APPENDIX A
EPA'S SMART GROWTH IMPLEMENTATION ASSISTANCE (SGIA) PROGRAM

Communities around the country want to foster economic growth, protect environmental resources, and plan for development. In many cases they need additional tools, resources or information to achieve these goals. In response to this need, the Environmental Protection Agency's Development, Community, and Environment Division (DCED) launched the Smart Growth Implementation Assistance Program in 2005 to provide technical assistance through contractor services to selected communities. EPA assembles teams of specialized consultants, bringing together expertise that meets a particular community's needs. While working with community participants to understand their aspirations for development, the teams bring experience from working in other parts of the country to provide best practices for consideration by the assisted community. The goal of the program is to help participating communities attain their goals, while also producing a resource (such as a report or a set of guidelines) that can be useful to a broad range of communities facing similar challenges.

The Smart Growth Implementation Assistance Program is designed to help communities achieve growth that supports economic, community, and environmental goals. People in communities around the country are frustrated by development that gives them no choice about driving long distances between where they work, live and shop; that requires costly public expenditures to extend sewers, roads and public services to support new development; that uses up natural areas and farmland for development while land and buildings lie empty in already developed areas; and that makes it difficult for working people to rent or buy a home because of development that focuses only on one or two costly housing types. Smart growth strategies create new neighborhoods and maintain existing ones that are attractive, convenient, safe, and healthy. They foster design that encourages social, civic, and physical activity. They protect the environment while stimulating economic growth. Most of all, they create more choices for residents, workers, visitors, children, families, single people, and older adults—choices in where to live, how to get around, and how to interact with the people around them. When communities undertake this kind of planning, they preserve the best of their past while creating a bright future for generations to come.

More information about the program, including information on how to apply and links to reports from past SGIA recipients, can be found at http://www.epa.gov/smartgrowth/sgia.htm.

APPENDIX B
ZONING ANALYSIS

Zoning is the most effective tool that communities have to guide and manage land development. While zoning has its limitations in the regulatory context, it is the best tool available for controlling the use, density, and intensity of land. Zoning can even provide incentives to encourage sustainable development practices such as those illustrated in the three site design concepts for the towns of Bloomfield, Manchester, and South Windsor.

This analysis examines the existing zoning regulations in each of these three Connecticut towns for consistency with the proposed site visions presented in Chapter III. The analysis considers the permitted use of land, the permitted density, bulk and area requirements, parking requirements, and standards for the design of sites and structures. Finally, options are provided to incorporate standards into the zoning regulations that promote sustainable development consistent with the design concepts proposed for each of the three sites. The options also suggest how to incorporate the design guidelines described in the *Smart Growth Guidelines for Sustainable Design and Development*, providing a mix of required standards and incentives for optimum green design.

SITE 1 – ROCKWELL NEIGHBORHOOD CENTER, BLOOMFIELD, CT

A. EXISTING ZONING

As of publication time, the town of Bloomfield's rewrite of its zoning ordinance is in the final draft stage. This analysis uses the draft updated ordinance. As indicated on the zoning map, the majority of the Rockwell Neighborhood Center site is zoned R-10 Residential. There is also a small portion of the site zoned GWD Blue Hills Gateway District, which encompasses the library and some proposed twin housing development.

1. Permitted Uses

The R-10 Residential zoning district permits single-family dwelling units, two-family dwelling units, and open space. Two-family dwelling units must have a minimum lot size of 15,000 square feet. Accessory apartments are allowed by special permit but must be occupied by elderly persons related to the primary resident and must be attached to the primary dwelling.

The ordinance does not specifically list recreation facilities or community centers as permitted or special permit uses in the R-10 district but does allow "municipal lands and facilities of the Town of Bloomfield." Presumably this type of use includes recreation facilities and the community center.

The GWD district, which encompasses the existing library and some of the proposed twin housing development, allows mostly small-scale commercial and office development by site plan approval. Multifamily dwelling units are permitted by special permit. The district does not specifically list single-family dwellings as a permitted or special permit use but does require residential densities to be no more than four dwelling units per acre, which is too low to accommodate the twin units proposed in the concept site design.

2. Bulk and Area Requirements

The R-10 district requires a minimum lot size of 10,000 square feet, a minimum lot width of 100 feet, and a maximum building coverage of 20 percent. Yard requirements are 25 feet in the front, 10 feet on the side, and 25 feet in the rear. These area and bulk requirements preclude development of the attached and semi-detached dwelling units proposed for this site. In addition, the maximum height is 35 feet with a two-story maximum, which prohibits development of the proposed three-story townhouses. The GWD district front and side yard requirements and maximum building coverage of 25 percent would prohibit the proposed residential development program as well.

3. Parking Requirements

The parking requirement for single-family dwellings is two spaces per unit. The proposed development program can be accommodated under this requirement. The zoning ordinance does not restrict the use of alleys for parking access for townhouses. There are no specific requirements for recreation facilities or community centers.

4. Design Standards

The updated ordinance includes design guidelines that apply to proposed development in any business or special zone and to principal uses allowed by special permit in any residential zone. The design guidelines include standards for building orientation, building massing, context with adjoining properties, scale, landscaping, parking design, architectural features, façade treatment, building materials, screening of mechanical equipment, signage, and lighting. In comparison with the Smart Growth Guidelines for Sustainable Design and Development, they are fairly general and do not address key features of sustainable design, such as transit and bicycle amenities, streetscaping, and building orientation for solar access.

B. Potential Zoning Changes to Promote Sustainable Design

Neither the current zoning ordinance nor the updated draft zoning ordinance for the town of Bloomfield include a residential district that allows residential densities of higher than around four units per acre by right. The R-10 zoning district is the highest density residential district in the town, and it requires a 10,000 square foot minimum lot size and a side yard requirement that precludes attached units.

A new overlay zone for the Rockwell neighborhood site could allow increased density and flexibility in design while applying additional design standards and incentives to promote sustainable development practices like the proposed Rockwell neighborhood design. Under the new overlay district, the following features could be permitted by site plan approval:

- Semi-detached and attached dwelling units;
- A minimum lot size of 2,000 to 3,000 square feet;
- Higher density residential development up to 10 units per acre, with an additional five units per acre permitted with green design features listed below;
- A maximum height of three stories;
- Detached accessory dwelling units; and

- Recreation fields, courts, and community centers.

To receive site plan approval, the minimum required design features could be:

- Designed as a planned unit development with a minimum parcel size of three acres;
- Parking and loading areas on the side or at the rear of dwellings or accessed by rear alleys;
- Bicycle racks at recreation facilities and transit stops;
- Transit stops on transit corridors provided in appropriate locations where none exist;
- 8-foot minimum sidewalk width on both sides of the street;
- Crosswalks at all intersections;
- Street furniture (e.g., benches, street lamps);
- A minimum preserved tree canopy of 20 percent;
- A minimum contiguous open space requirement of 30 percent;
- New buildings and street blocks oriented along the east-west axis to take advantage of natural solar heating and cooling;
- Streets and sidewalks connected on the interior of the development and with the existing road network; and
- Buildings oriented toward the street and sidewalk with front facades and entrances facing the sidewalk or pedestrian space.

To promote sustainable green design, a density bonus of five units per acre could be allowed in exchange for provision of:

1. A combination of three of the following elements:
   - 20 percent of the housing units affordable to residents earning 80 percent of the area median income or less;
   - All new residential buildings designed as ENERGY STAR Qualified Dwelling Units and installed with water-efficient fixtures;
   - Stormwater management best practices (bioswales, pervious pavement, rain gardens, integration of detention capacity with buffers and open space); or
   - Green roofs on all new buildings.

Or

2. Installation of non-polluting, renewable energy generation technologies such as solar, wind, or geothermal capacity in all new buildings.

SITE 2 – MANCHESTER PARKADE SITE

A. Existing Zoning

The entire Manchester Parkade site is zoned GB General Business, which is described as a commercial trade area for general public shopping convenience. The Parkade site is also in the Design Overlay Zone, which establishes design standards for previously developed areas.

1. Permitted Uses

The GB zoning district allows retail, restaurants, taverns, office, hotel, municipal parking lots, theaters, and recreation facilities and clubs by right. Warehousing, light industrial, self storage, drive-through restaurants, automobile sales, gas stations, schools, and places of worship are permitted by special exception. Multifamily historic mill conversions are also permitted by special exception. All other residential uses are specifically prohibited from the GB district.

2. Bulk and Area Requirements

The GB district allows a maximum height of 40 feet and a maximum of three stories. Accessory structures have a maximum height of 18 feet. The minimum front yard is 25 feet, and there is an 8-foot buffer requirement from adjoining residential districts. Many aspects of the proposed design for the Manchester Parkade site would not comply with the height limitations and front yard requirement, although the Design Overlay Zone allows a waiver of the front yard requirement.

3. Parking Requirements

Parking requirements are specified for each use and do not consider shared parking, public parking, transit credits, or on-street parking. The parking requirements also do not address parking as part of an overall mixed-use plan, except that it does allow an overall requirement for shopping centers. In general, the parking requirements could be more flexible to accommodate the proposed Parkade site design.

4. Design Standards

The Manchester Parkade site is in the Design Overlay Zone, which establishes design standards in previously developed areas to ensure architectural and historical compatibility with the area's distinctive character. The design standards include the following elements:

- Standards for rehabilitated or altered structures;
- Building heights compatible with existing adjacent buildings;
- Relationship of building width to height compatible with adjacent buildings;
- Similar form and ornamental detail to adjacent buildings;
- Porches and other projections; and
- Exterior façade materials compatible with adjacent buildings.

In comparison with the Smart Growth Guidelines for Sustainable Design and Development, these standards are fairly general and do not address the key features of sustainable design, such as transit and bicycle amenities, streetscaping, and building orientation for solar access.

B. Potential Zoning Changes to Promote Sustainable Design

The current zoning district generally does not allow the mix of uses and densities proposed for the Manchester Parkade site design. In addition, the Design Overlay District is limited to general architectural and façade treatments that do not capture the design features highlighted in the Smart Growth Guidelines for Sustainable Design and Development. To achieve the best site and building design and create incentives for green building techniques consistent with the proposed development program and sustainable design guidelines, an effective approach could be to create a new overlay zone. The new overlay zone would replace the existing Design Overlay Zone, since it does not make sense to add an overlay on top of an existing overlay. The new zone could allow the following features by site plan approval:

- Mixed residential and commercial uses with no limit on the number or type of residential units;
- Higher density residential development up to 20 units per acre, with additional five units per acre permitted with green design features
- Building heights up to four stories (50 feet), and an additional two stories permitted with incentives (up to 70 feet);
- Flexibility in setback requirements;
- Shared parking;
- Parking credits for on-street parking and transit; and
- Outdoor dining.

To receive site plan approval, the minimum required design features could be:

- Designed as a planned unit development with a minimum parcel size of 10 acres;
- A mix of residential and commercial uses to promote walkability;
- Parking and loading areas on the side or at the rear of buildings or between buildings and screened from public streets;
- Pedestrian and bicyclist amenities (e.g., bike racks, street lamps, water fountains, benches) near building entrances;
- Transit stops on transit corridors provided in appropriate locations where none exist;
- 8-foot minimum sidewalk width on both sides of the street;
- Street curb bulb-outs at crosswalks;
- Signalized crosswalks at all intersections;
- Street furniture (e.g., benches, street lamps);
- A minimum preserved tree canopy of 20 percent;
- A minimum contiguous open space requirement of 30 percent;
- New buildings and street blocks oriented along the east-west axis to take advantage of natural solar heating and cooling;
- Streets and sidewalks connected on the interior of the development and with the existing road network;
- Buildings oriented toward the street and sidewalk with front facades and entrances facing the sidewalk or pedestrian space, but not facing a parking lot; and

- Installation of litter receptacles at strategic locations in the development.

To promote sustainable green design, a density bonus of five units per acre and a height bonus of two stories (up to six stories and 70 feet) could be allowed in exchange for provision of:

1. A combination of three of the following elements:
   - 20 percent of the housing units affordable to residents earning 80 percent of the area median income or less;
   - All new residential buildings designed as Energy Star Qualified Dwelling Units and installed with water-efficient fixtures;
   - All new non-residential buildings designed to comply with ANSI/ASHRAE/IESNA industry standards and installed with water-efficient fixtures;
   - Stormwater management best practices (e.g., bioswales, pervious pavement, rain gardens, integration of detention capacity with buffers and open space); or
   - Green roofs on all new buildings.

