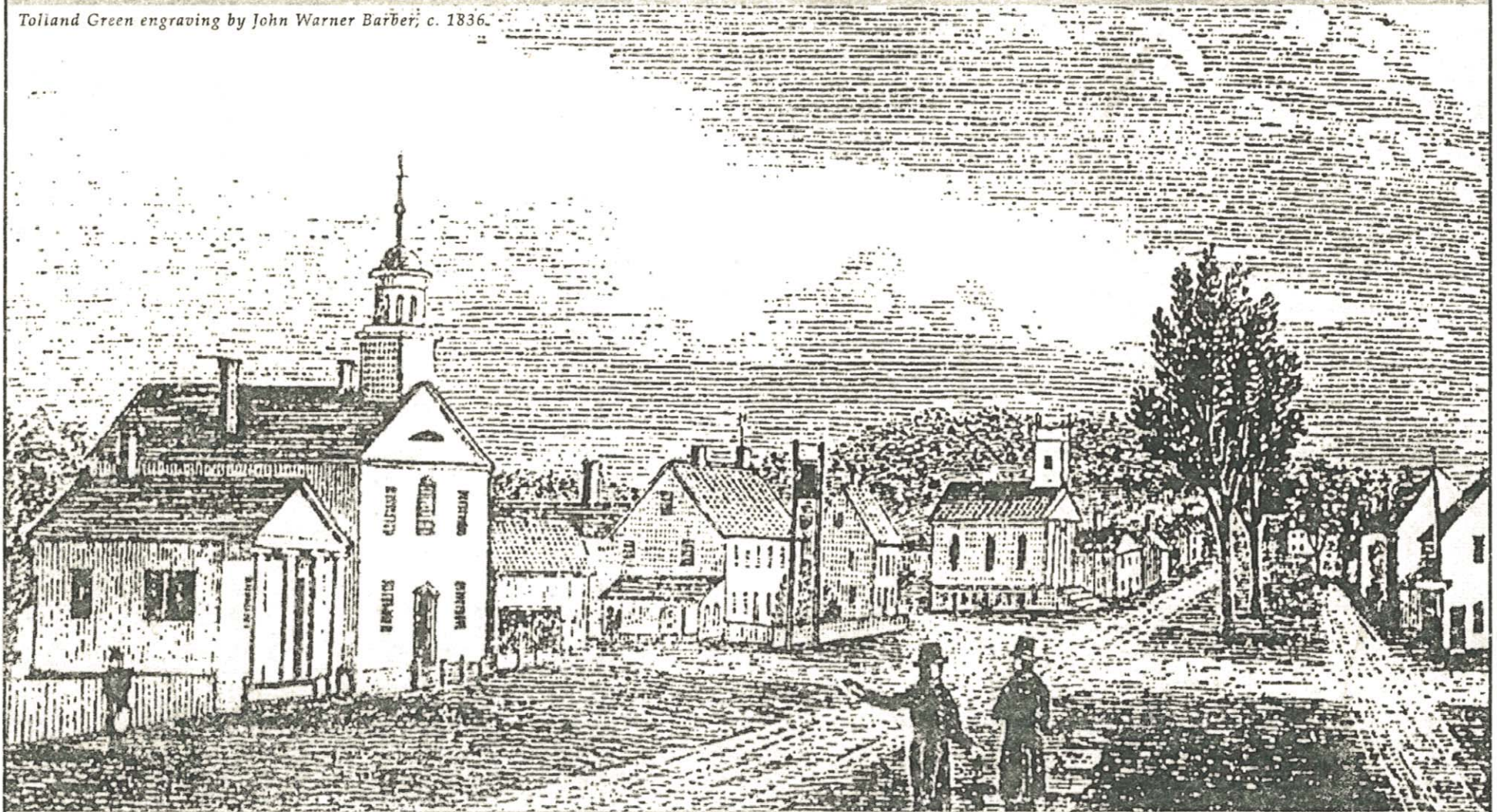


# *Art and Design In Community Planning*

*Tolland Green engraving by John Warner Barber, c. 1836.*



## **Arts Center of Tolland**

at the Old Town Hall on the Historic Tolland Green

February 26 through March 10, 1999



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## **Arts Center of Tolland**

at the Old Town Hall

Tolland, Connecticut

**Curators:** Rebecca Boyden, Planning & Zoning Commission Chair  
Linda Farmer, Assistant Town Planner

**Production:** Tolland Planning and Zoning Commission  
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Judy Schachner  
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Special thanks to Bob Leonard for his help with the installation

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Tim Tieperman  
Erik Vogt

Exhibition designed by Rebecca Boyden

When I first conceived of this exhibition, I imagined it as tribute to the creativity that is essential to good planning, architecture and design. I have sought to complement the manifestation of that creativity - models, schematics and renderings - with images from art. I am fascinated by the intertwining of the practical with the aesthetic, and how we strive as a community to embrace both.

As Tolland moves toward the next millennium, it is struggling to reconcile its past with its future. Finding that balance, as with the balance of practical and aesthetic, is part of the challenge of creating Tolland's new Plan of Conservation and Development.

This exhibition has really turned out to be about connectivity. Connectivity between the past and the future, between the aesthetic and the practical, the built world and the natural world, work and play, urban centers and rural living, and good planning and a vital community.

It is also about people, especially the people in our community who loaned artwork and photographs, wrote essays and provided background and history. Without them, this could not have happened. To all of you, whose love of community is so strong -

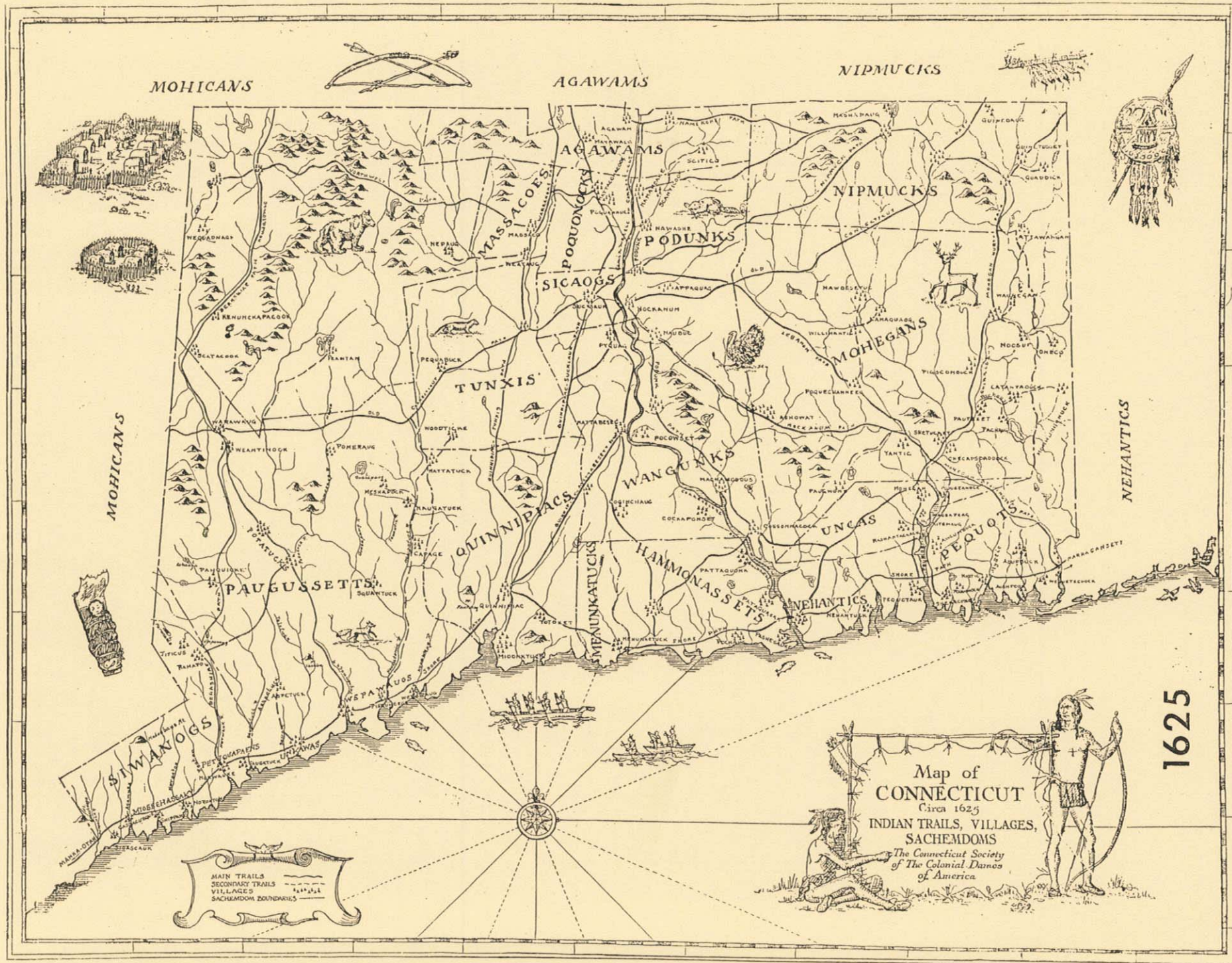
Thank-you.

Rebecca Boyden  
February 1999

This exhibition is made possible through the generous support of the Tolland Town Council and by the assistance of the following individuals and organizations.

Action Blueprint	Mary LaFontaine
Tom Ainsworth	Janet McAllister
Arts of Tolland	Moser Pilon Nelson/ Architects
Artsake Gallery	Kevin Paquin
Jim Bell	Vincent Scully
City of Hartford	Bob Stewart
Connecticut Historical Society	Mark Summers
Steve Courtney	Linda Tofolosky
Geoffrey Cunningham	Tolland County Art Association
ECSU Davis Lab	Tolland 8th Grade Students
June Evans	Tolland Historical Society
J. T. Foster	Tolland Public Library Association
Margery Gans	Don Waldo
Hicks-Stearns Museum	Gail White
Jennifer Hopkins	Bea White-Ramirez









