



Council Agenda

**Council Chambers
Windsor Town Hall
December 19, 2005**



7:30 PM Regular Council Meeting

1. ROLL CALL
2. PRAYER – Councilor Gegetskas
3. PLEDGE OF ALLEGIANCE – Councilor Gegetskas
4. PROCLAMATIONS/AWARDS
5. PUBLIC COMMUNICATIONS AND PETITIONS
(Three minute limit per speaker)
6. REPORT OF APPOINTED BOARDS AND COMMISSIONS
 - a) Public Building Commission
 - b) Zoning Board of Appeals
 - c) Youth Commission
7. TOWN MANAGER'S REPORT
8. COMMUNICATIONS FROM COUNCIL MEMBERS
9. REPORTS OF STANDING COMMITTEES
10. ORDINANCES
11. UNFINISHED BUSINESS
 - a) *Discussion regarding Windsor's 2006 legislative priorities (Councilor Simon)
12. NEW BUSINESS
 - a) *Approve concept study for Exit 38 (Town Manager)
 - b) *Set a Public Hearing for January 3, 2006 at 7:00 p.m. for the construction of a bus shelter and connecting sidewalk at One Day Hill Road (Town Manager)
 - c) *Set a Public Hearing for January 3, 2006 at 7:15 p.m. for the construction of a bus shelter and connecting sidewalk at 1075 Kennedy Road (Town Manager)



-
- d) *Approve the release of excess property at 25T Devin Way (Town Manager)
 - e) *Approve the release of excess property at 66 Lochview Drive (Town Manager)

13. * RESIGNATIONS AND APPOINTMENTS

14. MINUTES OF PRECEDING MEETINGS

- a) *Minutes of the December 5, 2005 Regular Town Council Meeting

15. PUBLIC COMMUNICATIONS AND PETITIONS

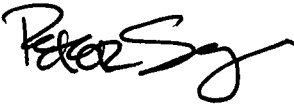
(Three minute limit per speaker)

16. EXECUTIVE SESSION

17. ADJOURNMENT

★Back-up included

Agenda Item Summary

Date: December 19, 2005
To: Honorable Mayor and Members of the Town Council
Reviewed By: Peter Souza, Town Manager 
Subject: 2006 Legislative Priorities

Background

Earlier in November the Town Council instructed staff to invite State legislators to this meeting in order to review and discuss 2006 legislative priorities. The following legislators have confirmed that they will be in attendance: Senator Eric Coleman, Senator John Kissel, Representative Peggy Sayers, Representative Faith McMahon, and Representative Ruth Fahrbach.

Discussion/Analysis

Per the Town Council's December 5th meeting, it was decided that the following priority area be discussed at tonight's meeting:

- Property tax reform
- Reform of the education finance system
- Increased investment in the transportation infrastructure

Financial Impact

None.

Other Board Action

None.

Recommendations

None.

Attachments

Preliminary Statement of CCM Legislative Priorities for 2006
Outline of Windsor Potential Legislative Priorities



Preliminary Statement of CCM Legislative Priorities for 2006

*Reforming Connecticut's Property Tax, Education Finance,
Land Use, Transportation, and Emergency Management Systems:
Positioning Connecticut for Success*
(as adopted by the CCM Legislative Committee)

Property Tax Reform

Significantly reduce the reliance on property taxes to fund public services by:

- ✓ Using the broader and more equitable revenue-raising capacity of the State to (1) increase state funding to towns and cities, (2) restore funding to all municipal aid programs that were cut in previous tough-budget years, and (3) reduce the property tax burden on residents and businesses.
- ✓ Authorizing municipalities on a regional basis to (1) share the property tax benefits of economic development in order to encourage cooperation and smart growth, (2) share a portion of state sales tax and other revenues collected within a region, and (3) raise additional revenues.
- ✓ Fully funding payments-in-lieu-of taxes programs to reimburse municipalities for the revenues lost due to state-mandated property tax exemptions.
- ✓ Funding unfunded and underfunded state mandates on municipalities.
- ✓ Prohibiting new unfunded state mandates on towns and cities (e.g., unreasonable requirements for voting-booth technology, etc.).

Reform the Education-Finance System

Provide a more equitable and reliable system of paying for the costs of K-12 public education by:

- ✓ Increasing the State's share of the costs of K-12 public education, including special education, to at least a 50% average statewide.
- ✓ Reforming the Education Cost Sharing formula so that it better meets the diverse regular and special education needs of our towns and cities.
- ✓ Ensuring state financial and technical support in meeting the demands of the federal No Child Left Behind Act.
- ✓ Adequately funding school-readiness and other early childhood development services, to diminish future costs of remedial education, welfare, and criminal justice programs.

Promote Sustainable Development and Smart Growth

Establish a coordinated local, regional, and state effort to (1) encourage and promote development where the infrastructure to support it already exists, and (2) discourage sprawl, by:

- ✓ Increasing the land use planning and technical assistance capacity of the state Office of Policy and Management and regional planning organizations.
- ✓ Implementing a coordinated statewide Geographic Information System (GIS).
- ✓ Undertaking a statewide 'build-out analysis' to show what CT will look like under present patterns and trends of development and land-use regulation.
- ✓ Increasing funding for (a) open space and agricultural land preservation and (b) remediation of contaminated "brownfield" properties.
- ✓ Encouraging the establishment of councils of government in each of the 15 planning regions of our state so that municipal CEOs in each region meet, on a regular basis, to discuss and act on issues of mutual concern.
- ✓ Ensuring the implementation of a Connecticut Energy Policy and a comprehensive Statewide Solid Waste Management Plan.
- ✓ Reforming, but not eliminating or unduly restricting the municipal exercise of eminent domain authority for economic development and revitalization purposes.

Further Investment in Transportation Infrastructure

Connecticut's transportation network needs to be substantially upgraded to ensure our present and future economic competitiveness by:

- ✓ Building on the 2005 investment program to (1) alleviate traffic congestion throughout the state, and (2) invest in mass transit and highway expansion where appropriate.
- ✓ Ensuring that Connecticut's transportation planning fully embraces multi-modal opportunities.
- ✓ Exploring and implementing innovative revenue sources that have worked in other states and nations (electronic user fees, public-private partnerships, etc.)

Upgrade Emergency Management and Homeland Security Capabilities

Connecticut relies on local first-responders as the first line of defense in emergencies and homeland security situations. Connecticut's capabilities in these areas must be upgraded by:

- ✓ Ensuring interoperability of state and municipal telecommunication facilities and technologies.
- ✓ Providing adequate state funding and technical assistance to enable local government and regional entities, along with the State, to deal effectively with natural and man-made emergencies.

CCM, October 2005

Possible Legislative Priorities for 2006

Revenue Diversification

Like most towns in the State Windsor's revenue stream is predominately made up of property taxes (80%+). Stable yet slow grand list growth, flat or marginally increasing State Aid, and certain cost components that increase at rates much higher than inflation (such as health insurance and special education) have combined to create a structural budget deficit in Windsor and most municipalities. At this point the only effective tools for closing this structural budget gap are property tax increases, user fee increases and service reductions. Windsor has applied a combination of property tax increases and service reductions over the last several years as non-tax revenue sources have become particularly tight. While the public may be able to tolerate some additional property tax increases and service reductions, this approach is not sustainable over the long-term.

Part of a solution should include some relief from over-reliance on property taxes through revenue diversification. One area of exploration should be local hotel/motel room tax and sales tax. While numerous states including our neighboring states allow municipalities to collect a local hotel/motel room tax, Connecticut does not allow such a local room tax.