Or

2. Installation of non-polluting, renewable energy generation technologies such as solar, wind, or geothermal capacity in all new buildings.

SITE 3 – SOUTH WINDSOR TOWN CENTER

A. Existing Zoning

The entire South Windsor Town Center Site is currently zoned RC Restricted Commercial, which includes pedestrian-scaled neighborhood commercial uses mixed with a limited range of residential uses.

1. Permitted Uses

The RC district requires either a special exception or site plan approval for any development. The following uses are permitted by site plan approval:

- Single-family dwelling occupied by owner in conjunction with a permitted commercial use;
- Liquor store;
- Office;
- Retail;
- Personal service shops;
- Hotel;
- Public garage; and
- Riding stables.

The following uses are permitted by special exception:

- Assisted living facilities;
- Senior residence;
- Municipal facilities; and
- Day care facilities.

Mobile food vendors are permitted by zoning permit approval.

All of the commercial and office zoning districts in South Windsor, including the RC district, allow mixed-use development by special exception. Dwelling units must be located above commercial uses, and only one level of dwelling units is allowed (each dwelling unit may have multiple stories, but a separate unit may not be located above another unit.) The RC allows a maximum of 25 dwelling units total. A mix of unit sizes is required; however, three-bedroom units are not permitted.

2. Bulk and Area Requirements

The RC district requires a minimum lot size of 30,000 square feet, minimum lot frontage of 150 feet, and a 65-foot minimum front yard. Side and rear yard requirements may be waived along common boundaries of consolidated lots. The maximum height is 45 feet and three stories, the maximum impervious coverage is 60 percent, and the maximum lot coverage is 25 percent. In general, the proposed town center development is consistent with the bulk and area requirements except for the maximum height restrictions and possibly the maximum building coverage requirement.

3. Parking Requirements

Parking requirements are generally prescribed for each individual use. Residential uses are required to have two spaces per unit, and assisted living facilities must have one space per two dwelling units. Shared parking is permitted by approval by the Planning Commission in mixed-use developments.

4. Design Standards

Mixed-use development in commercial/office zoning districts is subject to the following design criteria:

- Pedestrian circulation must be designed to encourage use by residents;
- Appropriate street furniture (e.g., benches, planters) should be provided; and
- Adequate lighting in pedestrian and parking areas is required.

All development in the RC zone is subject to review by the Architectural and Design Review Committee and must comply with the following design criteria:

- Setbacks and yards in excess of zoning restrictions are encouraged;
- Parking areas shall be treated with decorative elements, building wall extensions, and plantings to screen from public streets;
- Height and scale of building shall be compatible with adjoining buildings;
- New utilities shall be underground;
- Landscape transition to adjoining properties shall be provided;

- Harmonious massing and texture is required;
- Existing vegetation and topographic features shall be preserved;
- New plantings shall have uniform design;
- Materials shall be compatible with surroundings and durable;
- Mechanical equipment shall be screened;
- Monotony of design shall be avoided; and
- Signs shall have good scale and proportion and shall be designed as an integral architectural element of the building.

The architectural and design review process does have design standards that address site design in addition to building design, but they do not fully address the key neighborhood design features for sustainable development, such as building orientation for solar access, bicycle amenities, and transit access.

B. Potential Zoning Changes to Promote Green Design

The RC zoning district seems to generally allow the type of development proposed in the town center neighborhood design with a few exceptions. Primarily, the requirements do not allow much flexibility in residential density and building height. A modification to the existing RC district would create less confusion than creating a new overlay district. In order to encourage development such as the proposed town center, the RC district could be modified with a new "mixed-use incentive" section that increases flexibility in design in exchange for enhanced features such as those described in the Smart Growth Guidelines for Sustainable Design and Development. Under the mixed-use incentive standards, the following features could be permitted by site plan approval:

- Mixed residential and commercial uses with no limit on the number or type of residential units;
- Higher density residential development up to 15 units per acre, with an additional five units per acre permitted with green design;
- Building heights up to four stories (50 feet), with an additional two stories permitted with incentives (up to 70 feet);
- Flexibility in setback requirements;
- Shared parking;
- Parking credits for on-street parking and transit; and
- Outdoor dining.

To receive site plan approval, the minimum required design features could be:

- Designed as a planned unit development with a minimum parcel size of 10 acres;
- A required mix of residential and commercial uses to promote walkability;
- Parking and loading areas located to the side or rear of buildings or between buildings and screened from public streets;
- Amenities such as bike racks and walking amenities (water fountains, benches, street lamps, etc.) near

building entrances;

- Transit stops on transit corridors provided in appropriate locations where none exist;
- 8 feet minimum sidewalk widths on both sides of the street;
- Provide street curb bulb-outs for pedestrians at crosswalks.
- Signalized crosswalks provided at all intersections;
- A minimum preserved tree canopy of 20 percent;
- A minimum contiguous open space requirement of 30 percent;
- New buildings and street blocks oriented along the east-west axis to take advantage of natural solar heating and cooling.
- Streets and sidewalks connected on the interior of the development and with the existing road network.
- Buildings oriented toward the street and sidewalk with front facades and entrances facing the sidewalk or pedestrian space, but not facing a parking lot;
- Installation of litter receptacles at strategic locations in the development.

To promote sustainable green design, a density bonus of five units per acre and a height bonus of two stories (up to six stories and 70 feet) could be allowed in exchange for provision of:

1. A combination of three of the following elements:
   - 20 percent of the housing units affordable to residents earning 80 percent of the area median income or less;
   - All new residential buildings designed as ENERGY STAR Qualified Dwelling Units and installed with water-efficient fixtures;
   - All new non-residential buildings designed to comply with ANSI/ASHRAE/IESNA standards and installed with water-efficient fixtures;
   - Stormwater management best practices (e.g., bioswales, pervious pavement, rain gardens, integration of detention capacity with buffers and open space); or
   - Green roofs on all new buildings.

Or

2. Installation of non-polluting, renewable energy generation technologies such as solar, wind, or geothermal capacity in all new buildings.

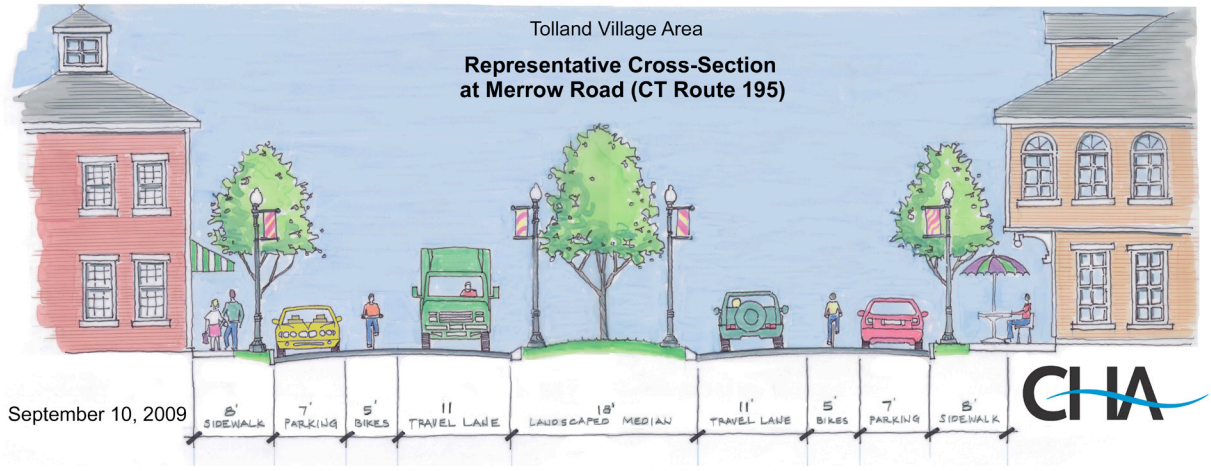
APPENDIX C
TOLLAND VILLAGE AREA

The Tolland Village Area planning study was supported by a HOME CT Technical Assistance Grant. Conceptual site plans, precedent photographs, and depictive drawings generated during that planning effort, and presented at the "Together We Can Grow Better Workshop" are included in this appendix. The following development vision statement is an excerpt from zoning language drafted during the planning effort:

The Tolland Village Area designated on the Zoning Map is an area of special interest to note an innovative development plan that is being developed that will create a gateway to Tolland's historic town center. The development will consist of architecture and land use patterns that are based on a traditional New England village. Accordingly, the development will complement existing land uses surrounding the Tolland Green and Historic District and adjacent residential development. It will also provide for a mix of complementary land uses arranged in compact and attractive districts in order to optimize developability and create walkable neighborhoods while preserving environmentally sensitive areas and protecting natural resources.

The development vision will echo the principles of Smart Growth and New Urbanism, tools that guide the form of the built environment in order to create and protect development patterns that are compact, walkable and mixed use and to ensure that development enhances the economic base of town and the quality of life of residents. The vision for the Tolland Village Area

- Preserve the character in areas near the Historic District.
- Plan for more intense development in the "gateway area" adjacent to Interstate 84.
- Provide for transitional use and density between these areas.
- Establish and maintain buffers to adjacent residential development.
- Protect important natural resources.
- Provide guidelines so that development is consistent with New England village architecture.
- Provide safe streets for motorists, pedestrians and bicyclists.
- Incorporate park-like spaces and/or greenways.
- Enhance the gateway to the National Historic Register Tolland Green.
- Obtain broad public support.
- Protect important natural resources (especially surface and groundwater).



ARCHITECTURE & MIX OF USES

Traditional Architecture- buildings designed with a human scale and with massing, form and materials that echo Tolland's historic vernacular

Street Wall- Closely spaced buildings to be 2-3 stories and close to the edge of the sidewalk to enclose the street

Walkable Commercial Center with stores and shops on ground level, professional offices & apartments above

New Housing Types- T-4L zone to allow a broad range of housing types such as townhouses, condos, and small apartment buildings

Gateway Building- Buildings at prominent corners should have distinctive verticle elements

Village Anchor- possible site for civic building, church, or school

"COMPLETE STREETS"

Tree-lined Median to provide boulevard effect, calm traffic and provide pedestrian refuge island

Narrow Travel Lanes provide shorter crosswalks and slows traffic

Intersections designed for pedestrian safety include curb extensions, high visibility crosswalks, small curb radii, and lighting

Modern Traffic Roundabouts improve traffic flow and safety and create attractive gateways

Consolidate Driveways and prohibit drive-through lanes to improve walkability as well as pedestrian and bicycle safety

PEDESTRIAN AMENITIES

Streetscape Improvements-Street trees, period lighting and other pedestrian amenities to provide shade, benches, visual interest and vertical enclosure

Village Square- venue for civic gatherings, ceremonies, outdoor markets or festivals

Courtyards & Sidewalk Cafes for social gatherings, outdoor dining, and venues for murals, sculptures, and fountains

PARKING

On-Street Parking buffers pedestrians and calms traffic

Parking Structures with liner buildings to hide garages from streets

Small, Off-street Parking lots to be screened and located to the rear of buildings

ALTERNATIVE TRANSPORTATION

Bus Transit- Provide bus pull-out and passanger shelters to promote use of bus transit

Multi-Use Trails to connect village with Tolland Green & Crandall Park

Bicycle Lanes to be continuous along Route 195 to connect village to Tolland Green

WALKABILITY

New Streets create short, interconnected blocks to improve walkability, improve natural surveillance, and facilitate traffic flow

Provide street and sidewalk connections to adjoining residential neighborhoods to improve walkability, and 'natural surveillance'

Allys hide garages, utilities, & garbage collection & improve walkability by removing driveways from main streets

