



Site Development Application

TOWN PLANNING & ZONING COMMISSION

Blueprint Partners Corp. C/O Thomas P. Cody, Robinson & Cole LLP (860) 275-8264
Name of Applicant Phone #

280 Trumbull Street, Hartford, CT 06103 tcody@rc.com
Applicant's Address E-mail Address

Are you the... [] Owner [] Optionee [] Buyer [x] Agent [] Other

If other please explain:

River Bend Development CT, LLC
Owner(s) of record (if other than applicant) Phone #

204 West Newberry Road, Bloomfield, CT 06002
Owner's Address E-mail Address

11 Goodwin Drive, Windsor, CT 06095 (Map 24, Block 133, Lot 11)
Address of Subject Parcel(s)

Industrial 62.47 acres 462,757 sq. ft.
Zone of Subject Parcel(s) Size of Subject Parcel(s) # of Dwelling Units Gross Non-Residential Floor Area

The proposed use category of the property is for Manufacturing; Limited outdoor storage; Design flexibility, which is a:

[x] Permitted Use [x] Special Use [] Non-Conforming Use

...in accordance with the following Section(s) of the Zoning Regulations: 8.4.B; 8.6.B; and 8.2.3.F

See attached authorization letter
Applicant's Signature Date

See attached authorization letter
Owner's Signature Date

Office Use Only*****

Fee \$ Ck. No. App. rec'd by: Comm. Action/Date:

Blueprint Partners Corp.
11 Goodwin Drive, Windsor, CT
Application for Special Use Permit and Site Plan Approvals

Summary of Application

This is an application for site plan and two special use approvals by Blueprint Partners Corp. (“Blueprint”), the contract purchaser of a portion of the property located at 11 Goodwin Drive in Windsor (Tax Assessor Map 24, Block 133, Lot 11) (the “Property”). The Property is owned by River Bend Development CT LLC and is undeveloped. A separate application was filed for a resubdivision of the current 11 Goodwin Drive parcel consisting of about 63 acres to create two lots, which was recently approved by the Commission. Blueprint would purchase and develop “Parcel A” which is the approximately 48-acre southerly parcel. The Property is zoned Industrial.

Summary of the Project

Blueprint seeks to develop the Property with construction of a building for a high-technology manufacturing use with a footprint of about 450,000 sq. ft., together with a 90,000 sq. ft. covered area for outdoor storage, 213 car parking spaces, 20 trailer parking spaces, 8 loading spaces, and other associated site improvements including grading, drainage, utilities, and landscaping (the “Project”).

The Property is currently an undeveloped field located on the southern side of Day Hill Road between Goodwin Drive and Old Iron Ore Road. Surrounding properties and uses include an Amazon Fulfillment Center to the south, an undeveloped field to the west, a mix of commercial office buildings and uses to the north, and a sports complex (Fastpitch Nation Park) to the east.

Blueprint is a manufacturer of technologically advanced off-site building systems for use in the U.S. construction market. Blueprint is dedicated to transforming the wood framed construction industry with its “A Better Way to Build” approach. Wood-framed wall, floor, and roof panels are currently produced efficiently in Blueprint’s 200,000 sq. ft. production facility in the Baltimore, MD area utilizing state-of-the-art CNC machinery to cut, fasten, drill, and rout panels to accommodate the mechanical, electrical, plumbing, and fire protection systems of individual construction projects. Blueprint’s Windsor facility will expand Blueprint’s manufacturing capabilities and bring its products closer to the New England construction marketplace.

Special Use Approvals

The principal use that is proposed (manufacturing) is a permitted use in the Industrial zone with site plan approval. This Application also requests approval of the following two special uses:

1. Outdoor Storage (section 8.6.B): The Project includes a 90,000 sq. ft. covered outdoor storage area which would be located behind the principal building. Uses requiring outdoor storage of material or products are permitted with special use approval, provided certain conditions are satisfied.

