

## **MEETING APRIL 30, 2014 AT 7:00 P.M.**

Neil Pade: I want to thank everybody for coming. We are here as the first night of the project the town has embarked on to develop new design regulations as we are calling it. Some people refer to it as the Charrette. Basically what we are looking to do this evening and over the next couple of months is to work towards an intensive hands on public workshop that will occur on the week of June 9 through June 12. This is intended to engage the public, residents, property owners, commercial property owners, residential property owners, merchants, small business owners, and owners of large commercial properties, to try to develop a vision of what it is the community is looking for on Route 44, more specifically, and then in Collinsville.

We are trying to get that vision so that we can develop new regulations that would allow that vision and allow what the community says is okay in regards to how development is going to be situated on lots and what the design standards are. We want to be able to give people when they come into town looking to do development in the community a very quick no or very quick yes depending on whether that type of project meets the design expectations that are laid out through this process.

And it is a big process. We are talking about substantially changing property rights and what people can and can't do with their property. It is something that you have to do very carefully. There are a lot of different expectations to get to this process and I want to make sure you understand that we are trying to talk to everybody and getting full input.

This is a pre-workshop education section that is going to be focused on zoning, the purpose of zoning and what it does in looking at our existing zoning and how that regulates to development currently, as well as some of the goals and initiatives of our POCD, our Plan of Conservation and Development, that also guides regulatory changes as they pertain to private property.

That is what we are focusing on tonight. As this process goes forward though, I want to make sure everybody understands that there are going to be several different assessments that we are going to be looking at.

The first is the regulatory assessment, some of which are going to be discussing tonight, the current regulations on use of property.

Another one is going to be the community assessment where we are really trying to engage the stakeholders in the public with those hands on session in June.

We are also going to have a site assessment looking at the physical conditions on Route 44, and we might come up with ideas of things that we would really like to see but we have to make sure that the sites can physically support those without any resulting in environmental harm or other types of consequences.

And then the fourth is a market assessment and that is a safety check on this project to make sure that we don't come up with a vision or new regulations that really look nice in a wonderful, perfect future community but the reality is somebody in the market has to be willing to bring that forward. We don't want to create regulations that are unrealistic. So that is what this project is about in a nutshell. We are going to turn the evening over to Sarah Lewis, who is our consultant from Fuss & O'Neill, who is going to be the project lead as we go forward.

Sarah Lewis, AIA, LEED AP, CNU-A, Fuss & O'Neill: For those of you who have been at the town meeting and Board of Finance approval and they are probably already familiar with my face and they are going to be sick of me by the time we get to the fall. I am with a company called Fuss & O'Neill and we are the consultants on this. I am actually an architect by training, urban designer, who writes form based codes, does a lot of public facilitation meetings. So as Neil had said, I am going to talk tonight about that. So for those of you who have been hands on through the zoning rewrite and the POCD process, a lot of this is going to be somewhat duplicative. The idea of having these sessions though is for those who have not been involved in the process so far, who may not understand what the Plan of Conservation and Development is or realize what the current zoning is set up to allow and not allow. Without further ado, I am going to hand it over to Stephanie White also with Fuss & O'Neill.

Stephanie White: Thanks Sarah. So tonight I am just going to give you guys a full review of the POCD and how it is going to relate to the new design guideline regulations that we and the community are going to develop. So what is the POCD; it is one of those acronyms that gets thrown around in today's world, and planning world. It's called Plan of Conservation and Development and it is an official written document that gets adopted by the town which basically outlines the goals and recommendations to help guide the future of the town. Every town in Connecticut has a POCD and they get updated throughout the years. Some of you may know that the town recently underwent a rewriting of the POCD, and last week it finally got adopted. The POCD is broken up into two separate documents, the strategic plan and the implementation plan. Basically the strategic plan is kind of a verbal vision of what everyone wants in town for future and what are the important goals, what are the desires, and what are the things that there is to want to preserve and enhance to improve the quality of life in the town. The implementation plan is more of an action plan in which there is a set of prioritized guiding principles that lay out the tasks of those goals that were set in the strategic plan that will kind of get updated throughout the years of the POCD and it's kind of the who, what where of the plan.