ENVIRONMENTAL IMPROVEMENTS

Protected Wetlands, Stream & Wildlife Corridors

Protected Open Space and woodland buffers to adjacent neighborhoods

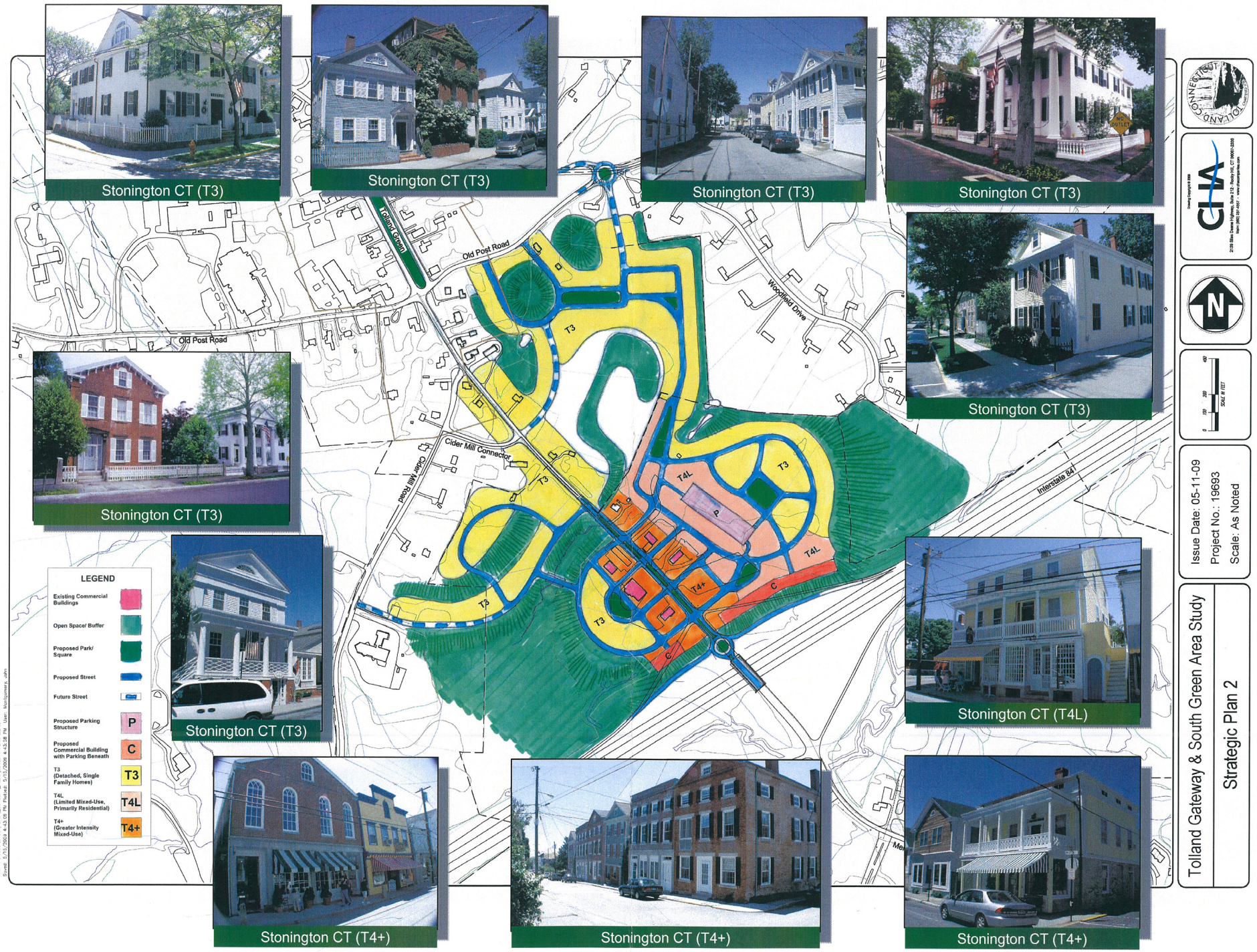
Reduced Pavement: Compact mixed-use development requires only 50% of usual parking which greatly reduces negative impacts due to stormwater runoff and and pavement heat-sink effect

Stormwater be treated on-site through under-ground, state-of-the-art water quality improvement systems

Issue Date: 09-10-09
Project No.: 19693
Scale: As Noted

Tolland Village Area

Design Strategies Plan



Tolland Gateway & South Green Area Study

Strategic Plan 2

Issue Date: 05-11-09
Project No.: 19693
Scale: As Noted

APPENDIX D
SITE BRIEFING BOOKS

Together We Can Grow Better

An Interactive Workshop on
Sustainable Development for Capitol Region Municipalities

Site 3: South Windsor, CT / South Windsor Town Center Site

Site Briefing Book / 5.16.09

CRCOG US EPA Jonathan Rose Companies WRT

Workshop Site 3

South Windsor Town Center Site
South Windsor, CT

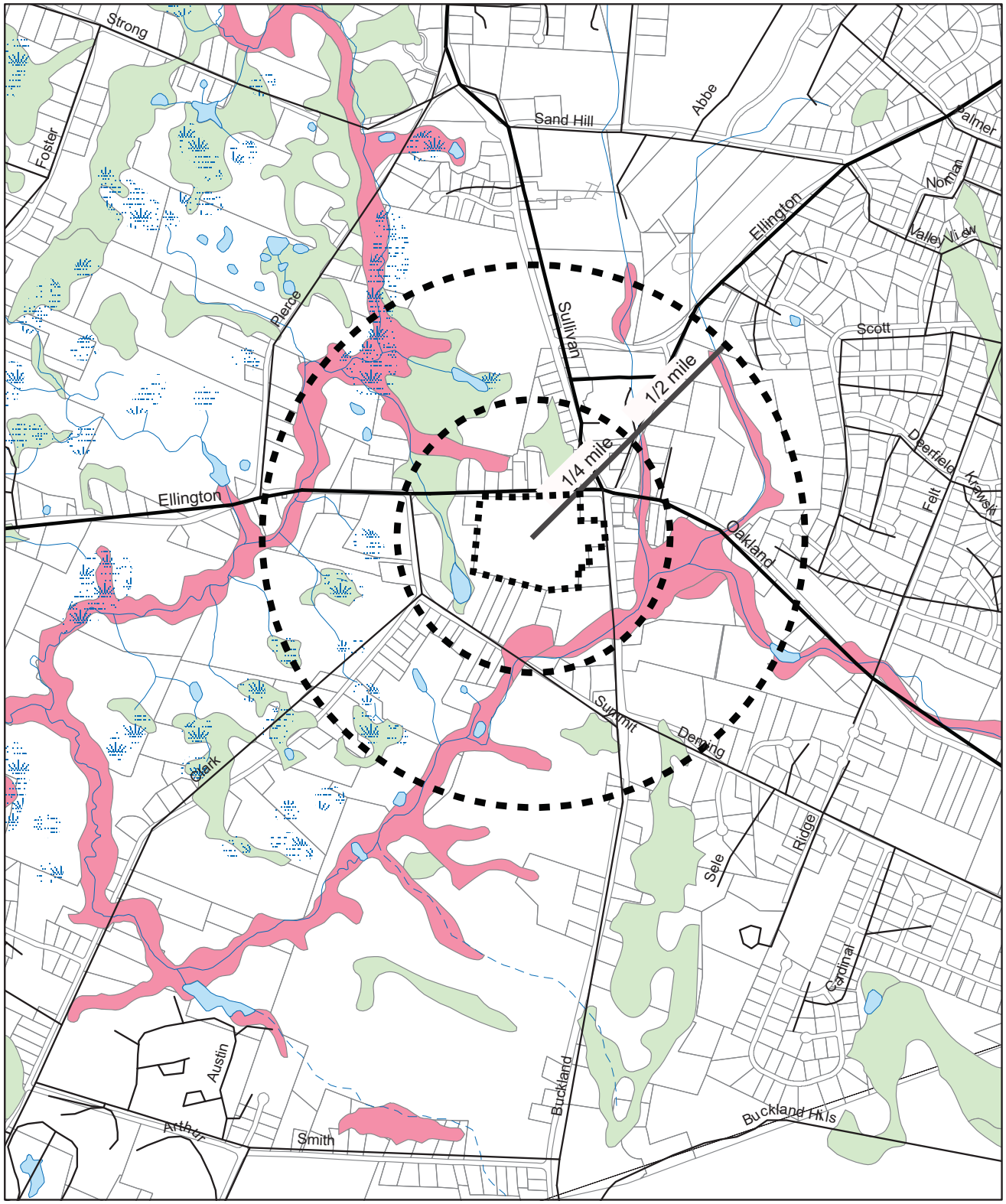
Site Name:	South Windsor Town Center, South Windsor, CT
Ownership:	Private Owner
Location:	1739 Ellington Rd (Stop & Shop at the intersection of Ellington Road and Buckland Road), South Windsor, CT
	Town of South Windsor (2007 Population Est: 25,940); Hartford County, CT (2008 Est: 877,312)
Size:	+/- 25 Acres
Zoning:	Restricted Commercial

Description of the site: The South Windsor Town Center site lies at the intersection of two main state roads, Route 30 (Ellington Road) and Route 194 (Sullivan Avenue/Buckland Street). This site serves as the South Windsor's Town Center and is the main hub of commercial activity diagonally across from the Town Hall and Municipal Center. The existing center is made up of a bank, Stop & Shop, and other small business and retail users. The site is within a ¼ mile of two bus routes but has few surrounding pedestrian amenities.

South Windsor, CT / Regional Context

Data Sources: CRCOG, Connecticut EPA

Neighborhood Context / Site 3 South Windsor Town Center



- Major Highway
- Highway
- Local Road
- Water
- Intermittent Water
- Marsh
- Water

FEMA Floodzone
- 100 Year Flood Zone
- Floodway

Soils
- Alluvial and Floodplain Soils
- Poorly Drained Soils

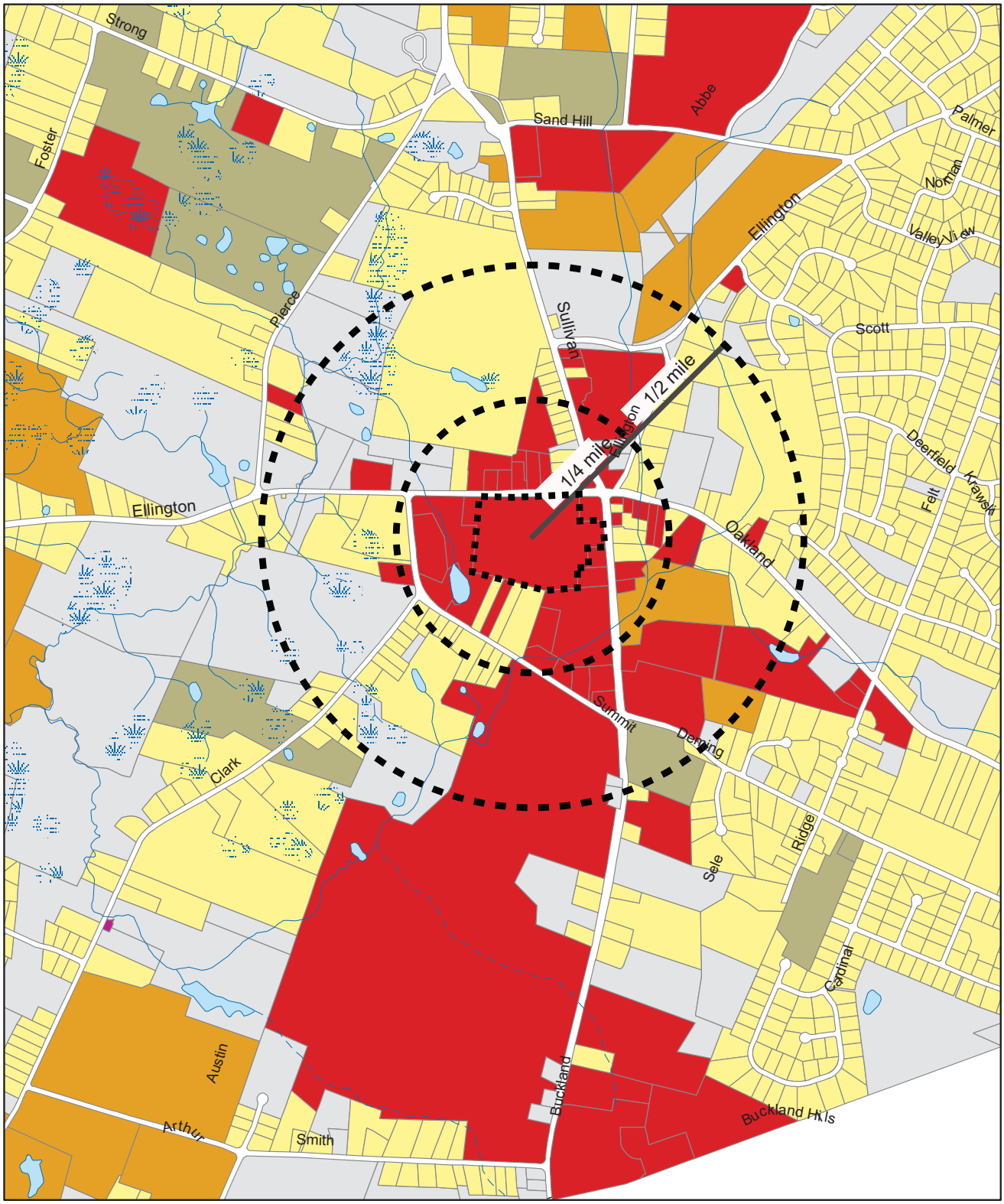
0 0.125 0.25 0.5 Miles

1 in = 0.25 miles

Data Sources: CRCOG, Connecticut EPA

Neighborhood Context /
Site 3 South Windsor Town Center

Generalized Land Use



Water
Marsh
Water

Land Use
Agriculture
1 or 2-Family Residential
Multi-Family
Commercial
Mixed Use
Institutional
Industrial
Cemetery or Recreation
Undeveloped or Unknown