## *The Ordering of Towns*

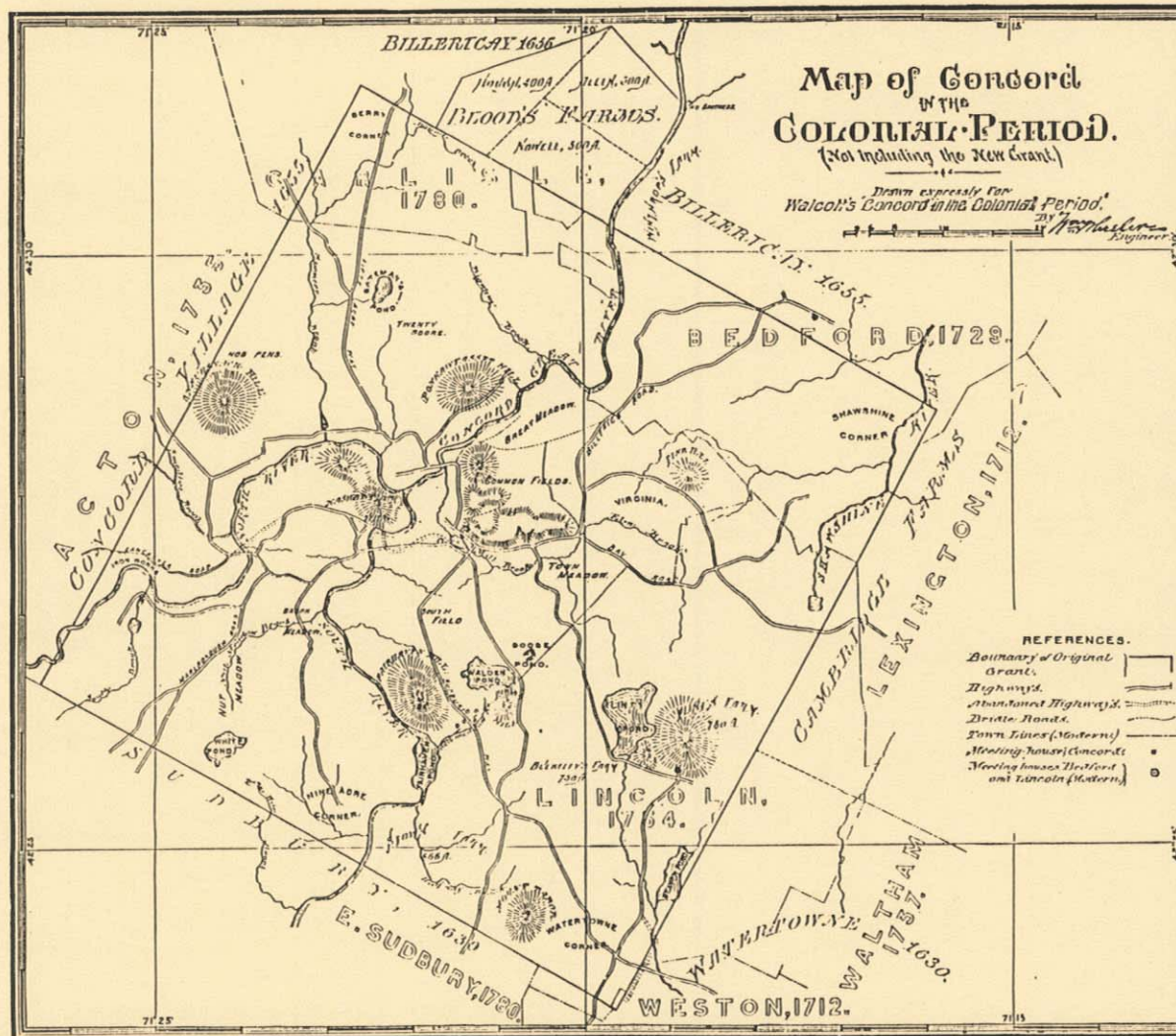
The specter of the New England town haunts America. Its pattern, idealized in the mind's eye, reinscribes itself over and over in the plans of American settlers, sometimes alighting with astonishing and unexpected force on the Continental landscape. To understand the pattern, it is essential to distinguish it from its Old World counterpart. The European city was primarily a social institution, the coalescence of a settled agricultural landscape. The city of the New World, by contrast, was a domesticating mechanism, willfully constructed to tame, civilize and exploit the frontier wilderness. Such a self-conscious act lent itself to utopian aspirations from the very beginning, a hope for the more perfect society of a 'Citty on a Hill', in John Winthrop's prophetic words aboard the *Arabella*.

It was from Winthrop's dream, the Massachusetts Bay Colony, that the first, and perhaps best, prescription for the ideal Puritan town was set to paper. 'The Ordering of Towns', anonymously written around 1635, describes a communal ideal realized with geometric precision. The town was to be "square 6 miles every way, the Houses orderly placed about the midst, especially the Meetinghouse, which we will suppose to be the Center of the wholl Circomference", everything arranged to "enjoye comfortable Communion". So it would take form: the covenanted community bound by mutual obligation, converted the endless wilderness, town by town, into God's enclosed garden.

Hundreds of New England communities were inaugurated on this model in the next hundred years, including the township of Tolland, its six-mile square circumscribing a central meetinghouse, so placed at the insistence of the first settlers. These towns would become archetypal in their realization, mythical and eternal in the cool clarity of their vision. The nineteenth-century engravings of J.W. Barber captured and distilled the image for a century to come: simple types of church, house, and green assembled and reassembled themselves from town to town, each one different, yet each the same.



## Freedom of the Frontier



It was no coincidence that the next American frontier, the great West, would be settled on the New England model. Rationalized into Enlightenment system, the ideal was embedded in the Jeffersonian Ordinance of 1785, centuriating the Continental landscape with its thin screen of six-mile square townships all the way to the Pacific. Thousands of towns and cities ordered themselves in its speculative gridiron; the common green held its own as the courthouse square and the vast plains were tamed mercilessly by horse and rail.



## *The Rise of Town Planning*

Only by the turn of the twentieth century did the Western passage fade in the American imagination as a place of expansive freedom. By then attention had turned back to its first frontier, the eastern shore, now suffocating under a half-century long explosion of people and industry. Progressive Era activism, tackling the ills of the industrial metropolis, fueled the rise of professional city and town planning in the first decades of the new century. The model of the New England town and territory, ever resilient, resurfaced in the imaginations of America's first trained planners. Clarence Perry's 'Neighborhood Unit' of 1929, the most refined increment of town-making in its day or after, consciously recalled the Puritan ideal, its central square and half-mile walking radius echoing the diagrammatic Nine-squares and Green of New Haven, its elder by nearly three hundred years. At the same time, the nascent conservation movement found inspiration in the web of New England townships, a delicate matrix of human communities and natural landscape.

Benton MacKaye, a founding member of Teddy Roosevelt's Federal conservancy forces, projected a future for America's growth by drawing on his own past, a childhood spent in a Massachusetts village worthy of a Barber engraving. His 'Wilderness Ways' recreated the

system of township and territory as the only rational plan for modern civilization if it should not swallow nature whole, and thus itself, in the rush to subdue and multiply.

Perry and MacKaye's inventions, independently conceived but, of course, wholly sympathetic, were stillborn in the ominous year of their genesis. 1929 put an end to many visions and would mark the beginning of the end for any sane efforts towards a better American landscape. The Depression, and then the War, cut short the traditions of town planning and supplanted them with other ends, other visions. The technocratic mindset, armed by Progressive ideals of efficiency, hardened in the crucibles of the New Deal and World War II, and powered by unprecedented technological means, finally exploded like a timebomb in the postwar era. Most destructive among its arsenal was the automobile and all of its attendant needs, ruthlessly subsuming every other value under its false rubric of freedom and progress. Combined with the myopia of Modern 'scientific' city planning, it gutted the center of nearly every American city and littered the countryside with endless miles of asphalt trailing the requisite jetsam of strip development, condemning much of the landscape to an existence in suburban purgatory, a no-man's land forsaking both urban and rural values and thus, ultimately, democratic choice.



## *A New Urbanism*

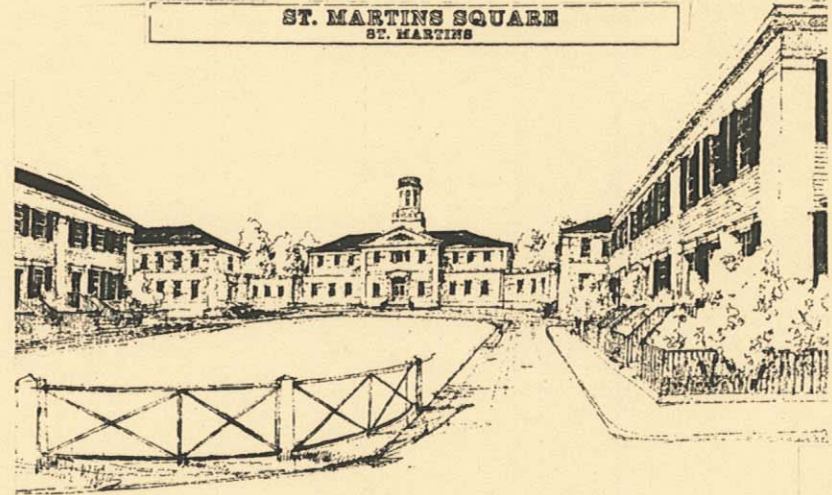
In the last two decades, however, the threads which were cut at the middle of the century have been taken up again, not the least by grass-roots efforts. The preservation and environmental movements, initially spurred by the wholesale destruction of human and natural habitats, have now gained a footing as a leading agent for change. No longer merely reacting to the mindless forces of 'progress', they have formulated coherent strategies for growth management and resource conservation, resuming the path that MacKaye and his colleagues had cleared half a century earlier.

Most important, however, the three hundred year old traditions of American community-making have been championed once again. The New Urbanism, a movement that recovers the principles of America's 'lost generation' of architects and planners before World War II, refocuses planning on what, in Vincent Scully's words, America has most conspicuously lost, community. It is a task of reconstruction and re-assemblage, knitting together the once coherent fabric of the city and configuring the elements of sprawling suburbia into what we once built so confidently, the American town. It is a traditional pattern, born of a Puritan ideal but thoroughly modern in its service to civilization: the neighborhood of streets and blocks, stores and houses, tree-lined walks and public squares, at once compact and whole unto itself. It is an ordering of towns that we once did right in America and, at century's end, may do so again.

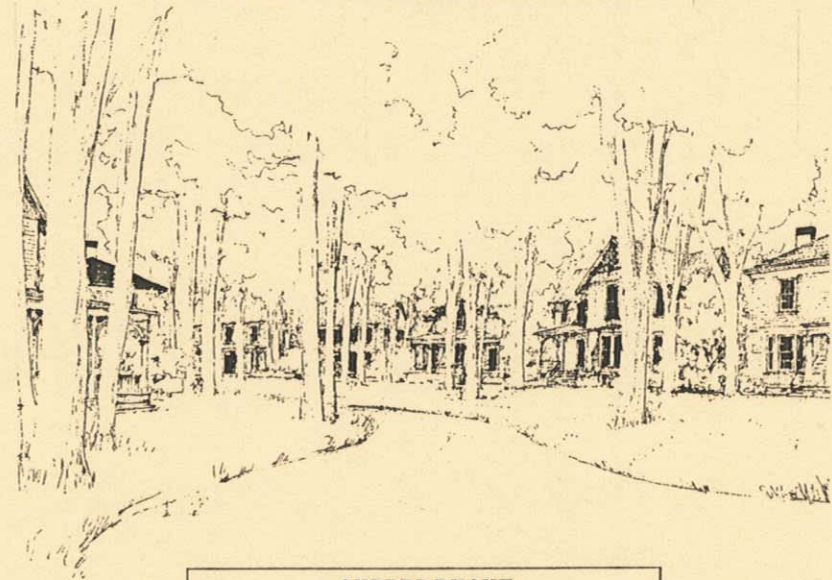
Erik Vogt, Architect

THE KEMBLE PROPERTIES  
LENOX, MASSACHUSETTS  
OWNER

ST. MARTINS SQUARE  
ST. MARTINS



TYPICAL LANE (IV)  
ST. MARTINS



ANDRES DUANY  
ELIZABETH PLATER-EDBERG  
TOWN PLANNERS



## *Early Tolland*

Tolland was granted a charter and became a town in 1715, but settlement had already begun. On April 18, 1713 the "highway over Meeting House Hill," twenty rods (330 feet) wide, was laid out due north by the compass from a point near the present Coventry line to the brook at the bottom of Grant's Hill. Sixteen 40 acre homestead lots were laid out and most were assigned.