First I am going to run through quickly the 3 kind of top priorities in the strategic plan that were designated throughout this document and the strategic plan was kind of a consensus within a focus group of outreach programs. I think the 3 priorities that came out of it were the things that want to be protected in town and their score fundamental values in town that we want to protect and the second priority was how we want to grow the town for commercial and residential development, and the services that we want to have in future town. We have great services already but what are the new services we want to incorporate into the town to keep advancing the quality of life. The four priorities that you want to protect which were community character, natural resources, open space, and agriculture.

Character is huge and very, very important to Canton and its special unique character that so many towns would love to have and we understand the importance of keeping that character, the physical character and the social character in the town.

The second thing to protect is obviously the natural resources and the Farmington River obviously is a huge asset to the town, and we want to protect, with so many benefits, from recreational to ornamental benefits for the town; the open space in the town that adds to the rural charm, that everyone loves about Canton; and obviously the open space of the Farmington Rail Trail Greenway which is a huge asset to the town, has become a regional destination and developing the new design regulations, we want to make sure that more access and connectivity to the rail trail, and get more users.

Agriculture, farms and farmland history in town and is an important sustainability aspect to the town providing both food source and we have a great farmer's market already in Collinsville that is thriving.

The second priority is economic development of commercial areas and your residential development.

So economic development basically suggests new codes to dictate where the right location is for new businesses, and commercial and mixed use areas of town so that they are on the right scale and right character that complement the community.

In terms of residential development, we want to maintain the great neighborhoods we already have but also look at providing new different housing types and different densities and new neighborhoods that are great places to raise children. And better connected to parks and playgrounds within walking distance to commerce. Then lastly the priority the services you want to have. The great community facilities already here, the schools and community pools and the river but also looking at new facilities and new services that we don't currently have or we could see more of, more neighborhood parks, more playgrounds or public squares that can attract more outdoor events and outdoor concerts and the like. So those are some of the things to think about when looking at these new design regulations. Another priority is looking at transportation. Right now the one mode of transportation in town is the automobile. We want to shift that to become more pedestrian friendly and bike friendly town. We are looking at complete streets being incorporated into the regulations. We are looking at new areas for development but not just looking at your typical infrastructure but looking at new ways of infrastructure and green streets with bio-swales, in which the water is infiltrated into the soil and then gets recharged into our ground water system versus being directed into catch basins and piped directly out into our waterways. The idea is for other green infrastructure and the like. The second documentation is the implementation plan is where this is all tied into our design regulations and extracted out the top priorities in this implementation plan that are basically relating to our design code regulations and these tasks and these goals that were set forth in the implementation plan are all going to be incorporated in our new design code regulations, and we will be able to kind of check them off the list. The first top one is transition to form-based codes in Collinsville and other mixed use zones and that is why we are here tonight and looking at complete streets and expanding sidewalks. Basically we have our visual vision of what we want and Sarah is going to be telling us how we are going to get there.

Sarah Lewis: First of all I want to give you a couple of statistics and this has to do with our fundamental ~~why~~ why do we need to consider growth?+ Change is always difficult for everybody, but unless we start thinking about ahead of time and planning for it, we are dealing with two of these largest generations in American history, baby boomers and the millennials. So the statistics are right now that by the year 2030, 20% of the US population is going to be over the age of 65. Are they are going to want the big two story suburban houses? Maybe not. There needs to be a few more options. At the same time, there are the millennials who are getting married later, starting families later, so their needs for housing is also changing into different housing types than what we have been building so far and what there is a lot of in Canton. and the real estate values here on paper, those of you who are homeowners, are fantastic. For a young person who wants to come into this town, there are basically very, very few options, so all of these things get rolled in with the vision that came out of the Plan of Conservation and Development and understanding that along with the housing types and the millennials, where as we grew up and the first possible moment you got your driver's license and it was all about getting in a car and if your birthday happened to be earlier in the year than your friends, you

were the cool one because you were the one who got to drive everybody around. Now, I have nieces and nephews who don't even have a driver's license. They have the little issued ID but if they do have a driver's license, they share their cars or they ride their bikes. There is a whole scene change that has taken place that we need to fold in with the design regulations. So the intent is making sure that we take what is in the POCD as a very verbal document, a vision the goals. How do we then translate that into something that is very visual because a picture is worth a thousand words. So we all want to make sure that we are on the same page before we start writing the regulations, the rules and the laws as to what it will be moving forward.

