

TOLLAND VILLAGE AREA

2

Overview

The Planning and Zoning Commission has been working to advance the Town's vision for a walkable, mixed use village in the Tolland Village Area (TVA). Initial concepts were developed last fall. Since then, additional research and analysis have led to an updated concept for the TVA, which is the topic of this booklet.

This booklet provides an overview of the Tolland Village Area Concept Sketch (see accompanying 11 x 17 print-out). The sketch suggests development concepts for the TVA and addresses ideas, issues and concerns that we have heard during our discussions with the Planning and Zoning Commission, landowners, and others.

The concept sketch should not be viewed as a definitive site plan of what must occur in these areas. Rather, it is intended to convey ideas for appropriate densities, uses, amenities, and site design principles which may be desirable in the Tolland Village Area. As you will find when reviewing this booklet, there may be a number of alternatives that could work well in the Tolland Village area. We will provide sketches of some possible alternatives at the August 23 meeting. As the Commission has emphasized, flexibility will be necessary to achieve the vision.

Highlights

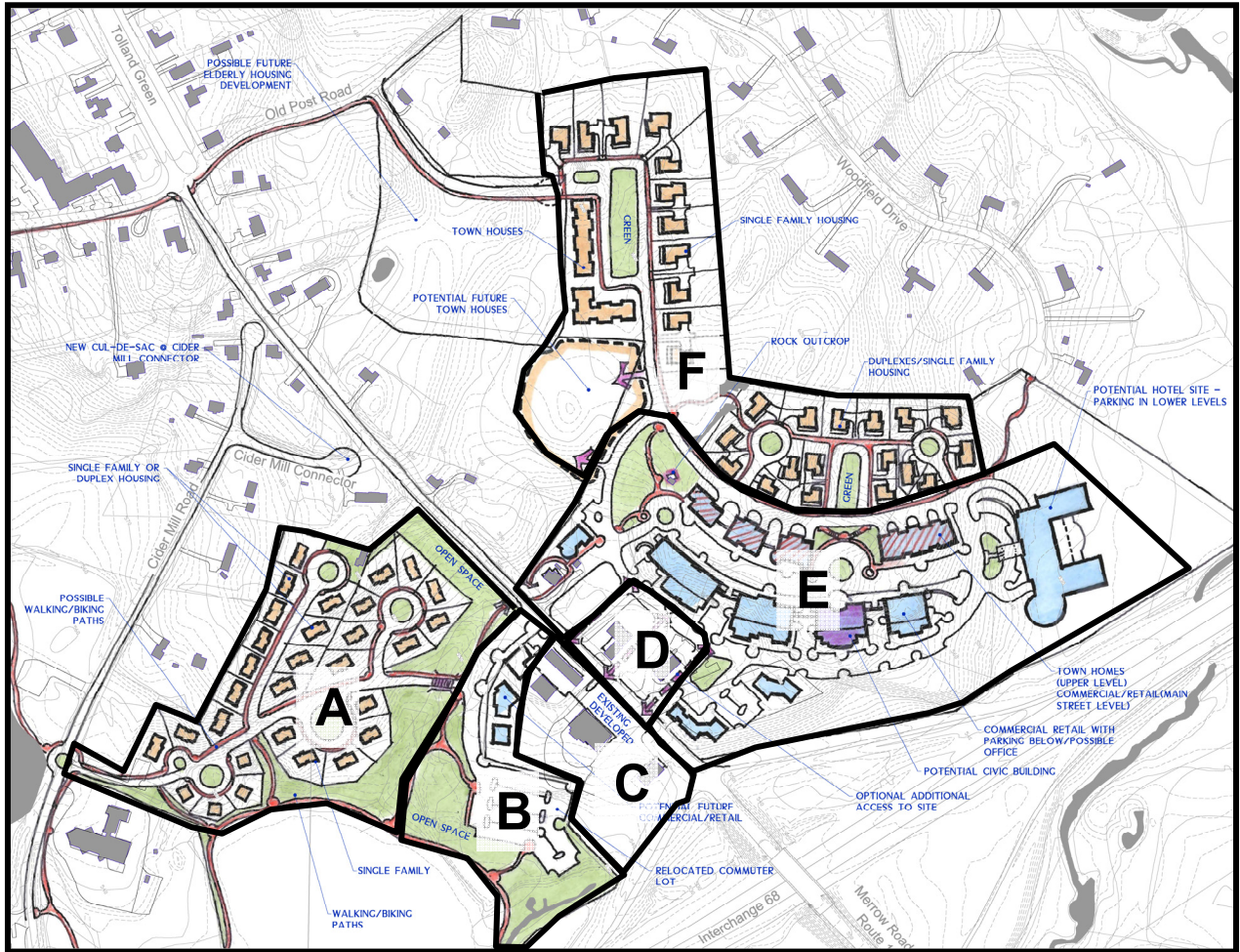
The concept sketch builds upon earlier concept plans, such as the creation of a mixed use "Main Street", providing space for a civic use, creating town greens / pocket parks, and offering a variety of housing types.

