <b>65</b> |

Overall Policy Guidance and Assistance  
Provided By



**Planimetrics**  
70 County Road, Simsbury, CT 06070 860-913-4080

Transportation Guidance and Assistance  
Provided By



**FUSS & O'NEILL**



# INTRODUCTION



This is a study of the Route 83 corridor in Ellington, Connecticut. Route 83 is known as West Street from the Vernon Town Line northerly to Main Street (Route 286) and then as Somers Road from there to the Somers Town Line.

Route 83 is the main north-south travel route in Ellington, it is the most heavily travelled roadway in town, and it is the location for most of the commercial uses. It has fulfilled these roles for many years and the overall function of this corridor is important to the community.

In order to ensure that Route 83 is being appropriately managed and that Ellington has good tools in place to manage land use and development activities in the corridor, the Planning and Zoning Commission initiated this study.

Some of the issues for consideration include:

- Protecting important resources within the corridor.
- Enhancing the overall character and appearance of the corridor since it is a reflection of the overall community.
- Seeking ways to enhance the tax yield while maintaining and enhancing the overall character of the corridor.
- Maximizing the traffic carrying capacity of the current roadway configuration since the Connecticut Department of Transportation is unlikely to widen or rebuild the roadway in the foreseeable future.
- Evaluating the variety of zoning districts currently used – each with different permitted uses and different dimensional standards.
- Evaluating the zone boundaries between business zones and residential zones so as to minimize or avoid land use conflicts.
- Proposing a long-term vision for the corridor in order to guide planning and land use decisions and promote positive outcomes for the community and for the landowners.
- Coordinating with the Water Pollution Control Authority in order to make the best use of limited sewage treatment capacity.

# EXISTING CONDITIONS



## Natural Features

There are many natural resources in the Route 83 corridor (see map on the facing page).

Route 83 is located at the toe of the slope where the Connecticut River valley meets the eastern highlands of Connecticut. Most of the land to the west of the roadway is flatter terrain consisting of some areas of well-draining sand and gravel soils and some areas of poorly-draining wetland soils. The meandering watercourses in this flatter area also have broader floodplains along the watercourses. On the other hand, most of the land to the east of the roadway consists of sloping hills characterized by wooded areas with steep slopes and tumbling watercourses.

There are a number of watercourses and wetlands in the Route 83 corridor. The main watercourse is the Hockanum River which is located in the southern part of the Route 83 corridor, west of the roadway. Other watercourses include Turkey Brook, Belding Brook, Marsh Brook, Kibbe's Brook, Kimball's Brook, Hyde's Brook, Broad Brook, and Abbey Brook.

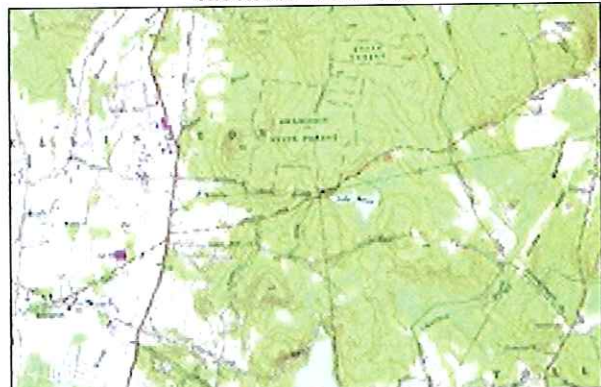
As a result of these topographic and natural resource constraints, activities on the west side of Route 83 are more likely to be affected by watercourses, wetland soils and floodplains which generally run parallel to the roadway. These important resources have the potential to provide an effective transition to other land uses.

On the other hand, activities on the east side of the roadway are more likely to be affected by steep slopes.

**Aerial Photograph Looking Southeast  
From Ellington Center**



**Topographic Map Of A Portion Of  
The Route 83 Corridor**








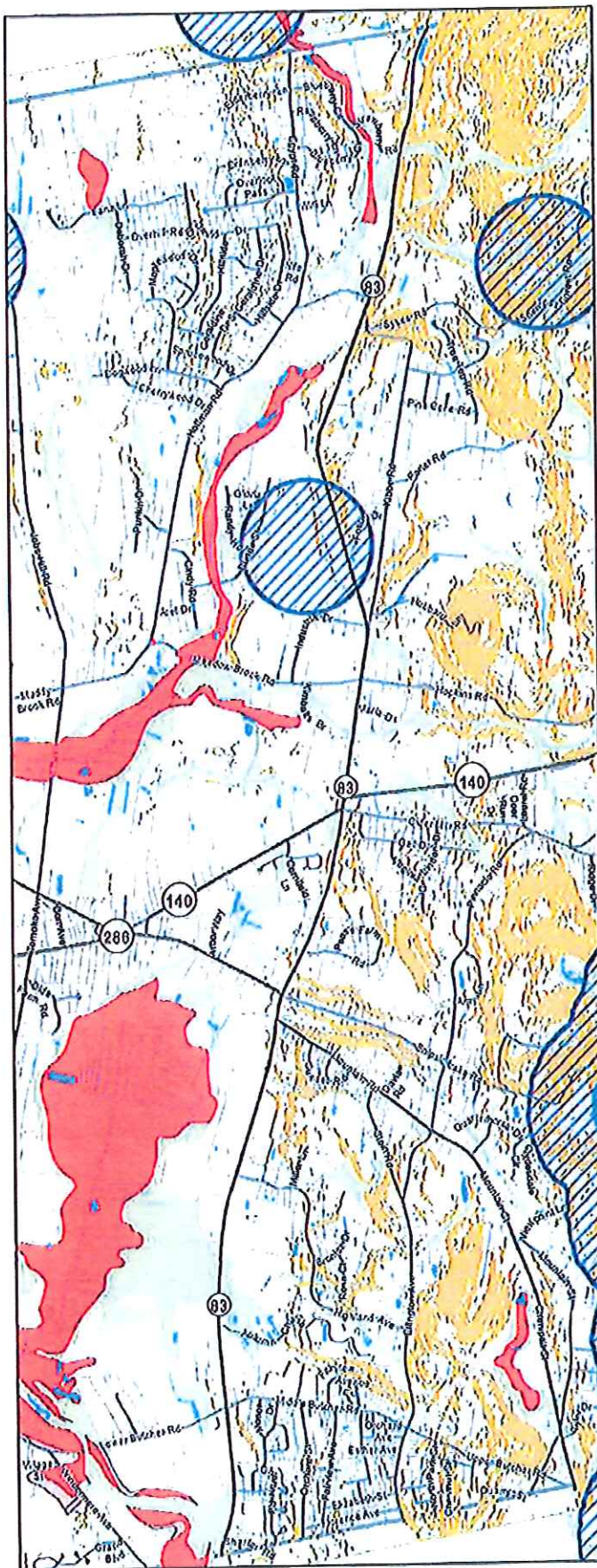


# Ellington, CT

## Natural Resources

### Legend

-  Wetland Soils
-  100 Year Flood Zone
-  500 Year Flood Zone
-  Steep Slopes
-  Natural Diversity Database



# Land Use

The land use pattern in the Route 83 corridor (see map on the facing page) can be described as follows:

- Farming and agricultural uses are located throughout the corridor on both sides of Route 83.
- Commercial uses (such as retail and office) are generally located in the southern part of the corridor from Main Street south to the Vernon town line.
- Industrial uses are generally located in the northwestern part of the corridor – along the west side of Route 83 from Maple Street north to Hoffman Road.
- Some multi-family residential uses are interspersed in the corridor.
- Single-family residential uses are located on surrounding streets and are interspersed along the corridor.

**Agricultural Use**



**Commercial Plaza**



**Residential Development**



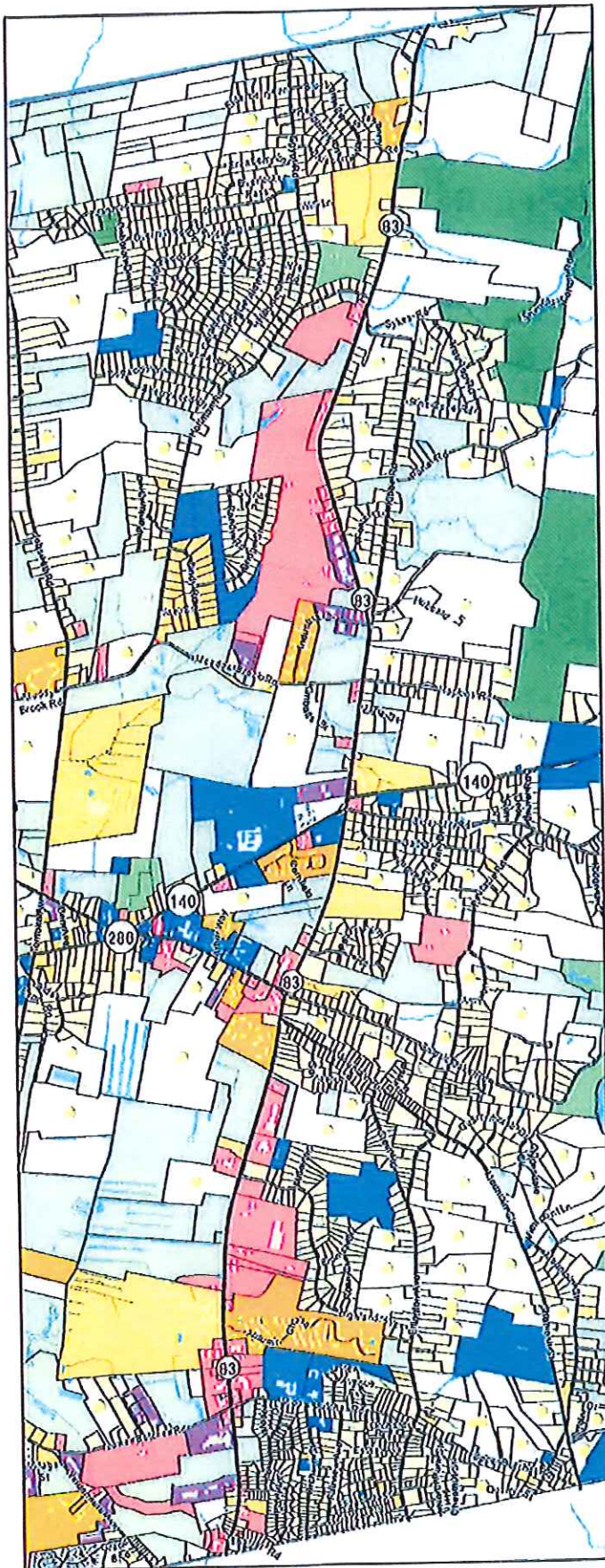
**Industrial Buildings**





# Ellington, CT

## Land Use



### Legend

- Residential
- 2-4 Family
- Multi-Family Residential
- Business
- Industrial
- Institutional
- Town Facility
- Utility
- Farm
- Dedicated Open Space
- Managed Open Space
- Vacant



0 1,750 3,500 7,000 Feet



## Zoning

There are multiple zoning districts located in the Route 83 corridor (see map on the facing page) and the overall pattern can be described as follows:

- Commercial zones (Commercial and Planned Commercial) are located on both sides of Route 83 from the southerly town line with Vernon north to the Johnny Appleseed Apartments with the exception of a small portion on the east side of Route 83 at Autumn Chase Apartments. This is about the southerly one-third of the corridor.
- For the middle third of the corridor, Commercial and Planned Commercial zones are located on the west side of Route 83 from the Johnny Appleseed Apartments to Meadowbrook Road with a small Commercial zone area on the east side of Route 83 at Crystal Lake Road (Route 140).
- An Industrial zone is located on the west side of Route 83 from Meadowbrook Road to about Hoffman Road.
- There are four multi-family residential zones located in the corridor – one in the southeast area for Autumn Chase, one in the west central area near Maple Street for Ellington Meadows, one just north of Meadowbrook Road for Meadowbrook Apartments, and another near the Somers Town line for Strawberry Fields. Some other multi-family developments in the corridor are located in commercial districts or residential districts.
- Residential zones (Residential and Rural Agricultural) predominate on the eastern side of Route 83 north of Johnny Appleseed Apartments and on both sides of Route 83 north of Hoffman Road.

Mixed Use Area Near Vernon Town Line



Industrial Area Near Ellington Airport





# Ellington, CT Zoning

## Legend

### Residence Districts

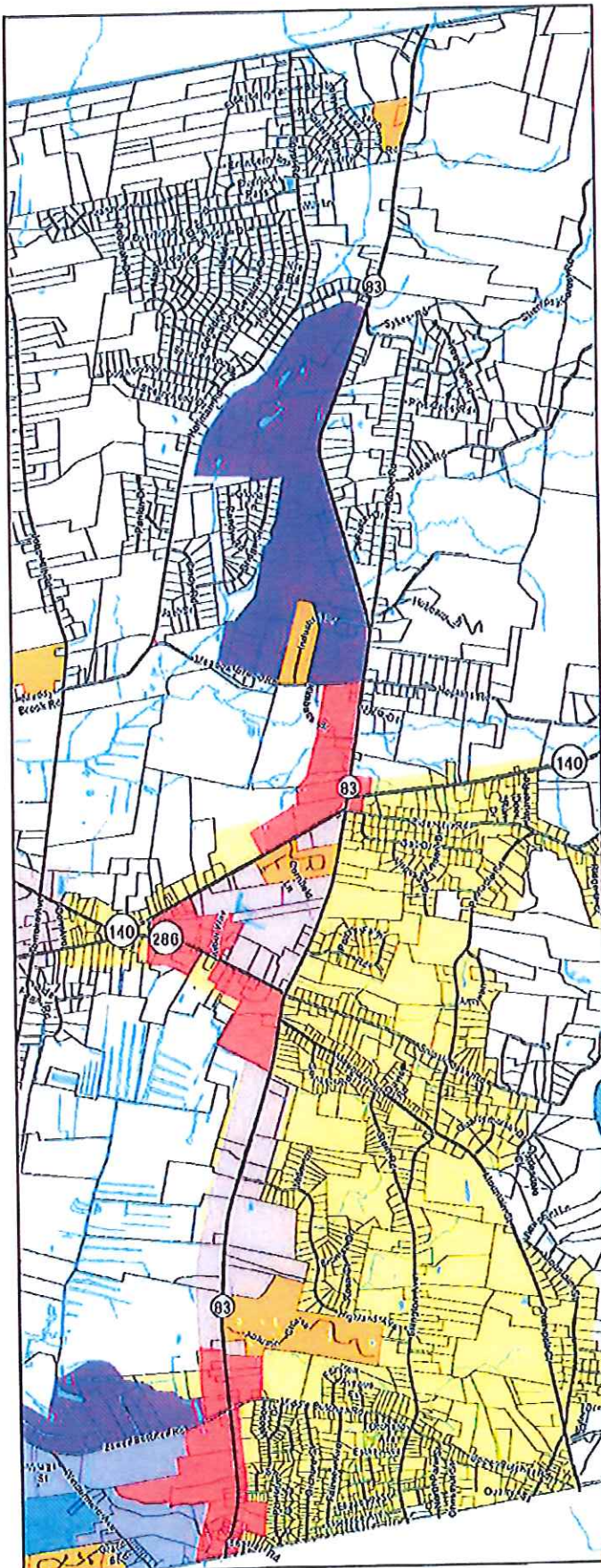
- R - Residential Zone
- RA - Rural Agricultural
- LR - Lake Residence Zone
- MF - Multi-Family Residence Zone
- WCHZ - Workforce Cluster Housing Zone

### Business Districts

- C - Commercial Zone
- PC - Planned Commercial Zone

### Industrial Districts

- I - Industrial Zone
- IP - Industrial Park Zone



# Transportation

Traffic information from the Connecticut Department of Transportation (CTDOT) and field observations by Fuss & O'Neill for Route 83 from the Vernon Town Line to the Somers Town Line (5.89 miles) indicate the following.

- **Traffic Volumes** – traffic volumes are higher in the southern part of the Route 83 corridor due to the number of potential destinations inside and outside Ellington.

| Roadway Segment  | Average Daily Traffic Volume (2012) |
|--|-------------------------------------|
| Vernon/Ellington Town Line to Lower Butcher Rd.        | 13,000                              |
| Lower Butcher Rd to Meadow View Plaza Dr.              | 14,800                              |
| Meadow View Plaza Dr. to Mountain Rd.                  | 13,700                              |
| Mountain Rd. to Route 286 (Main St)                    | 15,000                              |
| Route 286 (Main St.) to Pease Farm Rd.                 | 10,300                              |
| Pease Farm Rd to the South Jct. of Rte140              | 9,500                               |
| South Jct. of Route 140 to the North Jct. of Route 140 | 11,600                              |
| North Jct. of Route 140 to Meadow Brook Rd.            | 8,500                               |
| Meadow Brook Rd. to the South Jct. of Kibbe Rd.        | 6,900                               |
| South Jct. of Kibbe Rd. to the Ellington Airport Dr.   | 6,000                               |
| Ellington Airport Dr. to Hoffman Rd.                   | 5,300                               |
| Hoffman Rd to Somers/Ellington Town Line               | 4,400                               |

- **Peak Travel Times** - Based on historical CTDOT traffic counts, the morning peak period occurs from 6:00 AM to 9:00 AM with the peak hour from 7:00 AM to 8:00 AM. The evening peak period occurs from 3:00 PM to 6:00 PM with a peak hour of 5:00 PM to 6:00 PM.
- **Accident Locations** - Accident history for the three year period from 2010 to 2012 shows 163 accidents distributed along the roadway with the major accident concentrations located as follows:

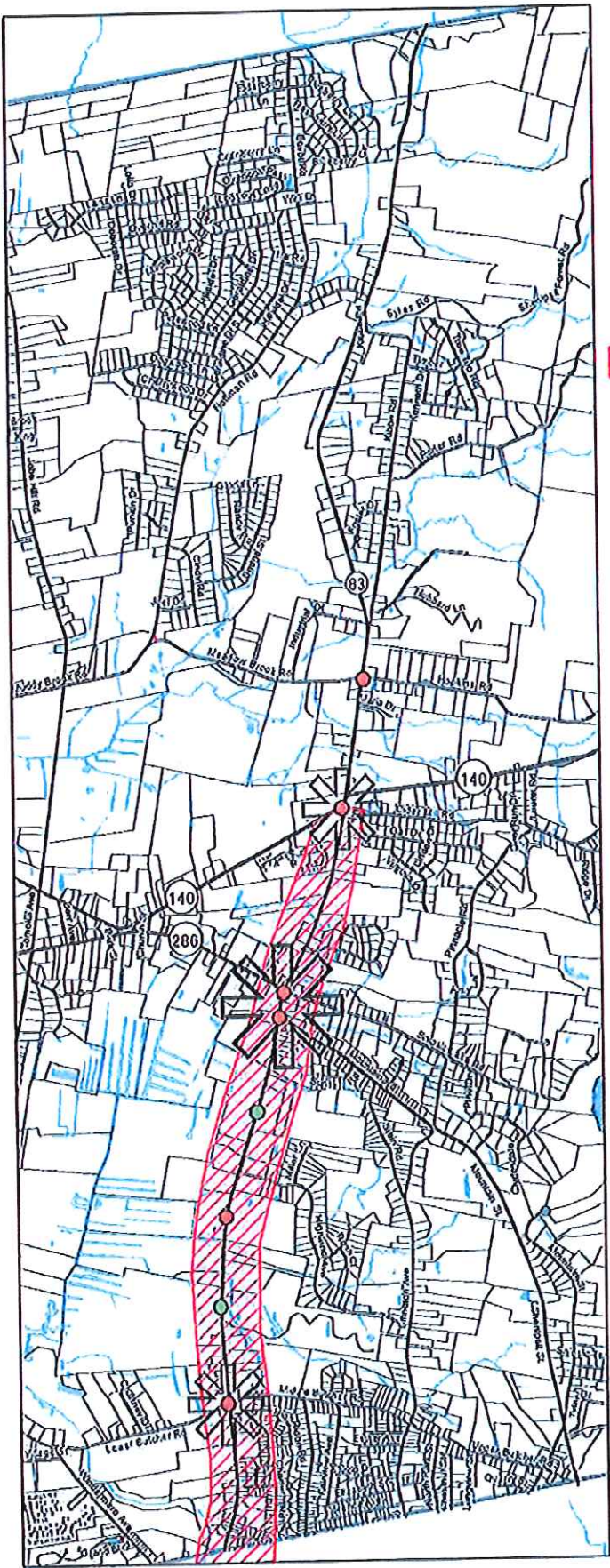
| Location  | Number |
|---|--------|
| At Route 286 (Main St) and Snipsic Rd                       | 25     |
| At Route 140 (Maple St / Crystal Lake Rd) and Cider Mill Rd | 18     |
| At Lower Butcher and Middle Butcher Roads                   | 14     |
| Between Lower Butcher Rd and Autumn Chase driveway          | 13     |

- **Accident Distribution** – Accident data also indicates the following:

| Factors   | Number      |
|---|-------------|
| Daylight / night-time   | 132 / 31    |
| At an intersection with a public roadway or commercial driveway / elsewhere | 118 / 45    |
| No injuries / with injuries   | 113 / 50    |
| Rear end / other  | 69 / 94     |
| Following too closely / other   | 65 / 98     |
| Vehicle only / bicycle / pedestrian   | 161 / 1 / 1 |



# Ellington, CT Transportation



- Existing Signals
- Possible Future Traffic Signals (If Needed)
- ✱ Intersection Issues
- ▨ Segment Issues





**Appendix A**  
**Route 83 Corridor Study**  
**Adopted 06222015 Effective 07152015**

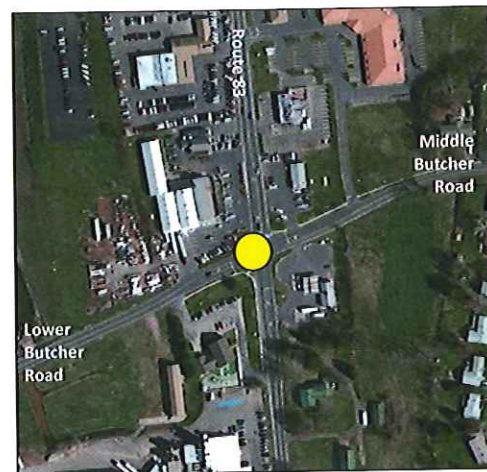
- **Traffic Speed** - Regulatory speed limits on Route 83 are established by CTDOT and reflect roadway characteristics, traffic intensity, accident history, and a number of other factors. Posted speeds and actual speeds are lower in the southern parts of the corridor (reflecting the more intensive uses in this part of the corridor) and higher in the less intensive northern sections.

| Location                                      | Posted Speed Limit (MPH) | Observed Speed              |         |
|---|--------------------------|-----------------------------|---------|
|   |                          | 85 <sup>th</sup> Percentile | Average |
| Vernon Town Line to north of Lower Butcher Rd | 30 - 35                  | -                           | -       |
| North of Lower Butcher Road north of Rte. 286 | 40                       | 45.5                        | 42.8    |
| North of Rte. 286 to Somers Town Line         | 45                       | 46.1                        | 42.8    |

- **Signalized Intersections** - There are six signalized intersections on Route 83 in Ellington. These signals are maintained primarily by CTDOT. There is some equipment maintained by the Town of Ellington at each signal which allows emergency vehicles to pre-empt the signal for emergency response.

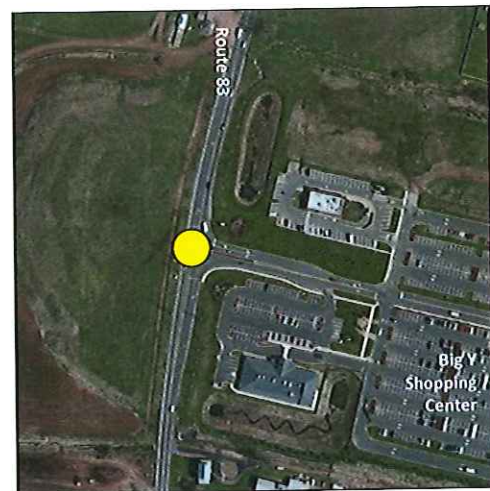
1) Route 83 at Lower and Middle Butcher Roads:

- All traffic movements are actuated by in-road detection.
- Left turns on Route 83 are protected/permitted.
- The traffic signal operates 24 hours a day and has no programmed flashing operation.
- A crosswalk is provided for crossing the south leg of Route 83. No pedestrian phasing for crossing Route 83 other than the ability of the pedestrian to call the side street green with a push button is provided.
- Emergency vehicle pre-emption is provided for northbound Route 83, Lower Butcher Rd, and Upper Butcher Road.



2) Route 83 at the Ellington Retail Center (Big Y) Driveway:

- All traffic movements are actuated by in-road detection.
- Left turns on Route 83 southbound are protected/permitted.
- The traffic signal flashes from 10:00 PM to 6:00 AM.
- There are no crosswalks provided or pedestrian phasing provided.
- Emergency vehicle pre-emption is provided for both Route 83 approaches.

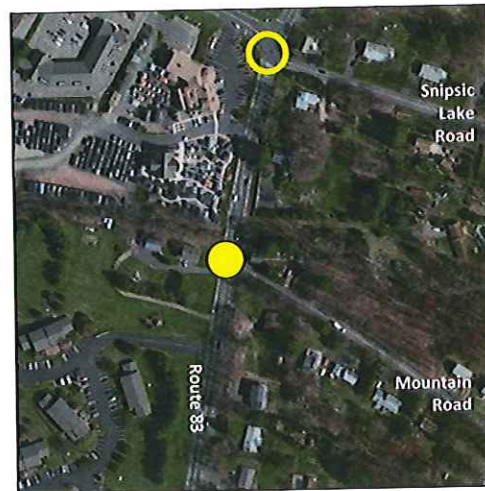




**Appendix A**  
**Route 83 Corridor Study**  
**Adopted 06222015 Effective 07152015**

3) Route 83 at Mountain Rd:

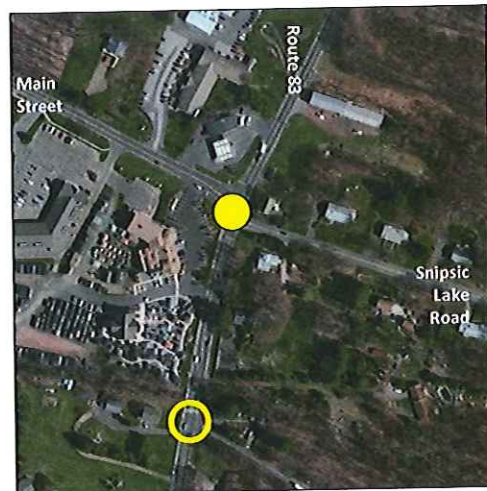
- The Route 83 southbound left turn movement and the Mountain Road traffic movements are actuated by in-road detection.
- Left turns on Route 83 southbound are protected/permited.
- The traffic signal is interconnected to the traffic signal to the north at the Route 286 intersection due to their proximity (475 ft.). The interconnection is designed to minimize queues from either location from extending into the adjacent intersection.
- The traffic signal has no programmed flashing operation.
- A crosswalk is provided across the south leg of Route 83. No pedestrian phasing for crossing Route 83 other than the ability of the pedestrian to call the side street green with a push button is provided.
- Emergency vehicle pre-emption is provided for all the approaches to the intersection.



***Note the closeness of these two signalized intersections.***

4) Route 83 at Route 286 (Main St) and Snipsic Lake Rd:

- The Route 83 northbound left turn movement, Snipsic Rd, and Main Street traffic movements are actuated by in-road detection.
- Left turns on Route 83 southbound are protected/permited.
- The traffic signal is interconnected to the traffic signal to the south at the Route 83 at Mountain Rd intersection due to their proximity (475 ft.). The interconnection is designed to minimize queues between the two closely spaced intersections.
- The traffic signal has no programmed flashing operation.
- A crosswalk is provided across the north leg of Route 83. No pedestrian phasing for crossing Route 83 other than the ability of the pedestrian to call the side street green with a push button is provided.
- Emergency vehicle pre-emption is provided for all the approaches to the intersection.



**Appendix A**  
**Route 83 Corridor Study**  
**Adopted 06222015 Effective 07152015**

5) Route 83 at Route 140 (Maple St) and Cider Mill Rd::

- All traffic movements are actuated by in-road detection.
- Left turns on Route 83 are permitted.
- A flashing beacon exists at the intersection of Route 140 (Crystal Lake Road) located 220 feet to the north. The beacon supplements the stop control for Crystal Lake Rd and flashes red for this approach.
- The traffic signal flashes from 10:00 PM to 5:00 AM.
- A crosswalk is provided for crossing the north leg of the intersection. No pedestrian phasing for crossing Route 83 other than the ability of the pedestrian to call the side street green with a push button is provided.
- Emergency vehicle pre-emption is provided for northbound Route 83 and eastbound Route 140.



***Note the closeness of  
Crystal Lake Road to the  
signalized intersection.***

6) Route 83 at Meadow Brook Road and Hopkins Road:

- All traffic movements are actuated by in-road detection.
- Left turns on Route 83 are permitted.
- The traffic signal has no programmed flashing operation.
- There are no crosswalks provided. No pedestrian phasing for crossing Route 83 other than the ability of the pedestrian to call the side street green with a push button is provided.
- Emergency vehicle pre-emption is provided for the northbound Route 83 and Meadow Brook Road approaches.





**Appendix A**  
**Route 83 Corridor Study**  
**Adopted 06222015 Effective 07152015**

- **Pedestrian Accommodations -**
  - Minimal sidewalk and sidewalk connections exist along Route 83 and pedestrian accommodations are considered poor:
    - At the Vernon Town Line, a narrow bituminous sidewalk is provided along both sides of Route 83, ending near the Islamic center.
    - There is a small segment of sidewalk along the west side of Route 83 opposite Bancroft Road.
    - On Lower Butcher Road, a small segment of sidewalk is provided on the south side, extending to Route 83. On Route 83, this sidewalk continues along the west side to the edge of the property on the corner.
    - There is sidewalk along the north side of Middle Butcher Road with a crosswalk across Route 83. This sidewalk terminates just west of Route 83.
    - At Big Y/McDonald's plaza, sidewalk is provided to the road, where it terminates. There is no sidewalk along the site frontage.
    - A sidewalk runs along the north side of Pease Farm Road and terminates at Somers Road.
    - There is a small segment of sidewalk on the east side of Route 83 between Cider Mill Road and Crystal Lake Road. No mid-block crosswalks are provided for crossing Route 83.
  - As previously described, most of the traffic signals include a feature (pushbuttons for calling the side street green) for assisting the pedestrians in their crossings of Route 83. It should be recognized, however, that this feature does not eliminate all possible vehicular/pedestrian conflicts because the pedestrian still must contend with vehicular turning movements exiting the particular side street while crossing Route 83.
- **Bicycle Accommodations -**
  - There are very few bicycle accommodations in the corridor and bicycle accommodations are considered poor.
  - Shoulders along the corridor do not allow adequate operating space for a bicycle since the shoulder width is less than 4 feet in width.
- **Other Transportation Observations -**
  - Significant driveway activity was observed entering and exiting the curb cuts along Route 83 especially in the area between Autumn Chase and Middle Butcher Road.
  - However, in most cases, through traffic was able to bypass left turning vehicles awaiting gaps in the opposing traffic stream to complete their turning movement.
  - These same gaps in the Route 83 traffic stream (likely created by the upstream and downstream traffic signals at Big Y Plaza and Middle Butcher Rd) were in sufficient number and length to address egress movements from these driveways as well.
  - All other locations were observed to function safely and efficiently.

***It is considered unlikely that CTDOT will undertake roadway widening in the foreseeable future. Spot improvements by CTDOT may be possible.***

***As a result, Ellington will need to use whatever tools may be at its disposal to preserve capacity in the corridor.***

# Utilities

## Public Water Supply

Public water service in Ellington is provided by the Connecticut Water Company. Service is available along Route 83 from the Vernon Town Line to Main Street and then again from Maple Street to Meadowbrook Road. These are the areas where the most intensive development is permitted and anticipated. These water lines can also be extended to surrounding areas. Available information indicates that adequate water supply will be available to serve the development needs in the Route 83 corridor in Ellington.

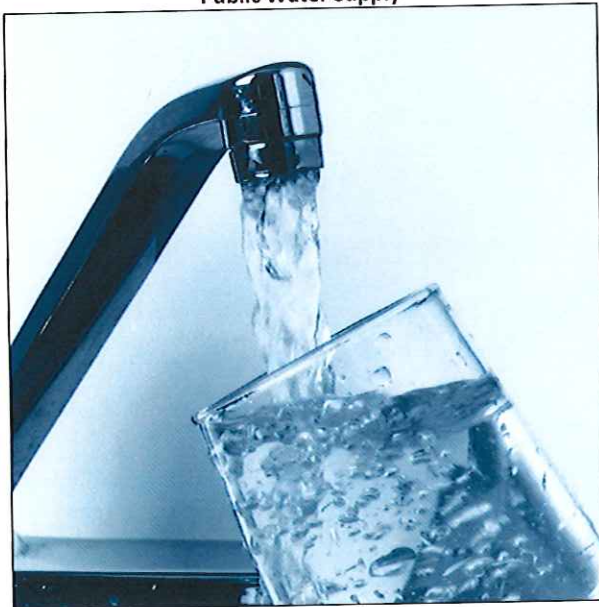
## Public Sewer Service

Public sewer service within much of the corridor is provided by the Town of Ellington. Sewer mains are installed to serve most areas within the commercial and industrial zones and can be further extended if needed. The Water Pollution Control Authority (WPCA) in Ellington has negotiated the ability to discharge 1,400,000 gallons per day of sewage to the Vernon sewage treatment plant. Current usage is about 685,000 gallons per day.

It has been the policy of the Town of Ellington to utilize the sewage capacity to support commercial and industrial growth to help balance the tax base. In order to manage the sewage capacity available to it, the WPCA has utilized a sewage allocation system where properties are limited to the amount of discharge based on the zoning of the parcel. This practice is expected to continue.

Reasonably adequate sewage capacity is available to serve the anticipated needs of current and future development in the Route 83 corridor in Ellington provided sewage capacity is allocated in accordance with the desired land use arrangement rather than on a first-come-first-served basis.

Public Water Supply



Public Sewer Capacity

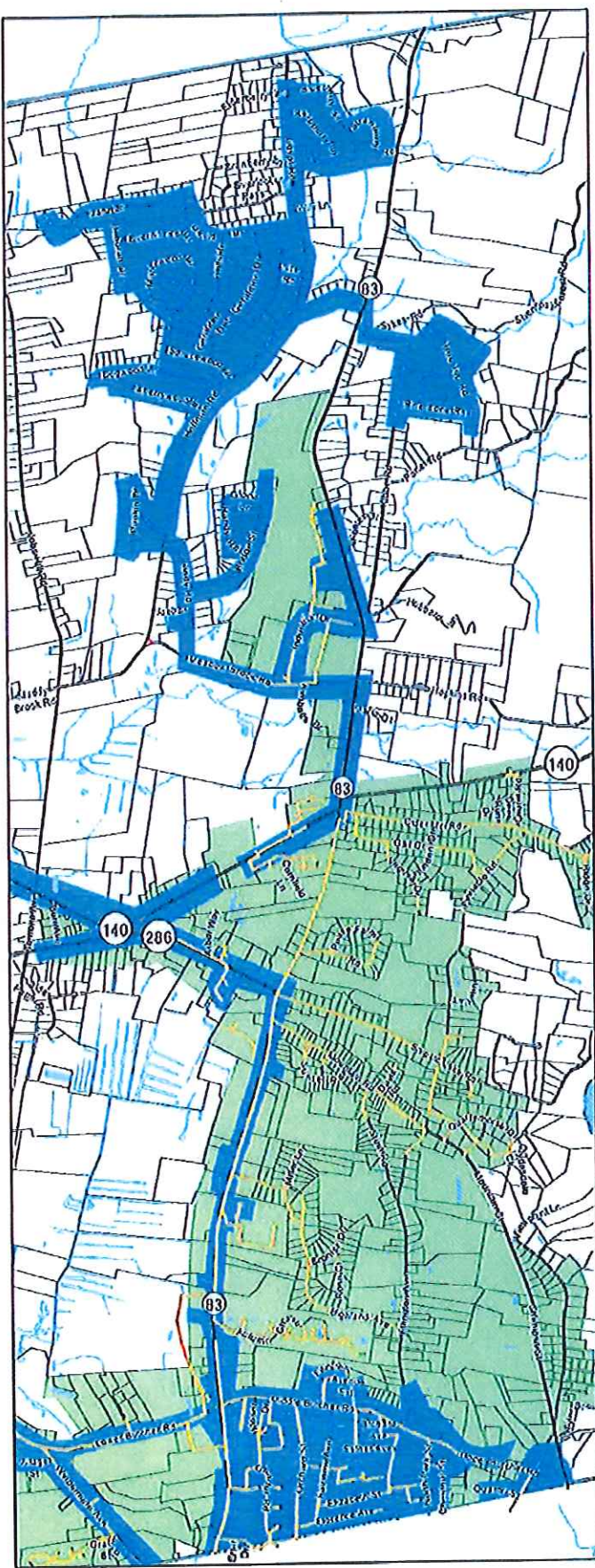




# Ellington, CT Utilities

## Legend

- Water Service Area
- Anticipated Sewer Service Area
- Existing Sewer Line
- Water Service Area (Not Shown)



## Additional Considerations

### Ellington Airport

Ellington Airport is located west of Route 83 and just north of Meadowbrook Road. This property is currently used by recreational pilots as well as by a recreational sky-diving operation. The 125 acre property is zoned Industrial.