So as Neil said, the Charrette hands on portion is going to be the beginning of June and that is when we definitely want a big turnout. We would like each of you to bring ten people on June 9<sup>th</sup>, because the more input we get and more variety of residents, business owners, families, and even children because, where there is a lot of times where I sat in the Charrette with adults, but the first time I ever heard the term "spray-ground" was from a 12-year-old who basically wanted one of those smaller water fountain parks to play in but instead of just saying well we want a park, she was very specific about what that park needed to do, and these are the future of Canton, so let's not forget those.

The idea of this workshop is the opening night will be the hands on session where we are going to be listening to you. You need to tell us what the vision is, what the thoughts are on different areas interest.

Over the course is four days and the reason it is four days is the idea that there needs to be at least three feedback loops. So what happens is the design team will get hands on ~~to~~ brain dump and chew on it a little bit as the professional team. We will have the transportation planners, landscape architects, and urban designers. We have the market folks that are going to be here and start trying to cull what all that means. And then we will have another open house session where you can kind of tell us, did we get it right on the first go around and usually the answer is not quite or sometimes, hopefully it is not a resounding no, it needs to get tweaked and modified and so having those different conversations we can get by the end of Thursday night a work in progress.

We will have something that provides consensus that we all understand what that image is. Coming out of that, we will have a 3-dimensional renderings and drawings. We also need a certain number of minimum decisions made to be able to start planning the regulations. There are going to be some difficult questions that we have to wrap our brains around in certain areas. How tall is too tall? Can it be over 2-1/2 stories? Where in those limited locations is it appropriate to go slightly larger? What are the places that it will never go? So it is thinking about some of those issues that we are going to have to have some difficult conversations. But that is why we need everybody involved so that there is an understanding to make sure everybody is represented.

As Neil had said, the purpose of zoning is (this is one of those funny slides where I am not going to read that and I don't expect you to either) but I want to point out that the top point is not to complicate and confuse, where currently that is generally what the zoning ordinance does.

So what we're looking at is taking new regulations and expanding on them, clarifying certain areas, incorporating as we try to develop the POCD vision elements, making sure that it adding clarity to the process and to the vision itself.

Giving you an example, currently, this has improved in the new regulations. Essentially, the design review process begins before an application came in. That is now limited in time in a perfect world. But still the number of meetings are not controlled. So let's say that all happens according to plan and that means you do the couple of meetings with the designer of your team. The first meeting is so that on day 25, you can actually submit an application for your site plan, which is ten days before a regularly scheduled meeting of the Planning and Zoning Commission. So by the time that monthly scheduled meeting happens, you are 35 days in. For a developer, this is time ticking and this is money and this applies to even the folks who want to put a shed in their backyard in Collinsville, everything needs some sort of process. And then there is also depending on what we get a public hearing, there are also notifications, more meetings to attend, and then there is day 65 after the regularly scheduled meeting, the Planning and Zoning Commission makes their decision. So that is in a perfect world. So all in all now, that decision comes at day 90. That is three months. There is still no assurance that after that three months you are going to get approval. The process is not going to be limited because there are extensions allowed. So this could go on for a long time. By the time the official notification 15 days after the decision goes out, we are looking at about 4 months of process. That is the perfect world. That is the way it is right now.

So one of the things we want to try to clarify is to incentivize economic development that we'd like to see, obviously through financial triggers. In this case, the process could be used as an incentive to spur development because the shorter that time line comes, the less the monetary investment.

So what we are looking at for the form-based code, and you will see that there are study areas that are sort of fuzzily marked. We will be looking at the whole Route 44 corridor, but it is going to make sense and this is where the market assessment gets folded in, development occurs in different node areas. So what we are going to try to define where the most intense development happens versus the transition areas between those nodes. And so that would be as Neil mentioned the whole feasibility issue and to make sure that it is the right place and that it can be actually supported by the market.