0 0.125 0.25 0.5 Miles

1 in = 0.25 miles

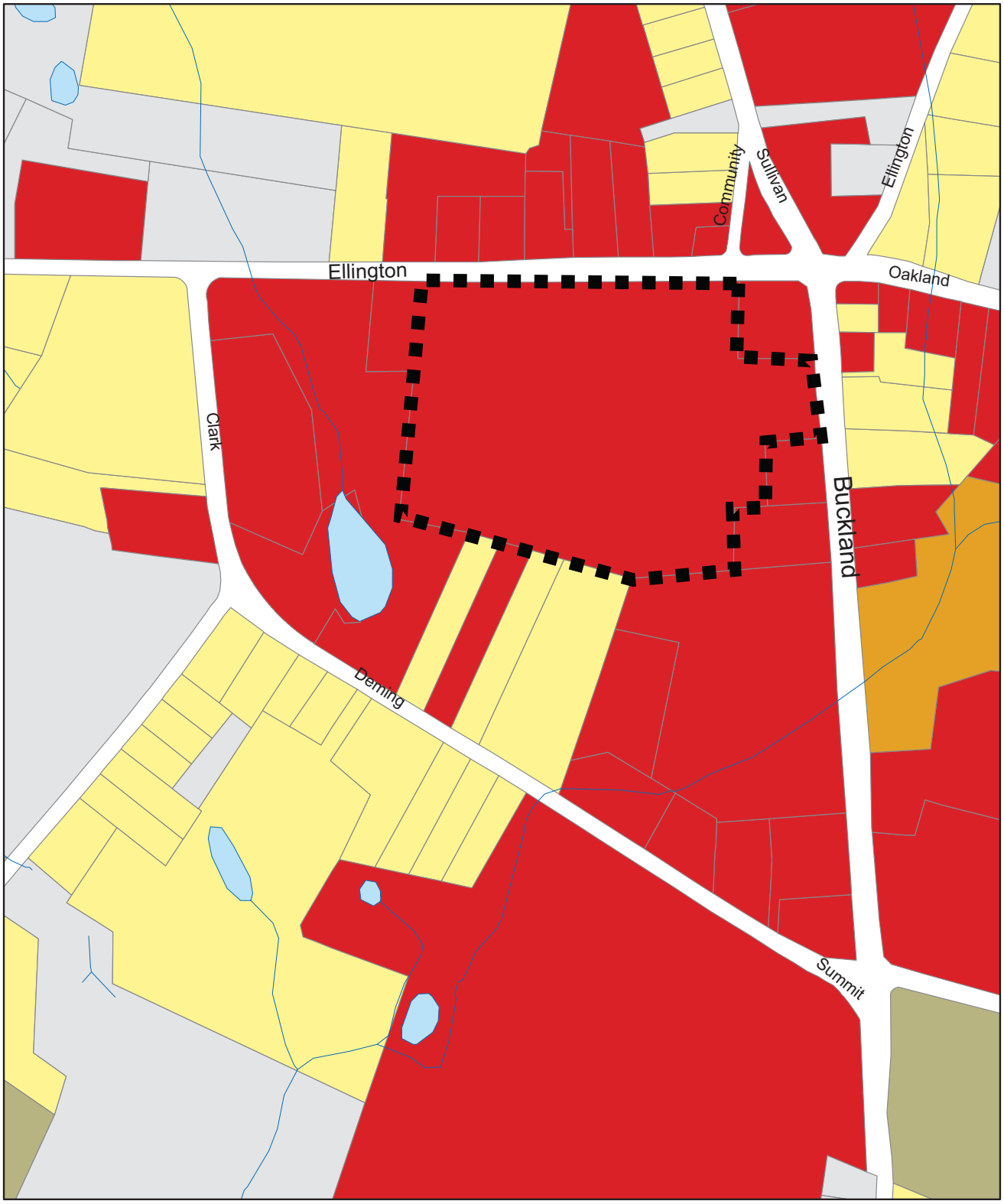
Data Sources: CRCOG, Connecticut EPA

Site Aerial with Environmental Conditions

"Birds-eye" View looking North at the Site (Source: MSN Live Search Maps)

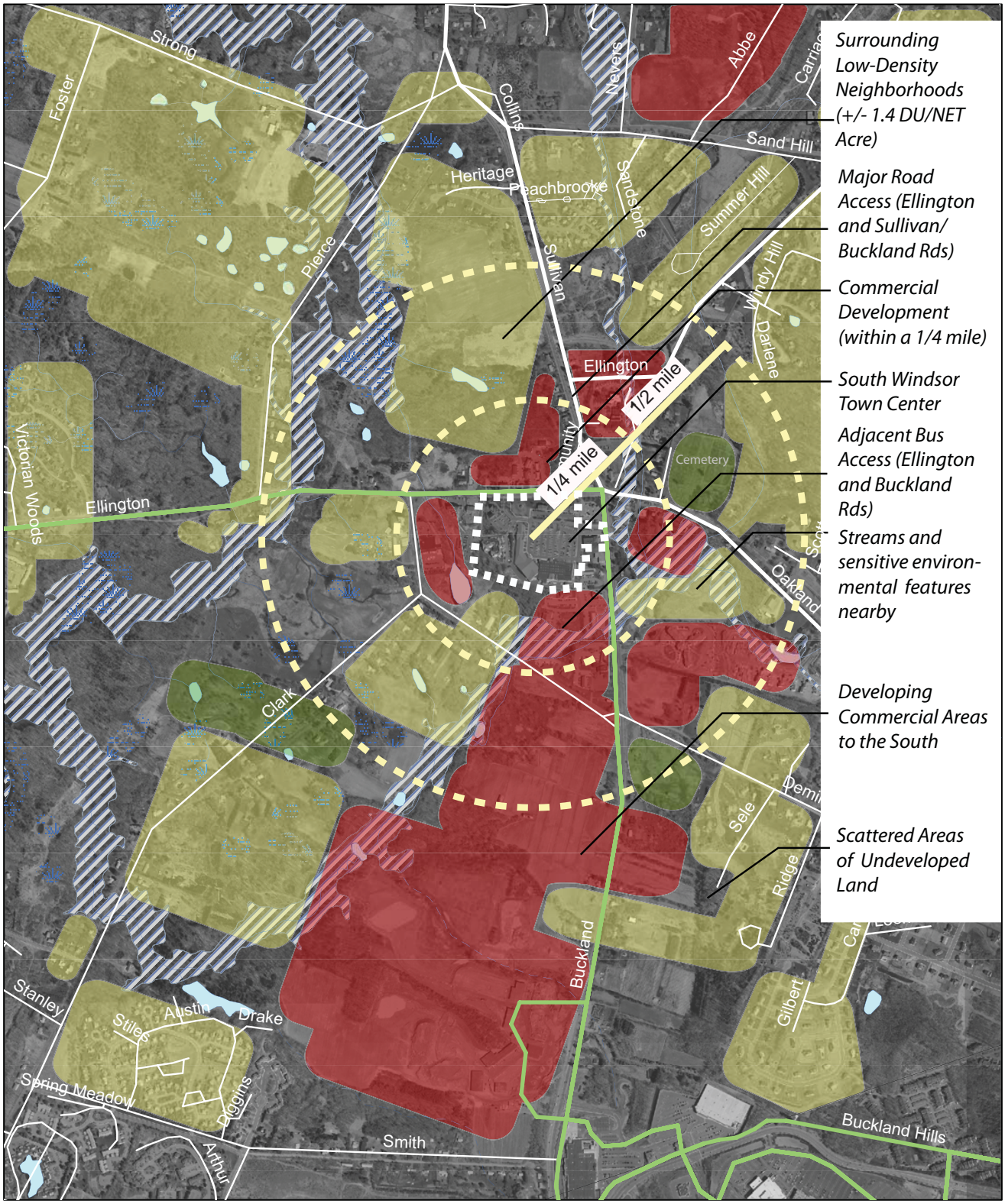
Site Context /
Site 3 South Windsor Town Center

Generalized Land Use



Site Opportunities and Challenges

Neighborhood Context / Site 3 South Windsor Town Center



Together We Can Grow Better

An Interactive Workshop on
Sustainable Development for Capitol Region Municipalities

Site 2: Manchester, CT / Manchester Parkade Site

Site Briefing Book / 5.16.09

CRCOG US EPA Jonathan Rose Companies WRT

Workshop Site 2

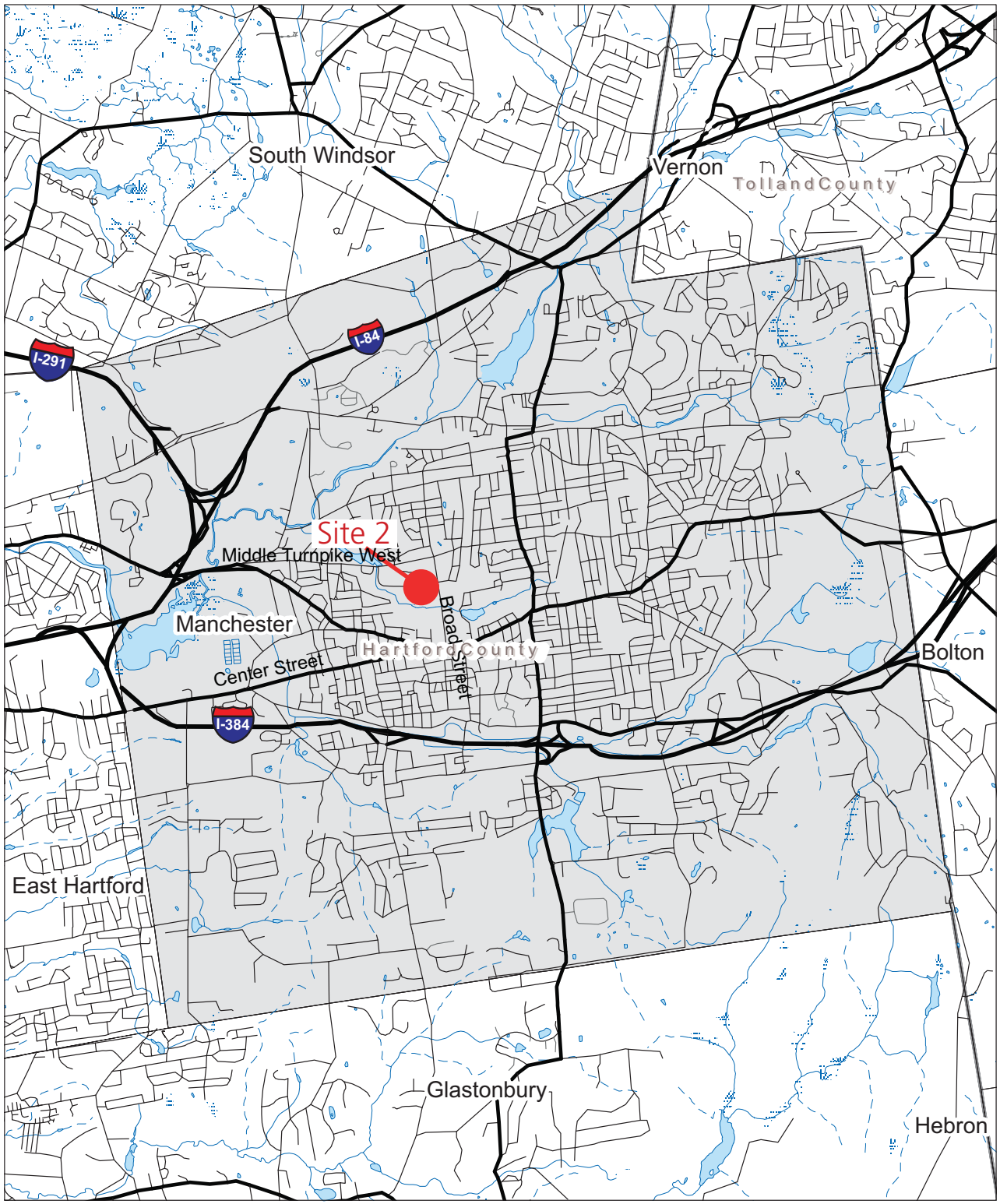
Manchester Parkade Site
Manchester, CT

Site Name:	Manchester Parkade Site, Manchester, CT
Ownership:	Private Owner
Location:	Broad Street and Middle Turnpike West, Manchester, CT
	Town of Manchester (2007 Population Est.: 55,857); Hartford County, CT (2008 Est.: 877,312)
Size:	+/- 27.5 Acres
Zoning:	General Business Zone with a Design Overlay Zone