The layout and the earliest owners of the lots are set out in the first few pages of Book 1 of the Tolland Land Records and can be easily reconstructed. Noah Grant was among them, and the hill and road are named for his family. One of Noah Grant's descendants, Ulysses S. Grant, was our eighteenth President.

Another road and sixteen lots, laid out April 6, 1714, became Baxter Street. On the same day, six lots and a road 165 feet wide were established at the then outlet of Shenipsit Lake. Most of these lots are now under water. The original outflow was approximately even with Sucker Brook, and the Hockanum River began in, and flowed through, Tolland until it was dammed within Vernon. One more road and lot layout was established along the Willimantic River at the southeast corner of town, but the record of the lots is incomplete and the location of the road is uncertain.

The three land divisions at the south boundary of Tolland were made before the Tolland/Coventry line was well established. Three separate surveys of that boundary came out differently, and the location was hotly contested until 1722, when, with the help of the Colonial Government a line was established. At that time one resident of Tolland found his house was located on the wrong side of the line. Tradition says he moved it north into Tolland.

With the establishment of the Tolland/Coventry line the residents of Tolland knew that these three settlements were not at the center of town, as had been supposed. Tolland had not yet constructed a separate building for a meeting house. That building was laid out to be raised in March or April of 1722. The exact location is still not established, but evidence suggests that it may have been between what is now Crandall pond and the Tolland marsh.

Burials were made in what is now the South Cemetery in 1713. Property adjoining it was assigned to Daniel Benton in 1720 and to Dr. James Stimpson. The cemetery was finally surveyed March 30, 1735, and a pentway was established over land of Daniel Benton. The original owner of the Benton Homestead never owned the cemetery property, but owned the land next westerly.



## *Skungamaug Village*

The area of Tolland known as 'Skungamaug', was first settled around 1720. Located in a small river valley, it is a short distance northeast of our current center of town. This area was forested with old growth white pine, an important resource to our founders. A millpond and sawmill were constructed, thus beginning an industrial element that existed into the last quarter of the 19th century.

Most villages, as we think of them, are the 'center villages' that evolved around a meetinghouse, stores, taverns, and other commerce. These villages were often located on an elevated plain, or hilltop, such as Tolland Green. During the early colonial period, settlements tended to be more dispersed, based in an agrarian society that needed farm land to support itself. It wasn't until a commercial foundation had formed that center villages truly took hold.

In 1794 a fulling mill and clothiers shop were built at Skungamaug. This was the beginning of the development of a 'mill village'. Before the industrial peak of the village that occurred in the 1830s, there was additionally, a blacksmith shop, mechanics shop, gristmill, sawmill, general store, and schoolhouse.

An aid to the development and support of the village was the 'Turnpike'. The Center Turnpike was organized and opened in 1816, and operations ceased in 1856. The pike began at the Tolland County courthouse and ended at Worcester. The 'Boston and Hartford Telegraph' line of stagecoaches traveled this route.

The advent of the railroad isolated many villages. Mail routes and travel changed. Turnpikes went out of business. Tolland, at one time a hub of activity, found itself 'out of the loop'. Skungamaug reverted to agriculture.

The village has changed little in the last century, and most travelers passing through are not conscious of its past. Some of its early structures still remain, including the old general store and the clothiers shop.

Mark Danforth



This is a handwritten map of the eastern United States, specifically the New England and Mid-Atlantic regions. The map is oriented with North at the top. It shows the coastline from Maine down to Virginia. Major cities and towns are labeled, including Portland, Boston, New York, Philadelphia, and Washington. The map is drawn on a grid of dotted lines, with a prominent line running diagonally from the top left to the bottom right. The handwriting is in cursive and appears to be from the 18th or 19th century. The map includes numerous smaller labels for rivers, lakes, and other geographical features. The overall style is that of a historical sketch or a personal map.



## *The Town Green*

The Tolland Green, which in 1998 was placed on the National Register of Historic Places, is situated at the geographic center of the town. Our forebears laid out a generous common between narrow streets, with converging roads to all parts of town and surrounding towns. This early town planning proved advantageous to business and the growth of the town center.

The principal east-west road was the present Old Post Road, which led west to Vernon Center and east to Willington. A new meeting house was built near its intersection with the green, replaced in 1838 by the present Congregational Church.

The road now called Tolland Stage Road began at the green and branched off to Ellington and Somers along Burbank Road. Other converging roads led to Crystal Lake, Stafford, Mansfield and Coventry.

As Tolland was near the geographic center of the towns that constituted Tolland County, it was named county seat in 1785. The town agreed to build a jail and a hotel (where the present Jail Museum stands) because lawyers, litigants and others having business with the criminal and civil courts required food and drink and overnight accommodations for people and horses. The County House operated until it burned in 1893.

Benoni Shepard applied for a tavern license for his home (now Hicks-Stearns Museum) where he also kept the first post office. Elijah Smith kept a tavern, later known as the Mansion House, on the west side of the street, which operated from 1800 until it burned down in 1896. In 1800 there were six licensed taverns in town. Smith and the County House and others also operated livery stables. There is a record of earlier taverns near the site of the present Hicks Municipal building and on the site later (and now) occupied by the second courthouse.

Daily Hartford-Boston stage coaches passed through in each direction after 1807, while the Springfield-Norwich stage traveled the present Burbank and Merrow Roads three times a week after 1828. Mail and passengers were exchanged here, and fresh horses were supplied, so these coaches brought more business for the taverns, livery stables and stores.

46 Tolland Green (The Homestead), has been a store since it was built in the early 1800s. Many homes have contained stores, doctors' offices and other businesses. Post offices have occupied many; including 55 Tolland Green which was the post office for more than 65 years. The present Board of Education office, built in 1829, housed the Tolland County Bank and the Savings Bank of Tolland.

Barbara Cook





STATE OF CONNECTICUT  
CONNECTICUT HISTORICAL COMMISSION  
May 11, 1998

MAY 12 1998

Greetings:

It is a great pleasure to present you with a National Register of Historic Places Certificate for your property. This Certificate is being awarded during National Historic Preservation Week, May 10-16, 1998, to those properties which were listed on the National Register of Historic Places from May 1, 1997, through May 1, 1998.

This year's Preservation Week theme, "Preservation Begins at Home," encourages us to recognize the beauty, variety, and significance of the older residential buildings and neighborhoods that shape and enrich our lives. It reminds us that historic preservation is a powerful tool for stimulating new investment in economically depressed areas, providing affordable housing, and building community pride. Perhaps most important, this year's theme calls on us to realize that responsibility for preserving the character and livability of our communities rests with us.

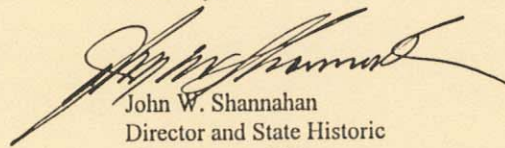
The National Register, maintained by the National Park Service, is a record of those properties throughout the nation that possess significance in American history, architecture, archaeology, and culture. The Register is an authoritative guide for federal, state, and local governments and private groups and individuals everywhere, identifying those resources which are particularly worthy of preservation.

In Connecticut over 40,000 properties have been listed on the National Register, of which 916 are individual buildings, structures, or sites; the others are located in 333 historic districts. They range in age from the Reverend Henry Whitfield House (1639) in Guilford to Philip Johnson's Glass House (1949-1995) in New Canaan.

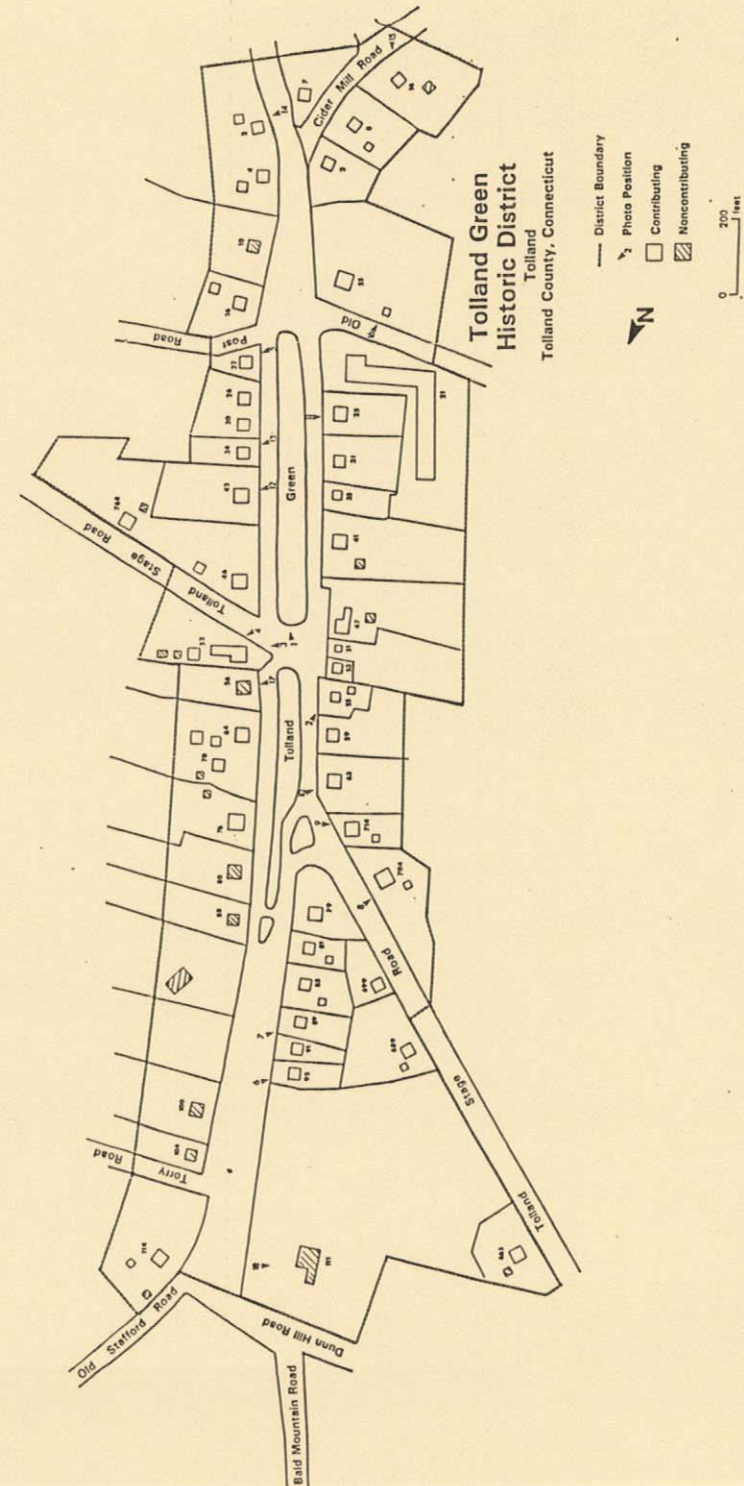
The cultural resource which you maintain is an important part of our state's and our nation's patrimony. The Connecticut Historical Commission stands ready to assist you and other owners of National Register properties with technical preservation information and guidance in historic preservation.