Generally we see the Harts Corner, Canton Center where the green is and then also the Eastern Gateway and then Collinsville. We always put Collinsville into a slightly different category because it is more about protection and preservation and enhancement than it is about new development and growth because it does need to be protected.

I will give you an example why we need to look at Collinsville a little bit more closely. This is the zoning from the new zoning map. As you can see, there is the underlying zoning, where there is some business district, some residential which is the R-1, so if you look at the requirements for those zoning districts, the smallest lot that you can have in a B (Business) District is 30,000 square feet. Do you think the Lasalle Market lot is 30,000 square feet? Not even close. Everything that happens in Collinsville is against the current rules. The idea is codifying what is there and making it legal if there is an empty lot than what is built is appropriate for Collinsville, not appropriate for Route 44. So when you start looking at these minimal lot sizes, you can see sort of the Main Street businesses, that are the minimum lot size and how big that is and that is the residential lot. You need at least 2 Collinsville lots and part of a road to be legal under the current zoning and so that is where the idea of protection comes in.

What we will go through is look at the actual forms that are there, the placements of the buildings, start looking at regulating what is there, where the build to lines are, where the fronts of the homes are and the businesses in relation to a street, and then taking those dimensions

and those types and creating the building form standards for those so that when there is infill development and when there's additions and renovations over a certain size then it will be appropriate to Collinsville and this will be all be done in concert with the Historic Commission, and making sure that the business overlay district is all folded in, so it is going to be a fairly complex process.

A form-based code its simplest terms is if zoning is about land use, it's turning it inside out the land use is still important but becomes secondary. What is more important is the character of the place. So we are looking at the public space of the street and how those buildings and uses relate to the public space of the street. So almost think of the streets as you would a park. It is still public. You have the right to use it. It is called right of way, so it is for all and what happens with the form-based code, it also becomes more of a visual document, so it is easier to understand than a regular zoning ordinance we you have to go to one place to look at the bulk regulations and another place to look at what you are allowed to do with your siting where your fence goes.

So the first part is there are three pieces. The first one is the regulating plan which is sort of like the zoning map, except it focused on the street more than it does on the actual properties, so it is how the properties make a whole. One of the differences will be that in normal zoning ordinances there is a setback requirement and a lot of properties in Canton it is 40 feet and that is from the front property line. So all of the sudden there is this vast area that when it is a business, usually left with a parking lot in front, whereas in a form-based code, there is a build to line so that essentially the buildings shoulder up to the street and start making a street wall that defines this public space. The second part is what is called the building form standards and that has to do with arranging minimum and maximum heights, the number of stories, where buildings sits on the lot, so that it is contributing to, it is almost forcing properties to have a civic responsibility to create this vision that the town wants and so then it breaks down to building form standards will have, example photographs and those are illustrated and then goes into diagrams and documents that show three-dimensionally what can happen, and become understandable about what is being sought.

For example, on Main Street, you want to start looking at what the store fronts are because that makes a different to the character of that Main Street. And the third part is the urban standards, so looking at the streets, if rebuilding streets, how does it get improved? How does the complete street accommodate modes of transportation? Does it provide green infrastructure, for storm water management, that Stephanie had mentioned. So these urban standards talk about that and even things like street lights so that there is a consistency, a character, and it might be that as we go through this process, there is a lot we don't know yet about each sort of area and we can use the term node, it is sort of the study area, will likely have different characters, so does that mean that there's the same street lights in each of those? Not necessarily. This is not a one size fits all project. It is making sure that we get it right for each particular location.

The next steps we are working right now is the site analysis stuff. We are looking at the market analysis and understanding what happens here in Canton economically. We are also looking at the region, Obviously what can occur on the border with Avon can have an effect on what happens in Canton.

Canton is a draw for a larger area recreationally because of the river and the trail amenities. How does that affect the market for businesses, for retail all separate from the need for increased residential. So on May 28, we will be here again and talking about some of those

findings that we've got and that will lay the ground work for the Charrette starting on June 9th, so that hopefully we will have a common language from which to start working.