Nationwide many states allow for a local sales tax. Again Connecticut law does not provide for such a tax. The General Assembly passed legislation during the last session that requires retail establishments to track sales by municipality, rather than simply compiling aggregate sales for the entire state. This provides a means for identifying the amount of sales tax revenues generated within each municipality. One proposal that has been considered is a partial give-back of state sales tax revenues to towns in which shopping malls are located. Other proposals for a municipal sales tax have varied in form with some featuring regional revenue sharing arrangements.

Stormwater Utilities

Windsor continues to take steps to comply with National Pollutant Discharge Elimination System (NPDES) regulations promulgated by the Environmental Protection Agency. Initial measures entailed the preparation of a stormwater management plan identifying pollution control measures the town will strive to design and implement in the coming years. This unfunded mandate will create significant capital and ongoing operating costs to meet NPDES compliance.

Instead of paying for pollution control measures by increasing local taxes, a growing number of communities nationwide are establishing stormwater utilities. Stormwater utilities operate similar to water or sewer districts and are funded through service fees. Current state statutes do not explicitly authorize municipalities in Connecticut to establish stormwater utilities. Legislation providing municipalities with this authority would allow Windsor to establish a stormwater utility, if it chooses, as an alternative to funding NPDES compliance measures through property taxes.

Role of Municipalities in the Eviction Process

When an eviction occurs and tenant does not remove all of their items the municipality is responsible for several aspects of the eviction process. Once the items are removed from the dwelling of the evictee by the Marshall, the goods and furnishings are, in effect, turned over to the municipality. Some cities have a crew to remove the goods from the curb and brought to a storage facility. Some towns have a moving company do the work, and some towns have the moving company hired by the Marshall to remove the furnishings to a storage facility. This movement of goods and furnishings is at the town's expense. By law, the goods and furnishings are maintained in storage until removed by the evictee, or until the legal limit for storage time has past. The expenses of storage are also the expense of the town. For those goods and furnishings which remain in the storage facility past the legal limit period, the municipality must schedule and hold an auction to attempt to dispose of the goods and furnishings. This auction is again at the town's expense. If there is no interest during the auction for some or all of the goods and furnishings, the municipality must, at its expense and time, remove and dispose of those goods and furnishings.

Over the last three years the moving, storage and disposal costs to the town has been approximately \$3,000 per year.

This lengthy process shows that the municipalities are involved in a procedure which is costly, and to which the municipality is not a "real" party (between the Marshall, the property owner and the tenant). This unfunded mandate upon local jurisdictions should be removed

Transportation Infrastructure Improvements

In order to continue to be a major driver in the regional economy there are a number of major transportation infrastructure projects to address that in the coming years. These projects including

- Exit 38 Interchange Improvements
- Day Hill Road Improvements (reconstruction and capacity)
- Route 305 Corridor Improvements
- Mass Transit Initiatives including Springfield to Hartford Commuter Rail

Efforts need to continue to ensure these projects are placed on both the region and statewide transportation plans and that regional, state and federal planning and construction funds are appropriated as needed.

Changes in Tax law for Privately Owned Golf Courses

During last year's legislative session there was a proposed bill (Senate Bill 222) that would have exempted golf courses from paying property tax on improvements to the course. If adopted and signed in to law, in effect privately owned golf courses open to the public would be assessed the same as raw land.

In Windsor we would stand to lose approximately \$26,000 in annual property tax revenue.

Property Tax Relief for Senior Citizens


Due to increasing property value appreciation in recent years the resulting tax impact on seniors with fixed incomes has been significant. Although the State of Connecticut does allow towns to adopt what are known as local option tax relief programs for seniors the state does not reimbursement the locality for lost revenue therefore other taxpayers must cover the lost revenue and or reduce expenses and services. Alterations to existing enabling legislation and or state funding to municipalities directly related to senior tax relief programs would be desirable.

Agenda Item Summary

Date: December 19, 2005

To: Honorable Mayor and Members of the Town Council

Prepared By: Tom Lenehan, Town Engineer

Reviewed By: Peter Souza, Town Manager 

Subject: Approve Concept Study for Exit 38

Background

As an addendum to the Bradley Area Transportation Study, the Capital Region Council of Governments (CRCOG) conducted a study of the Day Hill Road, I-91 Interchange at Exit 38. This study has resulted in a recommended alternative to directly connect eastbound Day Hill Road with northbound I-91.

Discussion/Analysis

The future need for a direct connection of eastbound Day Hill Road to northbound I-91 at Exit 38 was recognized during the design and construction of the widening of I-91 in the early 90's. For the Town of Windsor to fully develop the corporate and industrial corridor along Day Hill Road, this direct connection is required to eliminate conflicting traffic patterns that contribute to decreasing levels of service at this interchange. The Interchange Study identified numerous alternatives, evaluated them for benefits, issues and costs and recommended Concept 3A as the preferred alternative. The next step in the process to eventually construct the improved interchange is to amend the Regional Transportation Plan prepared by the Capital Region Council of Governments to include the Interchange Study.

Representatives from CRCOG will be making a presentation of the study at the Council meeting. Attached is some relevant information from the study, including a site plan showing the recommended alternative, Concept 3A.

Financial Impact

Preliminary construction costs for the proposed interchange improvements is \$11.3M.

Other Board Action

N.A.

Recommendations

If the Council is in agreement, the suggested motion would be as stated in the attached resolution.

Attachment

Plan

RESOLUTION

Resolution to Support Day Hill Road, Windsor, Interchange Study

WHEREAS, the Capitol Region Council of Governments performs an important service to the Town of Windsor through its regional transportation planning program; and

WHEREAS, the Capital Region Council of Governments has conducted a Day Hill Road Interchange Study that evaluated the need to provide direct access from Day Hill Road eastbound to I-91 northbound, identified alternatives with associated benefits, issues and costs, and proposed an alternative that fits the requirement to significantly improve traffic flow for long term development of the Day Hill Road corporate and industrial area; and

WHEREAS, the Town of Windsor has participated in this planning process through staff meetings, submittal of comments, and a public information meeting; and

WHEREAS, the next step to formalize the Day Hill Road Interchange Study is to amend the Regional Transportation Plan prepared by the Capitol Region Council of Governments to include the Interchange Study;

NOW THEREFORE BE IT RESOLVED, that the Town of Windsor Town Council accepts the recommendations of the Day Hill Road, Windsor, Interchange Study and requests that the Capitol Region Council of Governments sponsor the introduction of this Study in the Regional Transportation Plan.

1. Introduction

Bradley International Airport is a major economic resource for the Capitol Region and the State of Connecticut and is expected to be a primary focus of the Region's future economic growth. The Capitol Region Council of Governments (CRCOG), the State, and the towns of Suffield, East Granby, Windsor, and Windsor Locks all share a common interest in assuring that the full benefit of this growth is realized. The Bradley Area Transportation Study included a comprehensive analysis of current and future surface transportation conditions and land use in the Airport area. The study identifies transportation improvements needed to accommodate growth and resulted in a strategic plan for maintaining safe and efficient access to the Bradley International Airport area.

The project team included staff from CRCOG, Connecticut Department of Transportation (CDOT), the four affected towns, and the technical consultant team. The consultant team was comprised of URS Corporation and its subconsultant Fitzgerald and Halliday, Inc, working under the direction of a Steering Committee and four (4) Local Advisory Committees (one for each town). The primary role of the Steering Committee was advisory in nature and focused on the regional aspects of the study. The primary role of the Local Advisory Committees was to provide guidance in the formation of objectives and study recommendations within their respective municipalities.