In 2010, a feasibility study was conducted to investigate potential municipal purchase of the Airport, with financial assistance from the Federal Aviation Administration (FAA) and Connecticut Department of Transportation (CTDOT). The study reviewed various physical, environmental, and financial considerations of municipal airport ownership and concluded that additional research of municipal ownership was not recommended at that time.

Important considerations were that the airport would likely require several capital projects (such as pavement maintenance) in order to comply with FAA requirements. In addition, the study found that there would be a degree of financial "risk" to the Town since the facility would be dependent on private users and the demand for aviation might fluctuate depending on factors outside of the Town's control (fuel prices, aircraft maintenance, etc.). Finally, the study found that the Airport provides a modest economic benefit to the Town and region.

Since this is a large property, it makes sense for the Town to consider possible future uses of this property in the future.





# ASSESSMENT



There are a number of topics and themes to be considered in the Route 83 corridor. This conclusion is based on:

- Direction from the Planning and Zoning Commission (PZC)
- Participation by property owners and businesses and Ellington residents
- Prior studies of Route 83 and other areas
- Independent research and evaluation by Planimetrics and Fuss & O'Neill

## Overview

The Route 83 corridor is important to Ellington residents. In a telephone survey done in 2007 as part of preparing the Plan of Conservation and Development, residents indicated the following:

- 93 percent felt maintaining community character was important to them
- 75 percent felt Route 83 is the most appropriate location for commercial development
- 69 percent felt the appearance of a [commercial] building is more important than the overall size of the building
- 61 percent felt local boards and commissions should increase their regulatory oversight of community character
- 59 percent felt the appearance of commercial areas needs to be improved

In other words, residents recognize Route 83 as important to supporting business development (to provide jobs, to provide goods and services, and to provide tax revenue to support local services). Residents support business development in appropriate areas such as the Route 83 corridor.

However, residents have indicated they want business development along Route 83 to fit into the character of the community and they want local boards and commissions to ensure that happens.

This Route 83 Study is intended to show how that can be done.

***Ellington residents want to encourage appropriate development in Ellington ...***

***... development which reflects Ellington's unique character and enhances the overall appearance and function of the community.***

# Things To Protect And Preserve

In most cases, Ellington has good regulations in place to protect important resources in the community. Still, residents feel that more can and should be done to protect and enhance the character of the built environment – especially along Route 83.

This can be accomplished three ways:

- Ensuring the appropriate maintenance of existing buildings and sites
- Guiding the design of new buildings and sites
- Guiding appropriate land use based on the zoning map and zoning regulations

In terms of ensuring the appropriate maintenance of property, Ellington is very fortunate. Some communities in Connecticut and around the country are struggling with unoccupied properties or a lack of maintenance which can detract from community appearance, erode the value of nearby homes, pose health and safety risks, and consume hours of staff time. Although Ellington has not had the number or severity of problems seen in other communities, it might be helpful to have a “property maintenance” ordinance in place in the event it is needed. Such an ordinance can establish clear procedures for dealing with any problems which might arise and a protocol for citations or fines might help prevent worse problems from occurring or at least provide ways to deal with it if it does occur.

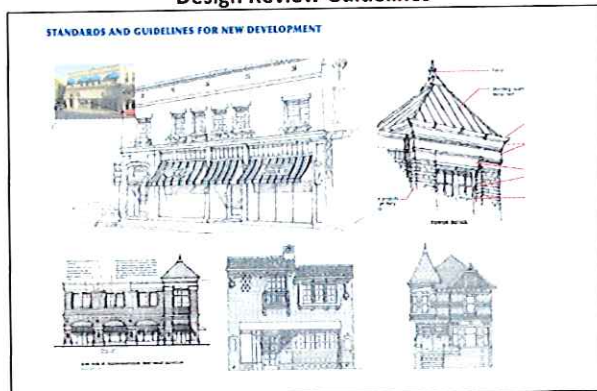
For new buildings and sites, Ellington currently has a Design Review Board which reviews applications for new development. The Board is advisory but has had some success in improving design. The effectiveness of this arrangement could be enhanced by:

- Encouraging more pre-application discussions with potential applicants
- Establishing published design guidelines to help architects and others prepare plans
- Establishing a stronger arrangement for preventing designs (such as “franchise architecture”) that do not fit into Ellington and encouraging designs which do fit into Ellington

This Study recommends that Ellington consider adopting:

- A property maintenance ordinance
- Guidelines and standards to help the Design Review Board and the Planning and Zoning Commission improve the design of new buildings and sites

## Design Review Guidelines



***Ellington should enhance its design review process in order to ensure that new development respects Ellington's traditions and fits into Ellington's character.***



## Ways To Guide Growth And Change

The zoning pattern of the Route 83 corridor has been in place for many years and is, in general, appropriate. No major changes to this pattern are proposed. The large-scale conversion of residentially-zoned land to commercial or industrial zoning (or vice versa) is not recommended.

However, review of the current zoning regulations and provisions within the regulations for new development suggest that there may be better ways for Ellington to guide future development in the corridor and elsewhere in Ellington. This might include changes to:

- The boundaries and/or extent of certain zoning districts
- The uses or standards in particular districts
- The standards for parking, signage, landscaping, lighting, etc.
- The transitions between districts
- Other regulatory provisions

## Services And Facilities To Provide

Some of the main issues in the corridor relate to transportation - vehicular circulation, pedestrian circulation, and bicycle circulation. In terms of vehicular circulation, there are three problematic locations:

- 1) Intersection of Route 83 at Route 140 (Maple St and Crystal Lake Road) and Cider Mill Road (offset 3-legged intersection):
  - During the morning peak, southbound traffic on Route 83 can back up from the signal at Cider Mill Road and block the Crystal Lake Rd (Route 140) intersection located 220 feet to the north. The traffic causing this situation appears related to Ellington High School located to the west on Route 140 but the congestion can cause backups on several approaches and block northbound traffic on Route 83 if an impatient driver is trying to force themselves into the southbound lane.
  - The situation can repeat itself in the early afternoon (2-3 PM) but not to the extent that can occur during the morning peak.
  - Also during the early afternoon (2-3 PM), school busses leaving Ellington High School can create a long queue condition on the Route 140 eastbound approach to Route 83 for two to three signal cycles until the school busses dissipate.
  - The Local Traffic Authority has identified the school-related traffic patterns as a continuing issue.
  - CTDOT is familiar with the school-related traffic patterns and has investigated some possible solutions (project #47-0105) before halting work due to a lack of funding.
  - While the preferred option might be to reconfigure the intersections, this is challenged by the steep terrain and the residential and commercial development in the area.
  - A near term solution might involve revising the existing traffic signal to include the Route 140 westbound approach (Crystal Lake Road) into the overall signal phasing – recognizing that this will increase delays for the remaining approaches to the intersection.

Appendix A  
Route 83 Corridor Study  
Adopted 06222015 Effective 07152015

- 2) Route 83 between Mountain Rd and Route 286 (Main St and Snipsic Lake Road) (offset 3-legged intersection):
- During the morning peak, a southbound through queue stopped for the Mountain Rd traffic signal can extend nearly to the intersection of Route 286. While the queue cleared in one cycle and did not affect turning movements from either Snipsic Lake Rd or Route 286 as had occurred to the north at the Route 140 junction.
  - In the PM peak period, northbound left turn storage was exceeded causing northbound through vehicles to extend nearly to Mountain Rd.
  - While this segment of Route 83 is currently operating satisfactorily, there are signs during the AM and PM peak hours that this segment is approaching capacity.
  - In such situations, the capacity of the intersection can easily be exceeded as a result of bad weather, special events, driveway maneuvers, seasonal traffic spikes, presence of bicycles and pedestrians, distracted driving, etc.
  - In such situations, some queued vehicles may obstruct an adjacent intersection and/or may not clear the signal in a single signal cycle.
  - The situation is also complicated by steep grades on the Route 286 (Main St) and Snipsic Lake Rd approaches as well as the less than ideal horizontal alignment between the two side streets.
  - Both conditions require caution to negotiate and affect intersection safety and efficiency.
- 3) Route 83 at Lower and Upper Butcher Roads:
- Multiple driveway curb cuts near the intersection create accident potential and impact traffic signal efficiency. The queues created by the traffic signal, at times, either block access and egress from these driveways or pose sight line restrictions for motorists using these driveways. These conditions are reflected in the accident experience especially on the north leg of the intersection where seven collisions involving the entering or exiting of driveways were recorded within 300 feet of the intersection. Many properties are serviced by at least two driveways.
  - During the morning peak and early afternoon (2-3 PM), queues occur on the signalized Middle Butcher Rd approach to Route 83 due to the presence of school busses and traffic does not always clear the intersection in one signal cycle. Vehicular movements appear to be influenced by the nearby Ellington Middle School located on Middle Butcher Rd.

Issues were also noted with respect to pedestrian and bicycle circulation:

- 4) Despite the existence of several pedestrian generators such as Ellington High School, McDonald's restaurant, Meadow View Plaza, Town House Garden Apartments, and Autumn Chase, there are very few pedestrian accommodations in the corridor.
- 5) Bicycle travel in the corridor is challenging due to the speed and volume of traffic and the narrow width of the paved shoulder.
- 6) Overall, Route 83 through the study section is far from being considered a street which is configured for all potential users (often referred to as a "Complete Street") and the ability of pedestrians and bicyclists to travel the corridor is limited by the absence of adequate width shoulders and minimal sidewalks.

In terms of utilities, it will be important for Ellington to ensure the allocation of sewage capacity reflects community goals and objectives and not simply be allocated on a "first come – first serve" basis.



# VISION



Based on the preceding assessment, the overall approach recommended for Ellington to consider is summarized below:

## Policy Recommendations

### Things To Protect And Preserve

|                     |  |
|---------------------|--|
| Natural Resources   | <ul style="list-style-type: none"> <li>• Continue to protect natural resources such as wetlands, floodplains, steep slopes, etc.</li> <li>• Protect water quality</li> <li>• Discourage development on steep slopes</li> </ul>   |
| Open Space          | <ul style="list-style-type: none"> <li>• Continue to try to preserve open space in the corridor</li> <li>• Seek to expand the Hockanum River Trail</li> </ul>  |
| Farms And Farming   | <ul style="list-style-type: none"> <li>• Continue to support farms and farming</li> </ul>  |
| Community Character | <ul style="list-style-type: none"> <li>• Character is key               <ul style="list-style-type: none"> <li>○ Route 83 is a gateway to Ellington and the character of the corridor reflects on the community</li> <li>○ Some buildings and sites does not enhance character of the corridor</li> <li>○ Ellington should not settle for "franchise architecture" buildings and should ensure new buildings fit into the character of our community</li> </ul> </li> <li>• Enhance the design review process (standards, guidelines, etc.)</li> <li>• Ensure appropriate buffers between business and residential areas</li> <li>• Require more green (landscaping) in front of businesses and in parking lots and as buffers as part of new development</li> <li>• Sign size and lighting can be issues</li> <li>• Some signage detracts from the overall character of the corridor</li> <li>• Encourage or require the maintenance of property</li> </ul> |

## Ways To Guide Growth And Change

|                                |  |
|--------------------------------|--|
| <b>Residential Development</b> | <ul style="list-style-type: none"><li>• Manage the number of multi-family units in order to maintain an appropriate housing balance</li><li>• Consider allowing multi-family uses as a transition between commercial and single-family residential</li></ul>   |
| <b>Business Development</b>    | <ul style="list-style-type: none"><li>• Route 83 is an excellent location to encourage desirable land use and expand the tax base</li><li>• Seek to attract, accommodate and integrate new development into Ellington</li><li>• Have to balance uses / tax base with character</li><li>• The Route 83 corridor is the logical location for the future expansion of commercial and industrial development</li></ul> |
| <b>Other Development</b>       | <ul style="list-style-type: none"><li>• The corridor seems to suffer from a lack of organization</li><li>• Consider encouraging mixed use development near the Vernon Town Line</li></ul>  |

Residential Development At Ellington Meadows



Business Development At Big Y Supermarket





## Services And Facilities To Provide

|                      |   |
|----------------------|---|
| Community Facilities | <ul style="list-style-type: none"><li>• Continue to maintain community facilities</li></ul>   |
| Transportation       | <ul style="list-style-type: none"><li>• Strive to maintain capacity / avoid congestion in the corridor<ul style="list-style-type: none"><li>○ Require access management / shared driveways</li><li>○ Minimize / reduce driveway intersections</li><li>○ Interior road connections would be beneficial</li></ul></li><li>• Coordinate traffic signals where nearby intersections conflict</li><li>• Maintain appropriate traffic signal spacing (1/4 mile) in order to control traffic and "platoon" traffic flow for individual properties</li><li>• Require traffic improvements (such as left turn lanes) at the time of development</li><li>• Encourage walking and bicycling<ul style="list-style-type: none"><li>○ Lack of sidewalks prevents people from walking</li><li>○ Walkability / sidewalks are an important goal for the entire corridor</li><li>○ We should make more provision for biking in the corridor</li></ul></li></ul> |
| Utilities            | <ul style="list-style-type: none"><li>• Implement LID</li><li>• Manage sewer allocation</li><li>• The existence of sewer lines supports commercial/industrial expansion.</li><li>• Ellington should preserve excess sewer capacity for such commercial/industrial expansion and codify this in the regulations</li><li>• Bury the utility lines</li><li>• Coordinate drainage within the corridor</li><li>• Can detention basins be made less unattractive</li><li>• Promote a master drainage concept to coordinate drainage collection and discharge</li></ul>  |

Route 83 Traffic



Need For Sidewalks



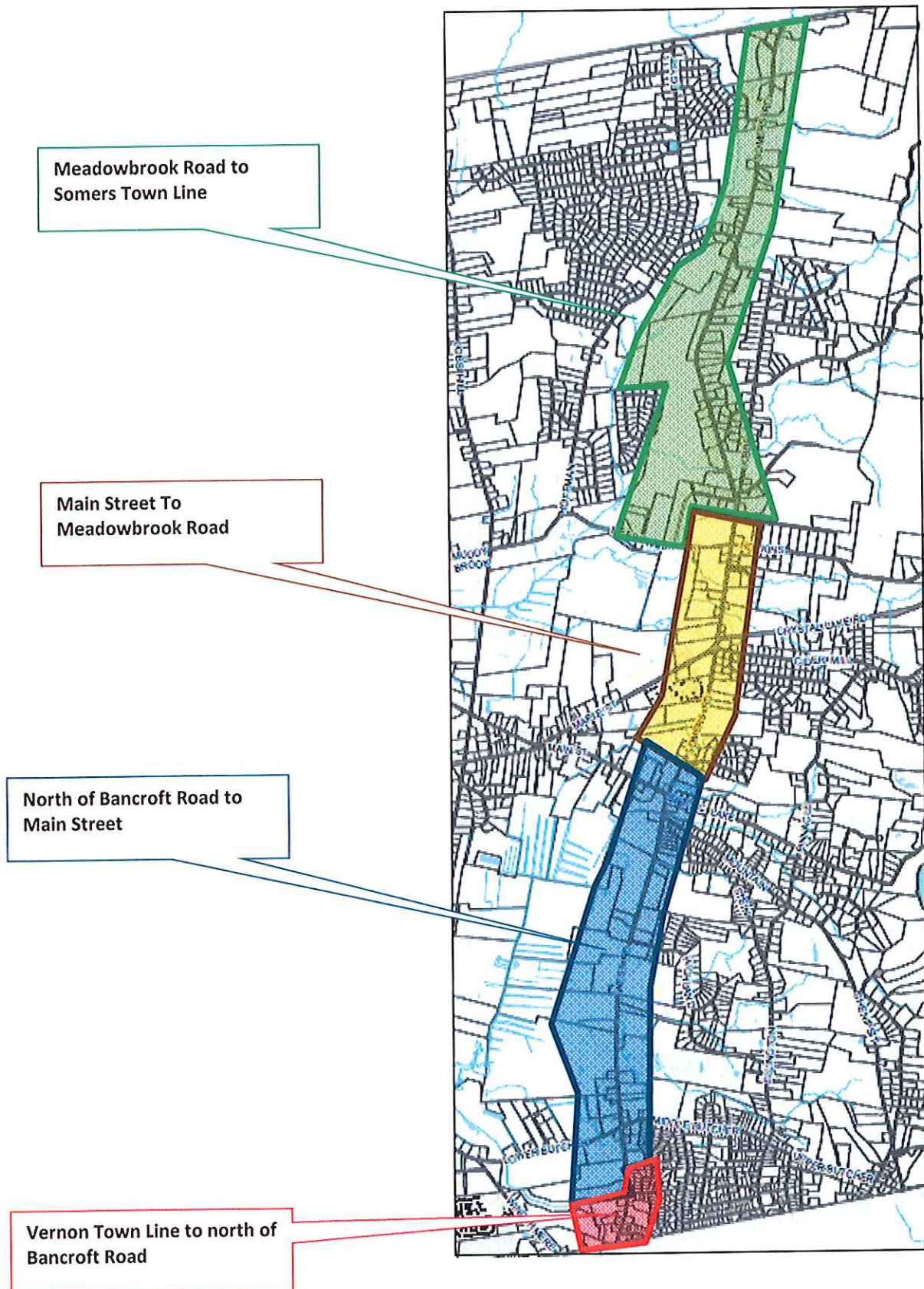
# Policy Areas

Please see the map on the facing page for a visual depiction of these policy areas.