Questions from the audience:

### **What's the time frame?**

The way the schedule is laid out is that the consultant will be delivering, at the conclusion of this process, a set of Design Regulations to the town which will have in the fall. The Regulations will go to the Planning and Zoning Commission to be reviewed. They have a lot of discretion what they do with them but that would be the process. It is not that the process is going to end on June 12 and then you will have a complete change in regulations on your property. There is still a process that occurs and most of the code writing is going to occur after the Charrette. Some time in the Fall, physical regulations will be presented to the Planning and Zoning Commission, so eventually if they want to go forward with them or a version of them, they will schedule a public hearing.

Question: Do you have a sense of how much developable land there is in each district?

At the moment, no. part of what we (the consultants) are doing as a site analysis now, is figuring that out. There are also barriers. One of the areas near the river which has steep slopes. Canton has a lot of topography, so understanding that and then the drainage ways that feed into the river. Those are all impacts that we need to become aware of to get to the developable number.

Question: (Raz Alexe) Route 44 is a State highway. To what extent do you think envision bringing the DOT to the table? What extent do you think they'd be agreeable to? The brain storming is going to start to throw out there everything under the sun, so they should have a seat in the room.

Answer: Sarah Let me start by saying that I am the eternal optimist. In recent dealings with the DOT for a similar project in Windsor Locks, they have been more amenable to, and they understand the need for the differences between different modes of transportation. So there are a lot of things that they are certainly more amenable to and the thing that we learned a little bit in being somewhat sneaky, as long as we play outside the curves, they are not as fussy. That is not saying we are not going to make recommendations, slowing traffic speed down in certain areas, it is still a state road. Whether we could get on-street parking in certain areas, can slow traffic down.

Neil: I will say that in 2009, there was a law passed that requires the consideration of all users of the roadway (including transit users, cyclists, and pedestrians) whenever a roadway design is or other transportation changes are being considered. Our consultant has a very good relationship with DOT and when Ted DeSanto (Fuss & O'Neill), our transportation engineer call there, they answer the phone. What happens in reality is if you are a community that has placed those improvements for pedestrians and cyclists as transportation priority and a project comes in and goes to DOT review, and you submit them as a community that has already decided and have documented that these are things we want, they are very, very responsive to that. And if we can't, they tend to go back to the old play book. It is really effective to be proactive from the community. They are very responsive to the community.

Question: (Tom Bradley) What kind of a process is a market assessment done?

Answer: Sarah: They are working with Neil and the Tax Assessor right now to get the base information. and so we are hoping to have at least, not necessarily predictions but at least some of the existing conditions analysis for our May 28th session. They will be at the Charrette with us, so that those planners, the optimists and us, dreamers, and all your wish lists for the town, they are going to say, yes the market is not going to support that.

Question: (Dave Gilchrist) You mentioned that the Collinsville section is going to concentrate on preservation rather than development is the Collins Company property included in this study?

Answer: Sarah: It is not.

Neil: The Collinsville Company already has a comprehensive mixed use zone on it already. That went through a very extensive process. The regulations on that property are well thought out and actually allowed a lot of things the community would want to see go on there.

Answer: Sarah Just want to clarify too that the protection portion of Collinsville, but it is also protection in the way that not to have development occur in Collinsville to make sure that when and if development occurs it is sensitive and correct for the character of Collinsville, so it is not meant to be frozen in a time capsule but it is to make sure what development happens is made with the right character.

Neil: Typically in zoning, we try to rid of nonconformities and most of Collinsville is filled with nonconformities that people really cherish and say they want to keep, so let's reverse that and correct it.

Question: (Shawn Cole) Form-based codes responsibility of the land owner to maintain areas such as driveways, right of ways, and parking lots. Questions specific property owners duty to conform with form-based codes?

Neil: I really appreciate your comments and your thoughts but that is a little bit grander than what we are doing here with the regulation project and waits for somebody to do something with the property, so it is a reactive context in that regard. But I certainly understand what you are saying and appreciate your comments.

Question: Concerned about pedestrian safety on Maple Avenue and traffic calming.