2. Signature Building (section 8.2.3.F): In order to provide for design flexibility to accommodate a signature architectural and/or LEED certified building, the Commission may reduce or eliminate the minimum masonry, brick, cut stone, or pre-cast concrete standards, as well as the flat roof standards provided for in the regulations, with special use approval. The Application proposes a signature building and the architectural details are provided in the plan sheets section of the Application.

As shown in the architectural plans, the proposed building will be of high-quality design and will utilize materials (primarily cross-laminated timber wall panels) that complement the area surrounding the Property. The signature architectural character of the building is accentuated by the gently-undulating roof design with exposed structural supports and sloped bracing along the north façade facing Day Hill Rd.. The majority of the rooftop mechanical units will be placed such that they will not be visible from grade at any angle, and the few that may be visible from the road will be screened so as not to detract from the signature character of the building. The building will house a high-technology use which is new to the area, bringing new jobs and products to the community. The proposed building will not have any adverse impact to adjacent developments.

The proposed outdoor storage use and signature building are also consistent with the considerations for special uses outlined in Zoning Regulations section 15.1.3. The special permit criteria appear below in *italics* with responses discussed immediately after.

1. *The nature of the proposed site, including its size and shape and the proposed size, shape, character, and arrangement of proposed structures and landscaping.* The proposed manufacturing use is consistent with the uses allowed in the Industrial zone and is compatible with the surrounding commercial and industrial uses in the area. The proposed building is of a size and character that is consistent with the Industrial zone and compatible with the surrounding area.
2. *The resulting congestion, vehicular, and pedestrian circulation and adequacy of the street system and other public facilities.* As discussed further below, a Traffic Impact Study has been submitted with this Application and anticipated traffic is not expected to have an adverse impact to existing traffic operated conditions.
3. *The nature of the surrounding area and the extent that the proposed use or feature will be in harmony with it.* The surrounding area consists of commercial office uses to the north, a sports complex to the east, an Amazon Fulfillment Center to the south, and an undeveloped field to the west. The proposed building is of a scale and design that will be in harmony with the surrounding area and will incorporate façade features that will serve to break down the apparent length of the structure, particularly along the long north and south facades. The proposed high-technology manufacturing use is consistent with allowed uses in the Industrial zone and will not have any adverse impact on existing uses in the area.

4. *The public need of the proposed use or uses on the proposed site at the time of application.* The proposed high-technology manufacturing facility will create jobs and increase the tax base of the Town. The Property is zoned for industrial uses, which indicate that the Town desires to have such uses at the Property and in the surrounding area.
5. *The Plan of Conservation and Development and other expressions of the purpose and intent of the Zoning Regulations.* The Property is located within the area the 2015 Windsor Plan of Conservation and Development (POCD) identifies as the Day Hill Corporate Area. (POCD at 10-3). The POCD recognizes that Day Hill Corporate Area is one of the premier business locations in the region due to the high quality of development along Day Hill Road. The proposed signature building will complement and add to the quality of development in the area. One of the strategies outlined in Chapter 10 of the POCD for maximizing revenue potential in the Day Hill Corporate Area is to “continue to focus economic development activity on **manufacturing**, warehousing, data centers, hotels and other uses with low- or off-peak traffic demand in appropriate locations where traffic congestion is critical.” (POCD at 10-15; emphasis added). The proposed high-technology manufacturing facility is consistent with this strategy.
6. *The environmental, ecological, soil, and drainage characteristics of the site and the surrounding area.* As discussed further below, the proposed stormwater management plan for the Project has been designed in general accordance with Town of Windsor requirements, the 2004 CT DEEP Stormwater Quality Manual (SQM), and the 2000 CT DOT Drainage Manual.

Deferred Parking

Section 3.3.1.H of the regulations provides that, depending on the parking needs of a particular tenant, the Commission may authorize a phased development of the off-street parking area in compliance with certain criteria. The construction of the parking area and installation of the spaces may be phased according to short- and long-term needs of the proposed use(s). Up to 50% of the total required spaces may be deferred in reserve parking, except that for buildings with highly automated manufacturing operations, this deferred percentage may be increased to 75%.