|   |  |
|---|--|
| <b>Vernon Town Line to north of Bancroft Road</b> | <ul style="list-style-type: none"><li>• Implement a new zoning district to reflect the unique characteristics of this area and promote appropriate use of property<ul style="list-style-type: none"><li>○ Encourage adaptive reuse of existing structures</li><li>○ Allow assemblage / redevelopment of existing sites</li><li>○ Allow for mixed use</li></ul></li><li>• Promote access management</li><li>• Encourage /require sidewalks on both sides of Route 83</li><li>• Provide bike lanes</li><li>• Encourage property maintenance</li><li>• Maintain appropriate scale / design of development</li><li>• Provide appropriate transitions/buffers to adjacent residential neighborhoods</li></ul>   |
| <b>North of Bancroft Road to Main Street</b>      | <ul style="list-style-type: none"><li>• Replace the Commercial (C) district with the Planned Commercial (PC) to provide appropriate land use and design controls along Route 83</li><li>• Adjust zone boundaries to guide future development in this area</li><li>• Discourage rezoning of additional areas to commercial or industrial</li><li>• Promote access management</li><li>• Coordinate traffic signal operation at Mountain Road with Main / Snipsic Lake</li><li>• Encourage /require sidewalks on both sides of Route 83</li><li>• Provide crosswalks at signalized intersections</li><li>• Provide bike lanes</li><li>• Provide appropriate transitions/buffers to adjacent residential neighborhoods</li></ul>   |
| <b>Main Street To Meadowbrook Road</b>            | <ul style="list-style-type: none"><li>• Replace the Commercial (C) district with the Planned Commercial (PC) to provide appropriate land use and design controls along Route 83</li><li>• Adjust zone boundaries to guide future development in this area</li><li>• Discourage rezoning of additional areas to commercial or industrial</li><li>• Promote access management</li><li>• Install a traffic signal at Crystal Lake Road and coordinate operation with the traffic signal at Maple / Cider Mill</li><li>• Encourage /require sidewalks on the west side of Route 83</li><li>• Provide crosswalks at signalized intersections</li><li>• Provide bike lanes</li><li>• Provide appropriate transitions/buffers to adjacent residential neighborhoods</li></ul> |
| <b>Meadowbrook Road to Somers Town Line</b>       | <ul style="list-style-type: none"><li>• Maintain rural and residential character</li><li>• Adjust zone boundaries to guide future development in this area</li><li>• Discourage rezoning of additional areas to commercial or industrial</li><li>• Place the airport property into the Industrial Park designation</li><li>• Promote access management</li><li>• Provide bike lanes</li><li>• Provide appropriate transitions/buffers to adjacent residential neighborhoods</li></ul>  |



Appendix A  
Route 83 Corridor Study  
Adopted 06222015 Effective 07152015



# Implementation Tools

|                                |   |
|--------------------------------|---|
| <b>Zoning Regulations</b>      | <ul style="list-style-type: none"><li>• Make sure we have good buffer / transition standards between uses</li><li>• Look at the Commercial / Planned Commercial zones and uses</li><li>• Look at the Industrial / Industrial Park zones and uses</li><li>• What should require Site Plan or Special Permit / What makes sense</li><li>• Consider expanding the PC zone to include all current C zones so that new development will at least be subject to a special permit</li><li>• Consider concurrently, the need to amend special permit standards to address commercial design requirements and other considerations</li><li>• Ensure development standards are appropriate (parking, lighting, noise, etc.)</li></ul> |
| <b>Zoning Map</b>              | <ul style="list-style-type: none"><li>• Look at the zone boundary on the west side of Route 83</li><li>•</li></ul>  |
| <b>Subdivision Regulations</b> | <ul style="list-style-type: none"><li>• No changes proposed</li></ul>   |
| <b>Wetland Regulations</b>     | <ul style="list-style-type: none"><li>• No changes proposed</li></ul>   |
| <b>Town Ordinances</b>         | <ul style="list-style-type: none"><li>• Consider adoption of a property maintenance ordinance</li></ul>   |
| <b>Coordination</b>            | <ul style="list-style-type: none"><li>• Coordinate with CTDOT / CRCOG to encourage improvements at key intersections</li><li>• Work with the WPCA to allocate sewage capacity to reflect the land use vision for the corridor</li></ul>   |



# RECOMMENDATIONS



## Overview

The recommendations on the following pages are intended to be things for the Planning and Zoning Commission to consider in terms of addressing some of the issues identified in the Route 83 corridor.

This report is advisory. Even if it is adopted as part of the Plan of Conservation and Development (see below), it is not mandatory that the Planning and Zoning Commission or any other agency of the Town adopt or implement the recommendations.

***The recommendations in this report are considered advisory by the Planning and Zoning Commission and are not mandatory.***

### 1

#### Adopt the Route 83 Study As Part Of The Plan of Conservation and Development

The Planning and Zoning Commission should adopt the Route 83 Study as part of the Plan of Conservation and Development for Ellington.

A Plan of Conservation and Development (POCD) is an advisory document that provides a framework for decision-making with regard to growth and development activities in a community. Since the Route 83 Study is also intended to provide a framework for growth and development activities, it is logical that this Study should be included as part of the POCD.

It is also important that the Route 83 Study be included as part of the POCD since any regulation changes or map changes recommended in this Study that the Commission may consider will then be considered to be consistent with the Plan of Conservation and Development.

## 2

### Modify Zoning Districts In The Route 83 Corridor

In order to address land use issues in the corridor, this Study recommends that the Planning and Zoning Commission consider revising the zoning districts and boundaries in the Route 83 corridor. The most significant recommendations are to:

- Change most of the Commercial districts to Planned Commercial districts in order to have greater control over land use development in the Route 83 corridor
- Revise the zoning boundaries in many situations to follow property lines.
- Consider a new zoning district near the Vernon town line.

The maps on the following pages summarize the existing zoning districts and the recommended zoning districts. Again, these zoning changes are recommendations for consideration.

The following table summarizing the zoning districts in Ellington is provided for reference when reviewing the maps of existing and recommended zoning districts on the following pages:

#### Residence Districts

|       |   |
|-------|---|
| R     | Residential Zone  |
| RAR   | Rural Agricultural / Residential Zone                         |
| LR    | Lake Residence Zone   |
| MF    | Multi-Family Residence Zone                                   |
| ARCHZ | Age-Restricted Cluster Housing Zone                           |
| WCHZ  | Workforce Cluster Housing Zone                                |
| DMF   | Designed Multi-Family (NEW - recommended in a separate study) |

#### Business Districts

|    |                         |
|----|-------------------------|
| C  | Commercial Zone         |
| PC | Planned Commercial Zone |

#### Industrial Districts

|    |                      |
|----|----------------------|
| I  | Industrial Zone      |
| IP | Industrial Park Zone |

#### Other Districts

|    |   |
|----|---|
| MU | Mixed Use (NEW - recommended in a separate study) |
|----|---|



#### **Establish a Mixed Use Zone Near The Vernon Town Line**

In order to allow for mixed use development and encourage the maintenance and rehabilitation of property along Route 83 near the Vernon town line, a new Mixed Use Zone should be established. The recommended boundaries of the zoning district and the use and dimensional standards are presented on the following pages.

#### **Modify Zoning Designations In The Southern Part Of The Route 83 Corridor**

In the southern part of the Route 83 corridor (south of Main Street), areas which are presently zoned Commercial should be rezoned to Planned Commercial (PC) to provide better control of development patterns by using a special permit process. In addition, the zone boundaries should be adjusted as shown on the maps on the following pages to follow property lines and use natural transitions such as wetlands.

#### **Modify Zoning Designations In The Central Part Of The Route 83 Corridor**

In the central part of the Route 83 corridor, many areas which are presently zoned Commercial should be rezoned to Planned Commercial (PC) for better control of land use and development. In addition, the zone boundaries should be adjusted as shown on the maps on the following pages to follow property lines.

#### **Modify Zoning Designations In The Northern Part Of The Route 83 Corridor**

In the northern part of the Route 83 corridor (north of Meadowbrook Road), the Commission may wish to consider rezoning the land which does not have frontage on Route 83 to Industrial Park. The uses are similar but the larger minimum lot size requirement will encourage overall master planning for this area by the property owners.

Over the long term, the appropriate zoning of lands further to the west (separated from Route 83 by a wetland system) might be reconsidered. Rather than have industrial uses be accessed through residential streets, it may make more sense for this area to be developed residentially.





# Ellington, CT Zoning

**DRAFT**

## Legend

### Residence Districts

- R - Residential Zone
- RA - Rural Agricultural
- L.R - Lake Residence Zone
- MP - Multi-Family Residence Zone
- WCHZ - Workforce Cluster Housing Zone

### Business Districts

- C - Commercial Zone
- PC - Planned Commercial Zone
- MU - Mixed Use

### Industrial Districts

- I - Industrial Zone
- IP - Industrial Park Zone

## Basemap Legend

- Match Line
- Parcel Line
- Streams
- WaterBody
- Structures
- ROW

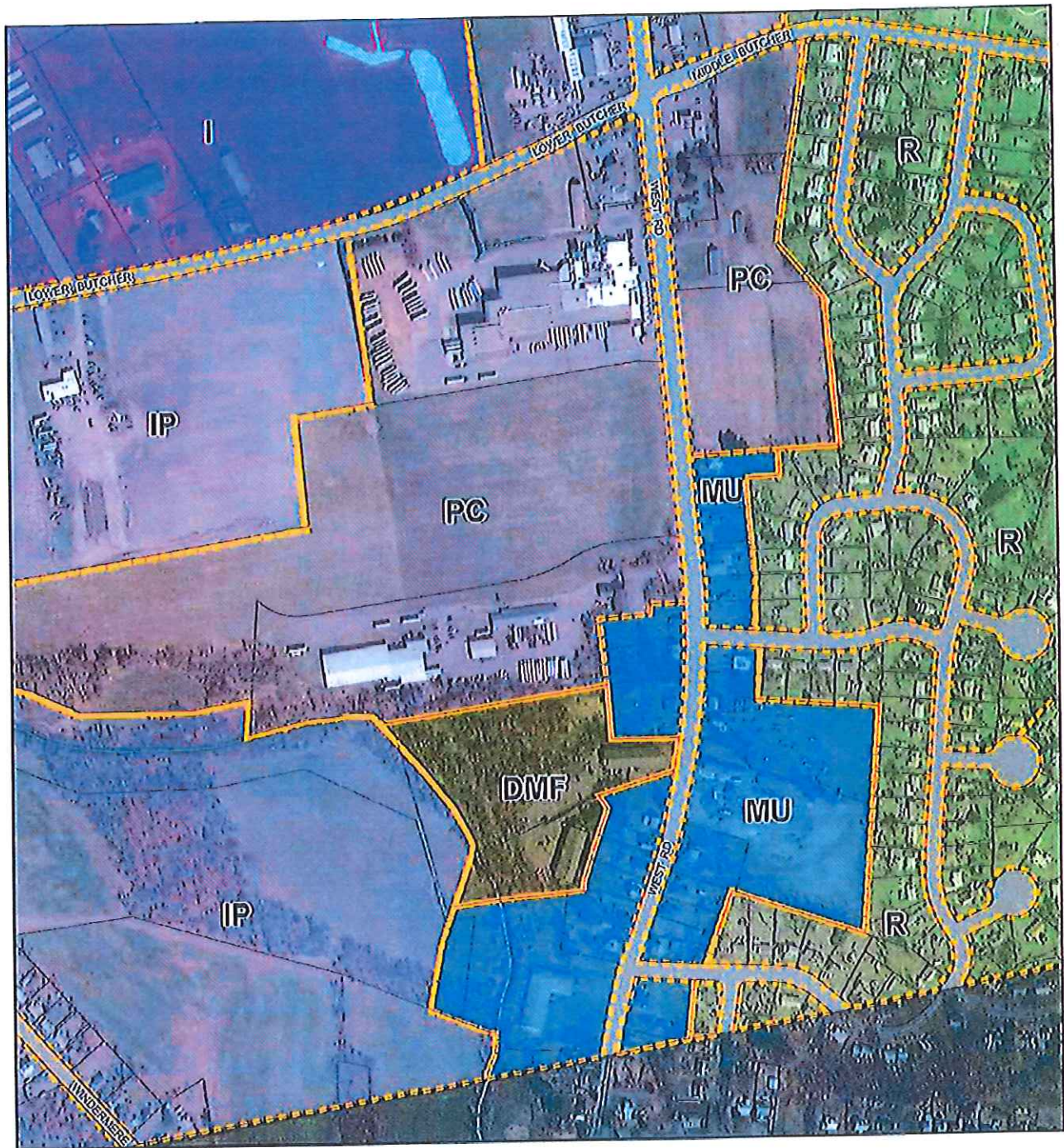


**Planimetrics**  
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Map Created November 2013





## Ellington, CT Possible Zoning

### Legend

#### Residence Districts

- R - Residential Zone
- RA - Rural Agricultural
- LR - Lake Residence Zone
- DMF - Design Multi-Family Residence Zone
- WCHZ - Workforce Cluster Housing Zone

#### Business Districts

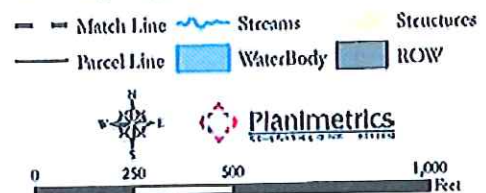
- C - Commercial Zone
- PC - Planned Commercial Zone
- MU - Mixed Use

#### Industrial Districts

- I - Industrial Zone
- IP - Industrial Park Zone

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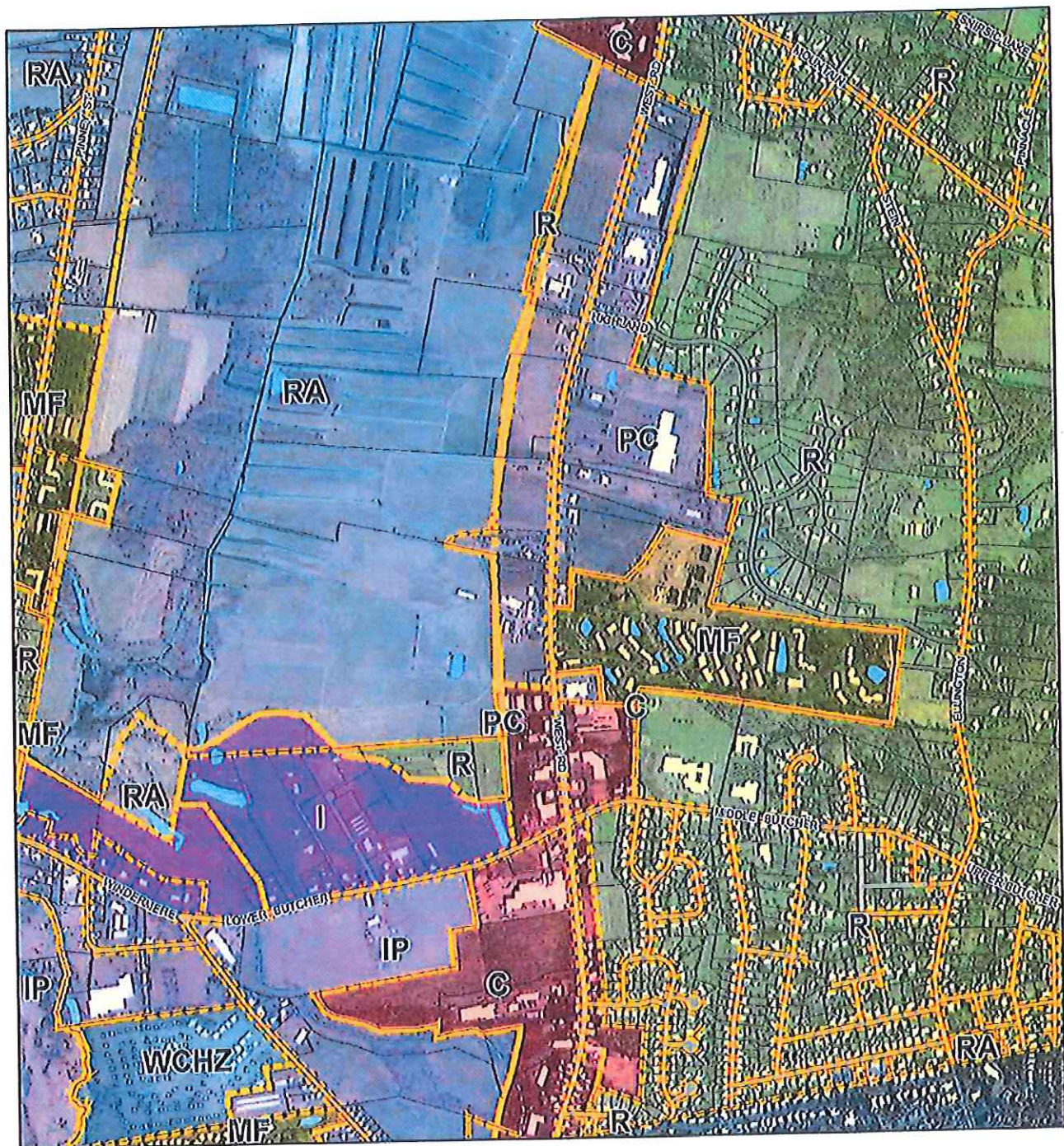
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# Ellington, CT Zoning

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## Legend

### Residence Districts

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- LR - Lake Residence Zone
- MF - Multi-Family Residence Zone
- WCHZ - Workforce Cluster Housing Zone

### Business Districts

- C - Commercial Zone
- PC - Planned Commercial Zone
- MU

### Industrial Districts

- I - Industrial Zone
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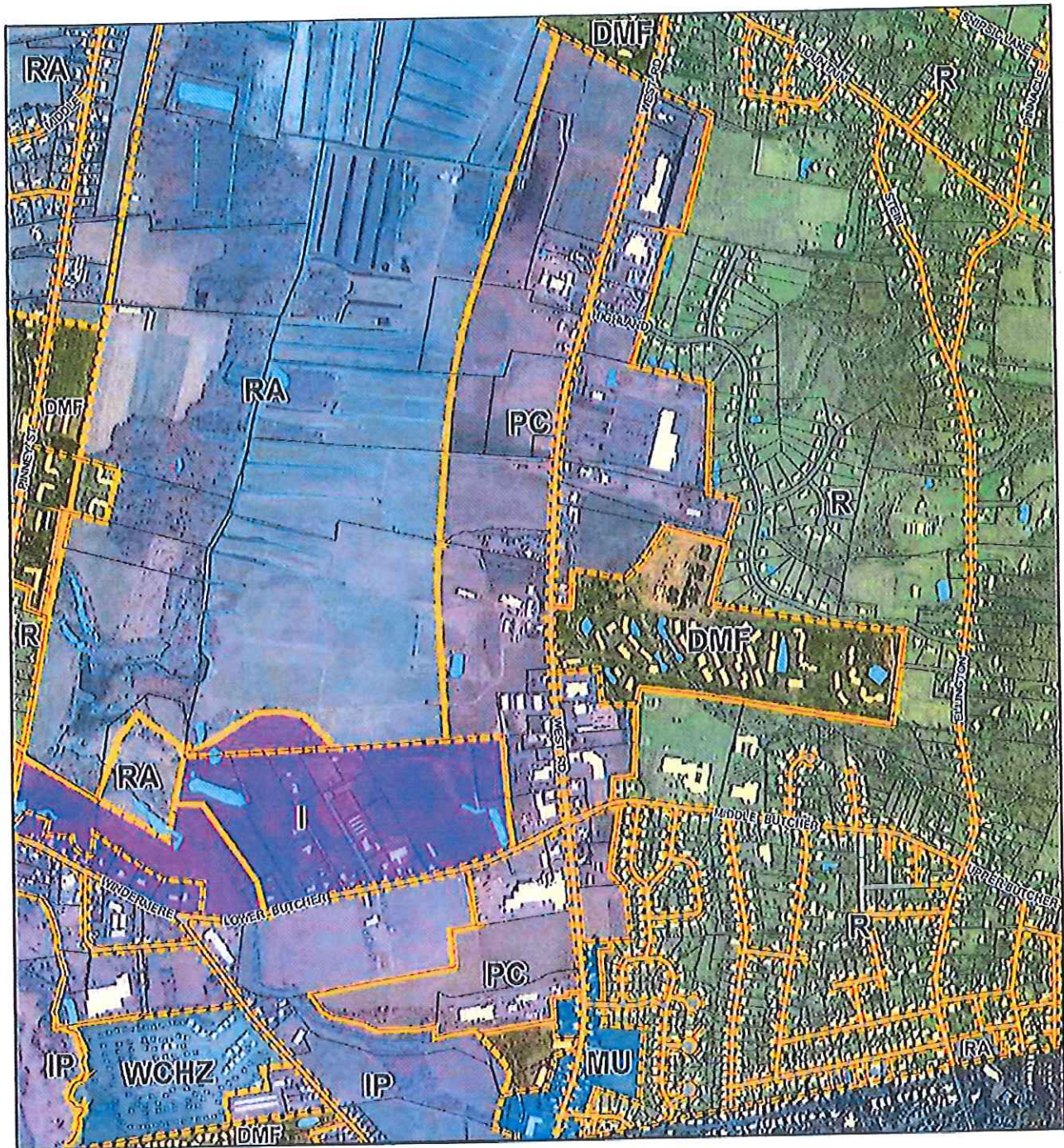
Planimetrics  
CONSULTING GROUP, INC.