Initially eight (8) work tasks were identified as part of this transportation study. While most tasks were completed in subsequent progression, Task 1 – Public, Committee and Institutional Involvement was continued throughout the process. This outreach focus insured that members of the project team and public were kept informed regarding study findings and activities. This consistent involvement has led to a plan that is acceptable to the Towns and meets the long-term goals for the study area. The eight (8) initial study tasks are noted below:

- Task 1 - Public, Committee and Institutional Involvement
- Task 2 - Data Acquisition and Collection
- Task 3 - Existing Condition Assessment
- Task 4 - Future Condition Assessment
- Task 5 - Identification Possible Alternatives
- Task 6 - Alternatives Development and Evaluation
- Task 7 - Develop Transportation Management and Improvement Plan
- Task 8 - Access Management Plan

This report summarizes the Supplemental Day Hill Road Interchange Study, which constitutes Task 9 of the broader Bradley Area Transportation Study. The Day Hill Road Interchange Study complements the Transportation Management and Improvement Plan developed during Task 8 of the overall Bradley Area study and published in June 2002.

This report outlines the process that was followed during the analysis of future interchange operations and the development of conceptual improvement plans for I-91 Interchange 38 (Route 75 / Day Hill Road). The project area for the Day Hill Road Interchange Study is illustrated in Figure 1.

The impetus behind this supplemental report is the Town of Windsor's interest in addressing the future traffic demands and growth potential of the Day Hill Corporate Area (DHCA). The DHCA currently contains approximately 6.4 million square feet of developed floor area on approximately 1,400 acres of land. The DHCA has grown from undeveloped farmland to a successful commercial and industrial center over the past 20 years. The Town of Windsor continues to promote this area for development of commercial and industrial use. The Town of Windsor realizes that in order to continue to reap the economic development benefits of the DHCA, prospective developers and businesses need assurance that access to the area will continue to be easy and direct even when traffic volumes increase as development grows.

This report outlines the process followed during development of conceptual interchange alternatives to address future traffic demands for the Route 75 / Day Hill Road Interchange. An analysis of traffic operations in the interchange area for two future growth scenarios, a low growth and aggressive growth scenario, are presented. Based on the analyses, a series of concepts are provided that address improvement of access to I-91 Northbound from both Route 75 and Day Hill Road. The screening of alternatives by the major stakeholders, CDOT, CRCOG, and the Town of Windsor are outlined, demonstrating how most of the alternatives were screened out of consideration for failing to adequately address most of the stakeholders concerns. Finally, this report summarizes a series of recommendations for inclusion in the region's Long Range Transportation Improvement Plan, including the minimum build alternative plan. Recommended improvements include Concept 3A, and an operation lane on northbound I-91 between Interchange 38 (Route 75/Day Hill Road) and Interchange 39 (Kennedy Road).



LEGEND

- PROPOSED RAMP
- RETAINING WALL
- A(A) (MIPM) 2025 PEAK HOUR LOS
- APPROX. R.O.W.
- APPROX. R.O.W. ACQUISITION
- APPROX. FLOODWAY
- APPROX. 100 YEAR FLOOD PLAIN
- APPROX. WETLANDS
- R.O.W. SHOWN ONLY IN SELECTED AREAS

BRADLEY AREA TRANSPORTATION STUDY

**I-91 INTERCHANGE NO. 38
RECONFIGURATION CONCEPT 3C
OVERVIEW**

1" = 250'

URS DECEMBER 2004 WINDSOR, CT FIGURE 12

7.5. Construction Costs

Construction costs have been identified for each of the separate elements of the recommended long-range improvement plan and are summarized in Table 7:

- Concept 3A
- Widening of northbound I-91, Interchange 38 to Interchange 39 – 41 (Kennedy Road)
- Widening of northbound I-91, Interchange 39 – 41 to Interchange 40 (Route 20)
- Widening of southbound I-91, Interchange 39 – 41 to Interchange 38
- Widening of southbound I-91, Interchange 40 to Interchange 39 – 41


Estimated costs are presented in 2005 dollars using representative unit prices and other cost parameters derived from previous CDOT construction projects. Cost data does not include expenditures for right-of-way appraisals, acquisitions, or relocations; utility relocations, adjustments, or improvements; environmental investigations, permitting, or mitigation; investigations, sampling, testing, permitting, or remediation of hazardous or contaminated materials; fees for professional survey and design services; regulatory permitting of any kind; project financing or program administration costs.

**Table 7
Summary of Construction Costs
(Year 2005 Dollars)**

Preferred Concept Component	2005 Construction Cost Estimate ⁽¹⁾
Day Hill Road Interchange Improvement – (Concept 3A)	\$11,328,000
I-91 Northbound Operational Lane – (Route 75 to Kennedy Road)	\$4,856,000
I-91 Southbound Operational Lane – (Kennedy Road to Route 75)	\$4,587,000
I-91 Northbound Operational Lane Extension– (Route 20 to Kennedy Road)	\$589,000
I-91 Southbound Operational Lane Extension– (Kennedy Road to Route 75)	\$973,000

(1) Itemized Construction Costs Estimates for each of the elements of the long range recommended improvement plan are compiled in Appendix G.

Agenda Item Summary

Date: December 19, 2005
To: Honorable Mayor and Members of the Town Council
Prepared By: Tom Lenehan, Town Engineer
Reviewed By: Peter Souza, Town Manager 
Subject: Construction of Bus Shelter and Connecting Sidewalk at 1 Day Hill Road

Background

The town has entered into an agreement with the Greater Hartford Transit District (GHTD) to construct and be partially reimbursed for bus shelters at two locations in Windsor. The shelters require connecting sidewalks to function properly. The proposed shelter and connecting sidewalks are as shown on the attached plan.

Discussion/Analysis

Pursuant to Section 15-33 of the Town of Windsor Code of Ordinances, the Town Council shall issue a call for a public hearing for proposed new sidewalk construction and shall give notice in a local newspaper not less than 5 nor more than 30 days prior to the public hearing, and shall notify each abutting property owner of the public hearing. This bus shelter would serve patrons and employees at the nearby hotels and motel.

Financial Impact

The approximate cost of the sidewalk construction is \$6,500. The sidewalks will be funded by the town and will be partially reimbursed by the GHTD.

Other Board Action

The Town Planning & Zoning Commission, at their meeting on December 13, 2005 recommended approval of the bus shelter and connecting sidewalks.

Recommendations

If the Council is in agreement, the suggested motion would be as follows:

“MOVE that a Public Hearing be set for January 3, 2006 at 7:00 p.m. (prevailing time) in the Council Chambers of the Windsor Town Hall regarding the Day Hill Road Sidewalk Project.”

AND

“MOVE that the Town Clerk is authorized and directed to post and publish notice of said public hearing as provided by law.”

Attachment


Plan

Agenda Item Summary

Date: December 19, 2005

To: Honorable Mayor and Members of the Town Council

Prepared By: Tom Lenehan, Town Engineer

Reviewed By: Peter Souza, Town Manager 

Subject: Construction of Bus Shelter and Connecting Sidewalk at 1075 Kennedy Road

Background

The Town has entered into an agreement with the Greater Hartford Transit District (GHTD) to construct and be partially reimbursed for bus shelters at two locations in Windsor. The shelters require connecting sidewalks to function properly. The proposed shelter and connecting sidewalks are as shown on the attached plan.