The Application proposes a deferral of approximately 73% of the required spaces because the proposed use is a highly automated manufacturing use that will not have the density of employees within the facility as compared to a traditional manufacturing facility. Blueprint will employ approximately 182 people – 140 manufacturing workers, 10 truck drivers and 42 office personnel. Manufacturing will be split into two equal shifts from 6:00 a.m. to 6:00 p.m. Whereas 792 spaces would be required using the standard parking ratios provided in the regulations, the Application proposes to defer the construction of 599 spaces and to install 213 spaces. The Application includes a reserve parking plan which demonstrates that the full amount of required parking could be provided if it is ever determined to be needed.

Traffic

A Traffic Impact Study has been submitted with this Application. The proposed facility will be served by two full-access driveways on Goodwin Drive and two full-access driveways on Old Iron Ore Road. The Traffic Impact Study demonstrates that anticipated traffic associated with Blueprint's proposed highly automated manufacturing use is not expected to have an adverse impact to existing traffic operated conditions.

Stormwater Management

The proposed stormwater management plan for the Project has been designed in general accordance with Town of Windsor requirements, the 2004 CT DEEP Stormwater Quality Manual (SQM), and the 2000 CT DOT Drainage Manual. The system incorporates stormwater quality measures to promote groundwater recharge and minimize passage of pollutants to downstream receiving waters. The Project incorporates stormwater quality measures, including primary treatment practices, secondary treatment practices, and innovative/emerging technologies as defined in the SQM. The Project has also been designed to provide peak runoff rate attenuation to significantly reduce the peak rate of stormwater runoff leaving the Property under the proposed conditions. Langan has prepared a Stormwater Management Report which has been submitted with the Application.

Erosion and Sediment Controls

An erosion and sediment control plan has been designed for the Project in accordance with the 2002 Connecticut Guidelines for Soil Erosion and Sediment Control and is included in the Application. A variety of erosion and sediment controls will be employed to minimize erosion and transport of sediment to wetland resources areas during the earthwork and construction phases of the Project. Details of the erosion and sediment controls are provided in the Project site plan sheets prepared by Langan.

Landscaping and Lighting

The landscaping plan is designed in compliance with the landscaping requirements of section 3.1 of the Zoning Regulations. Specifically, the landscaping plan includes perimeter plantings to screen the Property from the street and adjacent properties. The landscaping plan also includes landscape islands within parking areas in compliance with section 3.1.C of the Zoning Regulations. All proposed plantings are species native to New England, including shade trees, understory trees, evergreen trees, and understory plantings. Native seed mixes are specified throughout the site to increase biodiversity, promote pollinator species, and native habitat. Irrigation is proposed within 50' of the right-of-way in conformance with the Zoning Regulations.

The lighting plan, which is included in the site plan set, uses a combination of pole-mounted and wall-mounted exterior lighting designed to prevent light trespass onto adjacent properties and to reduce glare as required under section 3.2 of the Zoning Regulations. Maximum fixture height is 24', with footings extending no greater than 6" above finished grade. All fixtures are full cut-off

LEDs with 3000 Kelvin color temperature in compliance with the dark-sky requirements. B-U-G ratings do not exceed those allowable per section 3.2 of the Zoning Regulations.

Conclusion

This Application seeks approval of a site plan and two special use permits for the development of 11 Goodwin Drive. The Project would include a high technology manufacturing facility with a building footprint of 451,409 sq. ft., together with a 90,000 sq. ft. covered outdoor storage area and associated parking, circulation, loading, drainage, landscaping and utilities improvements. The proposed use is permitted in the Industrial zone district with site plan approval. Special use approvals are proposed for the covered outdoor storage area and the proposed design of a signature building.

In summary, the applicant respectfully submits that the Application is complete, includes all of the information required by the Zoning Regulations, and is consistent with all special use and site plan decisional criteria.