Congratulations on the recognition which the National Register of Historic Places brings. Thank you for your efforts to preserve our heritage for the benefit of this and future generations.

Sincerely,

  
John W. Shannahan  
Director and State Historic  
Preservation Officer

Enclosure





## *Early Public Buildings*

Since the early church and town were one and the same, the meeting house served as a place for discussion of both religious and secular matters. White male property owners who were members of the established church paid taxes to the church and were allowed to vote. We know nothing specific about the architecture of the early meeting houses, except that the one built in the 1750s remained without a steeple until 1792.

As other churches gained converts, the established church began to lose its tax base. A Methodist church was built in 1793, and a Baptist church (shown at right of center in the Barber print) in 1807. Long after the legal separation of church and state in Connecticut in 1818, town meetings continued to be held in the churches. There was no need for a town hall; town officials worked from their homes.

When the town became the county seat in 1785 it agreed to build a courthouse and a hotel and jail, and these were paid for by subscription. The jail was replaced in 1805 and again in 1824. The oldest remaining section, the stone portion, dates from 1856. The jail was used until 1968.

In 1822, the town replaced the hastily built and rather crude courthouse with the more elegant building that survives today. It was designed by local architects Abner P. Davison and Harry Cogswell, and has been called one of the finest early civic buildings in Connecticut. The courts moved to Vernon about 1890 and a library was opened in the building in 1899. The library remained until 1985, then moved to its present site.

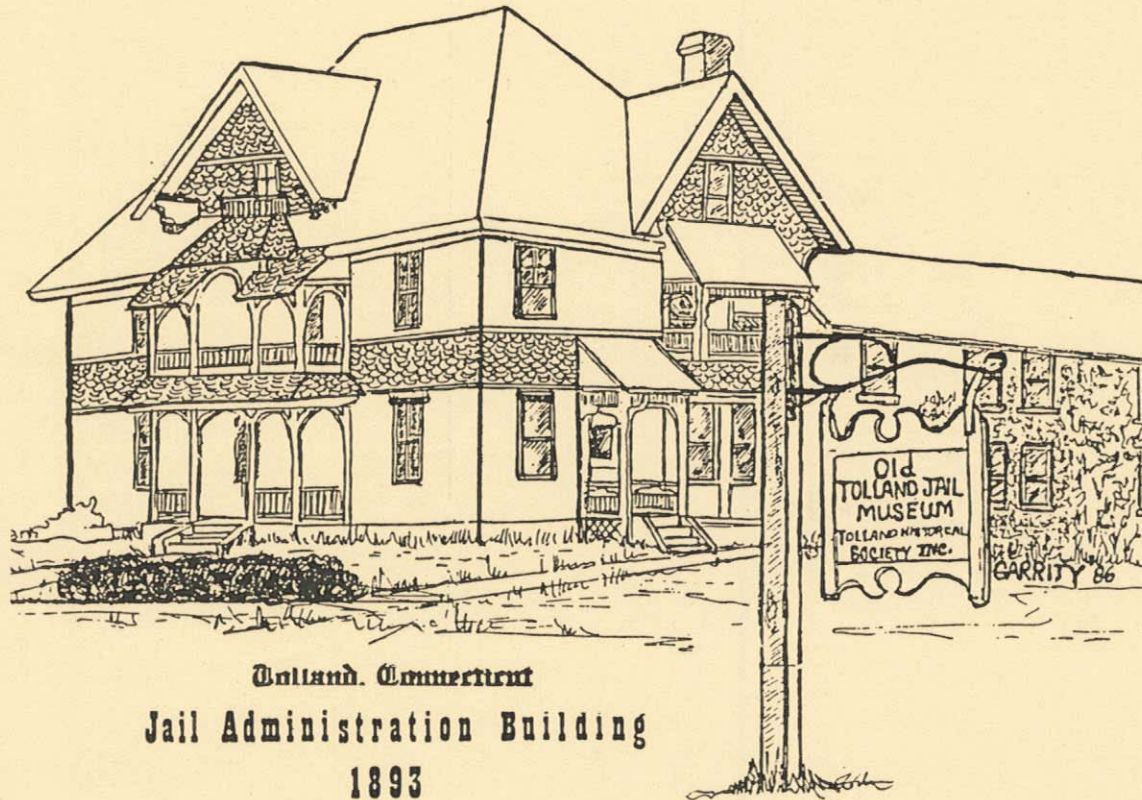
In 1893, the County House burned. It was replaced by the present Victorian structure, designed and built as a home for the jailer by James Hurdis Clough. Mr. Clough, in addition to architecture and building, operated a greenhouse and a basket shop. He was also the designer of the second Methodist church (now the Grange Hall), which replaced the older one in 1880, as well as several homes, including 76 and 81 Tolland Green.

In 1879 the first town hall (Arts Center of Tolland) was designed and built by another local man, Nathan Pierson. It provided not only an office and secure vault for the town clerk and a place to hold town meetings, but a facility for social functions. Local productions and traveling shows appeared on its stage, and dances and suppers were held there.



## *James Hurdis Clough*

James H. Clough, the architect and builder of the residence at the Old Jail Museum and many other fine Tolland houses and buildings of the Victorian era, studied architecture with a Boston firm. He joined the firm of Appleton, Stephenson and Clough in 1872 in Boston, but when his health failed in 1879, he returned to Tolland, building a house and greenhouses in the fork of the roads now called Old Stafford Road and Sugar Hill Road. By 1901 the greenhouse business had decreased, so he followed his brothers into the basket business. He built a shop along the brook on the southeast side of the road, powered by a steam engine. Here he made peach baskets and small baskets for ladies' fancy work, as well as the strawberry baskets that were sent out for assembly by many of the townspeople, who were paid \$3.00 per thousand for the work.





## *The Growth Of Town Services*

Except for schools, town government provided few services until the 1930s, when the acceptance of the automobile for year-round use made it necessary to improve the condition of the roads, and the road budget swelled with aid money provided by the State. The First Selectman was the road agent, and often a full-time town employee. Instead of hiring a team of horses or oxen and driver to repair a specific section of road, a regular town crew was hired, and trucks were purchased.

The Town Clerk's office was opened part-time. Tax Collector, Assessors, and Board of Tax Review scheduled open hours during their busy seasons. The three Selectmen met to sign checks and discuss business, but kept no regular hours or office. This situation changed after 1960.

The population, which had peaked at 1698 in 1830 and dropped to 1,036 by 1900, rose very slowly until 1950. Until after WWII traffic from New York and Hartford to Boston and Providence rumbled through town on Routes 30 and 74. The building of the Wilbur Cross Highway, just one lane in each direction, opened the area to the heavy demand for new homes for families of returning soldiers.

Out-of-control growth convinced the reluctant townspeople to accept a trailer ordinance and a building ordinance in 1954, and subdivision regulations a few years later. A new town charter calling for a seven-member board of selectmen and a town manager became effective in 1973.

Vacated by the state in 1968, the old jail became a makeshift office building to house the town manager and many of the town employees needed to administer the new building regulations and public safety requirements of the rapidly expanding town.

The building was never too satisfactory for this purpose, and by the 1980s it was bursting at the seams, as was the library, which had taken over all the space in the old courthouse and needed more. The town remodeled the former Hicks school into space for town departments and a library, and the building opened in 1985.

The Tolland Historical Society had operated a museum in the rear portion and cellblock of the old jail while town offices filled the front of the building. The completion of the Hicks Municipal Center allowed the Historical Society to expand its museum to fill the first floor, with office space upstairs.

Barbara Cook



## *Municipal Infrastructure: The Future*

Without a doubt the past few decades have brought significant change to the Town of Tolland in terms of population and services as well as public improvements. We now have over 118 miles of town roads, most of which are paved. Only a few miles are gravel, almost exactly the opposite of the conditions not so very long ago. This reversal is due partly from the construction of new roads that are built to current design standards and the efforts of the Highway Department to upgrade the older roadways. These upgrades include not only paving; but in most cases, total reconstruction of the Roadway including storm drainage, gravel base and curbing when needed. The trend now is to improve some of the remaining gravel roads only as needed, but to concentrate on upgrading the older paved roads that are still in poor condition.

Although most homes in Tolland have individual wells, many areas do have access to "city" water, provided by the Tolland Water System, Connecticut Water Company or one of the smaller neighborhood public water supplies. As new housing and commercial activities develop adjacent to these areas, the water systems may be expanded to include these new projects. In addition to providing a dependable high quality water

supply, the two larger systems provide approximately 120 hydrants for fire protection and consequently improve the community's insurance rating.