Discussion/Analysis

Pursuant to Section 15-33 of the Town of Windsor Code of Ordinances, the Town Council shall issue a call for a public hearing for proposed new sidewalk construction and shall give notice in a local newspaper not less than 5 nor more than 30 days prior to the public hearing, and shall notify each abutting property owner of the public hearing. This bus shelter would serve patrons and employees of the nearby office buildings, warehouses, Stop & Shop, future Target store and other retail outlets.

Financial Impact

The approximate cost of the sidewalk construction is \$2,500. The sidewalks will be funded by the town and will be partially reimbursed by the GHTD.

Other Board Action

The Town Planning & Zoning Commission, at their meeting on December 13, 2005 recommended approval of the bus shelter and connecting sidewalks.

Recommendations

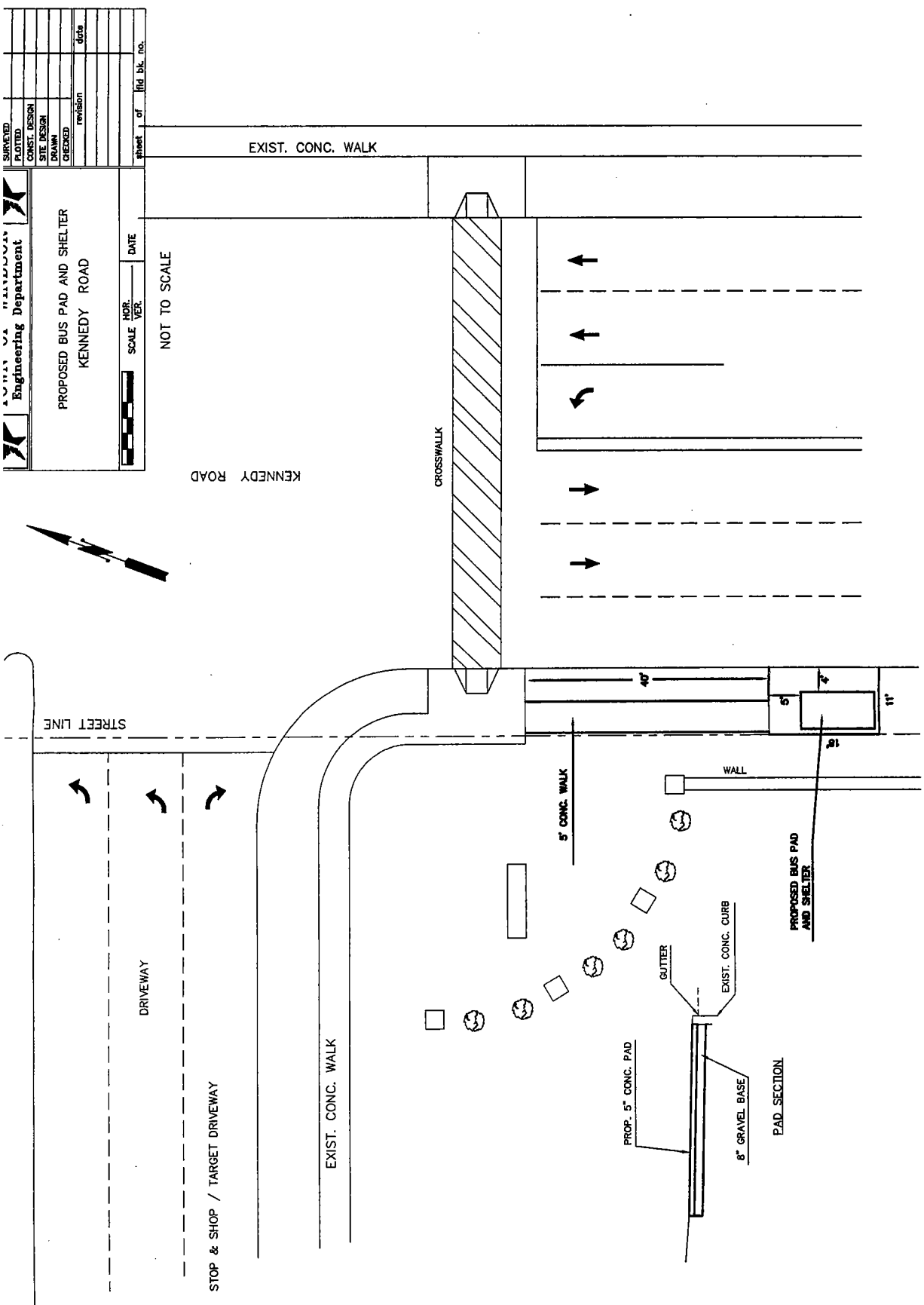
If the Council is in agreement, the suggested motion would be as follows:

“MOVE that a Public Hearing be set for January 3, 2006 at 7:15 p.m. (prevailing time) in the Council Chambers of the Windsor Town Hall regarding the Kennedy Road Sidewalk Project.”

AND

“MOVE that the Town Clerk is authorized and directed to post and publish notice of said public hearing as provided by law.”

Attachment
Plan



Engineering Department

PROPOSED BUS PAD AND SHELTER
KENNEDY ROAD

SCALE: 1" = 10'-0"

DATE: _____


NOT TO SCALE

SURVEYED	DATE
PLOTTED	
CONST. DESIGN	
SITE DESIGN	
DRAWN	
CHECKED	
REVISION	
DATE	

sheet 1 of 10 d.b.k. no.



Agenda Item Summary

Date: December 19, 2005
To: Honorable Mayor and Members of the Town Council
Prepared By: Tom Lenehan, Town Engineer
Reviewed By: Peter Souza, Town Manager 
Subject: Transfer of the Town Parcel at 25T Devin Way

Background

Town staff has undertaken a review of town owned land to determine those parcels that are no longer needed by the town, have minimal value, and could be transferred to interested abutters.

Discussion/Analysis

Town staff has identified the town owned parcel at 25T Devin Way to be in excess of the needs of the Town and is recommending that it be transferred to the two adjoining property owners.

The subject parcel was deeded to the town as part of the Devin Way Subdivision in 1981 for the purpose of providing for a proposed connecting walk to the adjacent subdivision. Town staff has determined that there will not be a need to connect a walk from this subdivision in the future.

Attached is a property map showing the proposed area of land to be transferred, about 2,139 S. F. The two abutters are interested in obtaining the designated portion of the parcel.

Financial Impact

The Assessor has placed a value of \$300 for this parcel. The abutters shared the cost of the survey. No town funds have been expended in the preparation of this transfer. It is proposed to release the parcel at no cost to the abutters.

Other Board Action

The Town Planning & Zoning Commission, at their meeting on December 13, 2005 recommended approval of the transfer of this parcel.

Recommendations

If the Council is in agreement, the suggested motion would be as follows:

“MOVE that the transfer the parcel known as 25T Devin Way to the two abutters at 23 and 27 Devin Way, as shown on the map presented, be approved.”