Description of the site: The Manchester Parkade Site is currently vacant and is located on Broad Street, a main commercial thoroughfare in the Town of Manchester. An old strip retail facility (+/-250,000 SF vacant floor in two structures) is located on the site. Surrounding land uses are commercial along Broad Street. The site is across the street from a municipal school and athletic fields and near Center Springs Park. In addition, there is a cemetery south of the Parkade Site on Broad Street. The surrounding neighborhood is generally single-family residential with some areas of multi-family housing, institutional, and industrial uses.

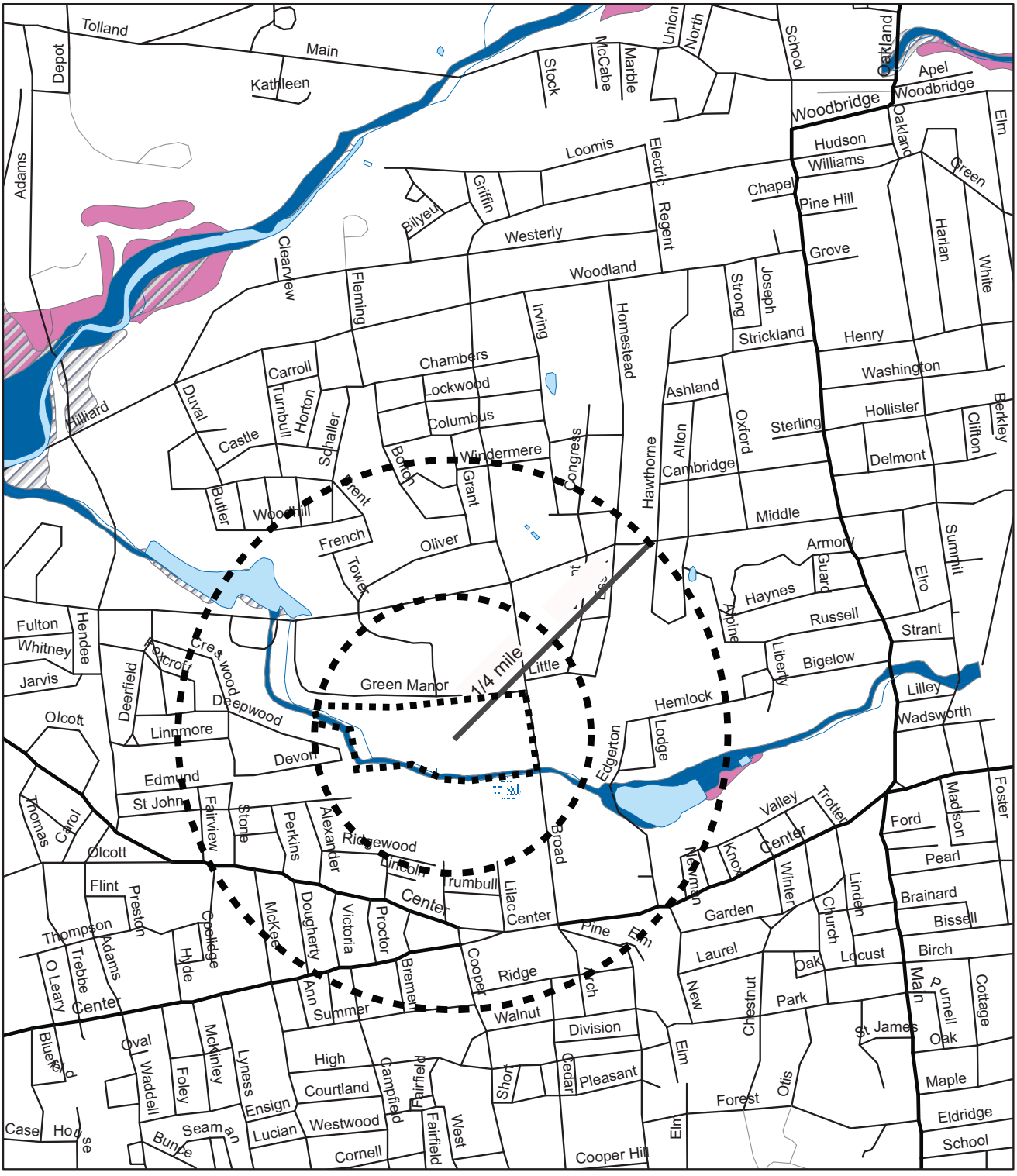
The Town's Redevelopment Agency prepared studies and a plan emphasizing the need for mixed uses (i.e., residential, commercial, entertainment, and civic uses) along the entire Broad Street corridor. The corridor's central location in Manchester is walkable and within a ½ mile of three bus routes. Streetscape improvements and reconstruction projects are planned for the corridor.