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# Ellington, CT Possible Zoning

## Legend

### Residence Districts

- R - Residential Zone
- RA - Rural Agricultural
- LR - Lake Residence Zone
- DMF - Design Multi-Family Residence Zone
- WCHZ - Workforce Cluster Housing Zone

### Business Districts

- C - Commercial Zone
- PC - Planned Commercial Zone
- MU - Mixed Use

### Industrial Districts

- I - Industrial Zone
- IP - Industrial Park Zone

DRAFT

## Basemap Legend

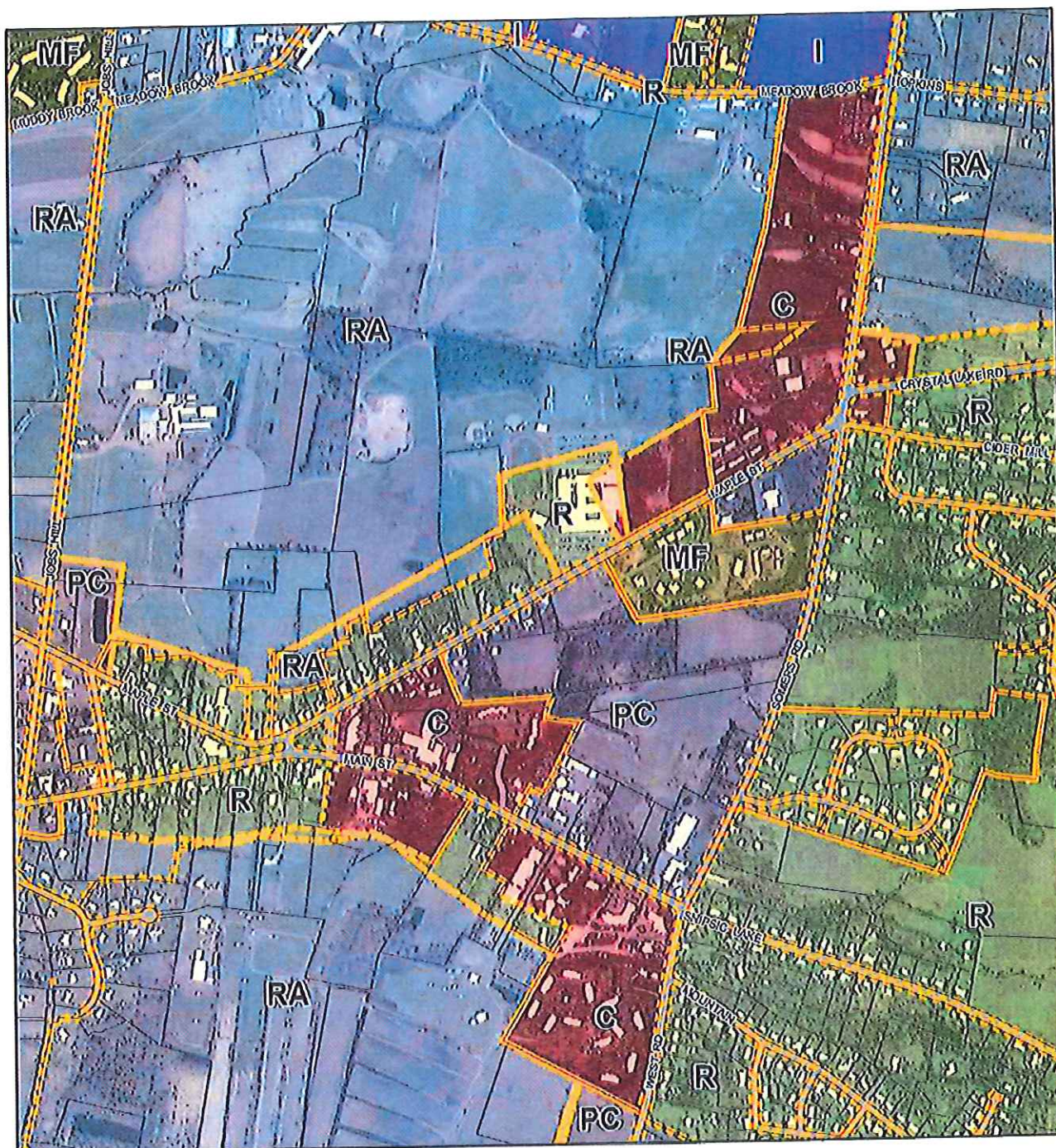
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# Ellington, CT

## Legend

### Residence Districts

- R - Residential Zone
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- LR - Lake Residence Zone
- MF - Multi-Family Residence Zone
- WCHZ - Workforce Cluster Housing Zone
- DMF

## Zoning

**DRAFT**

PC RA

### Business Districts

- C - Commercial Zone
- PC - Planned Commercial Zone

### Industrial Districts

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- IP - Industrial Park Zone

## Basemap Legend

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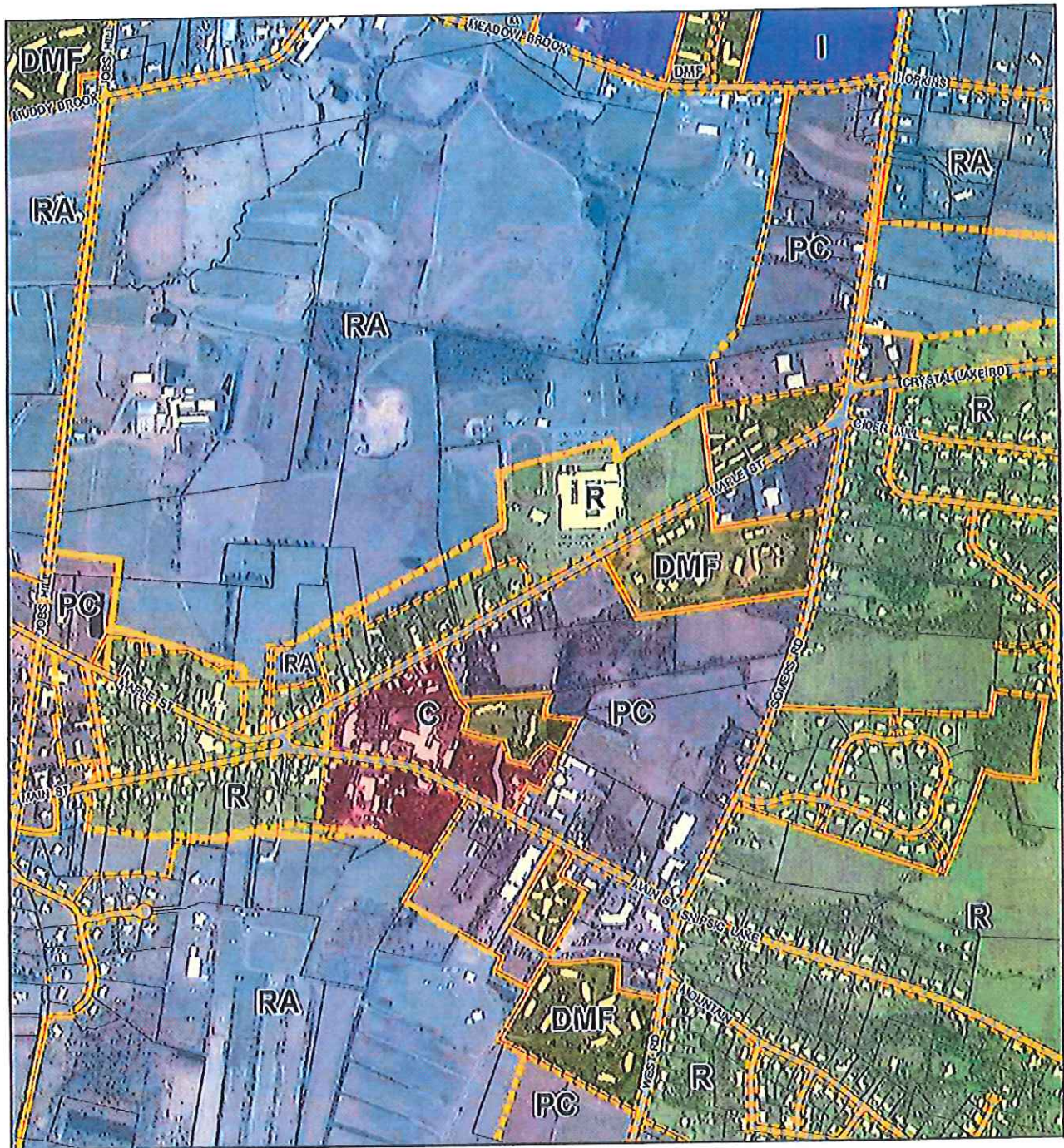
PlanMetrics

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## Ellington, CT

## Possible Zoning

### Basemap Legend

### Legend

#### Residence Districts

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#### Business Districts

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**DRAFT**

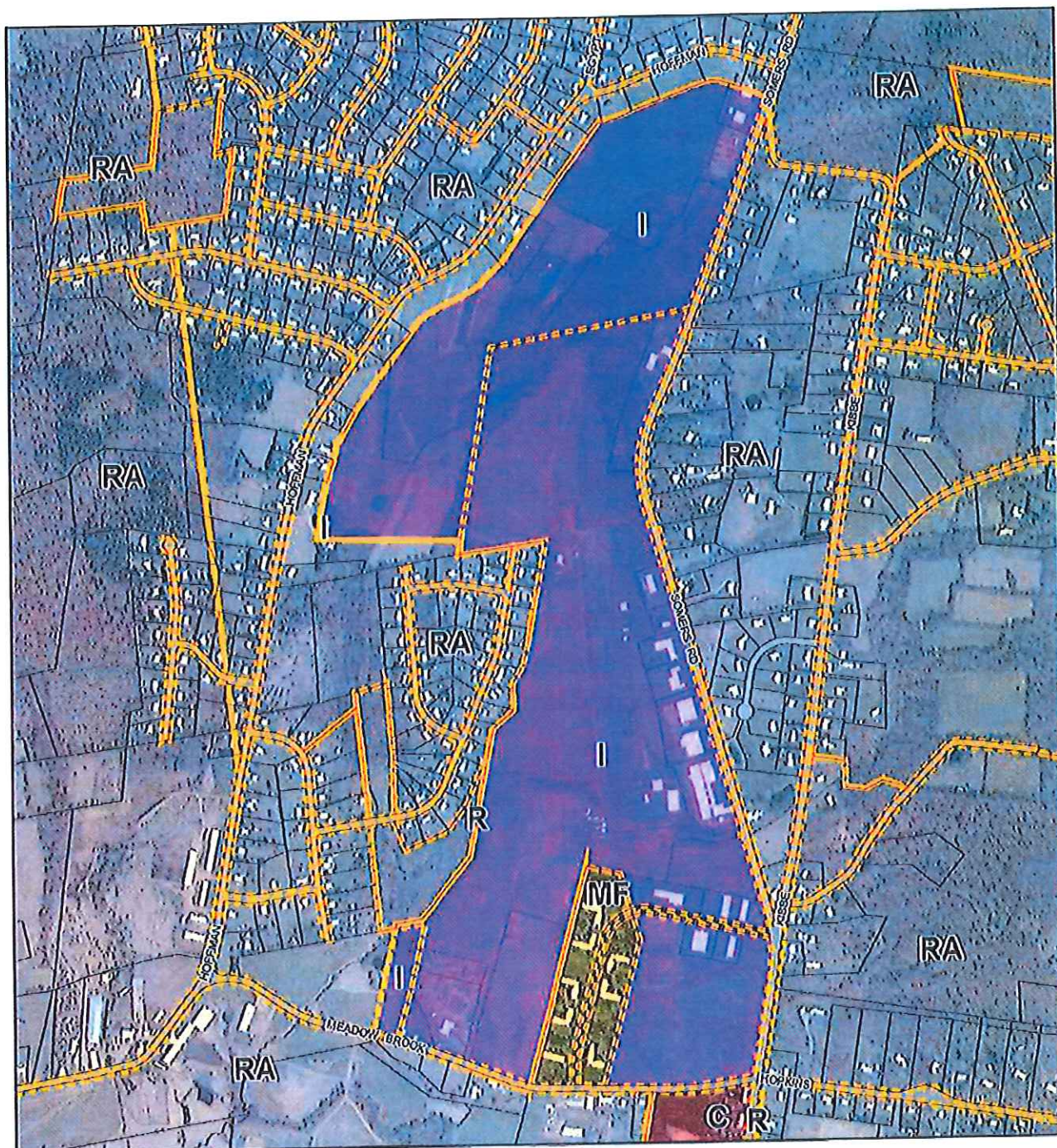
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# Ellington, CT Zoning

**DRAFT**

## Legend

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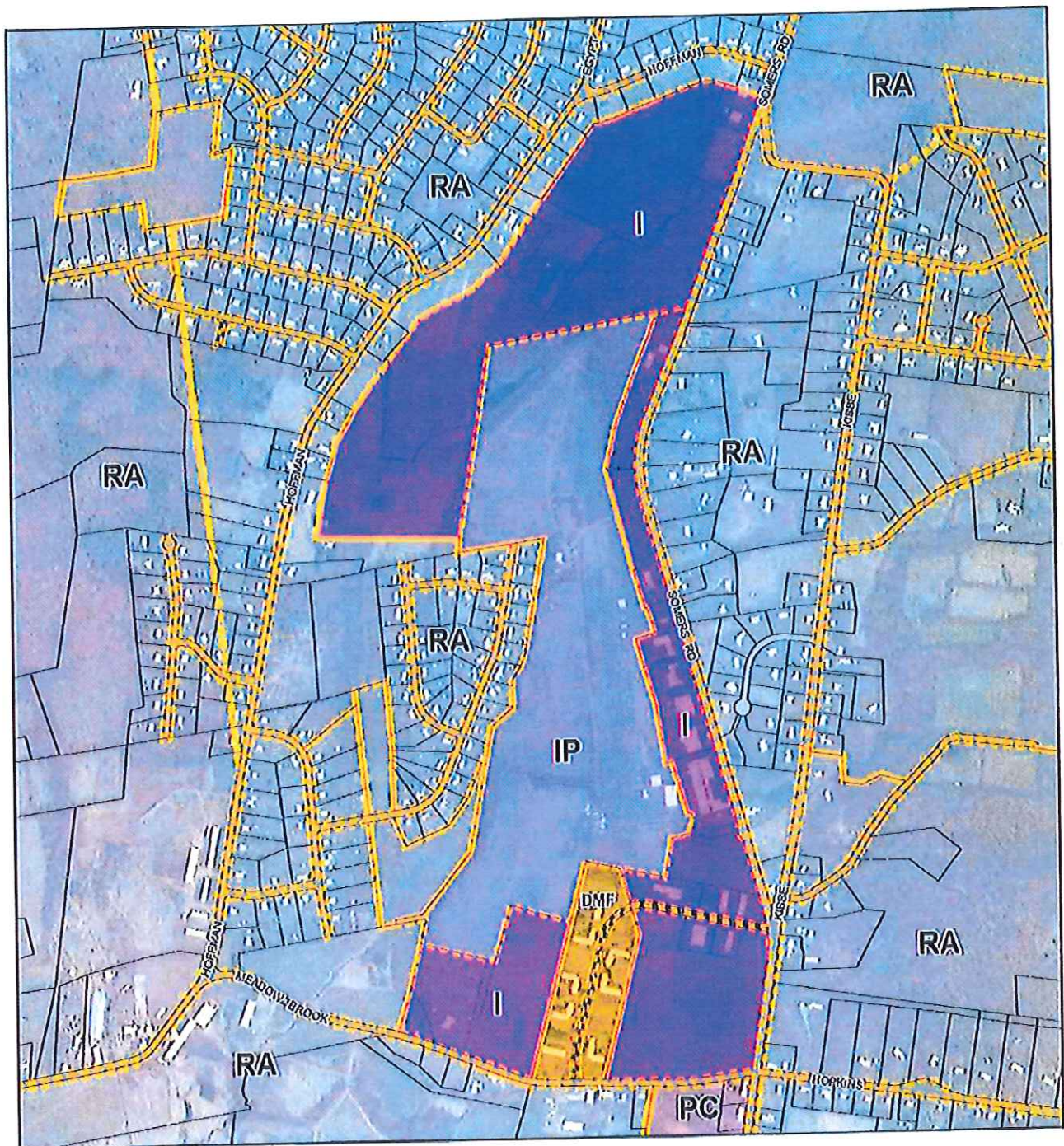


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# 3

## Modify the Use Table In Section 4.1 of the Zoning Regulations

To address the proposed zoning district changes, changes are recommended to Section 4.1 of the regulations:

### 4.1 Permitted Uses and Uses Requiring Special Permit

The following uses are permitted in Commercial and Industrial Zones:

**Table 4.1 Permitted Uses and Uses Requiring Special Permit**

**P = Permitted Use, Site Plan Approval SP = Special Permit Blank= Not Permitted**

| Uses  | C  | PC | MU | I  | IP <sup>(9)</sup> |
|---|----|----|----|----|-------------------|
| Agriculture <sup>(1)</sup>  | P  | P  |    | P  | P                 |
| Agriculture - Farm Stand - seasonal <sup>(1)</sup>  | P  | P  |    | P  | P                 |
| Agriculture - Farm Store <sup>(1)</sup>   | SP | SP |    | SP | SP                |
| Agriculture - Horse Boarding / Riding Arena <sup>(1)</sup>  | SP | SP |    | SP | SP                |
| Agriculture - Related & Non Related Uses <sup>(1)</sup>   | SP | SP |    | SP | SP                |
| Airplane landing fields and landing strips  |    |    |    |    | SP                |
| Amusement Enterprise  | SP | SP |    |    |                   |
| Auto, General Repairer License or Limited Repairer License  | SP | SP |    | SP | SP                |
|   |    |    |    |    |                   |
| Auto, Truck, Airplane: Assembling & Remodeling  |    |    |    | P  | P                 |
| Auto, Truck, Boat, Vehicle (New & Used) Sales, and Service  | SP | SP |    | SP | SP                |
| Bicycle Racing Facility - Non Motorized   |    |    |    | SP | SP                |
| Bottling Plant  | SP | SP |    | P  | P                 |
| Brewery, Distillery   | SP | SP |    | SP | SP                |
| Carpenter & Woodworking Shop  | SP | SP | SP | P  | P                 |
| Communication Tower <sup>(2)</sup>  | SP | SP |    | SP | SP                |
| Community Buildings and other Public Buildings  | P  | SP | SP | P  | SP                |
| Community Fairs under Local Sponsorship   | P  | P  |    | P  | P                 |
| Contractor's Equipment - Sales and Storage  | SP | SP |    | SP | SP                |
| Entertainment, Transient (Local Sponsor)  | SP | SP | SP |    | SP                |
| Florist, Wholesale: Greenhouse, Sale, Supplies <sup>(8)</sup>   | P  | SP | SP | P  | SP                |
| Food Processing, Wholesale, may include incidental retail on premises (Excluding Slaughtering, Curing, and Smoking) | SP | SP |    | SP | SP                |
| Fuel Oil, Propane, and other Petroleum Products – Other than Bulk Storage <sup>(3)</sup>                            | SP | SP |    | SP | SP                |
| Funeral Home  | SP | SP | SP |    |                   |
| Gas Station   | SP | SP |    | SP | SP                |
| Glass Fabrication & Installation  | P  | SP | SP | P  | SP                |
| Hospitals, Convalescent and Nursing Homes   | SP | SP | SP | SP |                   |
| Hotel, Motel, Tourist Court   | SP | SP |    |    |                   |



**Appendix A**  
**Route 83 Corridor Study**  
**Adopted 06222015 Effective 07152015**

| Uses  | C  | PC | MU | I  | IP <sup>(9)</sup> |
|---|----|----|----|----|-------------------|
| Ice Manufacture – Storage & Sale  | P  | SP |    | P  | SP                |
| Jewelry Manufacture   | P  | SP | SP | P  | P                 |
| Laboratory  | SP | SP |    | SP | SP                |
| Machine Shop  | SP | SP |    | SP | SP                |
| Manufacture & Assembly from Prepared Materials Inc. Repairs                                   | SP | SP |    | P  | P                 |
| Manufacturing, processing and warehousing of goods  |    |    |    | P  | P                 |
| Manufacturing which is incidental to a retail business <sup>(4)</sup>                         | SP | SP | SP |    |                   |
| Metal Fabrication   |    |    |    | P  | P                 |
| Mixed Use Building With Business Use On The Lower Floor(s) and Apartments On The Upper Floors |    |    | SP |    |                   |
| Saw Mill  |    |    |    | P  | P                 |
| Office: Business, Professional, Medical, Financial.   | P  | SP | SP | P  | P                 |
| Optical & Scientific Instrument Manufacture   | P  | SP | SP | P  | P                 |
| Package Store, Beer & Liquor Sale   | SP | SP | SP |    |                   |
| Pawnshop  | SP | SP |    |    |                   |
| Personal Service Business.  | P  | SP | SP |    |                   |
| Plastics & Synthetics Manufacture   | SP | SP |    | SP | SP                |
| Plumbing & Heating: Sale, Service, Storage  | P  | SP |    | P  | P                 |
| Plumbing Shop   |    |    |    | P  | P                 |
| Printing, Industrial  |    |    |    | P  | P                 |
| Public Garage, Bus, Taxi Service, Rentals   | P  | SP |    | P  | SP                |
| Public Parks, Playgrounds and Recreation Areas  | P  | P  | SP | P  | P                 |
| Public Utility Garage and Similar Facilities.   | SP | SP |    | SP | SP                |
| Quarry, Rock Crushing   |    |    |    | SP | SP                |
| Radio and Television Antennas - Commercial <sup>(5)</sup>                                     | SP | SP | SP | SP | SP                |
| Radio and Television Studios  | P  | SP |    | SP | SP                |
| Residential – Single Family   |    |    | P  |    |                   |
| Residential – 2-4 Family  |    |    | SP |    |                   |
| Residential – 5+ Family Buildings   |    |    | SP |    |                   |
| Carpet Cleaning Establishment   |    |    |    | P  | P                 |
| Research and Development Facilities   |    |    |    | SP | SP                |
| Restaurants, Tavern, Entertainment, Liquor Permitted  | SP | SP | SP |    |                   |
| Retail Business <sup>(8)</sup>  | P  | SP | SP | SP | SP                |
| Transfer Station <sup>(6)</sup>   |    |    |    | SP | SP                |
| Composting Facilities   |    |    |    | SP | SP                |
| School - Commercial, Vocational   | SP | SP | SP | SP | SP                |
| Ship & Boat Building: Repair, Sale, Storage   | SP | SP |    | SP | SP                |
| Skydiving or Parachute Jumping <sup>(7)</sup>   |    |    |    | SP | SP                |
| Stone & Monument Works: Sale, Storage   | SP | SP | SP | P  | P                 |
| Storage yard for new lumber, building materials and related items.                            | SP | SP |    | SP | SP                |
| Theater, Indoors In Building  | P  | SP |    |    |                   |



**Appendix A**  
**Route 83 Corridor Study**  
**Adopted 06222015 Effective 07152015**

| Uses   | C  | PC | MU | I  | IP <sup>(9)</sup> |
|--|----|----|----|----|-------------------|
| Veterinarian, Small Animal Hospital, Commercial Kennel | SP | SP |    | SP | SP                |
| Warehousing, Storage                                   | SP | SP |    | P  | P                 |
| Wholesale, Business <sup>(8)</sup>                     | P  | SP |    | P  | P                 |

|  |   |
|--|---|
|  | <p><sup>(1)</sup> Subject to the restrictions and conditions of Section 7.14</p> <p><sup>(2)</sup> Subject to the restrictions and conditions of Section 7.3</p> <p><sup>(3)</sup> Bulk Storage – storage of more than 2,000 gallons aggregate intended for redistribution before it reaches a retail consumer. In conformity with applicable State and Federal regulations<br/> <i>(Amended: 9-25-09)</i></p> <p><sup>(4)</sup> Where articles are sold at retail on the premises, and where not more than five persons are employed in such manufacturing. Such manufacturing shall conform to requirements specified for Industrial Zones.</p> <p><sup>(5)</sup> Must be located within property lines a minimum distance in all directions equal to the height of the tallest antenna.</p> <p><sup>(6)</sup> Subject to the restrictions and conditions of Section 7.10</p> <p><sup>(7)</sup> At an airplane landing field or landing strip located in an I-Industrial Zone or an Industrial Park Zone subject to the requirements of Section 8.3 of these regulations. In addition, the Commission may impose any other reasonable conditions with regard to skydiving or parachute jumping. Such special permit shall expire on the 30th day of June.</p> <p><sup>(8)</sup> No individual retail or wholesale business establishment may exceed thirty thousand (30,000) square feet. The commission may, by vote of 3/4 of its members, increase the maximum store size up to sixty thousand (60,000) square feet not including mezzanines up to 10% of the total square footage, if the applicant meets the following criteria: additional buffering to sensitive areas, allows linkages to abutting properties where appropriate, and gives consideration to special architectural design. Furthermore, the language of this regulation shall not be construed to allow the same business entity to occupy space on opposite sides of a common wall so as to circumvent the intention of this regulation. <i>(Amended: 22 December 2006)</i></p> <p><sup>(9)</sup> Uses permitted in C, PC, MU, and I zones may be permitted in IP zones as part of an approved master plan.</p> |
|--|---|



# 4

## Modify the Dimensional Standards In Section 4.2.1 of the Zoning Regulations

To address the proposed zoning district changes, changes are recommended to Section 4.2.1 of the regulations:

**Table 4.2.1 Lot Area, Width & Yard Requirements for Commercial/Industrial Zones**

| Zone                    | Lot Area <sup>(1)</sup>       | Minimum Width <sup>(1)</sup> | Front Yard <sup>(2) (3) (5)</sup> | Side Yard <sup>(3)</sup> | Rear Yard <sup>(3)</sup> |
|-------------------------|-------------------------------|------------------------------|-----------------------------------|--------------------------|--------------------------|
| C-Commercial            | 40,000 sq. ft. <sup>(4)</sup> | 200 feet                     | 100 feet                          | 10 feet <sup>(6)</sup>   | 10 feet <sup>(6)</sup>   |
| PC - Planned Commercial | 40,000 sq. ft. <sup>(4)</sup> | 200 feet                     | 100 feet                          | 10 feet <sup>(6)</sup>   | 50 feet <sup>(6)</sup>   |
| MU - Mixed Use          | 20,000 sq. ft.                | 100 feet                     | 30 feet                           | 10 feet <sup>(7)</sup>   | 30 feet <sup>(7)</sup>   |
| I - Industrial          | 40,000 sq. ft.                | 200 feet                     | 100 feet                          | 10 feet <sup>(6)</sup>   | 50 feet <sup>(6)</sup>   |
| IP - Industrial Park    | 4 Acres <sup>(8)</sup>        | 200 feet                     | 100 feet                          | 10 feet <sup>(6)</sup>   | 50 feet <sup>(6)</sup>   |

<sup>(1)</sup> May be increased because of poor soil conditions, terrain limitations, etc.

<sup>(2)</sup> May be reduced to 50 feet along any roadway not designed as a collector road, arterial road or state highway.

<sup>(3)</sup> Accessory buildings shall conform to building line requirements for front, side and rear yards applicable to main building.

<sup>(4)</sup> With or without public sewers.

<sup>(5)</sup> Except gas pumps.

<sup>(6)</sup> 50 feet side and rear yard required where abutting residential property or zone, except if home occupation only.

<sup>(7)</sup> Where new development in the MU Zone abuts a residential property or zone, the Commission may increase the side yard and/or rear yard setback to 50 feet in order to provide an appropriate buffer to such adjacent uses.

<sup>(8)</sup> In the Industrial Park (IP) zone, the Commission may allow lot sizes as small as one acre with approval of an overall master plan showing coordinated access and services.



# 5

## Modify the Dimensional Standards In Section 4.2.3 of the Zoning Regulations

To address the proposed zoning district changes, changes are recommended to Section 4.2.3 of the regulations:

| Table 4.2.3 Bulk Requirements   |  |                                      |                         |
|---|--|--------------------------------------|-------------------------|
|   | Minimum<br>Floor Area -<br>Single Level <sup>(1)</sup> | Building Height<br>(See definitions) | Maximum<br>Lot Coverage |
| C-Commercial  | 2,500  | 38                                   | 60%                     |
| Planned<br>Commercial   | N/A  | 38                                   | 60%                     |
| MU - Mixed Use  | N/A  | 38                                   | 60%                     |
| I - Industrial  | N/A  | 38                                   | 60%                     |
| IP - Industrial Park  | N/A  | 38                                   | 60%                     |
| <sup>(1)</sup> All structural designs subject to approval by the Design Review Board. |  |                                      |                         |



## 6

### Adopt The Following Special Permit Criteria

To ensure that Ellington has effective Special Permit Criteria in place, the following changes are recommended to Section 8.3.2 of the Zoning Regulations

#### Standards for Granting Special Permit

In considering a proposed use for which a Special Permit is required and in considering a modification of an existing Special Permit, the Commission shall be guided by the following considerations:

1. **Appropriate Location.** The location of the proposed use or uses will be in harmony with the orderly development of the community and compatible with other uses in the area. The proposed use will not adversely alter the essential characteristics of the area or adversely affect the property values in the area.
2. **Consistent With Town Plan** - The proposed location is in accordance with the purpose, intent and provisions of the adopted Plan of Conservation and Development.
3. **Appropriate Intensity.** The size and/or intensity of the proposed use or uses in relation to the size of the lot will be in harmony with the orderly development of the area and compatible with other existing uses.
4. **Preservation of Important Features** - The proposed activity provides for the conservation of natural features, scenic resources and the protection of the environment of the area.
5. **Appropriate Structures.** The kind, size and height of the structures on the lot will not hinder or discourage the appropriate use of adjoining property or diminish the value thereof.
6. **Adequate Access** - The public roadways providing access to the proposed use are adequate in width, capacity and condition for the anticipated traffic and the entrance/exit driveways are laid out to achieve maximum safety.
7. **Appropriate Site Design** - The design and layout of the site including use areas, locations of buildings and structures, road patterns, landscaping, buffers, lighting, parking, and other features are appropriate and suitable in relation to the site's characteristics and the style of other buildings and development in the immediate area.
8. **Appropriate Building Design** The design of any proposed buildings or other structures, including exterior materials, is appropriate with respect to the character of Ellington and the characteristics of the surrounding area.
9. **Emergency Preparedness** - The proposed use or uses shall not overburden local emergency services and shall provide for appropriate accessibility for fire apparatus, ambulances and police vehicles.
10. **Appropriate Utilities and Improvements** - Adequate utilities, including water supply and sewerage disposal, are available or shall be provided to support the proposed uses.
11. **Public Health, and Welfare** - The proposed use will not have any detrimental effect on public health, safety, convenience and property values.

# 7

## Consider Enhancing Buffer Requirements

To enhance buffer requirements, the Commission may wish to consider replacing Section 6.1 with the following:

### Section 6.1 – Buffer Requirements

- A. **Side/Rear Yards** - A landscaped buffer shall ordinarily be provided along the side and rear yards where Commercial, Planned Commercial, Mixed Use, Industrial or Industrial Park Zones, or approved Special Exception uses within Residential Zones abut Residential Zones or uses as follows:

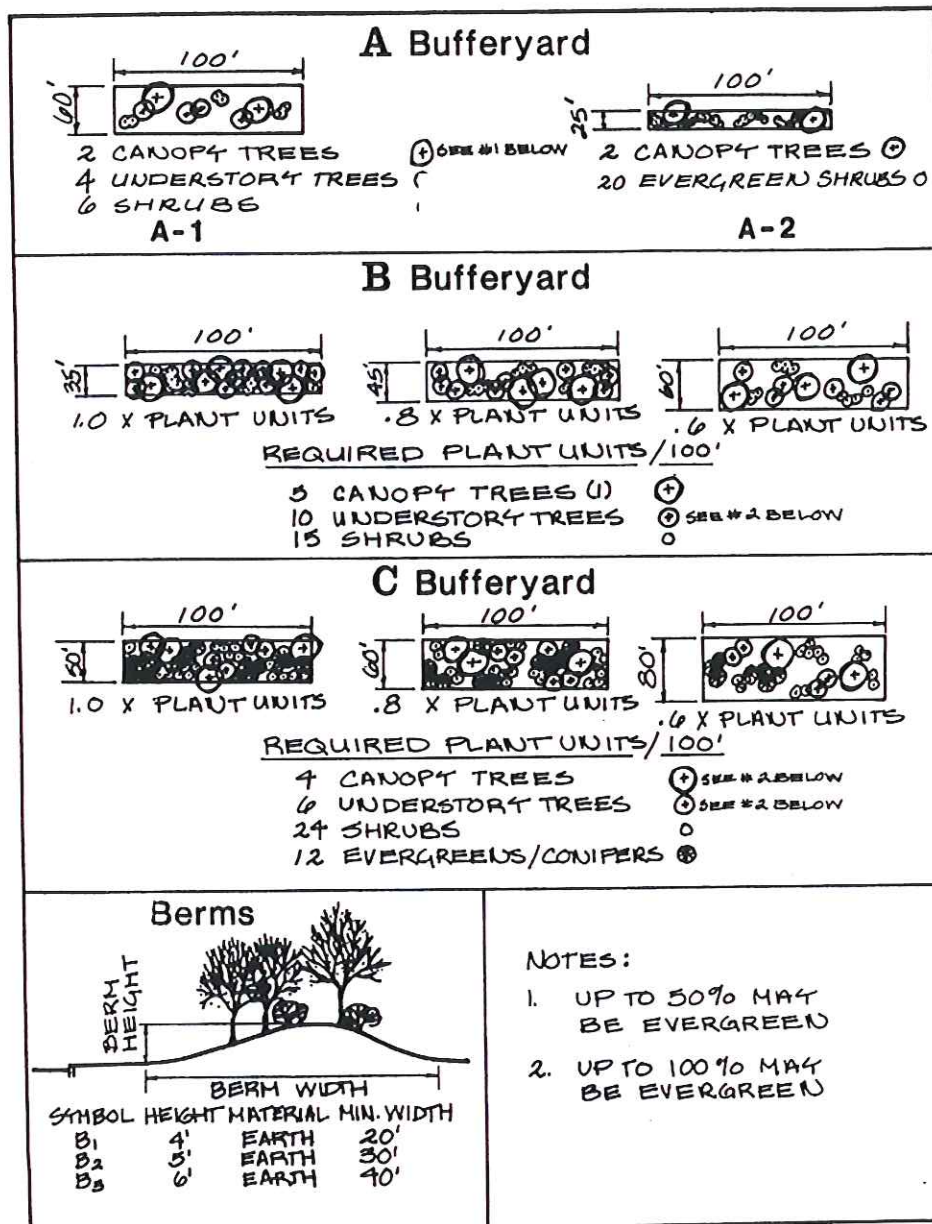
| Situation   | Requirement  |
|---|--------------|
| Industrial Zone or Industrial Park Zone to a Residential Zone or use          | C Bufferyard |
| Commercial Zone or Planned Commercial Zone to a Residential Zone or use       | B Bufferyard |
| Approved Special Exception use within a Residential Zone to a Residential use | B Bufferyard |

- B. **Front Yards** - To preserve and protect residential property values and privacy of residential lots, a front yard landscaped buffer may be required by the Commission in the following situations:

| Situation   | Minimum Requirement |
|---|---------------------|
| Industrial Zone or Industrial Park Zone to a Residential Zone or use          | A-1 Bufferyard      |
| Commercial Zone or Planned Commercial Zone to a Residential Zone or use       | A-2 Bufferyard      |
| Approved Special Exception use within a Residential Zone to a Residential use | A-2 Bufferyard      |

- C. **Route 83** – For property in the Planned Commercial district along Route 83, a front yard landscaped buffer, meeting or exceeding the requirements of the A-2 Bufferyard, may be required by the Commission in the 25 feet adjacent to the front property line to enhance the streetscape except that the twenty (20) evergreen shrubs may be replaced with:
- One (1) canopy tree, or
  - Two (2) understory trees.
- D. The planting specifications for the different bufferyard requirements may be reduced or modified at the discretion of the Commission when warranted by special conditions such as retention of existing vegetation, topography, abutting land uses or other factors which obviate the need for such planting.
- E. The Commission may authorize the use of existing vegetation in lieu of part or all of the bufferyard requirements when existing vegetation meets or exceeds requirements.
- F. In particularly sensitive situations, such as where a change in grade may render a planted buffer ineffective, the Commission may require the use of an earthen berm in addition to the bufferyard requirements.