Attachment

Plan



Geographic Information System

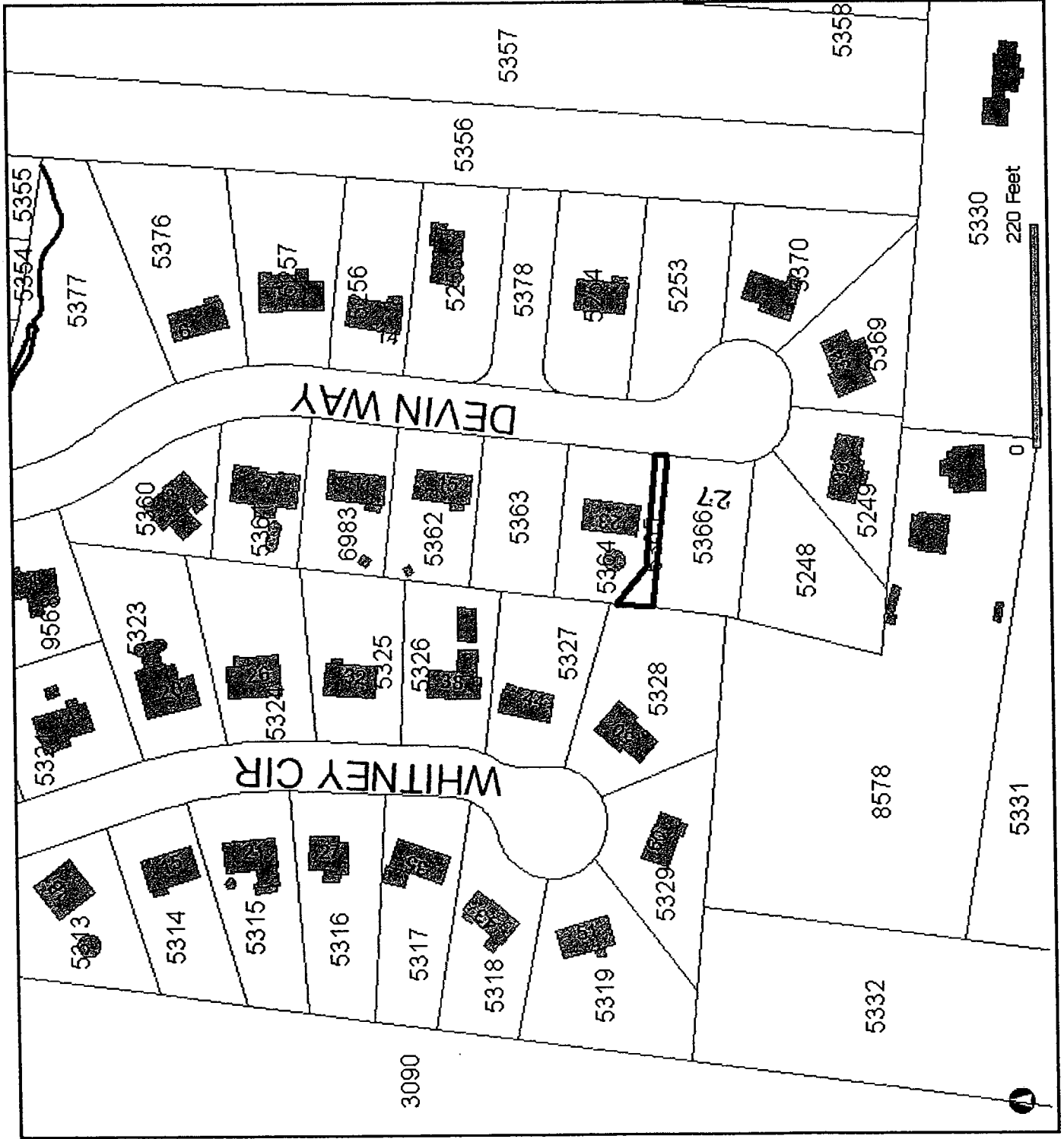
GIS Map Print

My Map

Subject Property Data
 Property ID 5365
 Owner Name WINDSOR TOWN OF
 Owner Address 275 BROAD STREET
 Owner City WINDSOR
 Owner State CT
 Owner Zip 06095
 Account # 05385.00
 Property Address 25 T DEVIN WAY
 Map 45
 Block 420
 Lot 37
 Lot Suffix
 Volume/Page 413/287
 Sale Price \$ 0

Disclaimer

While the Town of Windsor has attempted to ensure that the data displayed is accurate and reflects the property characteristics, the Town of Windsor makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability,





Geographic Information System

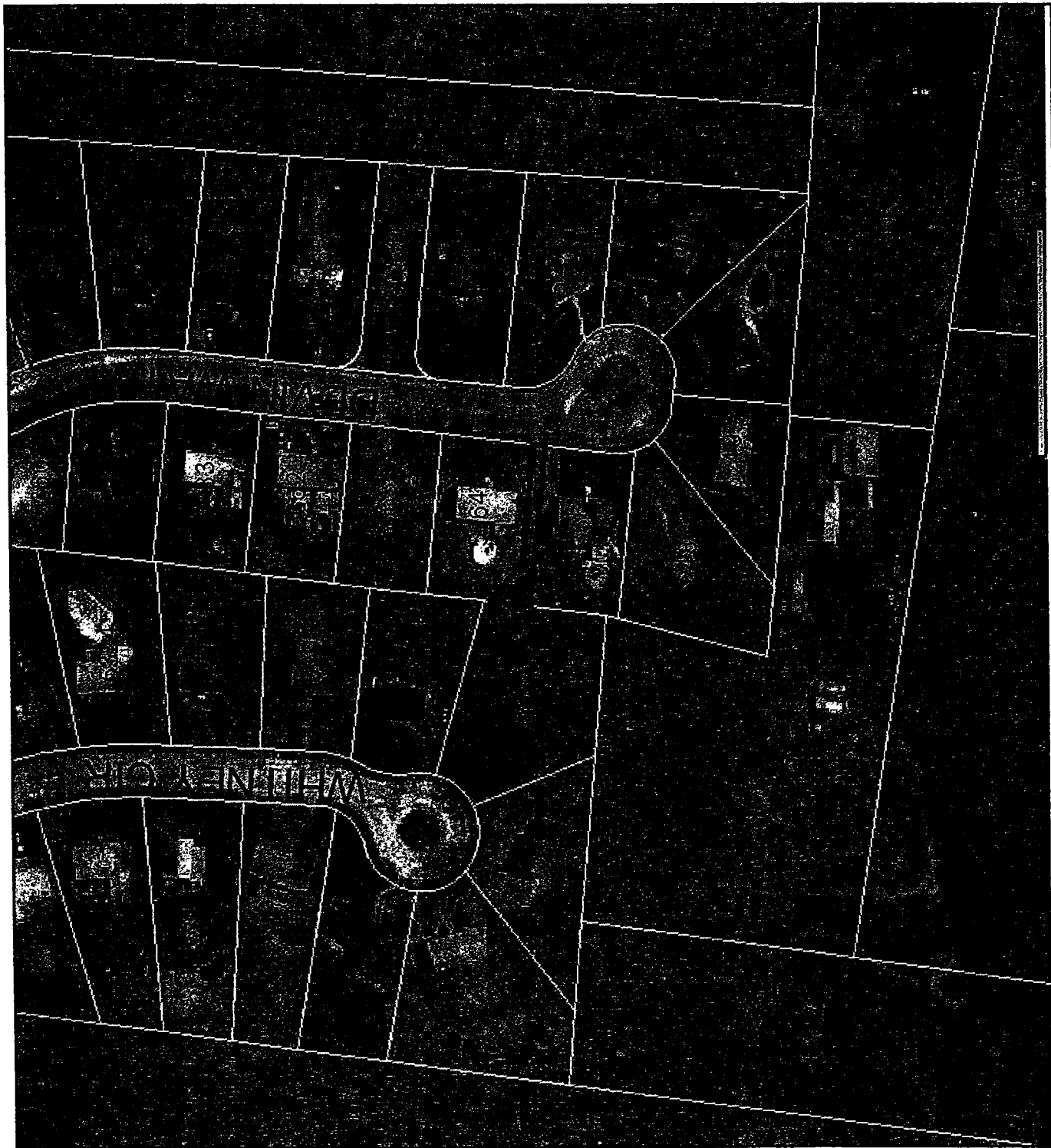
GIS Map Print My Map

Subject Property Data

Property ID 5365
 Owner Name WINDSOR TOWN OF
 Owner Address 275 BROAD STREET
 Owner City WINDSOR
 Owner State CT
 Owner Zip 06095
 Account # 05365.00
 Property Address 25 T DEVIN WAY
 Map 45
 Block 420
 Lot 37
 Lot Suffix
 Volume/Page 413/237
 Sale Price \$ 0 0