Answer: Sarah-That area of the town not our focus but will make note of concerns. New regulations can provide a tool kit for other parts of town.

Neil: I will say that in the newly adopted Plan of Conservation and Development, the recommendations that came out of the Traffic Safety Study Committee years ago are shown in the POCD which include traffic calming measures in Collinsville. So if the State came in and proposed changes to the roadway, we would show them the recommendations in the POCD addressing traffic calming. We actually have that area called out as in our present pedestrian section of the plan.

Question: (Jim Lotstein) You addressed your Collinsville part mainly to Collinsville. Do you have any process thoughts as to how you are going to approach the Route 44 aspect?

Answer: Sarah: We are still in the fact finding period now. It is easier to look at Collinsville here because there is a structure. . Because the areas on Route 44 don't have the character partly, that is what we are looking at you (all) to bring on June 9<sup>th</sup>, so that we can start thinking about places that you like. If there are pictures in magazines, rip them out, bring them with you. Understanding what the expectations are for those for those different areas on Route 44 is where we need help because we are your pencil.

Neil: The way we normally do land use projects here is we get a group of people together and they want to say what is it you are doing and once we tell them, then they will react to that and give you their input on it and this is going to be much different than that. This is when we are going to roll up our sleeves and sit down together and start working out together what we want as a whole have to be more proactive instead of reactive and that is a culture that is much different than a normal land use project where you get to see something and react to it. That is going to give us a much better set of regulations at the end of the process.

Question: (Jim Lotstein) Can you describe what that process will look like during the Charrette?

Answer: Sarah: The idea is that we are going to start with talking about surveys and whether that rather than questions, it's a visual survey so we might do something with photographic boards and sort of everybody essentially dot voting we'll have a different color dots, one that say I like this picture for that one and this picture for that one, and that sort of thing. So we might start with something like that. But then also start thinking about literally, you guys are going to be drawing on maps, so the idea of thinking about where the concentrations of growth makes sense, because some of the things that are in the POCD, the agriculture, the section for parks, if we don't look at where the increased density goes, the agricultural land is going to get eaten up into more residential development and so it is being smart about where the growth occurs. I am proposing that you are going to start looking at the site analysis and say oh my goodness, wouldn't that be great if we had a building here that does this that or the other thing? We will have a whole bunch of tables that will have a table facilitator at each one so that you can ask questions and can share as much information as we can and it will really be hands on. And then it goes to the next day and we will start working and start going through all these ideas and come up with some sketches and some plans to consolidate them and then we will do an open house and we will pin up everything on the walls and have the public come look at and you will start to see what other folks sitting at another table across the way. The reason that people love a place, the town is not just a place to live but becomes a home town, is that there is a common shared understanding and common values. So we will start to look at the physical aspects of those things.

Neil: Correct me if I'm wrong but are we willing to take advanced input as well from folks before the official start of the public workshop?

Answer: Sarah: Absolutely. We will start collecting comments at any time.

Question: (Shawn Cole) Will people be working in one zone area, like Collinsville Zone?

Answer: Sarah: I am going to make everybody work on every area because the thing I have learned about doing this for a number of years, if you give people, and this is going to sound manipulative and sort of a little bit mean, just because you live in Collinsville you will automatically be drawn to the Collinsville table. We don't want that to happen. We want to make sure we have key input is not just Collinsville. Canton is not just Collinsville. We want to make sure that all the areas are paid attention so, so each table will work on all areas is the hope.

Question: (Betty Fiora) How much of that space on properties on Route 44 do we have to be able to utilize for bike friendly sidewalks?

Answer: That is, we will get into that level of detail but unfortunately it is kind of too soon but hopefully we will get to that.

Question: (Kathy Hooker) As a property owner it is frightening to have someone telling me what I should be doing with my property? Do I really want people deciding for me? Will people put dots on my property? People may have a different idea for my property.

Answer: Sarah: Property rights are still property rights, so it is more about the improvement or character of a place, so it is not that people are telling you what you can and cannot do with your property, how that property might fit into a bigger vision a whole, it is still your choice as to whether that changes or whether that stays the same, or there is always going to be options and choices as to whether that is what you do with the property or not. There are a lot to the regulations that are regulatory obviously. There is a lot of input that sort of is not, that almost becomes advisory or recommended and that is where the visioning comes in. It is not that all of the sudden that photograph that came from Arlington, Virginia, which doesn't really sort of have anything to do with Collinsville character rather than a duplicative approach.