Canopy trees shall be deciduous shade trees planted at 3 inches in caliper with a mature height of at least 35 feet.

Understory trees shall be deciduous shade or fruit trees planted at 2 inches in caliper with a mature height of at least 12 feet.

Evergreens shall be coniferous species planted at 6 feet in height.

Shrubs shall be either deciduous species planted at 2 1/2 feet in height with a mature height of at least 6 feet or coniferous species planted at 2 1/2 feet in spread.

## 8

### Consider Modifying Parking Requirements

The Commission may wish to consider modifying parts of Section 6.2 - Parking and Loading Space Requirements as follows:

***Reduce parking stall requirement to 9' x 18'***

#### 6.2.2 Description of Parking Facilities

- A. Feeder drives servicing parking areas shall be no less than 24 feet in width. The Planning Commission may require greater width for the feeder drive where warranted for safety considerations or improved traffic flow.
- B. Adequate ingress and egress to an off-street parking area by means of clearly limited and defined drives shall be provided for all vehicles.
- C. All off-street parking spaces and means of ingress and egress shall be laid out on the parking surface with paint, plastic striping or curbed islands which shall provide a permanent delineation between spaces, drives and surrounding structures, uses and land.
- D. Separate pedestrian walkways and/or means of pedestrian ingress and egress to the parking area or facility may be required by the Planning and Zoning Commission in appropriate instances because of the size, layout or location or the parking area or facility.
- E. Perpendicular parking (90 degrees) is encouraged. Parallel parking (0 degrees) and oblique parking (angles other than 0 or 90 degrees) are discouraged. Standards are as follows:

Table 6.2.2 Parking Facility Standards

|                             | ---Parking Angle--- |       |       |     |
|-----------------------------|---------------------|-------|-------|-----|
|                             | 90°                 | 60°   | 45°   | 0°  |
| Curb Length Per Car         | 9'                  | 10'4" | 12'7" | 23' |
| Stall Depth                 | 18'                 | 19'   | 18'   | 10' |
| Lot Width 1 Row & Driveway  | 42'                 | 37'   | 31'   | 21' |
| Lot Width 2 Rows & Driveway | 60'                 | 56'   | 49'   | 30' |

***Requirements for the number of parking spaces are appropriate.***



# 9

## Consider Some Minor Changes To The Signage Regulations

The Commission should include the MU-Mixed Use Zone as part of Section 6.3 - Signs as follows:

6.3.5 Attached Signs Permitted in C, PC, MU, I, and IP Zones

6.3.7 Detached Signs Permitted in C, PC, MU, I, and IP Zones

Pedestal Sign



3



Farm Sign



Wall Sign



# 10

## Consider Adding Standards For Pedestrians And Bicyclists

The Commission may wish to consider adding the following as Section 6.5 – Pedestrians and Bicyclists:

### 6.5 PEDESTRIANS AND BICYCLISTS

#### 6.5.1 PURPOSE AND APPLICABILITY

1. This Section of the Regulations is intended to make provision for pedestrians and bicycles within developments and along major roadways.
2. This Section of the Regulations shall apply to:
  - a. Any development within a Commercial, Planned Commercial, Mixed Use, Industrial or Industrial Park Zone.
  - b. Any multi-family development.
  - c. Any Special Permit use within a Residential Zone.

#### 6.5.3 REQUIREMENTS

1. Pedestrian walkways shall be provided within a development to facilitate pedestrian movement between parking areas and building entrances, between the building(s) and the street, and between buildings in a multi-building development, and in such other locations on the site as needed to separate pedestrian movement from vehicular movement.
2. All required walkways shall be:
  - a. Concrete or other suitable material approved by the Commission,
  - b. A minimum of four (4) feet in width.
3. Any development along Route 83 south of Meadowbrook Road shall:
  - a. Include sidewalks at least four (4) feet in width along the street frontage or frontages of the parcel or parcels, unless the Commission determines that sidewalks are either impractical or unnecessary at that location. The Commission may require sidewalks on one side of the road (which side will be determined by the Commission) and allow a deferral of the installation of sidewalks on the other side of the road depending on the location and circumstances.
  - b. Encourage a sidewalk or similar pedestrian path from the building laterally to the property line(s) to provide for pedestrian connections between properties other than at the street unless the Commission determines that sidewalks are either impractical or unnecessary at that location.
  - c. Encourage accommodations for pedestrians and bicyclists as part of the development including bicycle racks, benches or other seating areas, and other accommodations to encourage and promote pedestrian activity and cycling activity, unless the Commission determines that such accommodations are either impractical or unnecessary at that location.

***This could be extended along Route 140 and Route 286 if the Commission wishes.***



# 11

## Consider Adding Standards For Lighting

The Commission may wish to consider adding the following as Section 6.6 – Lighting:

### 6.6 OUTDOOR LIGHTING

#### 6.6.1 PURPOSE AND APPLICABILITY

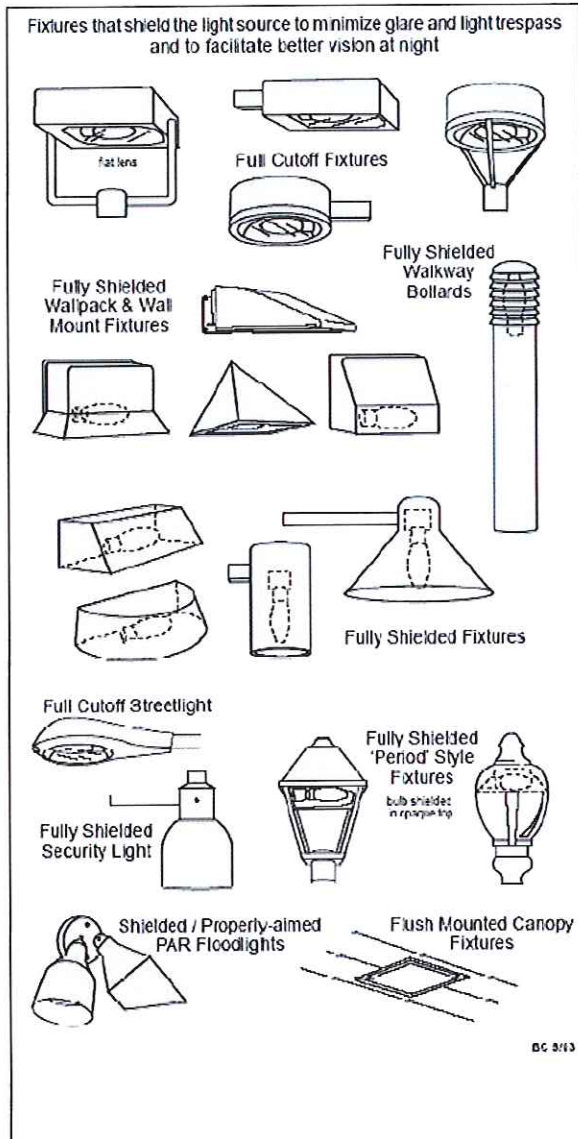
1. These regulations are adopted for the purposes of ensuring the effectiveness of site lighting, enhancing public safety and welfare, raising public awareness of energy conservation, and discouraging the installation of lighting fixtures that emit objectionable illumination.
2. The standards herein shall apply to all exterior lighting, except for single-family dwellings and two-family dwellings.
3. The following types of lighting are exempt from these Regulations:
  - a. Traditional seasonal lighting.
  - b. Temporary lighting associated with a fair, carnival or similar function authorized by the Town of Ellington.
  - c. Temporary light used by emergency service or public safety personnel.

#### 6.6.2 LIGHTING STANDARDS

1. All exterior lights and sign illumination shall be designed, located, installed and directed in such a manner as to:
  - a. prevent direct glare or light trespass;
  - b. employ soft, transitional light levels which are consistent from area to area;
  - c. minimize contrast between light sources, lit areas and dark surroundings; and
  - d. be confined within the target area.
2. For business uses, industrial uses, multi-family developments, and institutional uses:
  - a. lighting fixtures for all vehicular areas and pedestrian areas and for security or other purposes shall be full cut-off type fixtures or Illuminating Engineering Society of North America (IESNA) cut-off fixtures as approved by the Commission, or shall be fully shielded/recessed fixtures where the lens is recessed or flush with the bottom surface, and
  - b. no exterior direct light source (such as a bulb) shall be visible at the property line at ground level or above.
3. Unless modified by the Commission, during operating hours of the business and for a transition period of up to one hour before and after business hours:
  - a. Parking area, display, aesthetic, and sign lighting is permitted.
  - b. Security lighting shall be permitted provided it is configured:
    - i. for motion detection, infrared sensor operation or other trigger, and
    - ii. to shut off after a 5 minute duration.

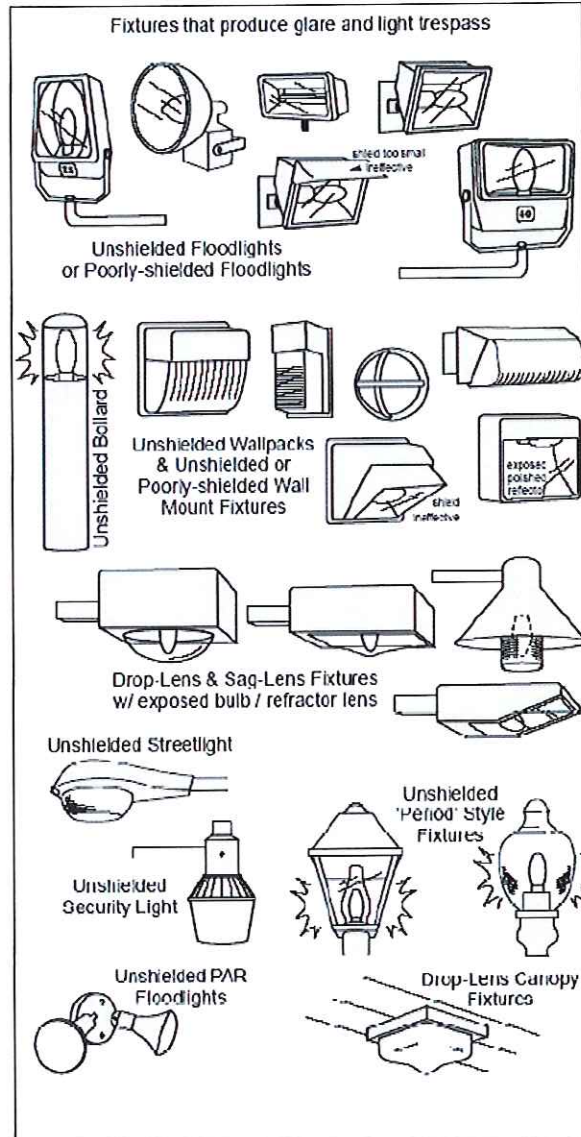
## RECOMMENDED

### Fixtures Which Would Not Generally Be Expected To Produce Glare or Light Trespass



## NOT RECOMMENDED

### Fixtures Which Would Generally Be Expected To Produce Glare or Light Trespass





**Appendix A**  
**Route 83 Corridor Study**  
**Adopted 06222015 Effective 07152015**

4. The "maintained horizontal illuminance recommendations" set by the Illuminating Engineering Society of North America (IESNA) shall be observed unless modified by the Commission.

| Zone  | Zone Description  | Pre-Curfew      | Post-Curfew   |
|---|---|-----------------|---|
| E1  | Intrinsically Dark - national parks, residential areas where inhabitants have expressed a strong desire that light trespass be strictly limited | 1 lux (0.1 fc)  | <ul style="list-style-type: none"> <li>• 0 for systems not intended for public safety or security.</li> <li>• 1 lux (0.1 fc) otherwise</li> </ul> |
| E2  | Low Ambient Brightness - outer urban and rural residential areas  | 3 lux (0.3 fc)  | 1 lux (0.1 fc)  |
| E3  | Medium Ambient Brightness - urban residential areas   | 8 lux (0.8 fc)  | 2 lux (0.2 fc)  |
| E4  | High Ambient Brightness - urban areas with high levels of night time activity   | 15 lux (1.5 fc) | 6 lux (0.6 fc)  |
| These recommended levels assume the affected luminaires are continuously on during the subject night time period. |   |                 |   |

5. The height of luminaires on private property shall be the minimum height necessary to provide adequate illumination but in no case shall exceed a height of 20 feet.
6. Lamp posts in parking areas shall be placed within landscaped areas (i.e., end islands, interior islands, planting strips) and shall be recessed at least three feet from curbs.
7. Walkways shall be adequately lighted; the use of bollard lighting for such purpose is encouraged.
8. The Commission shall determine whether the type and style of proposed lighting fixtures and illumination meets the standards, purpose and intent of these Regulations based on the following information to be submitted by the applicant:
- The specific fixtures to be installed,
  - A plan showing the location of all outdoor lighting fixtures,
  - The levels of illuminance projected to occur on the property, and
  - Information indicating that the proposed lighting will not cast an arc of illumination beyond the boundaries of the property.
9. The Commission may, by Special Permit, allow lighting that does not comply with the specific standards set forth in this Section provided the Commission determines that such proposed lighting is consistent with the purpose and intent of these Regulations.

***Other lighting provisions in the regulations should probably be directed to this new lighting section.***

# 12

## Consider Adding Standards For Stormwater Management

The Commission may wish to consider adding the following as Section 6.7 – Stormwater Management:

### **6.7 STORMWATER MANAGEMENT**

#### **6.7.1 PURPOSE AND INTENT**

1. This Section of the Regulations is intended to:
  - a. minimize degradation of water resources within the Town of Ellington from pollution from non-point source runoff,
  - b. mitigate impacts to the hydrologic system from development, including reduced groundwater recharge and pollutants found in stormwater runoff,
  - c. reduce or prevent flooding, stream channel erosion, and/or other negative impacts created by the volume of stormwater runoff resulting from development, and
  - d. promote the application of Low Impact Development (LID) strategies for the analysis and design of stormwater treatment systems.
2. Except for development of a single-family dwelling and any related accessory structures or uses, the provisions of this Section of the Regulations shall apply to any development within the Town of Ellington which requires approval of a Site Plan in accordance with Section XXX of these Regulations or approval of a Special Permit Approval in accordance with Section XXX of these Regulations.

#### **6.7.2 REQUIREMENT**

1. Unless modified by the Commission as provided in Section 6.7.3 below, any development within the Town of Ellington shall implement the following provisions of Chapter 7 of the Connecticut Stormwater Quality Manual (CSQM), as amended:
  - a. Pollutant Reduction (CSQM Section 7.4).
  - b. Groundwater Recharge and Runoff Volume Reduction (CSQM Section 7.5).
  - c. Peak Flow Control (CSQM Section 7.6) for the 10-year, 25-year, and 100-year storm events.
2. In the design of a stormwater management system, design professionals may utilize low impact development techniques as contained in the Connecticut Stormwater Quality Manual, as amended.

#### **6.7.3 MODIFICATIONS**

The Commission may, by Special Exception in accordance with Section XXX of these Regulations, modify the requirements of this Section provided that adequate information has been submitted by the applicant to evaluate the request and:

1. the Town Engineer has provided a positive recommendation regarding the modification, or
2. the Commission has received a report from a professional engineer hired by the Commission at the applicant's expense providing a positive recommendation regarding the modification.



# 13

## Consider Adding Standards For Access Management

The Commission may wish to consider adding the following as Section 6.8 – Access Management:

### 6.8 ACCESS MANAGEMENT

#### 6.8.1 PURPOSE AND INTENT

1. This Section of the Regulations is intended to control the number, size, and location of driveways and access points, especially those that front on heavily trafficked roads and state highways, while allowing proper and adequate access to and from premises along such thoroughfares in order to promote overall traffic control, promote public safety and welfare, provide for safer and more efficient traffic operations along major roadways and protect the public safety through the management and reduction of vehicular congestion.
2. The provisions of this Section shall apply to all development along Route 83 in Ellington except the development of an individual single-family house on an existing lot or parcel.

#### 6.8.2 REVIEW CONSIDERATIONS

In reviewing proposed developments, the Commission and/or its designated agent shall review road layout, parking layout and configuration, traffic circulation within the site, the number and location of access points to and from the site, and the nature and type of traffic circulation on adjacent roadways to ensure that public safety and welfare is promoted with the greatest efficiency.

#### 6.8.3 PROVISIONS

1. Where street geometry, traffic volumes or traffic patterns warrant, the Commission may limit the number of driveways that serve a specific site, designate the location of any driveway, require the use or provision of a shared driveway to benefit abutting properties including the provision of associated easements, and/or limit access to a major street and require access from a minor street.
2. As part of application approval, the Commission or its designated agent may require an applicant or owner to establish mutual driveway or other easements to provide a single point of access for two or more abutting properties in a location acceptable to the Commission and the Traffic Authority, file such easements on the land records in favor of the abutting property owners and/or the Town of Ellington as shall be acceptable to the Commission and the Town Attorney, and/or utilize a mutual driveway or other easement that exists on abutting property in lieu of having a separate curb cut onto a road or street.
3. In reviewing existing and future curb cuts, the following guidelines shall be considered:
  - a. Proposed curb cuts should generally be located opposite existing streets and/or major driveways;
  - b. The number of site access points should be limited;
  - c. Internal connections between adjacent properties and the combination of access/egress driveways serving adjacent properties shall be required whenever practicable.

# 14

## Consider Endorsing Design Guidelines

The Commission may wish to consider adding the following as a Section within the Regulations or as an Appendix to the Regulations to guide the design of new buildings and sites except the development of an individual single-family house on an existing lot or parcel.

***Note that these guidelines are from other communities and should be reviewed and tailored to Ellington.***

## DESIGN GUIDELINES FOR ELLINGTON

As used in these guidelines:

The word "shall" means that the relevant standard, criterion or action must be followed unless the applicant demonstrates that it would clearly be unreasonable or undesirable to do so under all of the circumstances;

The word "should" means that the relevant standard, criterion or action will generally be required, but the applicant may offer, and the Design Review Board and the Commission may approve, an alternative standard, criterion or action if the Design Review Board and the Commission find that the alternative would better fulfill the overall goals set forth in these guidelines.