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Agenda Item Summary

Date: December 19, 2005

To: Honorable Mayor and Members of the Town Council

Prepared By: Tom Lenehan, Town Engineer

Reviewed By: Peter Souza, Town Manager 

Subject: Transfer of the Town Parcel at 66 Lochview Drive

Background

Town staff has undertaken a review of town owned land to determine those parcels that are no longer needed by the town, have minimal value, and could be transferred to interested abutters.

Discussion/Analysis

Town staff has identified the town owned parcel at Lochview Drive to be in excess of the needs of the town and is recommending that it be transferred to the two adjoining property owners.

The subject parcel was deeded to the town as part of the Pondview Subdivision in 1979 for the purpose of providing for a proposed connecting walk to a future subdivision. Town staff has determined that there will not be a need to connect a walk from this subdivision in the future.

Attached is a property map showing the proposed area of land to be transferred, about 4,333 S. F. There is only one abutter interested in obtaining the designated parcel. The other abutter wrote that he was not interested in the parcel.

Financial Impact

The Assessor has placed a value of \$700 for this parcel. The abutters shared the cost of the survey. No town funds have been expended in the preparation of this transfer. It is proposed to release the parcel at no cost to the abutters.

Other Board Action

The Town Planning & Zoning Commission, at their meeting on December 13, 2005 recommended approval of the transfer of this parcel.

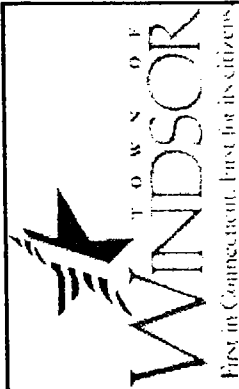
Recommendations

If the Council is in agreement, the suggested motion would be as follows:

“MOVE that the transfer the parcel known as 66 Lochview Drive to the abutter at 70 Lochview Drive, as shown on the map presented be approved.”

Attachment

Plan



Geographic Information System

GIS Map Print My Map

Subject Property Data

Property ID 13154.00
 Owner Name WINDSOR TOWN OF
 Owner Address 275 BROAD ST
 Owner City WINDSOR
 Owner State CT
 Owner Zip 06095
 Account # 13154.00
 Property Address 66 LOCHVIEW DR
 Map 23
 Block 134
 Lot 66
 Lot Suffix
 Volume/Page 760/55
 Sale Price \$ 0
 0

Disclaimer

While the Town of Windsor has attempted to ensure that the data displayed is accurate and reflects the property's characteristics, the Town of Windsor makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability,



XIII. Resignations and Appointments

December 19, 2005

- A. One *Republican* Member
Board of Assessment Appeals
Four Year Term to expire November 30, 2009 or until a successor is appointed
(Richard Loucks – reappointment)

- B. One *Republican Alternate* Member
Board of Assessment Appeals
Four Year Term to expire November 30, 2009 or until a successor is appointed
(Kenneth Wilkos – reappointment)

- C. One *Democratic Alternate* Member
Board of Assessment Appeals
Four Year Term to expire November 30, 2009 or until a successor is appointed
(Randall Graff – reappointment)

- D. One *Democratic* Member
Commission on Aging & Handicapped
Three Year Unexpired Term to expire January 31, 2008 or until a successor is appointed
(Judith Swade – deceased - VACANT)

- E. One *Democratic Alternate* Member
Commission on Aging & Handicapped
Two Year Term to expire November 10, 2007 or until a successor is appointed
(Pamela McGeorge – reappointment)

- F. One *Republican Alternate* Member
Conservation Commission
Five Year Term to expire November 30, 2009 or until a successor is appointed
(Theresa Langevin – reappointment)

- G. One *Democratic Alternate* Member
Conservation Commission
Five Year Term to expire November 30, 2010 or until a successor is appointed
(Winsome Barnaby – reappointment)

- H. One *Democratic Alternate* Member
Conservation Commission
Five Year Term to expire November 30, 2010 or until a successor is appointed
(Sheila Smith – reappointment)

- I. One *Democratic* Member
Conservation Commission
Five Year Term to expire November 30, 2010 or until a successor is appointed
(James Destaulle – resigned - VACANT)

- J. One *Republican* Member
Economic Development Commission
Five Year Unexpired Term to expire January 31, 2008 or until a successor is appointed
(Rufus Jones – resigned – VACANT)

XIII. Resignations and Appointments

December 19, 2005

- K.** One *Republican* Member
Historic District Commission
Five Year Term to expire October 11, 2009 or until a successor is appointed
(Marcia Hinckley – resigned - VACANT)
- L.** One *Republican* Member
Housing Authority of the Town of Windsor
Five Year Term to expire July 31, 2010 or until a successor is appointed
(Charles Patsky – reappointment)
- M.** One *Republican Alternate* Member
Human Relations Commission
Three Year Unexpired Term to expire May 31, 2006 or until a successor is appointed
(VACANT)
- N.** One *Republican Alternate* Member
Human Relations Commission
Three Year Term to expire May 31, 2007 or until a successor is appointed
(F. Evelyn Smith – moved from alternate to regular member - VACANT)
- O.** One *Democratic Alternate* Member
Inland Wetlands and Watercourses Commission
Four Year Unexpired Term to expire March 31, 2008 or until a successor is appointed
(Dean Massey – moved from alternate to regular member - VACANT)
- P.** One *Republican Alternate* Member
Public Building Commission
Three Year Term to expire November 30, 2008 or until a successor is appointed
(James Bennet – reappointment)
- Q.** One *Democratic Alternate* Member
Town Planning & Zoning Commission
Two Year Unexpired Term to expire November 10, 2007 or until a successor is appointed
(Bob Dallesander – resigned - VACANT)
- R.** One *Democratic Alternate* Member
Town Planning & Zoning Commission
Two Year Term to expire November 10, 2007 or until a successor is appointed
(Michael O'Brien – reappointment)
- S.** One *Republican Alternate* Member
Town Planning & Zoning Commission
Two Year Term to expire November 10, 2007 or until a successor is appointed
(Katherine Chiodo – reappointment)
- T.** One *Republican* Member
Town Planning & Zoning Commission
Five Year Term to expire November 14, 2010 or until a successor is appointed
(Elizabeth Parker – reappointment)

XIII. Resignations and Appointments

December 19, 2005

- U. One *Democratic* Member
Wilson/Deerfield Advisory Committee
Three Year Unexpired Term to expire April 30, 2008 or until a successor is appointed
(Kenneth Means – resigned - VACANT)