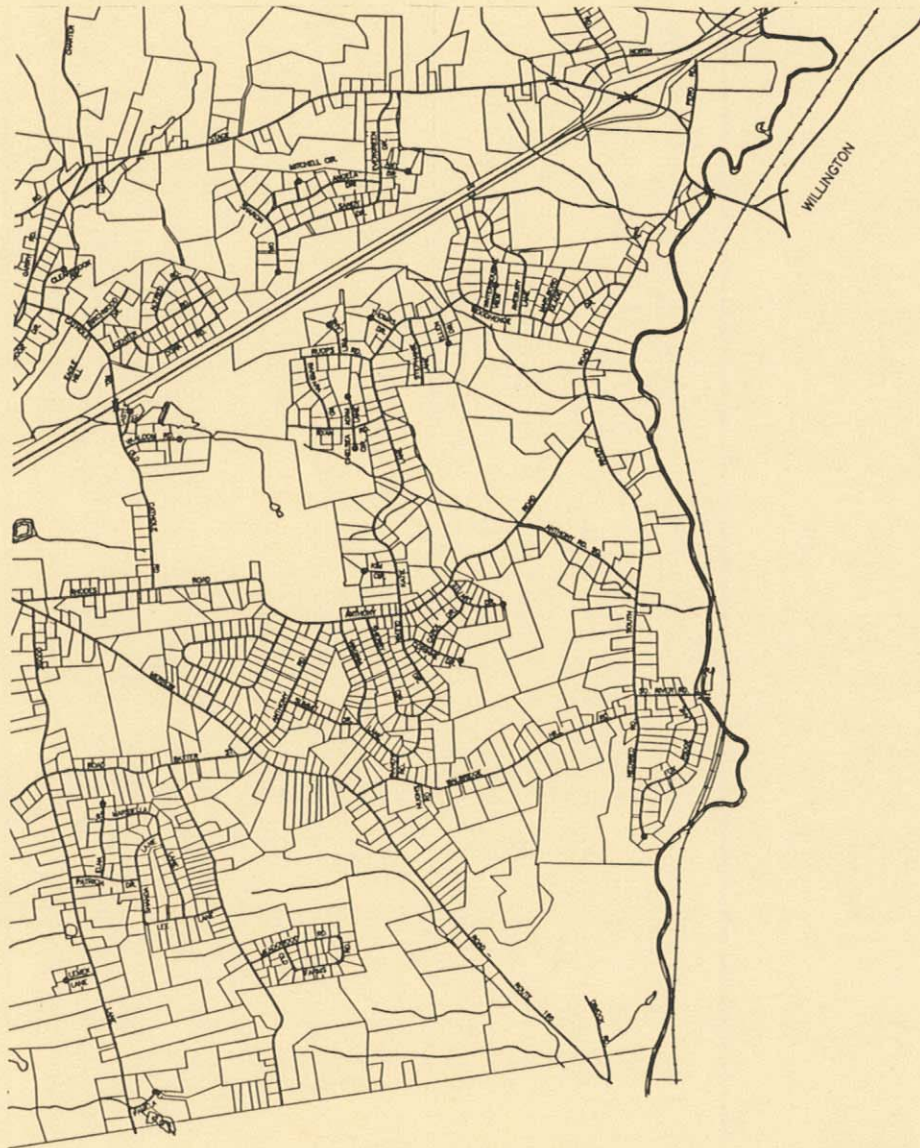
Only a small portion of the town on the west central part of town has access to the public sewer system. This service is provided through an inter-municipal agreement with the Town of Vernon. Over the next twenty years, it is anticipated that the current utilization of this service will expand dramatically as the expanded Business Park comes on line and the sewer service zone is expanded.

Dave Smith, Director of Community Development



*Drainage work on Johnson Rd.*





## *Tolland's Residential Growth*

Towns exist to provide shelter, work opportunities, a sense of community and a base for nurturing the next generation. Each town is different because of varying physical characteristics and external influences that lead its development in different directions. Tolland has evolved from a rural agricultural community with small-scale mill and industrial operations, to a residential community with a relatively small but strong economic base. Rugged topography, waterways and marshes have been the greatest internal influences on the direction of Tolland's development; the evolution of roadways, from stagecoach to interstate, the greatest external influence.

With Tolland's abundance and affordability of land, its rural character, the continued regional movement of development eastward and interstate accessibility, residential development will be the predominant land use activity. Even with proactive economic development initiatives in place, offsetting the demands placed on the Town by residential growth will be difficult. Thus, the quality and distribution of residential development will be the major determinant of Tolland's character.





## *Industry in Tolland*

Making the new town was Tolland's challenge in the 1720s. Settlers who came from Windsor, Hartford and other established towns brought with them certain expectations. They had a pattern in their minds of what would make their town attractive and comfortable. Most were of a like mind in religious and moral beliefs. Most were farmers although some of the townsmen had been selected for their talents - carpenter, blacksmith, cooper. Joseph Hatch was selected to be the tavern keeper in 1719, a very important profession; he provided food and hospitality for travelers and became the source of information to travelers and inhabitants; the mail was delivered to the tavern.

Food, shelter and clothing needs could be satisfied by the family's labor but certain industries made these necessities more easily attainable and these occupations were soon established in Tolland. Timber was taken to an early sawmill on Anderson Road to be made into boards for the new homes. The grist-mill ground the homegrown wheat and corn into flour. Home woven cloth was taken to a mill for finishing. Trips to the mill were social times.

Our early industries were farming and small mills. Some proprietors provided room and board for their employees; others taught apprentices and hired journeymen. By the end of the Revolutionary War small mills had been established wherever it was possible to build a dam and contain a reserve of water to power these mills. Cloth was spun and woven at home but shrunk and finished by a Clothier. The water was precious. In Skungamaug, Samuel Bradley agreed to rent his clothing works (finishing equipment) for three years to Hezekiah Eldredge of Willington "with the provisions that he not raise the pond at said works until the first of September in each year nor keep it up longer than the 20th of April".

Tolland was much affected by the Industrial Revolution, which featured mechanization and demanded a larger number of workers and a faster pace of production. The Industrial Census of Tolland in 1850 lists 23 establishments producing goods, but only Moses Underwood, making industrial leather belts, hired as many as 10 workers with the aid of horsepower. Others worked alone in their small shops with 2 or 3 workmen to produce shingles, silk thread, cotton fabric, harnesses, carriages, (one at a time,) boots and shoes. They used hand power and water power. Factory competition drove them to seek employment away from Tolland.



## *The State Of Economic Development In Tolland*

Over the past several years “economic development” has evolved to a point where it has become an all-encompassing term that means practically anything. The formal definition of economic development is “the process of creating wealth through the mobilization of human, financial, capital, physical and natural resources to generate marketable goods and services. The role of the economic developer is to influence the process for the benefit of the community through expanding job opportunities and the tax base.”

How does this definition apply to Tolland? I define it as developing an economic development strategy that will lead to better economic diversification in Town but at the same time preserving the Town’s rural character, a major component in the Town’s mission statement. When I became Town Manager, one of my main goals was to act upon this vision and to help develop sound and proactive economic development strategies.

We are in the midst of updating the Town’s Plan of Conservation and Development. The Plan of Development is a master planning blueprint for the Town of Tolland and will serve as the guide for future economic development in Town. Therefore, it is

imperative that we have consensus among the Town’s many stakeholders, not only appointed and elected Town officials, but Town residents and businesses as well on the Town’s economic future.

In my many conversations with Town residents over the past year, I’ve developed my own observations. And I have found the devil is usually in the details. When asked abstractly whether they believe the Town needs more businesses to help diversify the tax base, the instantaneous answer is usually “yes” or “absolutely”. The numbers quickly change when you begin to discuss specifics such as traffic impacts, light pollution, business types, and perhaps most importantly, location. Most residents cherish Tolland’s rural character and have paid hefty sums for the opportunity to live in one of Tolland’s many 1-5 acre lot subdivisions.

Up until now, I believe Tolland has developed nicely and has, for the most part, not reacted to developmental pressures evident in other Connecticut municipalities. The Town’s access to I-84, its proximity to U-Conn, and its historic Town Green are prime marketing gems that the Town should pursue. All in all, I think Tolland is poised for an exciting and positive future. With a little dose of vision and cooperation, Tolland will be able to maintain its rural character and New England charm.

Timothy J. Tieperman, Town Manager



## *CNC Software Office Facilities*

The construction of the new CNC Software Office Facility on Old Post Road represents a significant step forward in providing a professional employment base for the Town of Tolland, while recognizing the unique character of the Town. With today's technology, a company such as CNC Software can be located in a suburban environment while servicing clients throughout the world. The future growth of Tolland's employment and tax base will depend on their ability to encourage similar development through the foresight of their Community Master Plan.

The 19 acre site on Old Post Road was once part of a small farm with many small pastures bordered with field stone walls and a cascading brook meandering through the fields. A small barn at the entrance drive is being restored using materials cut from large pines found on the hillside. Overgrown brush has been trimmed and stone walls rebuilt to reinforce the sense of approaching the new office building through this bucolic setting. As the entrance drive crosses Gages Brook, the approach becomes more formal with the drive, flanked by columnar ginkgo trees, rising to the front entrance at the crest of the hill. The 44,000 s.f. building is organized to provide private offices for each of the 60 employees and separate training facilities for clients who travel from many foreign countries to receive instructions on use of the software programs.

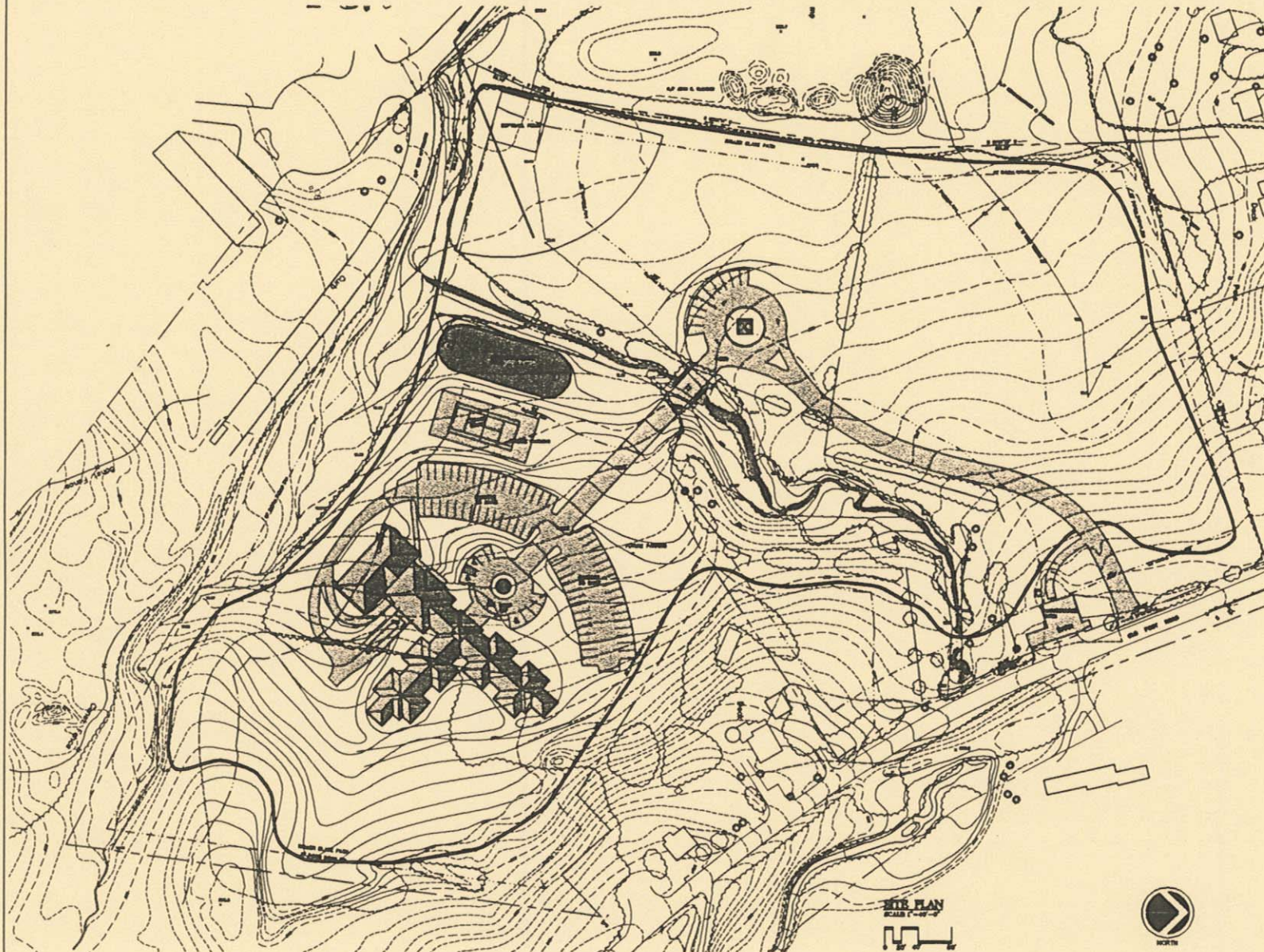
The work environment is casual but intense. To provide relief from stress and recognizing that healthy employees are an asset, extensive recreational facilities have been provided. Included are a racquetball court, basketball/volleyball court, weight conditioning center, hockey pond, baseball diamond and a half mile paved jogging and roller blade track.