### 1. PURPOSE

These design guidelines are intended to aid in maintaining and enhancing the character and quality of the buildings and public spaces in Ellington in order to maintain and enhance:

- a. the distinctive character, landscape and historic value of Ellington,
- b. the sensitive balance of visual and spatial relationships that create the character of Ellington,
- d. the overall quality of the built environment, and
- e. the economic and social vitality of areas which depends upon maintaining the attractiveness of the street environment, the economic viability of businesses, and a hospitable atmosphere for residential occupants and visitors.



## 2. USE OF GUIDELINES

These design guidelines are intended to provide:

- a. that proposed buildings or modifications to existing buildings shall be harmoniously related to their surroundings, and the terrain and to the use, scale and architecture of existing buildings that have a functional or visual relationship to a proposed building or modification,
- b. that all spaces, structures and related site improvements visible from public roadways shall be designed to be compatible with the elements of the area in and around the proposed building or modification,
- c. that the color, size, height, location, proportion of openings, roof treatments, building materials and landscaping of commercial or residential property and any proposed signs and lighting shall be evaluated for compatibility with the local architectural motif and the maintenance of views, historic buildings, monuments and landscaping,
- d. that proposed improvements complement and are in concert with existing and planned public improvements including but not limited to sidewalk construction, street curbing, street lighting and landscaping,
- e. that the removal or disruption of historic traditional or significant structures or architectural elements shall be minimized, and
- f. criteria from which a property owner and the Design Review Board and the Commission may make a reasonable determination of what is permitted.

## 3. OVERALL DESIGN

### 3.1. Compatibility Objectives

All development shall be designed to be compatible with the existing and planned character of the area where it is proposed. Guidelines include:

- a. The building and layout of buildings and site improvements should reinforce existing buildings and streetscape patterns and the placement of buildings and included site improvements shall assure there is no adverse impact;
- b. Proposed streets should be connected to the existing road network, wherever possible;
- c. Open spaces within the proposed development should reinforce open space patterns, in form and siting;
- d. Locally significant features of the site such as distinctive buildings or sight lines or vistas should be integrated into the site design;
- b. The landscape design should complement the landscape patterns in the vicinity of the site;
- c. The exterior signs, site lighting and accessory structures should support a uniform architectural theme and be compatible with their surroundings; and
- d. The scale, proportions, massing and detailing of any proposed building should be in proportion to the scale, proportion, massing and detailing in the vicinity of the site.

### 3.2. Local Context

The design of improvements shall be patterned on the physical, cultural and historic context in the vicinity of the site. Guidelines include:

- a. Reinforce historic scale, massing, proportion, spacing, setbacks, and orientation.
- b. Protect and create views of distinctive landscapes and historic sites and structures.
- c. Incorporate historic / cultural landmarks into new development, where applicable.

### 3.3. Other Context

The exterior of structures and the configuration of sites should also be consistent with the distinctive characteristics in the vicinity of the site and may consider the "Connecticut Historical Commission - The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings", revised through 1990, as amended.

### 3.4. Organization

Improvements should be organized as an integrated system of structures, outdoor spaces, landscapes, and details both within the site and in relation to other improvements in the vicinity of the site. Guidelines include:

- a. Organize the site in a unifying and discernible manner.
- b. Maintain visual privacy between public and private spaces.
- c. Preserve or create scenic views.

## 4. SITE LAYOUT

### 4.1. General

The overall design of the site should provide for places that promote pedestrian comfort, provide visual pleasure, and support outdoor social activity that reinforce community life. Guidelines include:

- a. Provide for public gathering at convenient, safe and visually engaging locations.
- b. Use sidewalks / walkways as organizing elements.
- c. Illuminate assembly areas and street for visibility and safety.

### 4.2. Building Alignment

The width, height and spacing of buildings should respect the existing rhythms of the street on which they front. Guidelines include:

- a. Provide a well-defined front facade with the main entrance clearly visible and identifiable from the primary public vantage points or public right-of-way.
- b. Align buildings so that the dominant lines of their facades parallel the line of the street and create a sense of enclosure.
- c. The relationships between buildings and the street (such as front facades and major roof ridges) should either be parallel or perpendicular, not oblique or diagonal.

### 4.3. Pedestrian Circulation

The overall design of the site should provide a safe, logical approach and entry to all buildings and site use areas for pedestrians. Walkways on private property should connect to and extend the network of public pedestrian movement that is crucial to the proper functioning in the vicinity of the site. Guidelines include:

- a. Minimum sidewalk /walkway width should be four (4) feet.
- b. Grass strips, at a minimum of 2' wide, shall be provided in between roads and sidewalks.
- c. Materials for sidewalks and walkways shall be concrete, brick, or precast concrete pavers.
- b. In parking lots with more than two aisles or two full parking bays, walkways shall be provided where needed so that pedestrians can move from their cars to buildings along a well-marked walkway and shall be clearly marked by a change in grade or material or both.
- c. Walkways should take advantage of, and give access to, views, open space, and environmental features.



#### 4.4. Vehicular Circulation

The overall design of the site should provide a safe, logical approach and entry to all buildings and site use areas for vehicles. Guidelines include:

- a. Minimize curb cuts (both number and width) and encourage the use of shared walkways, shared driveways, rear driveway connections, and alley access to off-street parking areas.
- b. Minimize conflicts between pedestrians (sidewalks) and vehicles (curb cuts).
- c. Locate all delivery areas toward the rear of the site concealed from the public right-of-way.
- d. Where interrupted by curb cuts, the continuity of the sidewalk surface material should be maintained, while the material of the driveway should be interrupted.

#### 4.5. Site Parking

The overall design of the site should integrate parking into the site design providing a positive visual element rather than the dominating one. Guidelines include:

- a. Consider designs that locate parking at the rear and sides of buildings.
- b. Pave and grade parking so that storm water will not cross public sidewalks.
- c. Encourage parking lot light standards and fixtures that are compatible with the area in terms of design, height, color and intensity of illumination.
- d. Screen parking areas from street view (with landscaping, berms, fencing, etc.) to create a buffer that would visually screen parking areas, but not isolate the property or compromise security.
  - i. Screen hedges or walls shall be 2'-3' min. height (for plant material) when installed and maintained at a minimum of three feet in height. Types of plants that are encouraged include hedges of yew, privet, junipers, holly, euonymus, boxwood or other vegetation.
  - ii. Stonewalls are encouraged. Earthen berms or brick may also be acceptable.

#### 4.6. Service / Utility Areas

The overall design of the site should minimize the safety hazards and visual impacts of service equipment and supporting structures. Guidelines include:

- a. Install new utility service systems underground.
- b. Conceal or screen all HVAC equipment from view from the public rights-of-way and areas of public assembly.
- c. Protect adjacent residential neighborhoods from noise, traffic, risk of hazards, etc.

## 5. BUILDINGS

#### 5.1. Architectural Style

"New England style" -type architecture should be encouraged. Guidelines include:

- a. Promote basic design elements and relationships that will help maintain and enhance a harmonious "New England style"-type architectural character.
- b. Other architectural forms and types (including architecturally unique or exceptional buildings) may also contribute, in the appropriate place and at an appropriate scale, to the character of the area.
- c. In the event of significant departure from this standard for "New England style" -type architecture, the burden of proof of the overall appropriateness of the design rests with the applicant.

## 5.2. Form and Space

Building forms and surrounding spaces should reflect continuity of density, streetscape rhythm, yard setbacks, and community character. Guidelines include:

- a. Create interesting and proportional outdoor spatial relationships between buildings, open space, and setbacks on adjacent sites.
- b. Establish building references (e.g. eave or cornice heights, wall detailing, ground window heights, etc.) with adjacent building forms for visual continuity.
- c. Create variety using building siting, surface recesses, and projections.
- d. Avoid long and large unarticulated structures that are uninviting and do not contribute to the human-scaled streetscape.
- e. Avoid the over massing of buildings as it spatially relates to public rights-of-way, areas of open space and pedestrian walkways.

## 5.3. Scale, Massing and Proportion

The design statement should be simple and the individual design elements, materials, and details should be consistent with the contextual setting. Guidelines include:

- a. Balance the visual relationships of building bulk and size with its site.
- b. Break larger building volumes into smaller forms to lessen the total building mass.
- c. Maintain proportions between building height, length and width consistent with prevailing architectural standards.
- d. Create variety through compatibility rather than conformity.
- b. Strive for visual simplicity rather than unnecessary complexity.

## 5.4. Rooflines, Facades and Entrances

Rooflines should be simple, functional, and reflective of the broader community building stock and the public face of the building should present a clear, well-defined, and balanced façade. Guidelines include:

- a. Form a consistent composition between the roof mass and building façade.
- b. Reference adjacent building rooflines and roof details (e.g. dormers, fascias, roof pitches, etc.) and materials where applicable.
- c. Apply consistent and historically correct architectural detailing throughout.
- d. Build elements (e.g. protective canopies, columns, stairs, roof projections, etc.) to human scale at sidewalk level to encourage pedestrian use.
- b. Avoid false detailing (e.g. mansard roofs, partial HVAC screens, truncated roof structures, etc.) which detracts from the building's integrity.
- c. Create an agreeable pedestrian environment including weather protection, convenience, and safety features.
- d. Arrange window patterns with a balanced spacing and conscious rhythm.
- e. Observe historic precedents wherever possible.



### 5.5. Materials, Color and Surface Texture

Building materials should be durable and functional and the use of color and texture should be reflective of local style and character. Guidelines include:

- a. Preferred exterior materials look like natural materials (i.e. brick, stone, and wood).
- b. In pitched roofs preferred roof materials are slate, wood shingles, and shakes. Asphalt shingles are acceptable. Colors should be neutral to dark.
- b. Standing seam metal roof materials may be acceptable in some areas. Colors should be neutral to dark.
- c. Limit the number of different materials on the exterior to avoid visual overload
- d. Materials should be used with appropriate detailing and expression.
- e. Avoid large, unarticulated or monolithic areas on the street facades by using details to add relief and shadows.
- f. Create visual variety and establish character using architectural elements (e.g. roof overhangs, trellises, projections, reveals, awnings, etc.) using proportional architectural elements.
- g. Coordinate all exterior elevations of the building (color, materials, architectural form, and detailing) to achieve continuity.
- h. Any new or exterior alterations should have trim detail to be compatible with surrounding architecture.
- i. Trim details, such as rake boards, corner boards and fascia trim, should be of a material and dimension appropriate to the overall treatment of the facade.

### 5.6. Equipment and Services

Building equipment, storage, and service areas should be integrated into the site plan and architectural composition in ways that minimize adverse impacts. Guidelines include:

- a. Install new utility service systems underground, and encourage burying all existing above ground services when renovating.
- b. Conceal views of all roof-mounted equipment (e.g. HVAC, plumbing, exhaust fans, etc.).
- c. Screen all ground or concrete pad-mounted equipment using evergreen plant materials of different species and size, or architectural detailing complementary to the building.
- d. Locate and screen accessory buildings and functions (e.g. trash containers, storage sheds, and emergency generators) away from parking areas, walks, and adjacent land use.
- b. Conceal garage doors and loading areas from view from surrounding streets.

### 5.7. Building Height

Building heights should be appropriate. Guidelines include:

- a. Maximum two-story eave heights are encouraged.
- b. The first floor level of a 2-story facade should not exceed a height of four feet (4') above the grade at the street face of a building.
- c. Story heights should remain within the range of those in surrounding buildings.
- d. Two-story mixed-use buildings are encouraged.
- b. Roof eaves on main roofs should be at least ten feet (10') above the grade at the building front entry.

## 6. SITE ENHANCEMENTS

### 6.1. Landscaping

Planting material should be used in a logical, orderly manner that defines spatial organization and relates to buildings and structures. Guidelines include:

- a. Consideration shall be given to any overall landscaping plan or theme endorsed by the Planning and Zoning Commission for the vicinity of the site.
- b. Use plant material as design features and integrate mature vegetation into the design utilizing existing trees where possible.
- c. Use indigenous plants and avoid unusual or exotic cultivars.
- d. Create identifiable places utilizing open space and vegetation.
- b. Balance the quantity of landscaping with the scale of the development.
- c. Landscape around buildings, shield unsightly areas, and provide shade.
- d. Create tree canopies for environmental and spatial impact at maturity.
- e. Choose plant materials that have year-round interest.
- f. Preserve street trees and protect their roots during and after construction and from snow removal operations.
- g. Provide landscaped islands within parking areas.
- h. Protect landscape materials and vehicles with curbs.
- i. Landscape areas between the parking and the building.
- j. Provide space for snow placement or removal.
- k. Trees shall be planted in landscaped areas, unless planters, tree wells or tree pits are a preferable alternative.

### 6.2. Site Lighting

Site lighting should provide the functional and esthetic benefits of exterior lighting while mitigating the potential for nuisance. Guidelines include:

- a. Consideration shall be given to any overall lighting plan or theme endorsed by the Planning and Zoning Commission for the vicinity of the site.
- b. Coordinate lighting fixture and standard details with the architecture or neighborhood character.
- c. To ensure that light sources are not visible off site, light sources shall be directed down toward the ground surface, lighting fixtures shall have opaque hoods over all light elements, and all fixtures shall have sharp cut off shields.
- d. Light pole height shall be kept as low as practical.
- b. Lighting for walkways shall be at a maximum pole height of 15'.
- c. Bollard type lights are encouraged.
- d. Locate lighting fixtures for the anticipated use (e.g. signage, site features).
- e. Avoid relative brightness differences with adjacent dissimilar land uses and provide associated photometric data.
- f. Use of selective night lighting, where deemed appropriate, to highlight architecturally-significant and/or distinctive features of a building or structure.
- g. Lights should not blink, flash, or change in intensity.
- h. Use lighting fixtures with shielding devices or sharp cut-off refractors.
- i. Conceal the lighting source from the public right-of-way.
- j. Use white light lamps (e.g. metal halide) for site development illumination, do not use low or high-pressure sodium sources, and avoid mixing light source colors.
- k. Ensure that lighting support locations do not create a safety hazard.
- l. Use shatterproof coverings for low-level lighting.
- m. Coordinate lighting fixture assembly with architecture it serves.



- n. Illuminate entrances, exits and internal barriers.

### 6.3. Fences, Walls, And Landscape Screens

Open fences, low walls, or landscape hedges may be appropriate where the continuity of buildings is interrupted by a vacant lot, a parking lot, or a building set back farther than the build-to line or setback zone. Guidelines include:

- a. Where appropriate, use open fences, low walls, and hedges to define walkways, help give pedestrian scale to the street, and create a transition between public and private spaces.
- b. Discourage the use of fences, walls, or hedges that separate a building from the street or try make up for other design issues.
- c. Fences, walls, and hedges should generally be residential in scale, character and materials, and architecturally compatible with the main structure.
- d. Chain link and stockade fences and tall walls and hedges create unfriendly barriers and may block important public visual and pedestrian access and are therefore discouraged.
- b. Maximum height of fences and walls shall be four feet, except for screening of dumpsters, which shall be six feet in height.

### 6.4. Site Drainage

Site drainage should protect the health and safety of the public and promote ecologically sensitive approaches. Guidelines include:

- a. Prepare for storm water recharge.
- b. Design for zero increase in the peak rate of runoff.
- c. Encourage renovation of storm water quality.
- d. Use permeable pavement surfaces where optional.

## 7. SIGNAGE

### 7.1. General

Signage should identify the business and street number clearly and simply and avoid use of slogans and advertising. Guidelines include:

- a. Integrate any existing and/or proposed signage into the overall design insuring that it complements its surroundings.
- b. Avoid visual competition with other signs in the area and repetitious signage information on the same building frontage.
- c. Minimize the number of building and directional signs to avoid repetition.
- d. Avoid markings on the pavement.

### 7.2. Sign Context

Signage should reflect the character of the architecture, site, and neighborhood without occurring at the expense of individual expression and creativity. Guidelines include:

- a. Integrate signage programs to become a natural part of the building façade.
- b. Create a sign proportionate to its location and the setback from the primary vantage point.
- c. Design information to fit properly into the sign location without visual clutter.
- d. Prohibit roof-mounted signage, freestanding signs, and driveway directional signs unless needed in unusual situations.
- b. Replacements for oversized existing signs should be resized for the location rather than matching the pre-existing conditions.

### **7.3. Sign Design**

Signage should conform to the character of the site elements in terms of historic era, style, location, and size. Guidelines include:

- a. Coordinate sign background, trim, text, and detail with the architecture.
- b. Use durable, weather-resistant and vandal-proof materials for the sign.
- c. Avoid bright background colors (e.g. bright red, orange, or yellow).
- d. Avoid a white or off-white color in a large field of illuminated background.
- b. Avoid visible raceways and transformers for individual letters.
- c. Trim edges of flat sheet signs to improve the finished appearance.
- d. Use a flat or semi-gloss finish on the surface in lieu of a glossy, plastic finish.

### **7.4. Sign Landscaping**

Signage should be integrated with the ground plane by using complimentary plant materials as part of the overall planting plan. Guidelines include:

- a. Use durable and low maintenance plant materials with year round appeal.
- b. Utilize low walls to define plant beds when appropriate to the architecture.
- c. Irrigate planting beds when possible.

### **7.5. Sign Lighting**

Sign lighting should be used judiciously and specifically to illuminate useful information. Guidelines include:

- a. Use only external sources when lighting.
- b. Illuminate only the sign surface and avoid light spill onto adjacent property.
- c. Screen any external spot or flood lighting from view by the passers-by.
- d. Screen low-level lighting from view with plant materials.
- b. Balance signage illumination with surrounding lighting level intensities.



# IMPLEMENTATION

Most of the recommendations in this study can be implemented by the Planning and Zoning Commission. The recommendations involving changes to the Zoning Regulations and the Zoning Map can be implemented following a public hearing in accordance with State statutes.

Other recommendations will require assistance or coordination with other agencies:

1. Work with the Water Pollution Control Authority to allocate sewage capacity in ways that reflect the overall objectives of this study and the Plan of Conservation and development.
2. Work with the Board of Selectmen to consider adoption of a property maintenance ordinance.
3. Work with The Connecticut Department of Transportation and the Capital Region Council of Governments to promote improvements to the key intersections in the corridor:
  - Route 140 (Maple Street) at Cider Mill Road and Crystal Lake Road (Route 140)
  - Route 286 (Main Street) at Snipsic Lake Road and Mountain Road
4. Work with the Connecticut Department of Transportation and the Capital Region Council of Governments to provide for pedestrian crosswalks at signalized intersections.
5. Coordinate with the Connecticut Department of Transportation on the location of possible future signalized intersections (especially south of Main Street) in order to make roadway operations as efficient as possible and minimize the number of curb cuts.
6. Work with The Connecticut Department of Transportation to reduce travel lane widths along Route 83 where possible in order to provide for a bicycle lane at the shoulder and to post appropriate signage informing motorists of the presence of bicycles.

# Town of Ellington

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