Question: (Kathy Hooker) I thought we were only talking about appearances. I live in a residential neighborhood and now we are being told that this could be a business zone. People in other neighborhoods could say they'd like to see businesses in my neighborhood, that is a different story.

Answer: And that is basically why we have all these different experts because, and this is where I mentioned before, there are going to be some tough decisions to be made.

Question: (Kathy Hooker) Is an expert going to say I should have businesses in my neighborhood?

Neil: You have to look at it in the context of the regular zoning proceeding, In a regular zoning proceeding, you might have a regulation proposal that comes from the Commission or from the POCD or something and then 4 people here can decide upon that after opening it for public comment. It is not quite interactive. This is a much more interactive process to get people with your concerns to the table where they are helping to drive a vision. I would say that the more people who come in with your concerns and your vision, maybe the better those interests will be represented. It is a much more open process than normal zoning proceedings and we are trying to develop a vision to turn into regulations, but that vision is the most important part to get established.

Question: (Kathy Hooker) If 20 people come from this neighborhood and say we want that area to be residential and 100 people say we want that area to be business.

Answer: Sarah: This is not a popularity contest and that is why we have the multiple professionals. This is a balancing act. To try to make sure that all those areas are ..... is everybody going to be happy all the time? Maybe not.

Question: (Kathy Hooker) How about making the property owners happy?.

Answer: Sarah I hope so. The intent of the process is yes.

Question: (Betty Fiora) Will there be a table set up for teens?

Neil: We did contact Kevin Case to see as part of like a senior class project that we could get a table of high school students to actually come and participate based on some of the good feedback that occurred in Simsbury when high school students participated and a lot of unique views came out so we put that offer out there and we may hear what comes of it, but it is what we are thinking about.

Answer: Sarah: The hands on session will be in the evening so that we can get as many people as we can.

Neil: We could probably get more students if we told them it is during school. We probably would get a lot of participation.

Question: In regards to the Implementation portion, this is not happening at this time?

Neil: We have separate regulations that could be adopted and then they would govern physical changes as people looked to improve their property on route 44 or Collinsville; we are not really anticipating much in changes, as stated. It is more about preservation. On Route 44, there is still going to be growth, there are still going to be changes, with people interested in doing projects all the time in either renovation or repurposing the existing lot and as they go forward, they would be building out their properties in conformance with the new regulations. So it will result in physical real changes on the ground.

Question: Construction vehicles will not pull in just after the Charrette?.

Neil: I don't know if you have seen the new CVS that was built in 2012. They started working with us in March of 2010. It takes years just to get through normal processes, with the State, and code reviews and such. So it is a long process for regulations to result in physical changes. Hopefully this process will shave that time down tremendously and maybe you will see those physical changes quicker but it still is a process.

Question: (Tom Bradley) On May 28<sup>th</sup> will we hear what can potentially be offered or sited on Route 44, it is hard to start thinking about design without knowing what could go in these places?

Answer: Sarah: We will start getting to some of that. I unfortunately cannot because I am not an economist and don't have a definitive answer from our consultant. Some of it will come on the 28<sup>th</sup> and then some of it will come as part of the Charrette.

Question: (Betty Fiora) Can you give us an idea of what will happen on May 28<sup>th</sup>?

Answer: Sarah: On the 28<sup>th</sup>, we are going to be presenting a lot of our findings. There will be a lot of maps that will show where the steep slopes are, where flooding issue might be, and where is the developable land, where it makes sense, where it can be. We will start getting into those physical constraints and a lot of that is mapping and understanding of what the reality is of the ground and even as much as the things you don't see. So where are the utilities running, where are the electrical wires as opposed to something simple. We talked about walkability and everybody things of sidewalks and street trees. Depending on where that electrical line is, we

might not be able to put street trees is that is actually they would be and sort of a nice streetscape section, so there are balances in things like that. So we have to understand the physical constraints and the economic constraints too and so that is what will be. A lot of data, a lot of maps.