Bloomfield, CT / Regional Context



Data Sources: CRCOG, Connecticut EPA

Neighborhood Context / Site 2 Manchester Parkade Site



Major Highway
Highway
Local Road
Water
Intermittent Water
Marsh
Water

FEMA Floodzone
100 Year Flood Zone
Floodway

Soils
Alluvial and Floodplain Soils
Poorly Drained Soils

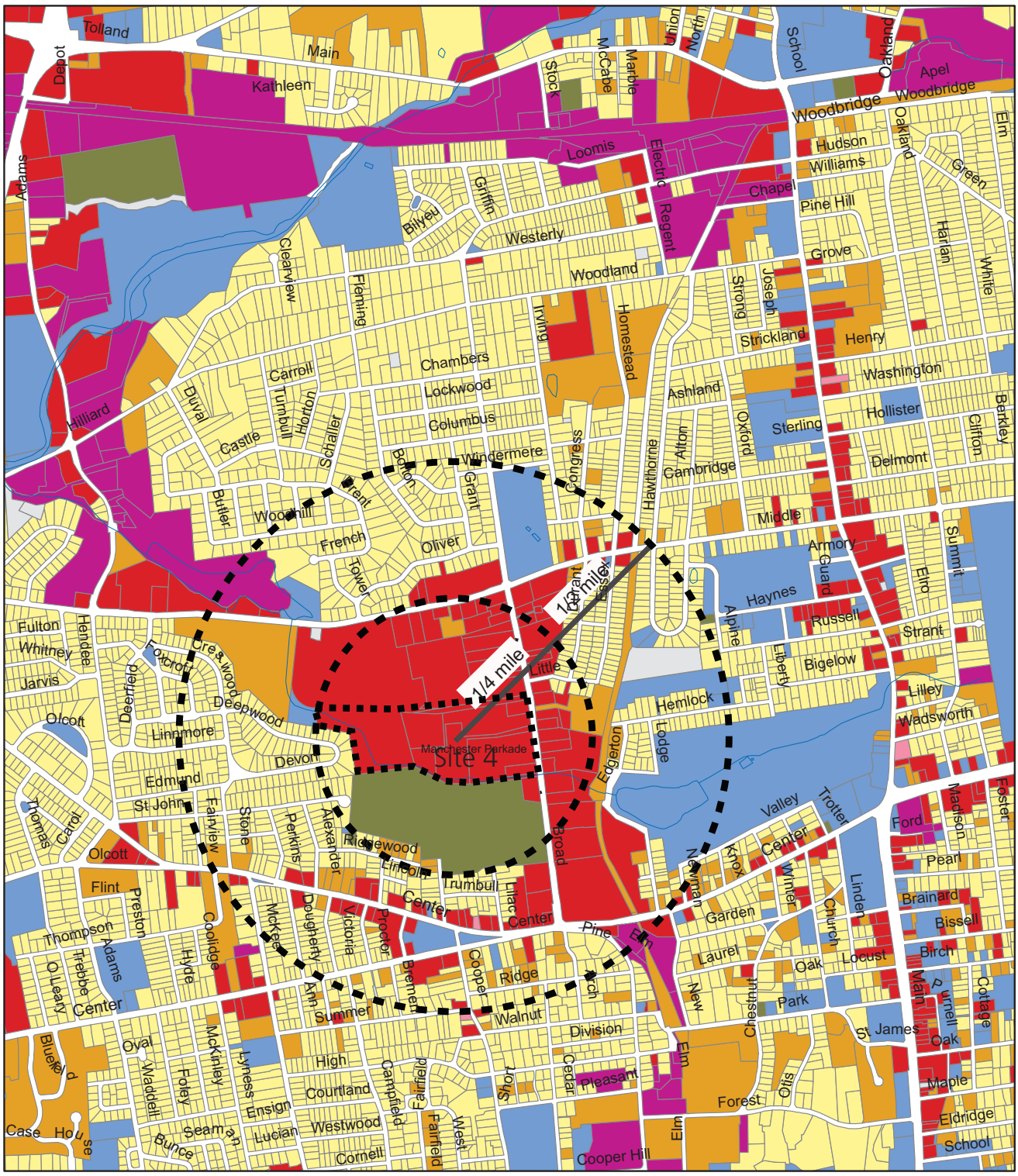
0 0.125 0.25 0.5 Miles

1 in = 0.25 miles

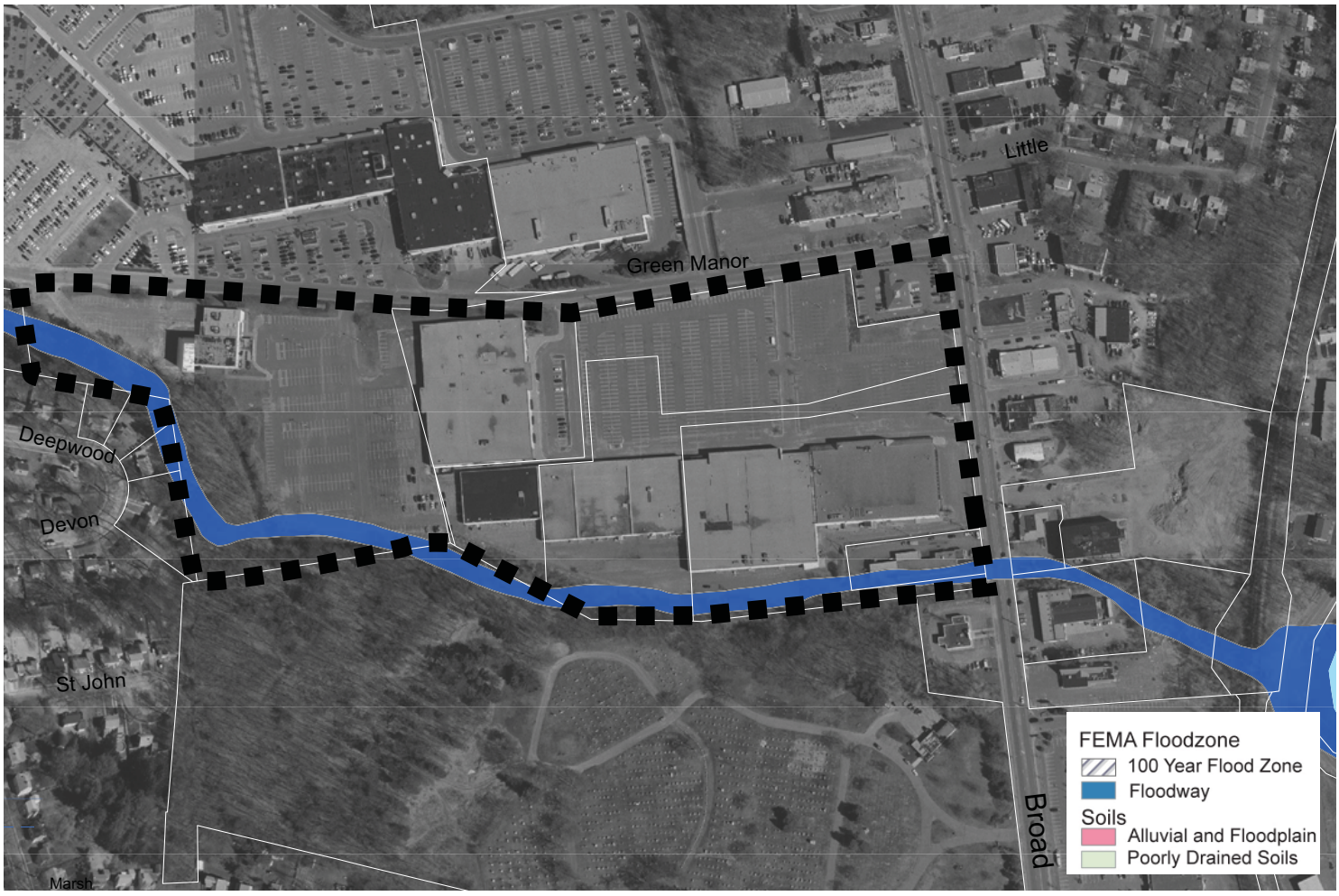
Data Sources: CRCOG, Connecticut EPA

Neighborhood Context /
Site 2 Manchester Parkade Site

Generalized Land Use



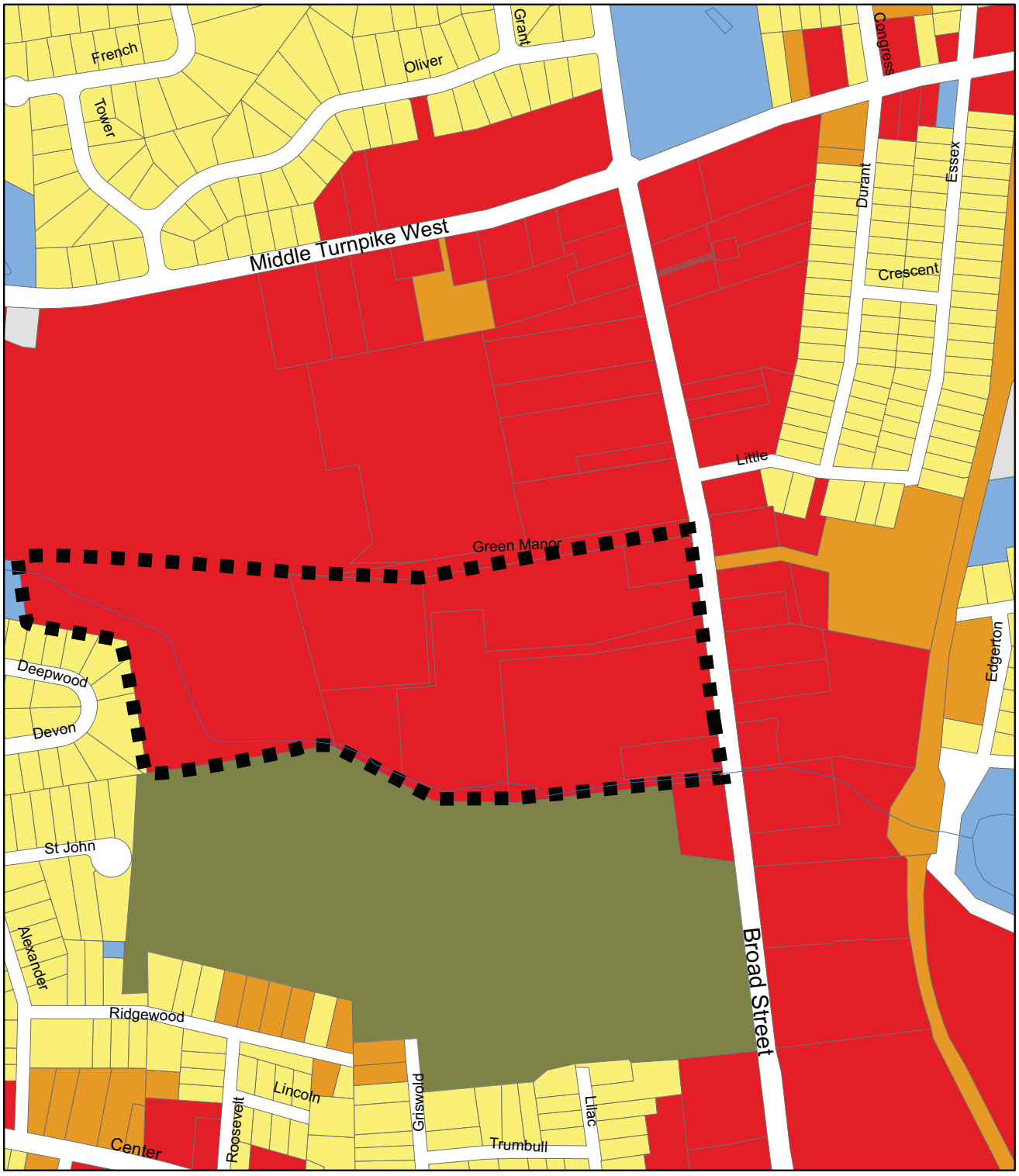
Site Aerial with Environmental Conditions



"Birds-eye" View looking North at the Site (Source: MSN Live Search Maps)

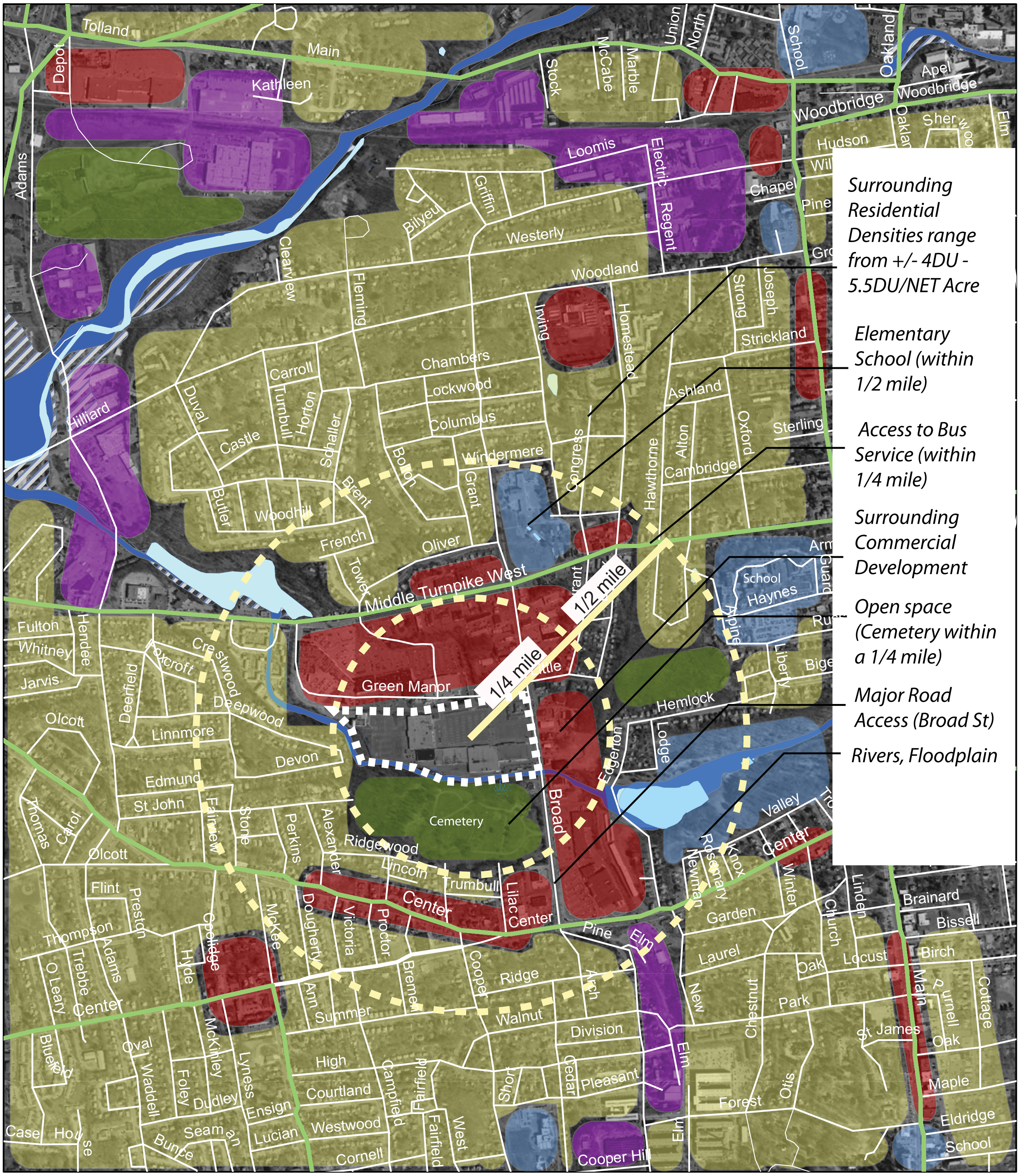
Site Context /
Site 2 Manchester Parkade

Generalized Land Use



Data Sources: CRCOG, Connecticut EPA

Neighborhood Context / Site 2 Manchester Parkade Site



Generalized Land Uses	Transportation
Residential	Bus Routes
Commercial	**Environmental Conditions**
Industrial/Employment	100 Year Flood Zone
Open Space/Undeveloped	Floodway
Public/Institutional	Water

0 0.125 0.25 0.5 Miles

WRT

Data Sources: CRCOG, Connecticut EPA

Together We Can Grow Better

An Interactive Workshop on
Sustainable Development for Capitol Region Municipalities