The new facility has been designed to be environmentally sensitive to its unique site. The heating and air conditioning are supplied through a closed loop ground water heat pump system. Thirty wells drilled to a depth of 300' each provide the heating and cooling for the entire facility. There is no oil or gas service to the building. Special energy conservation lighting was employed with occupancy sensors to turn off the lights when rooms are not in use. Building materials were chosen from a list of renewable resources in recognition of the importance of 'green architecture' in protecting the environment.

As Tolland continues to grow, it will be important to invest the time and effort to insure that the growth recognizes the unique characteristics of the town's environment, and that the design of any new building enhances the opportunities for future generations to enjoy and appreciate that environment. The CNC Software Office Facility is a prime example of the future potential for development in the Town of Tolland.

MOSER PILON NELSON/ARCHITECTS





CNC SOFTWARE  
 TOLLAND, CONNECTICUT

moose  
 pion  
 nelson  
 architects  
 1000 N. 10th St.  
 SPOKANE, ID 83402

DATE 10/15/88  
 DRAWN BY J. J. JONES  
 CHECKED BY J. J. JONES



## *The Legacy Of Open Space*

When we enjoy the pleasures of our American parks, National, State and local - whether they are monumental like Yellowstone, a diamond in the rough like New York City's Central Park, or quaint like Tolland's Crandall Park - we must keep one thing in mind. These and most other public parks in the United States were conceived by visionaries, and the land was set aside by governments, groups and individuals who were thinking ahead, sometimes decades ahead.

Hartford born Frederick Law Olmstead, famous for New York City's Central Park, also designed parks in Hartford, New Britain as well as many others. Central Park (started in 1858) was the first great metropolitan park in the United States. It influenced the design of many parks in North America and reminds more rural communities like Tolland just how important green space is.

Tolland's leaders, with the support of its residents, have seen the need to preserve open space and have been doing so for many years. Tolland owns hundreds of acres of land at sites such Crandall Park, Heron Cove and River Park that are used for a variety of active and

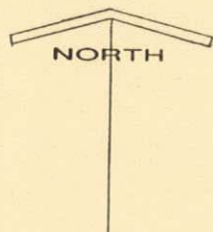
passive recreational uses. Other land is used for schools, town offices, cemeteries and public safety. There are also many open space parcels that have been left in their natural state which provide excellent wildlife areas and forested buffers.

All of Tolland's open space and recreation areas are not owned by the Town, but they still benefit the residents. The State of Connecticut owns Nye-Holman Forest and The Kollar Wildlife Management Area, among others. Some of these areas are used for hunting, fishing, archery, mountain biking and hiking. One parcel (Charter Marsh Wildlife Sanctuary) is a wildlife preserve and is not open to the public. A land trust has inherited a beautiful parcel on Grant Hill Road. This 100-acre piece, which was ripe for development, is now occupied by a beautiful trail.

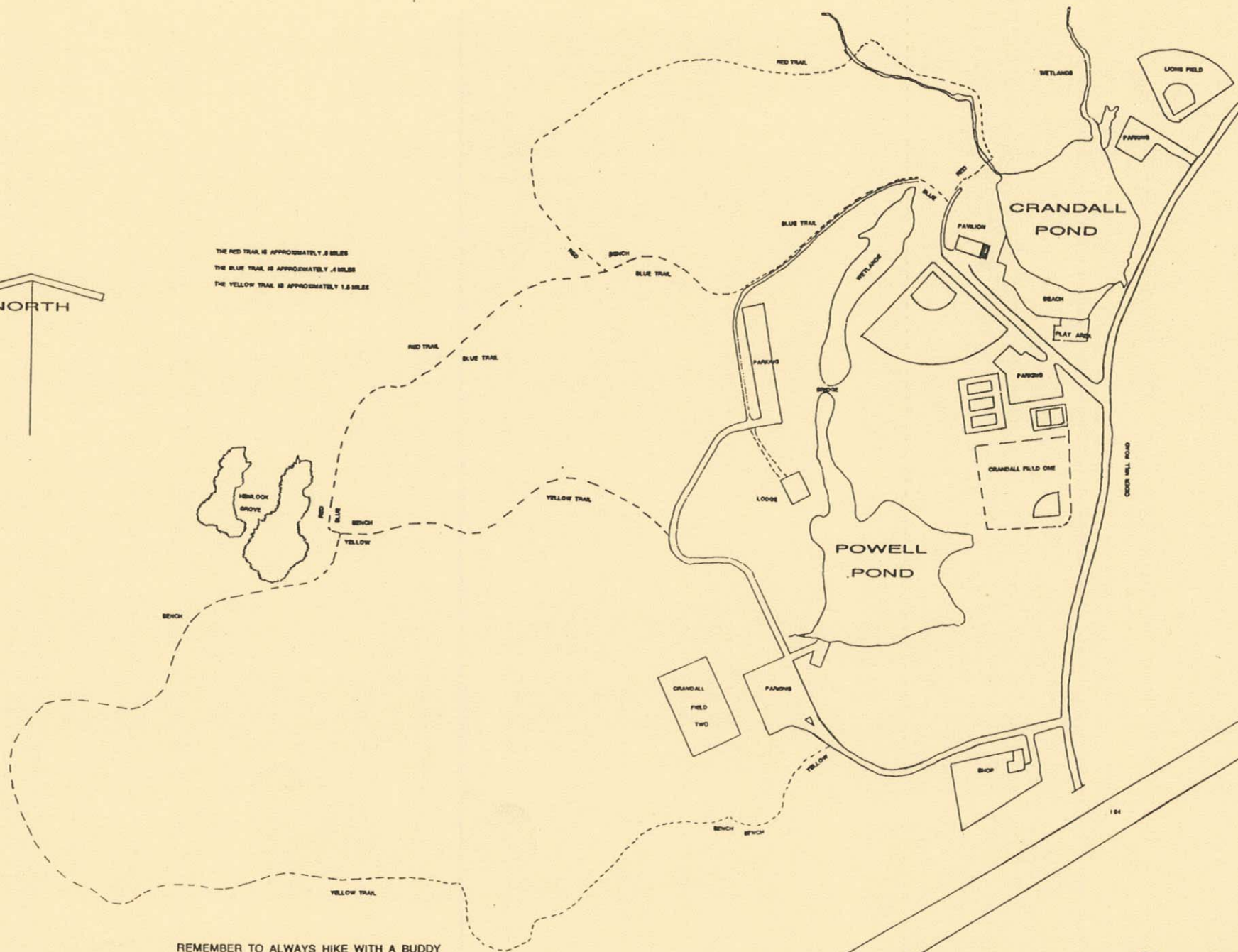
Open space land is the heart and soul of a community. It benefits us in many ways. Think of ball fields and hiking trails, wetland areas and fishing holes, wildlife habitat and corridors, scenic vistas, historic and cultural sites. That is open space. Sometimes, sadly, we do not notice open space until it's gone.

Ron Blake, Town Planner





THE RED TRAIL IS APPROXIMATELY .8 MILES  
THE BLUE TRAIL IS APPROXIMATELY .4 MILES  
THE YELLOW TRAIL IS APPROXIMATELY 1.8 MILES



REMEMBER TO ALWAYS HIKE WITH A BUDDY

S.P.S.  
2-22-19

EAGLE PROJECT OF STEPHEN SADLAK TROOP 2



## *What Is A Map?*

We all certainly know that a map is a picture that shows where places such as countries, rivers, towns, highways, heavenly bodies, etc. are and how to get from here to there. Maps can be so much more than this. A map is actually a man-made representation of the world - not the world itself, of course, but how we interpret it and what we see in it. We can use maps to locate places, measure distances, plan trips, find our way, navigate ships and airplanes, understand climate, population and land use patterns or locate natural resources.

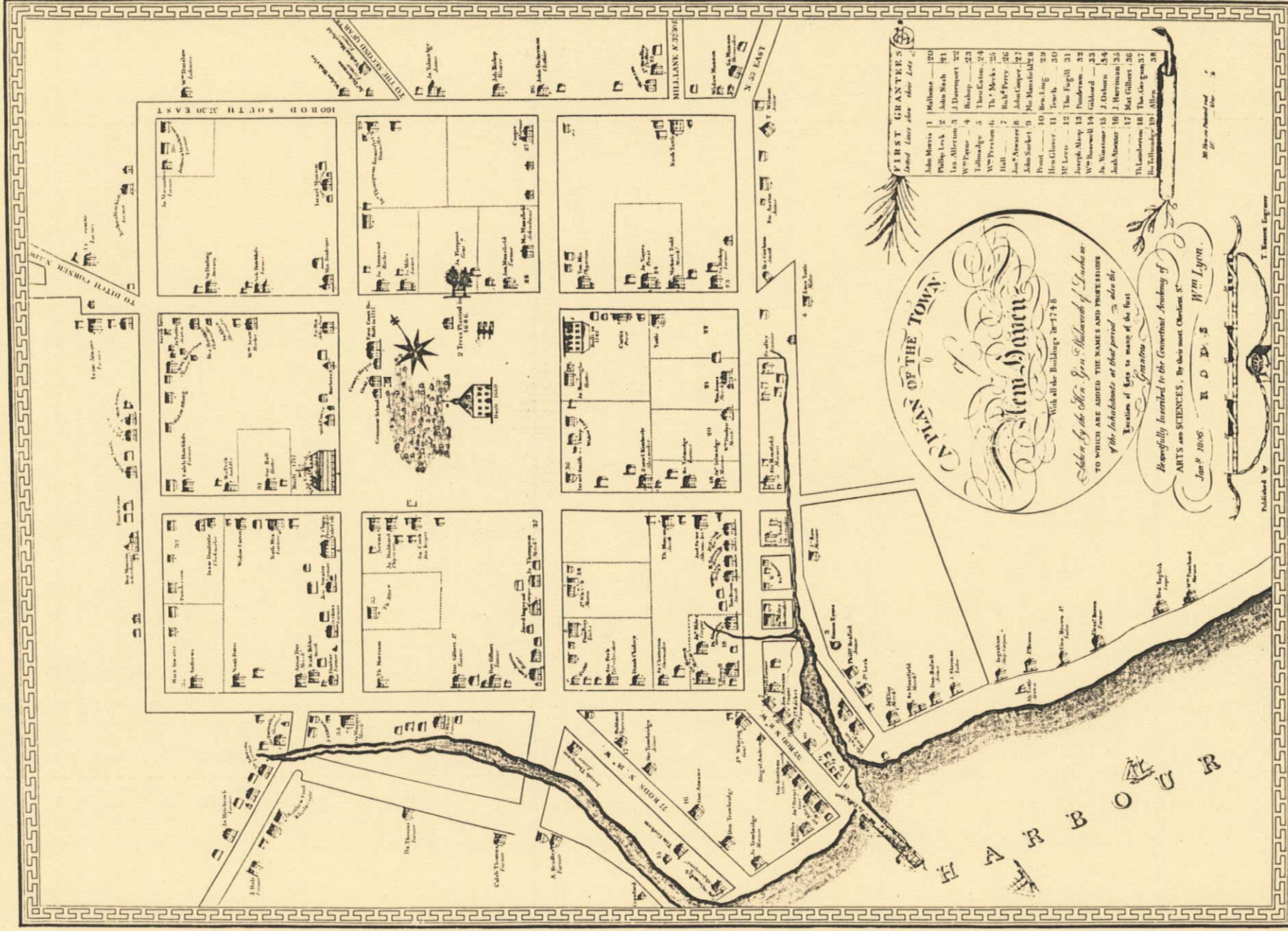
Humans have long been interested in the world around them and what their place is in relation to it. Historically, crude maps were made 5,500 years before the development of a written language - no doubt one of the oldest forms of written communication. The oldest existing map appears on a clay tablet made in Babylonia (now Iraq) around 2500 B.C. showing a mountain-lined river valley. The Babylonians developed the system of dividing a circle into 360 equal parts called degrees that we use to measure latitude and longitude today.