The most prominent changes from previous concept plans are:

- A street layout and development pattern that works better with topography and site conditions
- An overall concept that would benefit from, but not rely upon, the redevelopment of areas along Route 195 that contain a number of existing businesses
- An anchor use (such as a hotel) which could draw visitors to the new "Main Street"

Since our last meeting with the Commission in June, we have participated in discussions with transportation officials and experts on possible road improvements for Route 195. Traffic control and improvements would likely be needed in order to accommodate additional traffic and new traffic patterns. The concept sketch does not specify traffic controls. It does, however, facilitate future access management improvements for those businesses that have frontage along Route 195 by providing for accessways / streets behind businesses to channel traffic to a new Route 195 intersection. It is assumed that the intersection would require some form of traffic control. As the concept sketch progresses, traffic volumes will be estimated.

Concept Plan Key



Area A



Highlights:

- New road connecting Cider Mill Road and Route 195
- Cider Mill Connector no longer a through-street
- Wetlands crossing for road in area with existing crossing
- Significant open space with a trail network
- Sketch shows single-family or townhouses (30 single-family or 60 townhouse units or a combination)

Discussion Points:

- Could higher densities be supported / be desirable here?
- Are there other road alternatives that might work?
- Traffic calming techniques might be desirable to slow down traffic

Area B



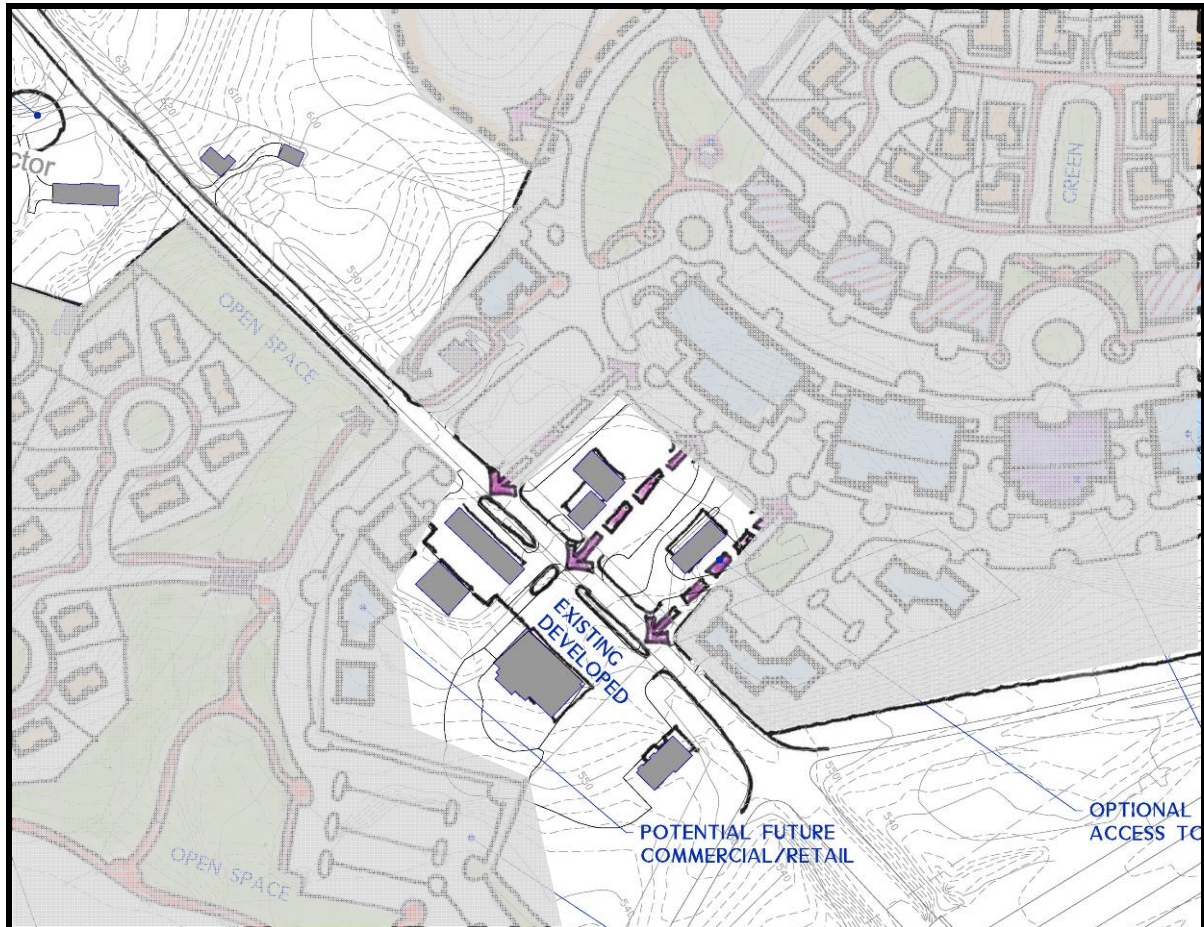
Highlights:

- Commuter lot could be relocated here
- New commercial / retail along road leading to commuter lot and new residential neighborhood

Discussion Points:

- Other scenarios in case commuter lot is not relocated to here
- Improve access management with a road behind existing businesses

Areas C and D



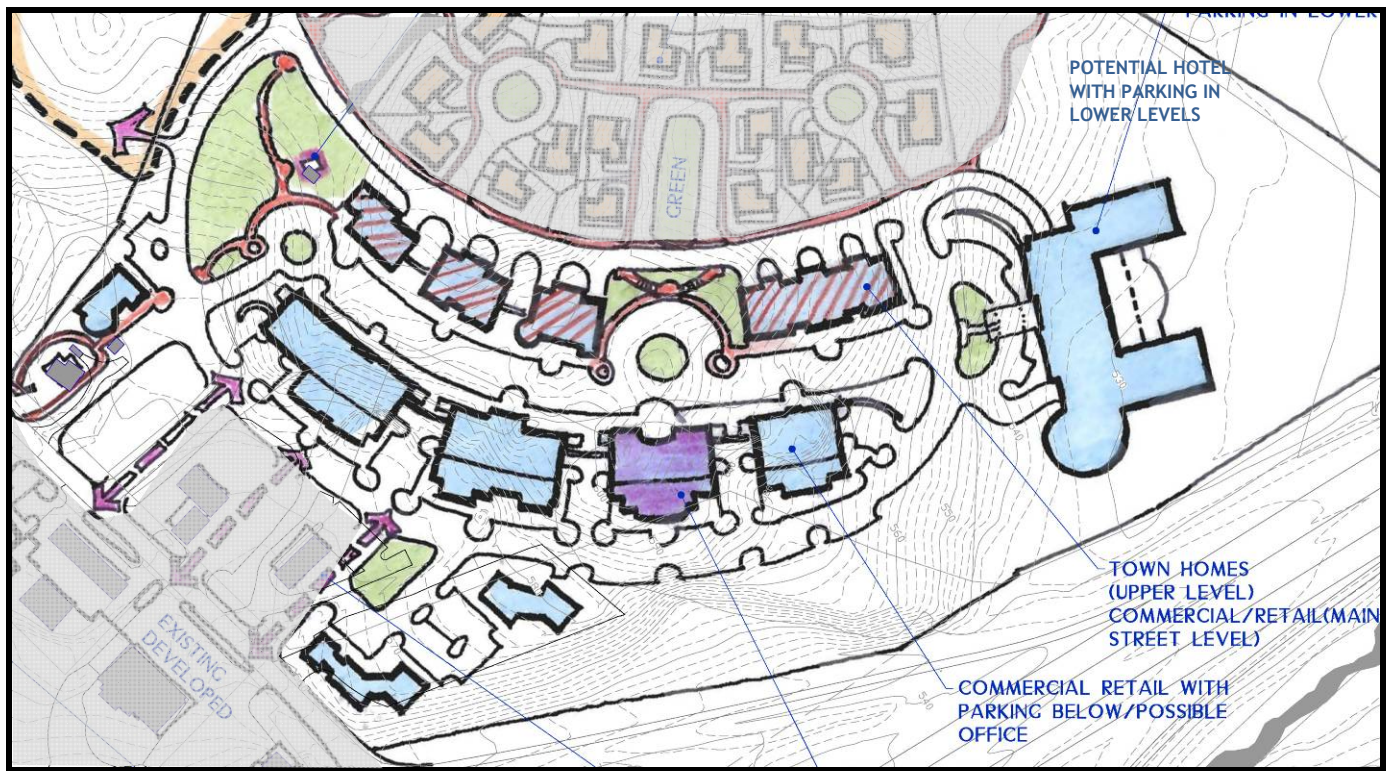
Highlights:

- Concept sketch accounts for existing businesses
- Street in the rear can facilitate access management improvements

Discussion Points:

- As properties redevelop, increase density, improve streetscapes, and provide connections to development to the rear

Area E



Highlights:

- Street system and building forms work with topography (large footprint buildings may be easier to construct and /or phase)
- Use of Town-owned parcel along I-84
- Hotel and civic building as “anchors” to draw visitors to new main street
- Unique rock formation preserved in a park
- Parking dispersed throughout - on-street and under buildings

Discussion Points:

- Appropriate heights along Main Street and rear street
- Design principles for addressing gaps between buildings

Area F



Highlights:

- Single family houses provide buffer / transition to existing neighborhoods
- Townhouses are closer to Main Street
- Topography limits street connectivity in some areas

Discussion Points:

- Higher densities might be appropriate along the street
- Additional town houses might be appropriate on adjacent properties
- Wetlands may pose additional constraints