Site 1: Bloomfield, CT / Rockwell Neighborhood Center

Site Briefing Book / 5.16.09

CRCOG US EPA Jonathan Rose Companies WRT

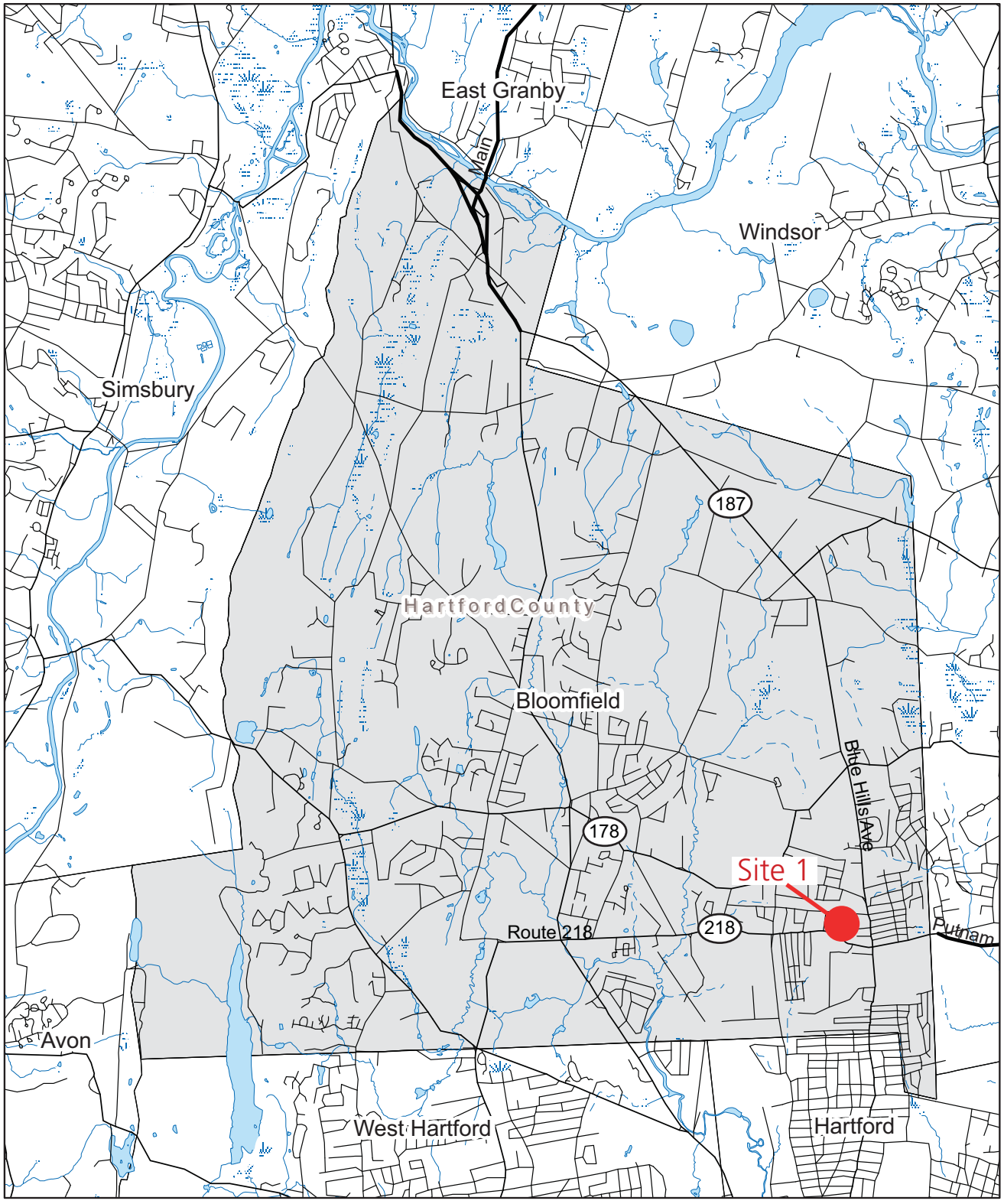
Workshop Site 1

Rockwell Neighborhood Center
Bloomfield, CT

Site Name:	Rockwell Neighborhood Center Facility, Bloomfield, CT
Ownership:	Town of Bloomfield
Location:	73 Rockwell Avenue
	Town of Bloomfield (2007 Population Estimate: 20,693); Hartford County, CT (2008 Est: 877,312)
Size:	+/- 9 Acres
Zoning:	R10 Residential Zone and a small area of Gateway Zone

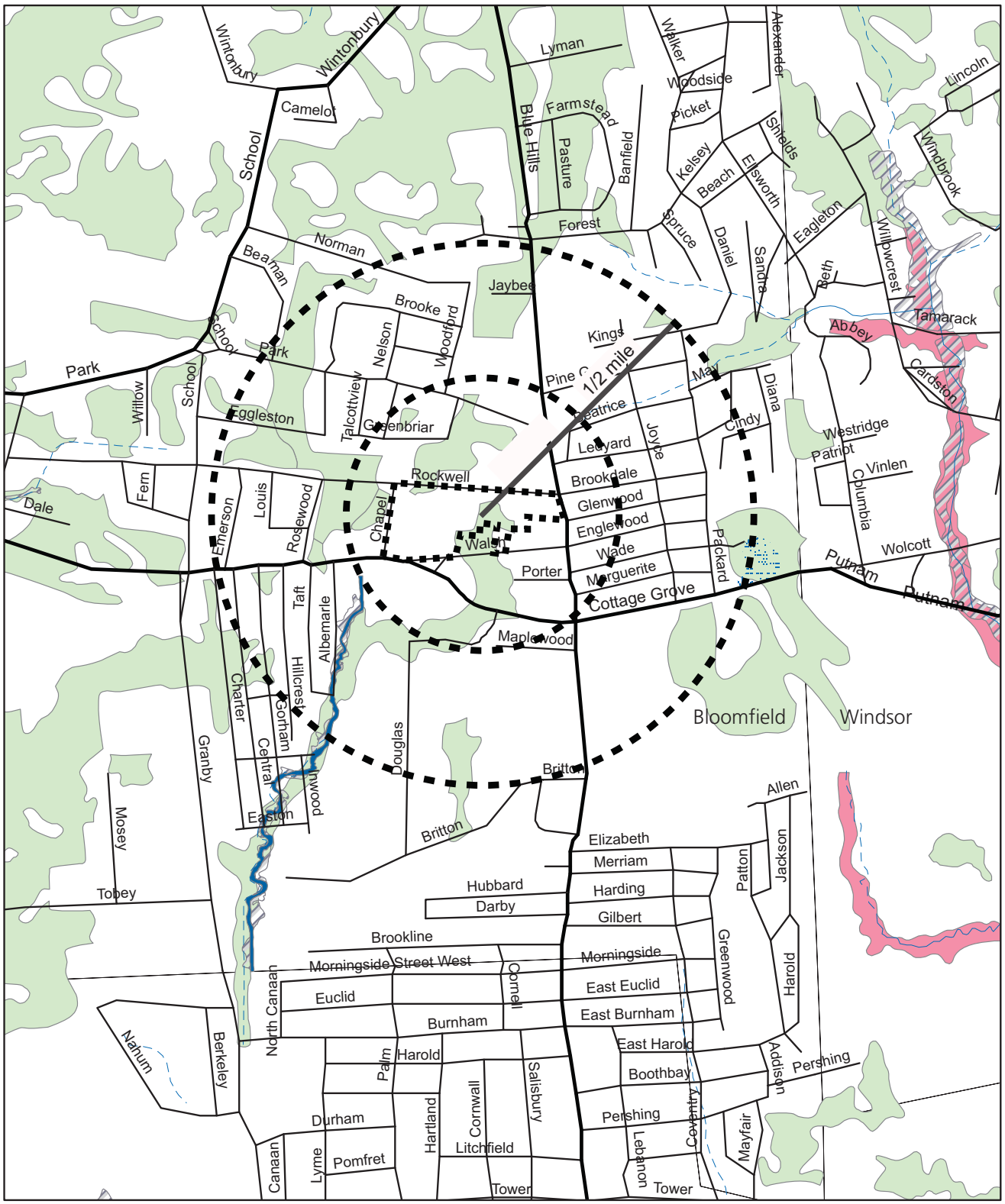
Description of the site: The Rockwell Neighborhood Center houses an old school facility. The majority of the site is zoned R10 Residential Zone with a small portion along Blue Hills Avenue in the Gateway Zone. The parcels that border this site to the south are located on Route 218, a major state road. This site is also within five miles of the major strip retail development on Route 218 and within ½ mile of three bus routes (TX, T4, K1).

Bloomfield, CT / Regional Context



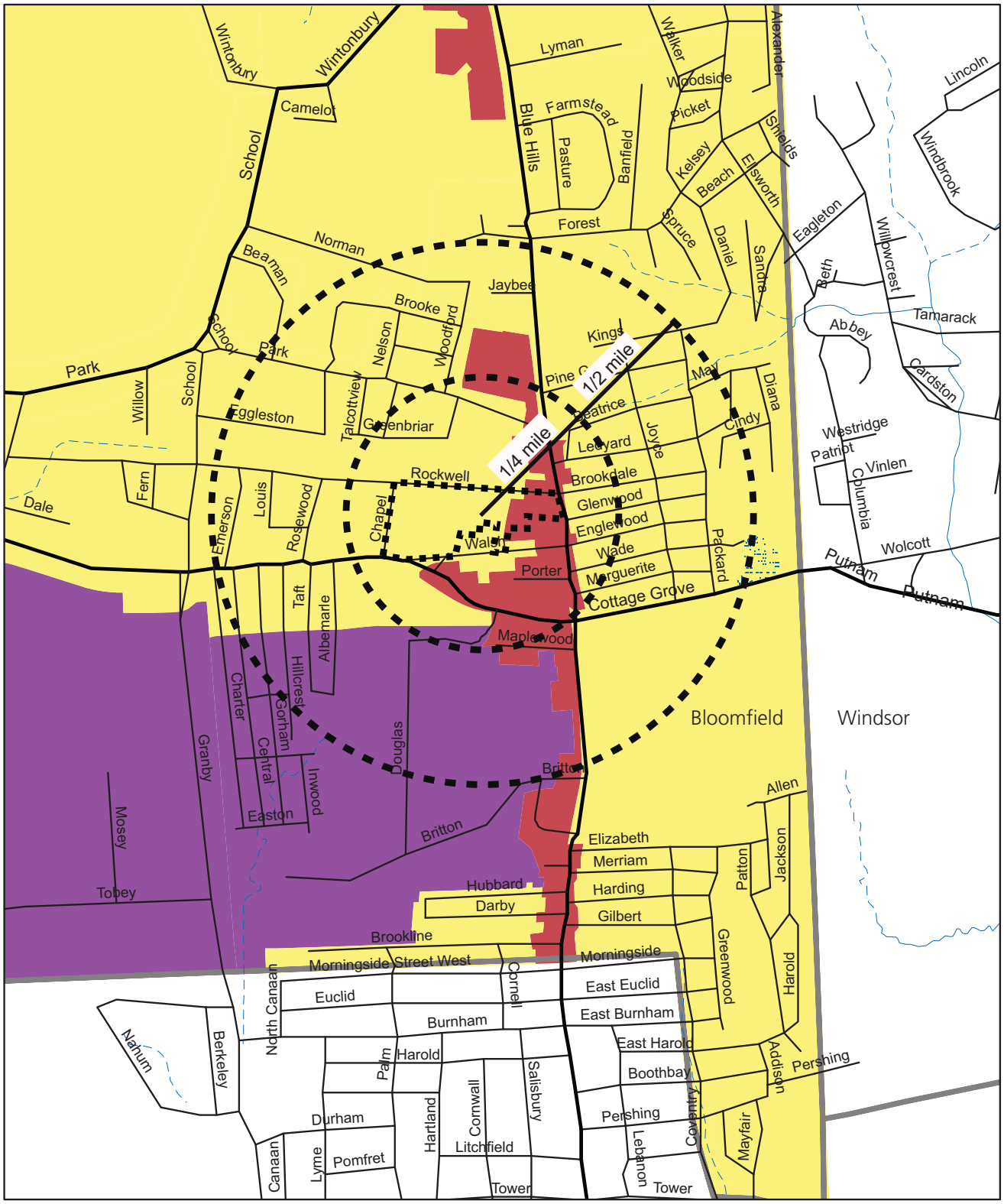
Data Sources: CRCOG, Connecticut EPA

Neighborhood Context / Site 1 Rockwell Neighborhood Center



Neighborhood Context /
Site 1 Rockwell Neighborhood Center

Generalized Zoning



- Major Highway
- Highway
- Local Road
- Water
- Intermittent Water
- Marsh
- Water