Question: You mentioned earlier that Farmington River was a big draw to Canton. There are many other things. Collinsville is one of the top ten small towns in the country and Roaring Brook Nature Center and the Shoppes drawing people from all over the state and Massachusetts, so there are many reasons that people come to Canton.

Answer: Sarah: Yes. We talked about the river as being a draw and the Shoppes are a draw where even people from Massachusetts come here. The Roaring Brook Nature Center is also a draw. The point being that there are multiple strengths that we need to tie into and make sure are incorporated into the larger plan.

Question: (Julius Fialkiewicz) One of the ideas you may want to do as a little homework before the 28<sup>th</sup>, all our current zoning regs are on line. Take a look and see what is allows now. Then you will have an idea of what is set and what can go there. Just go through the regs so you come in informed of current regs, so you are not throwing the baby out with the bath water. You are not changing all the regs. So that would be a good idea. They are on the town website.

Neil: We just posted the new zoning regulations that go into effect May 12<sup>th</sup>, the final version, is on the website today. So go to the Land Use Department and they will be right there, about 3:30 this afternoon. We can post a link to the home page initially. Eventually they will run off. Not everybody else have things have things as my priorities and the whole town's priorities.

Question: (Richard Barlow) I was just going to say, that you could start to build names and email addresses so you can start to build the list of people that need to be advised of when the next meeting is.

Neil: That is a good idea, thank you.

Question: I was just curious to know if this whole process taking place would have any bearing on zone changes. That may happen between now and then?

Neil: I guess we would have to review this as an individual situation. I couldn't answer that now, but it is a great question.

Question: Can someone come in under the wire?

Neil: It is possible. Our regulations don't go into effect until May 12 and I got four applications this week because people want be in under the old regs and not have to be the first application under the new regs. It is a big question now. Can we start a sign sheet or have one here if people want to sign up and contact if we have an email change..... Thank you very much.

Question: (Larry Minichello) (partly inaudible) . is there anyway a town wide mailing could occur notifying everyone about this project.

Neil: I don't know if we have the funds for town wide mailing but I would do everything I can.

Question (Richard Barlow) Offer of handouts at Budget Referendum

Question: .....referendum that gives everybody ..... (inaudible).

Question: (Amy Parchen) I would add to that the Main Street Group and the Economic Development Agency that started planning how to get flyers \_\_\_\_\_

Neil: We have even had some volunteers already start going door to door in certain neighborhoods along route 44 and any neighborhood in route 44, we had a contact, we sent them information trying to get them because we didn't have any, and make sure they \_\_\_\_\_ well. There is a lot of residential areas there. We need people to go out and actually make more people aware of this. That is a good point.

Question: (Shawn Cole) Ask the Chamber members to email their list, residents and just grass roots, business.

Neil: Some of you guys have really good comprehensive email chains which are very effective.

Question: Larry Minichello (inaudible) concern about people having no idea of whats going on and maybe they don't want to know. After the process is over someone can come out and say %didn't know about it.+

Answer: Sarah: We have had things published in the paper, different articles.

Neil: We are never going to beat that argument. We could spend all night addressing it. You are right. We can't go door to door in every single neighborhood in town. It is something we should do. We should try to get as many people in here as possible. There are always key people no matter what that say "I didn't know that", there are 10,000 people in this town. I would love to get every single one of them, absolutely.

Question: (Shawn Cole/ Betty Fiora) asks to distributed flyer and stock language for use in e-mail chains

Neil: I think you have everything. If you know somebody that you think should be involved in this, it is on you to let them know. Don't wait and say why didn't the town let them know. Please this is a public project. Be part of the public and be proactive and grab those people and I would be happy to give you a stack of flyers, I will give you the e-copy. Youu have got to make that effort if you think it is important enough for the public to know about it, you have got to help us contact those people. We would really appreciate.

Question: (Raz Alexe) Is the Charrette initiative up to the Town of Canton?

Neil: Yes. Thank you very much for coming. We really appreciate you coming. Please sign the list.