- V. One *Democratic* Member
Youth Commission
Three Year Unexpired Term to expire September 30, 2007 or until a successor is appointed
(Michael Reynolds – resigned – VACANT)

- W. One *Democratic* Member
Zoning Board of Appeals
Four Year Term to expire November 14, 2009 or until a successor is appointed
(Fran Rothenberg – reappointment)

- X. One *Republican* Member
Zoning Board of Appeals
Four Year Term to expire November 14, 2009 or until a successor is appointed
(Joseph Breen – reappointment)

- Y. One *Republican* Member
Zoning Board of Appeals
Two Year Term to expire November 10, 2007 or until a successor is appointed
(Thomas Ferranti – reappointment)

- Z. One *Democratic Alternate* Member
Zoning Board of Appeals
Two Year Term to expire November 10, 2007 or until a successor is appointed
(Roseanne Lombardo – reappointment)

**Windsor Town Council
Council Chambers – Town Hall
December 5, 2005
Unapproved Minutes**

Mayor Trinks called the regular meeting to order at 7:30 p.m.

1. Roll Call – Present: Mayor Trinks, Deputy Mayor Curtis, Councilor Gegetskas, Councilor Herzfeld, Councilor Jepsen, Councilor Moreton, Councilor Mulligan and Councilor Simon

Absent: Councilor McDonald

2. Prayer – Deputy Mayor Curtis
3. Pledge of Allegiance – Deputy Mayor Curtis
4. Proclamations/Awards
 - A. Proclamation Honoring the 175th Anniversary of the Windsor Fire Company

Councilor read the proclamation Honoring the 175th Anniversary of the Windsor Fire Company.

5. Public Communications and Petitions

Mr. Robert Field, 615 Rainbow Road, spoke to the Council regarding the Rainbow Road area. The people on Stone Road and Rainbow Road are concerned about the traffic they have been experiencing. He submitted a petition signed by residents. There are very large dump trucks traveling from East Granby to International Drive to Rainbow Road to Rte 75 and then to Windsor Locks. The police have been trying to slow drivers down, but that is not always possible. In the past, there was discussion of a traffic circle.

Mr. Joseph Cicero, III, 109 River Street, reported that he received one phone call after his public comment at last month's meeting. He will be here every month until the issue of his property is resolved. The Town Planning Department prides itself on the fast track to development, which seems like the inside track to development. Town Manager Souza is looking into a traffic study, which is the first step in this process.

6. Report of Appointed Boards and Commissions
 - A. Board of Education

Mr. Adam Gutcheon, BOE, gave a report to the Council. There is a Latino Club at Windsor High School (WHS) that held a celebration of Latino culture that was a tremendous success. The Bio Bus will be visiting WHS tomorrow. It is a mobile bio lab bus that visits schools across the country. Sage Park Middle School Challenge Math entered the online math challenge. Two of the three teams won awards as well as individuals.

Deputy Mayor Curtis asked when the next Board of Education meeting is. Mr. Gutcheon responded that it is December 20, 2005.

7. Town Manager's Report

Annual Toy Drive This Weekend

Windsor Emergency Services in conjunction with Windsor's Healthy People initiative will be holding their annual toy drive on Saturday and Sunday, December 10th and 11th from 9:00 AM to 3:00 PM in front of the Public Safety Complex located on Bloomfield Avenue. All new toy and money donations will be used toward gifts for children of need in the Town of Windsor. For more information, you can call 285-1983.

Torchlight Parade

Join the fun as fire trucks and vehicles from Windsor businesses and for a civic organization parade in their holiday decorations in the annual Torchlight Parade this Saturday, December 10th in the center of town. The parade will begin on Remington Road at 6:30 PM and proceed through downtown Windsor. A bonfire (supervised by Windsor volunteer firefighters) at the pond by the commuter parking lot will follow the parade with complimentary refreshments sponsored by Windsor Federal Savings. For more information, call 688-5165.

Sage Park Athletic Fields

Ponding of water is occurring just outside the infield in right field and left field, as well as further out in right field (along the edge of the practice football field).

In general, Sage Park is fairly flat with a minimal slope. The infield was designed to drain to just outside the infield at the beginning of the outfield. These low points continued towards the first and third base sides of the field. However, the water is ponding in these areas instead of running off to the sides of the field.

Public Works crews will remove the soil in the areas with ponding water. We will dig out those areas to a 2 to 3 foot depth and replace the soil with a more free-draining material. The desire is to allow the water to drain down more freely through the sand and into the non-compacted subsoil. We will also re-grade the dirt part of the infield in the area used by the shortstop to allow for water to drain off of that area.

Deputy Mayor Curtis commented on the trucks in the area of Rainbow Road and asked why they are taking this route. Town Manager Souza said that the Police Department has spoken with the drivers and noted that we cannot prohibit the trucks from taking that route but we can enforce our local traffic laws.

8. Communication from Council Members

Councilor Gegetskas – None.

Councilor Herzfeld – None.

Councilor Jepsen – None.

Councilor McDonald – None.

Councilor Moreton – None.

Councilor Mulligan – None.

Councilor Simon – None.

Deputy Mayor Curtis – None.

Mayor Trinks – None.

9. Reports of Standing Committees

A. Finance Committee - met November 30th to discuss property revaluation on the agenda this evening.

B. Town Improvements Committee – met on November 28th to discuss items on the agenda this evening.

C. Health and Safety – None.

D. Special Projects – None.

E. Joint Board of Education and Town Council Committee – None.

F. Personnel Committee – None.

10. Ordinances

None.

11. Unfinished Business

None.

12. New Business

A. Discussion regarding Windsor's 2006 legislative priorities

Moved by Councilor Simon, seconded by Councilor Moreton to accept the following issues as Windsor's legislative priorities for the 2006 Connecticut Legislative Session including but not limited to property tax reform, reform of the education finance system and increased investment in the transportation infrastructure.

Councilor Mulligan said that one aspect of the property tax reform we should request is that legislature addresses is revaluation. This whole issue needs to be reformed.

Deputy Mayor Curtis agrees with Councilor Mulligan. Everything we do in town hinges on property tax reform.

Mayor Trinks hopes that other towns will support property tax reform.

Councilor Simon said that these suggestions are deliberately vague to get bipartisan approval.

Councilor Moreton added that there would be public comment if anyone would like to address the legislators at the meeting.

Councilor Jepsen made a friendly amendment to add, "to be included but not limited to" within the body of the motion. Councilor Simon accepted the friendly amendment.

Motion Passed 8-0-0

B. Discussion of October 2005 property revaluation process

Moved by Councilor Simon, seconded by Deputy Mayor Curtis that the 2005 property revaluation process to not be implemented.

Town Manager Souza gave an overview. Mr. Steve Kosofsky, Town Assessor, made a presentation on the property revaluation process.

Councilor Simon said that the 2005 revaluation is not required by law.

Councilor Moreton asked if the commercial property growth is new. Mr. Kosofsky said that it has remained the same for the past six years. It is however, continuing to increase in value.

Councilor Herzfeld asked if our property value is consistent with other towns. Mr. Kosofsky said that overall, we are in the range. He doesn't see signs that this market is dropping and it may not be increases we have experienced in the last two years, but it is increasing.

Councilor Gegetskas asked if the gap between residential and commercial would close up. Mr. Kosofsky said that new development definitely has a factor.