By the late 1400's, Europeans had accepted the fact that the world was round and in 1492 the first globe was produced by the German navigator, Martin Behaim. A variety of types of maps have been available in every period: town plans, property maps, military maps, sea charts, political maps, world maps and maps of the heavens.

During the mid 1900's, maps become widespread due to improvements in printing and photography. With the advent of air travel, it became possible to photograph large areas and produce maps with a level of accuracy not previously known. Geographic Information Systems (GIS) have added another dimension to the world of maps by using computers to merge information about natural and cultural resources, property and assessment data and other features to determine patterns and trends. Tolland is in the very beginning stages of developing the base map to ultimately expand to full GIS capabilities. With the marvels of modern mapping, the secrets of the universe are truly at our fingertips!

Linda Farmer, Assistant Town Planner







## *Cities*

City planning is the art of making a densely populated area functional, livable and aesthetically appealing. The fabric of the city - mass-transportation, business activity, residential communities and recreational need - is knitted together as one great organism. The health of that organism is important to both local and regional vitality.

The physical plan of a city can either evolve or be planned. The most famous city plan in the United States is Washington, DC. Designed in 1791 by Major Pierre Charles L'Enfant, it is a direct descendant of the parks of Versailles. Versailles was designed in 1661 by André le Nôtre and is considered to be the origin of the ideal of integrating nature into urban design.

Closer to home, Connecticut is a pioneer in city planning, with New Haven's 'Nine Squares' plan in 1638, and Hartford's first Master Plan coming in 1664. Two-and-a-half centuries later, in 1907, Hartford took the lead and established the first planning commission in the nation.

In the early part of the 20th century, new attention was brought to bear on American cities, which had swollen with industrial growth and immigrant populations. In the mid-century, the interstate system caused middle-class flight to the suburbs and tore city neighborhoods apart.

As we approach the next century, cities like Hartford are creating plans which attempt to undo the damage caused by industrial pollution, haphazard building booms and traffic congestion. Natural areas are being restored and created, neighborhoods are being revitalized and cultural institutions are supported as essential to the vitality of the urban landscape and the regional community.

Regional connections are at the heart of good planning. Even though our towns operate autonomously, we must not overlook the way traffic, people and the landscape flow across town lines. In John Donne's words, "No man is an island, entire of itself; every man is a piece of the continent, a part of the main;".