Councilor Simon asked what this means for a tax increase. Mr. Kosofsky said that 10-15% is a fair estimation for the average. Many homes in Wilson and condominiums would sustain an increase substantially higher than 10-15%. Councilor Simon said that this is not the right time to implement revaluation.

Councilor Jepsen asked what the budget impact would be. Town Manager Souza said that to do a complete revaluation, it would cost roughly \$35,000. The possibility is to look at other ways to minimize the cost. Perhaps we could mitigate the cost on an annual basis and check it in the early summer to give the Council a sense of what the changes may be.

Councilor Simon said that we should do this every year. This year, we have started earlier and have more detailed decision-making and while a lot may not change by next year, the ability to make a decision next year is desirable.

Councilor Mulligan asked what this exercise cost this year. The original contract was \$35,000 and if we decide not to continue this evening, we would save \$5,000. The Town of Windsor is on a new frontier. No one in the State of Connecticut has done this. The price has come down considerably. Even in 2008, this process can be done as required by law for no more than \$50,000.

Councilor Moreton said that the Council needs information each year before they make a decision. Residents will have a better understanding about the process.

Councilor Gegetskas agreed with Councilor Moreton, but asked if there was a way to get the information without spending the \$35,000. Town Manager Souza said that perhaps we could get the information earlier in the summer to get the contract price down even further.

Councilor Mulligan asked if we could take a sampling of each of the sectors to get a feeling of where the property values are going. Mr. Kosofsky said that we could provide that on a neighborhood by neighborhood basis.

Councilor Herzfeld said this is a good exercise and it will reduce the blind sighting. He supports the motion that we not go through with this revaluation.

Motion Passed 8-0-0

C. Authorize funding for Roger Wolcott Early Childhood Center Code Compliance Project

Moved by Councilor Moreton, seconded by Councilor Mulligan that \$155,000 be appropriated from the Capital Outlay Fund to Project #9325 Roger Wolcott Compliance Project, for the purpose of financing the Roger Wolcott Early Childhood Center Code Compliance Project.

The project is eligible for approximately 45% reimbursement from the State. If the project gains State approval, the exact projected reimbursement rate will be established at that time.

Motion Passed 8-0-0

D. Approve appropriation of \$37,000 to fund design of White Rock Drive Culvert Replacement Project

Moved by Deputy Mayor Curtis, seconded by Councilor Jepsen that \$37,000 be appropriated from the Capital Outlay Fund to Project #9091 entitled White Rock Culvert, for preliminary engineering evaluations and design for the Batchelder Road causeway project.

As a result of the heavy rain on October 15th, there was a variety of damage to the town's infrastructure. Temporary restoration has been completed at this time, but there is further work required to make permanent repairs as well as to mitigate future flooding and to improve public safety.

Councilor Jepsen requested better estimates on construction projects. Town Manager Souza agreed.

Motion Passed 8-0-0

E. Approve appropriation of \$30,000 to fund design of Rainbow Road Culvert Replacement Project

Moved by Councilor Moreton, seconded by Councilor Mulligan that \$30,000 be appropriated from the Capital Outlay Fund to Project #9090 entitled Rainbow Road Culvert, for preliminary engineering evaluations and design for the Batchelder Road causeway project.

Councilor Jepsen asked if the engineering study could take the traffic study into effect as well as this project. Mr. Tom Lenehan, Town Engineer, said that it would be a good place for a traffic circle because there are intersecting roads. It is something that could be reviewed. Traffic circles run in the vicinity of \$100-200,000 depending on the features.

Councilor Moreton said that at a Town Improvements meeting, residents have discussed flooding with a brook upstream from Rainbow Road. Mr. Lenehan responded that it is one of the disadvantages of having an undersized culvert.

Motion Passed 8-0-0

- F. Approve appropriation of \$47,000 to fund design of Batchelder Road Improvement Project

Moved by Deputy Mayor Curtis, seconded by Councilor Jepsen that \$47,000 be appropriated from the Capital Outlay Fund to Project #9089 entitled Batchelder Road Improvements, for preliminary engineering evaluations and design for the Batchelder Road causeway project.

Mr. Tom Lenehan, Town Engineer, provided a brief overview of the project.

Councilor Jepsen asked if the design would consider widening the road. Mr. Lenehan said that the analysis would.

Motion Passed 8-0-0

- G. Approve use of Town Green for Shad Derby Day

Moved by Councilor Herzfeld, seconded by Councilor Gegetskas that the Windsor Shad Derby Bureau be granted permission for the use of the Town Green for its annual Windsor Shad Derby Festival to take place on May 20, 2006.

Motion Passed 8-0-0

- H. Approve amendments to cell tower contracts

Moved by Councilor Herzfeld, seconded by Councilor Gegetskas that the Town Manager be directed to finalize and execute amendments to the cell tower leases between the Town of Windsor and Cingular Wireless as described in Option One.

Town Manager Souza provided an overview of the amendments to the cell tower contracts.

Councilor Simon thinks that this is discouraging and places no weight on a guarantee of a 15-year lease. We have to face the fact that this revenue is going away.

Motion Passed 8-0-0

13. Resignations and Appointments

K, q, cc

Moved by Councilor Jepsen, seconded by Councilor Mulligan to:

Item K: Reappoint David Raney as a republican member to the Hartford Area Cable Television Advisory Council for a two year term to expire December 31, 2007 or until a successor is appointed

Item Q: Reappoint Leon Alford as a republican member to the Public Building Commission for a three year term to expire November 30, 2008 or until a successor is appointed

Item CC: Appoint Loretta Raney as a republican alternate member to the Zoning Board of Appeals for a two year term to expire November 14, 2007, or until a successor is appointed.

Motion Passed 8-0-0

14. Minutes of Preceding Meetings

A. Minutes of the November 21, 2005 Regular Town Council Meeting

Moved by Councilor Jepsen, seconded by Councilor Moreton to accept the minutes of the November 21, 2005 Regular Town Council Meeting. Corrections: Page 13, calendar motion is seconded by Councilor Herzfeld and page 11, the landfill was referred to Finance Committee.

Motion Passed 8-0-0

15. Public Communications and Petitions

None.

Moved by Councilor Jepsen, seconded by Councilor Mulligan to enter into Executive Session at 9:25 p.m. for the purpose of:

A. Discussion concerning the appointment employment, performance, evaluation, health or dismissal of a public officer or employee

Motion Passed 8-0-0

16. Executive Session

Present: Mayor Trinks, Deputy Mayor Curtis, Councilor Gegetskas, Councilor Herzfeld, Councilor Jepsen, Councilor Moreton, Councilor Mulligan and Councilor Simon

Staff: Town Manager Peter Souza

Town Manager Souza entered Executive Session at 9:40 p.m.

Moved by Councilor Jepsen, seconded by Councilor Mulligan to exit Executive Session and re-enter the Regular Town Council meeting at 9:58 p.m.

Motion Passed 8-0-0

Moved by Councilor Mulligan, seconded by Councilor Moreton that as a result of the annual performance evaluation of the Town Manager, that the Town Manager's salary be increased by 3%, effective December 1, 2005.

Motion Passed 8-0-0

17. Adjournment

Moved by Councilor Jepsen, seconded by Councilor Gegetskas to adjourn the Regular Town Council Meeting at 9:59 p.m.

Motion Passed 8-0-0

Respectfully submitted,

Kristin Countryman
Clerk of the Windsor Town Council

Cc: Town Clerk
Main Library
Wilson Branch