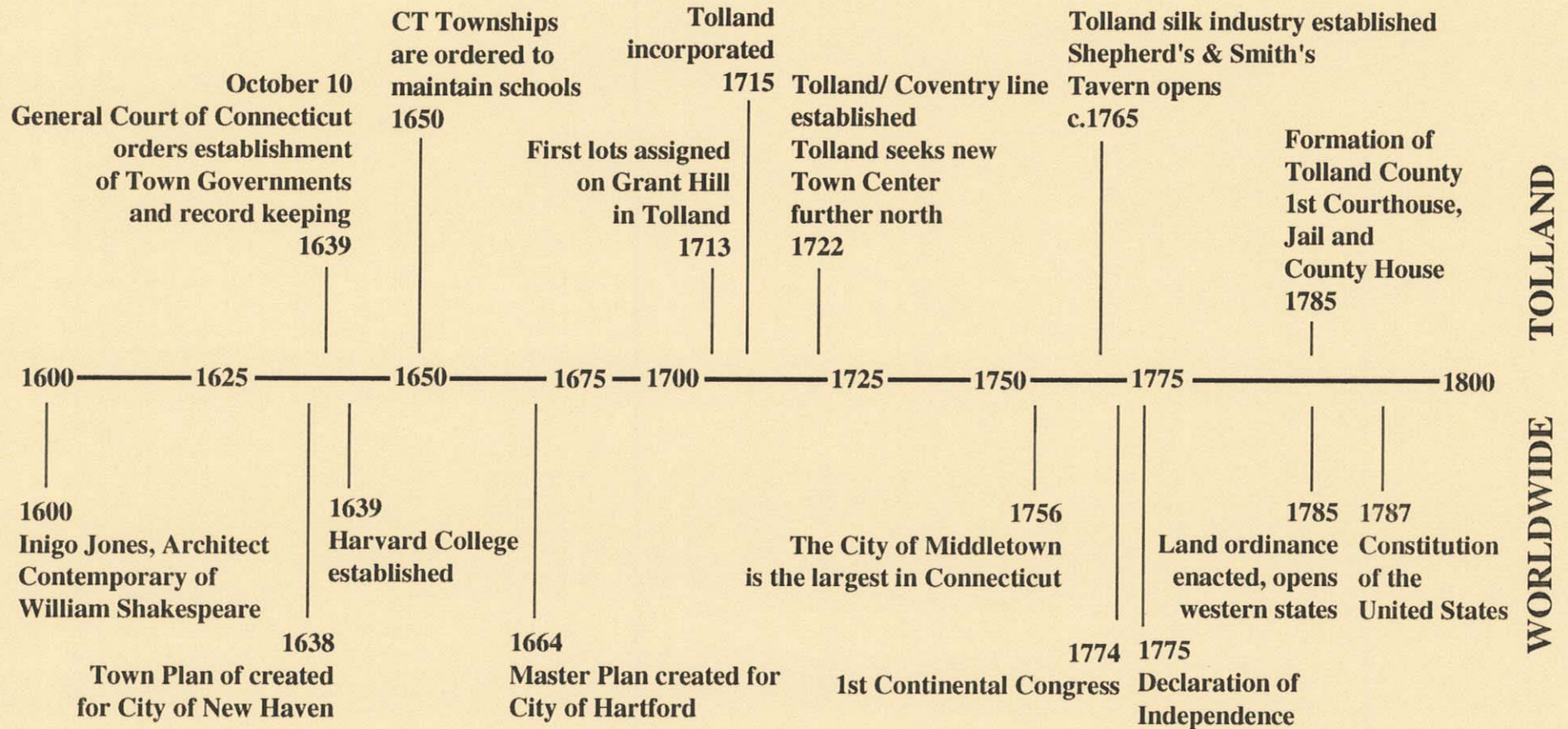
Rebecca Boyden



# *Art & Design in Community Planning*

## Historical Perspective

1600-1800

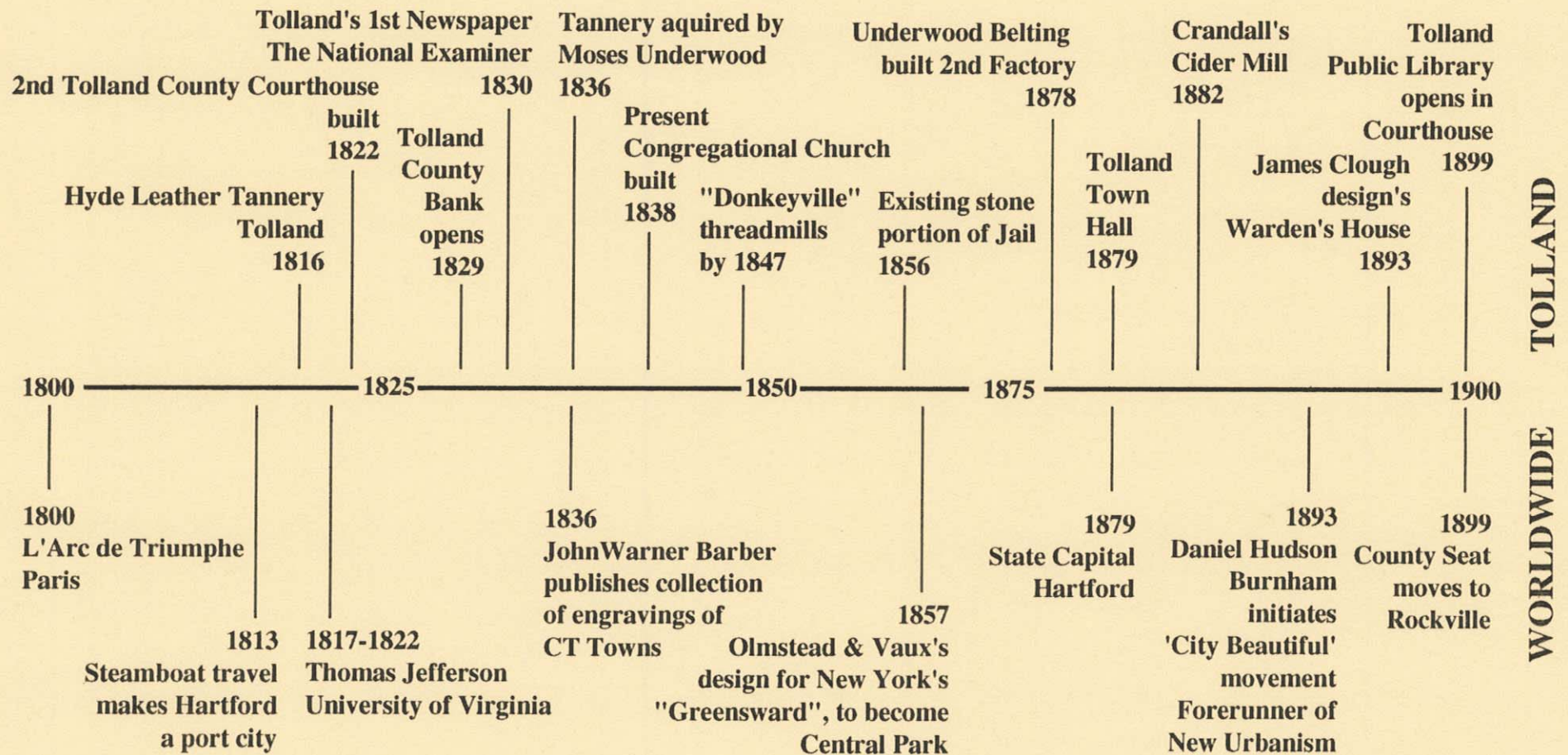




# Art & Design in Community Planning

## Historical Perspective

### 1800-1900

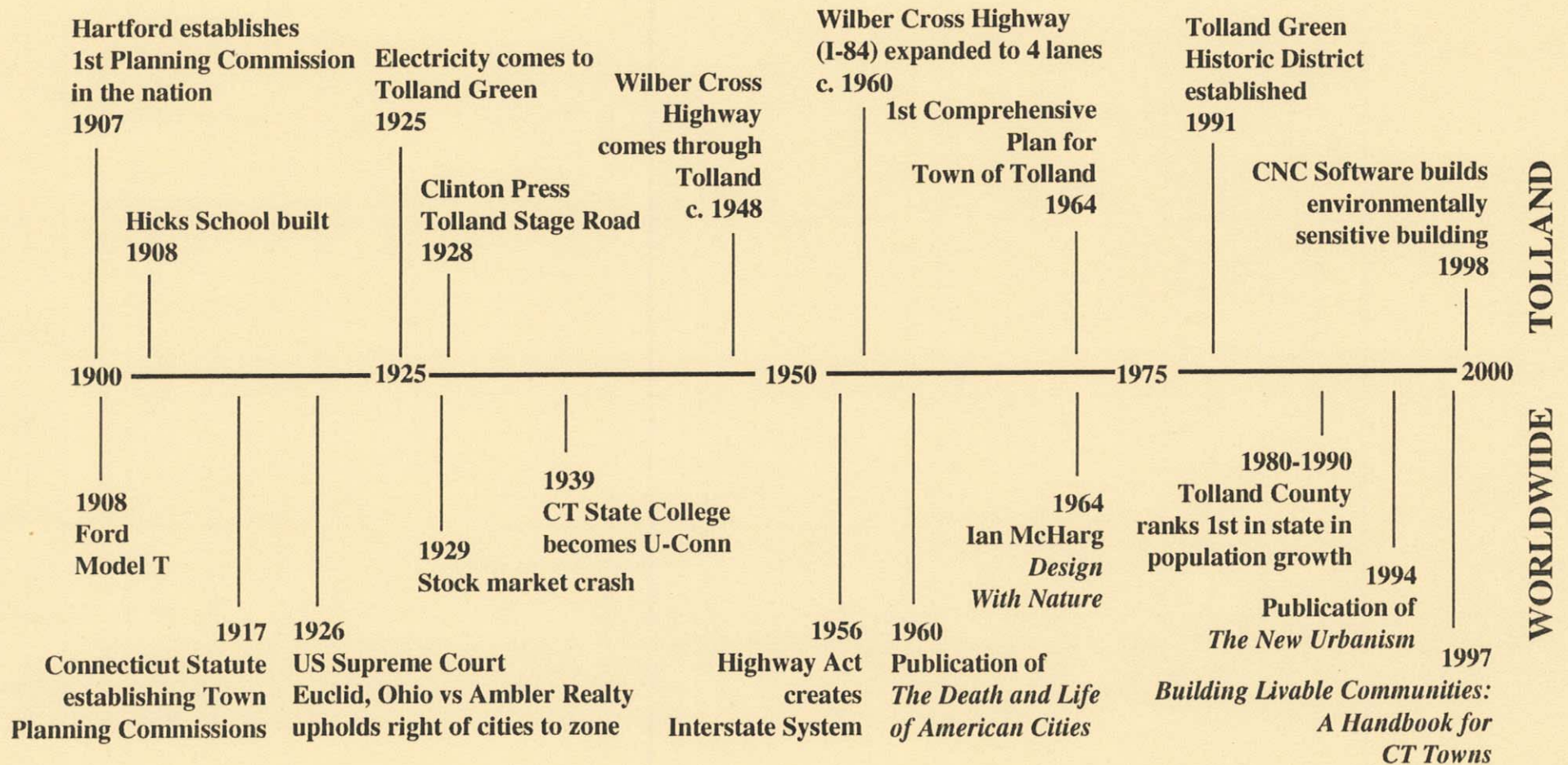




# Art & Design in Community Planning

## Historical Perspective

### 1900-2000





## Exhibition List

- Map of Concord in the Colonial Period. photocopy  
 Bird's Eye View of Prescott, A.T. photocopy  
 Neighborhood Unit (1929). photocopy  
 Old Tolland Courthouse. model. Lauren Zaveralla  
 Betsy Ross House. model. Troy Cote  
 Mount Vernon. model. Brandon Summers  
 Settlement map of Meeting House Hill (Grant Hill) in 1713. photocopy  
 Skungamaug Village in 1855. computer print. Mark Danforth  
*Benton Homestead c.1720* by David Garrity. print. Tolland Historical Society  
 Hand-drawn map of Tolland c.1754. print. Tolland Historical Society  
 Indian Trails Map of Connecticut c.1625. photocopy  
 Tolland Green, 1897. photograph. Tolland Historical Society  
 Tolland Green Historic District. map & letter  
*Springtime* by Alfred P. Ludwig. oil. Tolland Historical Society  
*Tolland Green* by John Warner Barber c.1836. print. Tolland Historical Society  
*Tolland, Conn. 1888* by Cornelia E. Leads. watercolor. Hicks-Stearns Museum  
 Tolland Green: Existing Conditions/Points for Discussion, site plans. TPA Design Group  
*La vita in citta - La vita in campagna* by Ambrogio Lorenzetti. color copy  
 Study for Tolland Green. 1996. model  
 Tolland County Courthouse. model. Josh Bartus  
 Tolland Green Activities. photographs  
 "Redesign Tolland Green traffic" project. maps to draw on. Dave Smith  
 Tolland County Courthouse (built 1822), Congregational Church (built 1838) & Tolland County Bank (built 1829). photograph. Tolland Historical Society  
 James Clough, Architect. newspaper clipping. Tolland Historical Society  
 Archaeology display. text & photographs  
*Rebecca*. Turn-of-the-century performance at Old Town Hall. photograph  
*12 Angry Jurors*. Tolland Youth Theatre at Old Town Hall, 1998. photograph  
*Warden's House* (built 1893) by Linda Jaye Tofolowsky. acrylic. Tolland Historical Society  
*Old Town Hall* (built 1879) by Moira Fain. oil. Stephen Courtney  
 State Capital in Hartford, (built 1879). color copy  
 Birch Grove Primary School, 1999. model, site plan & classrooms  
 Cemeteries, Public Buildings & Government Buildings. photographs  
 Tolland Government Flow Chart  
 Tolland District Map. 1869 hand-colored print. Artsake Gallery  
 'Morning Smoke' by Jack Broderick. oil. Jack Broderick  
 "Where Would You Rather Live?" - Sub-division site plans. TPA Design Group  
 Tolland Sub-divisions. lot map  
 Tolland Sub-division Plan, 1946. site plan  
 "Something to Celebrate" - Lexington MA Planning Sign. color copy. TPA Design Group  
 St. Martins; Lennox, MA 1991. plan/elevation/design standards. Duany Plater-Zyberk  
 City of Bath, England; 1786 neighborhoods. color copy  
 Parish Hill House. model. Mark Armet  
 Tolland Sub-divisions; 1951-1998. photographs. Linda Farmer  
 Tolland House, c. 1900. photograph. Tolland Historical Society  
 Underwood Belting Factory, c.1900. photograph. Tolland Historical Society  
 Ludwig's Icehouse, 1916. photograph. Tolland Historical Society  
*Amerbelle* by Jack Broderick. oil. Jack Broderick  
*Blacksmith Shop* by Samuel Simpson. oil. Tolland Public Library Association  
 CNC Software Office Facilities, 1998. model, photograph, site plan & elevation. Moser Pilon Nelson/ Architects  
 Tolland Bank, Merrow Road, 1998. site plan  
 Proposed Reconstruction of the Rt. 195 Bridge over I-84 at exit 68. site plan  
 "Coventry"; Film by J.T. Foster. stills of Tolland scenes. J. T. Foster  
 Interstate Highway Map  
 Wrought-Iron flowers by Ernest Triska. Tolland Historical Society  
 Tolland Farms. photographs  
 Tolland Businesses. photographs  
 Open Space Map & Photographs. Linda Farmer & Ron Blake  
 "Fighting over the Future of an American Arden". 1998 Newspaper article  
*Tolland Marsh* by Linda Jaye Tofolowsky. acrylic. Jennifer Hopkins  
*November* by Franklin DeHaven. oil. Tolland Public Library Association  
 Map of Central Park. print. Rebecca Boyden  
*Cider Mill* by Ron Blake. acrylic. Ron Blake  
 Old Cider Mill with Crandall Family. photograph. Tolland Historical Society  
 Heron Cove Park. colored plan  
 Crandall Park. colored plan  
 Crandall Park & Lodge. plan & photographs  
 Youth Recreation Activity. photographs. Tom Ainsworth  
 Map of Tolland County, 1837. original colored print. Rebecca Boyden  
 USGS Map & Profile of Tolland. computer print. TPA Design Group  
 Connecticut, Massachusetts & Rhode Island. Raven Maps. print  
 City of Bridgeport; Planning & Economic Development. computer print. TPA Design Group  
 City of Hartford: Maps of Flood Hazard Areas, Historic Districts & Urban Act Program Activities. GIS (Geographic Information Systems). City of Hartford  
 Population & Resources Map. National Geographic Society. print  
 Louisiana, 1687 by Johann Baptist Homann. color copy  
 Civitas Rethymnae (1620-1660). color copy  
 Rettimo, Canea & Creta (1651). prints  
 Globe Collection; antique & modern orbs. Claire Fazzina  
 View of Washington, D.C. 1852. print. Rebecca Boyden  
 Map of Washington, D.C. (c.1800). color copy  
 Map of Versailles. 1661-'88. color copy  
 Mall & Pennsylvania Avenue. 1969. Skidmore, Owings & Merrill. original scroll. Margery Gans  
 The Lincoln Memorial. model. Mindy Fennelly  
 1748 Plan of the City of New Haven. photocopy  
 Bushnell Theatre Addition. Hartford CT. plan & rendering. City of Hartford  
 The Learning Corridor. Hartford CT. aerial photograph. City of Hartford  
 Award Winning Design for Ocean Green, New London. pencil drawing. Erik Vogt & Marie-Anne Khoury-Vogt  
 Tolland Green Looking East in 1893. photo mural. Tolland Historical Society  
 Tolland Center c.1960. aerial photograph. Tolland Public Library Association