Generalized Zoning

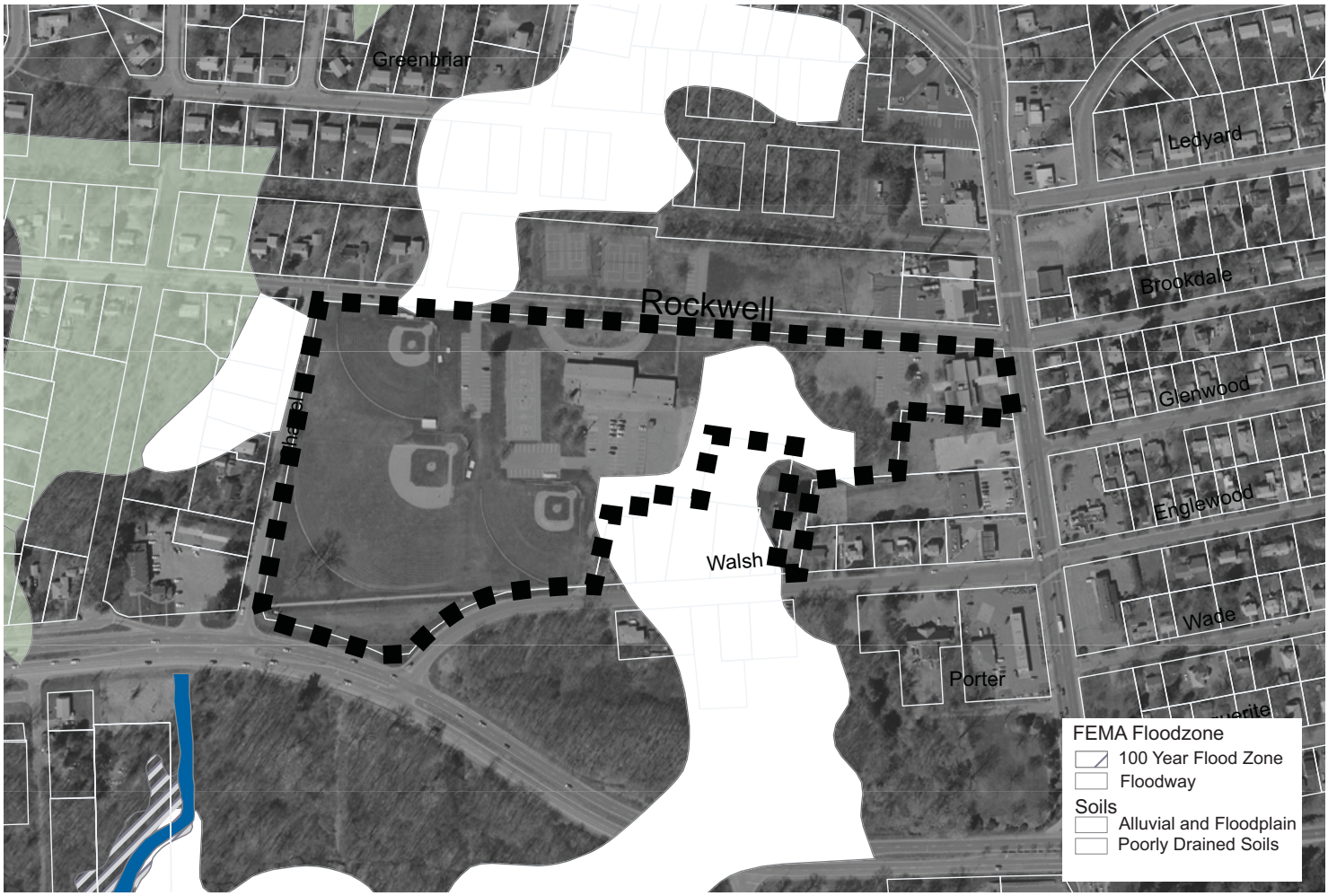
- Residential
- Business/Commercial/Office
- Mixed Use
- Industrial

0 0.125 0.25 0.5 Miles

1 in = 0.25 miles

Data Sources: CRCOG, Connecticut EPA

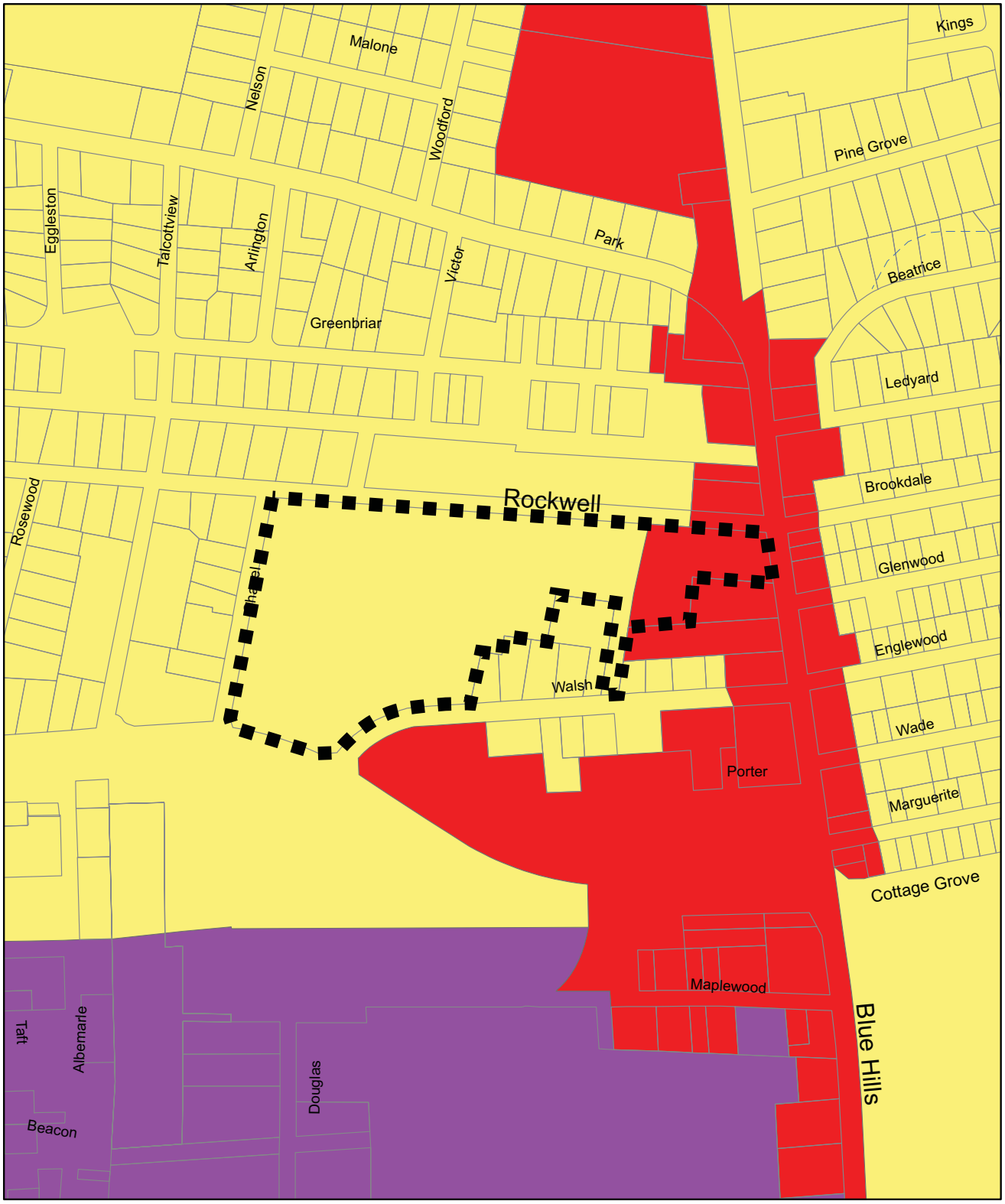
Site Aerial with Environmental Conditions



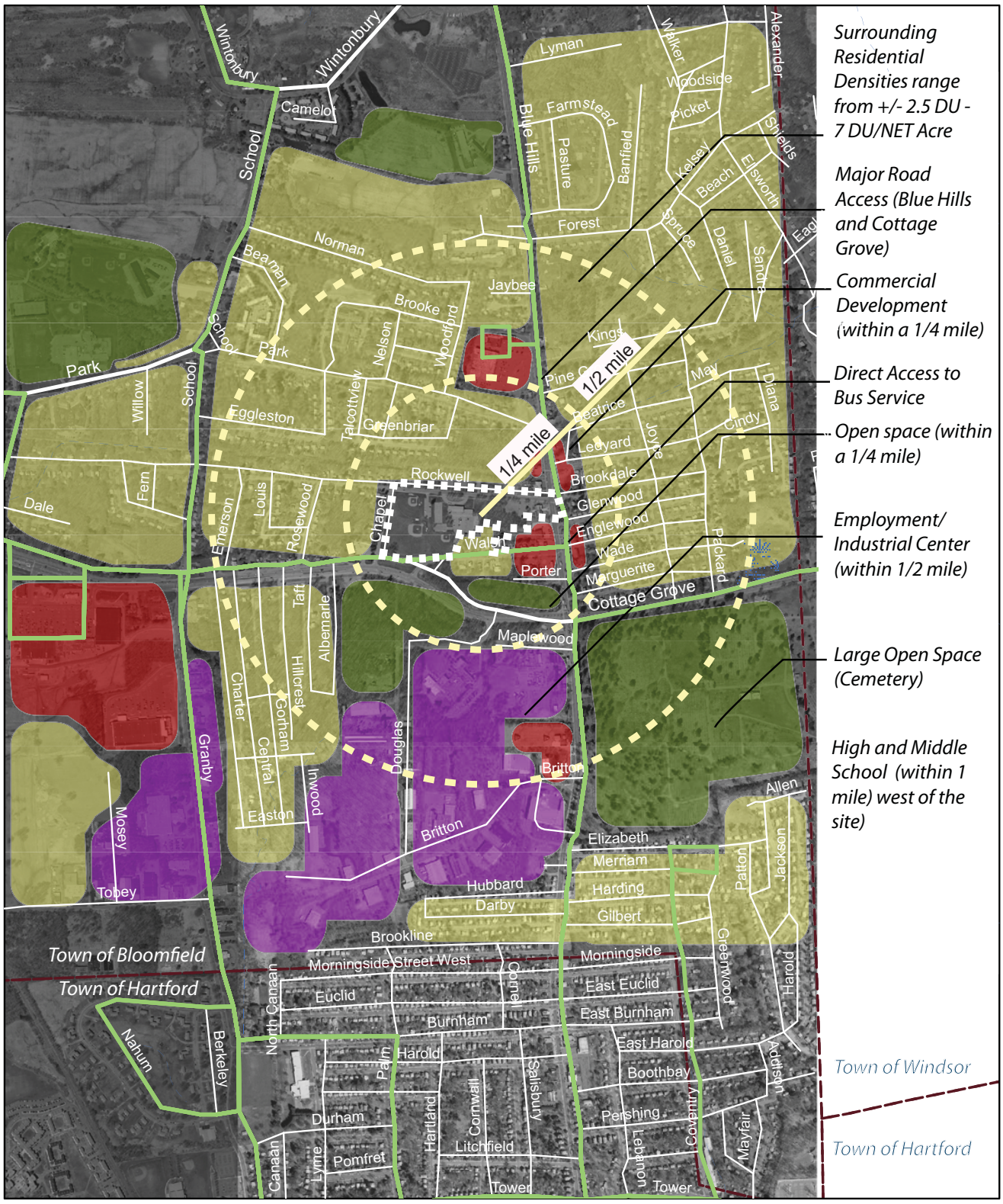
"Birds-eye" View looking North at the Site (Source: MSN Live Search Maps)

Site Context /
Site 1 Rockwell Neighborhood Center

Generalized Zoning



Neighborhood Context / Site 1 Rockwell Neighborhood Center



Together We Can Grow Better

An Interactive Workshop on
Sustainable Development for Capitol Region Municipalities

Site 4: Tolland, CT / South Green Area
Site Briefing Book / 5.16.09

CRCOG US EPA Jonathan Rose Companies WRT

Workshop Site 4

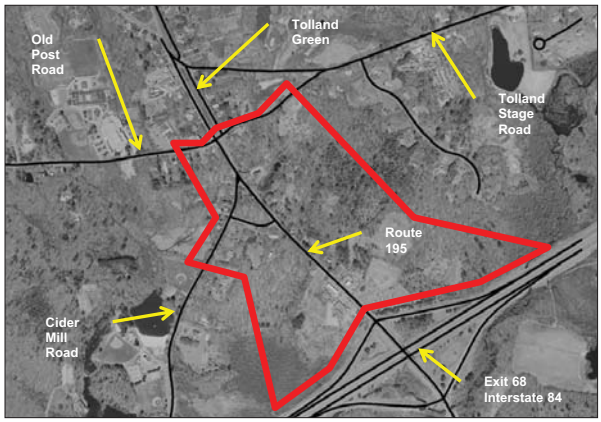
South Green Area
Tolland, CT

Site Name:	South Green Area, Tolland, CT
Ownership:	Mixed Private Ownership
Location:	Merrow Road, South of Cider Mill and Tolland Stage Road
	Town of Tolland (2007 Population Est: 14,631); Tolland County, CT (2008 Est: 148,406)
Size:	+/- 90 Acres
Zoning:	Residential Design District & Gateway Design District

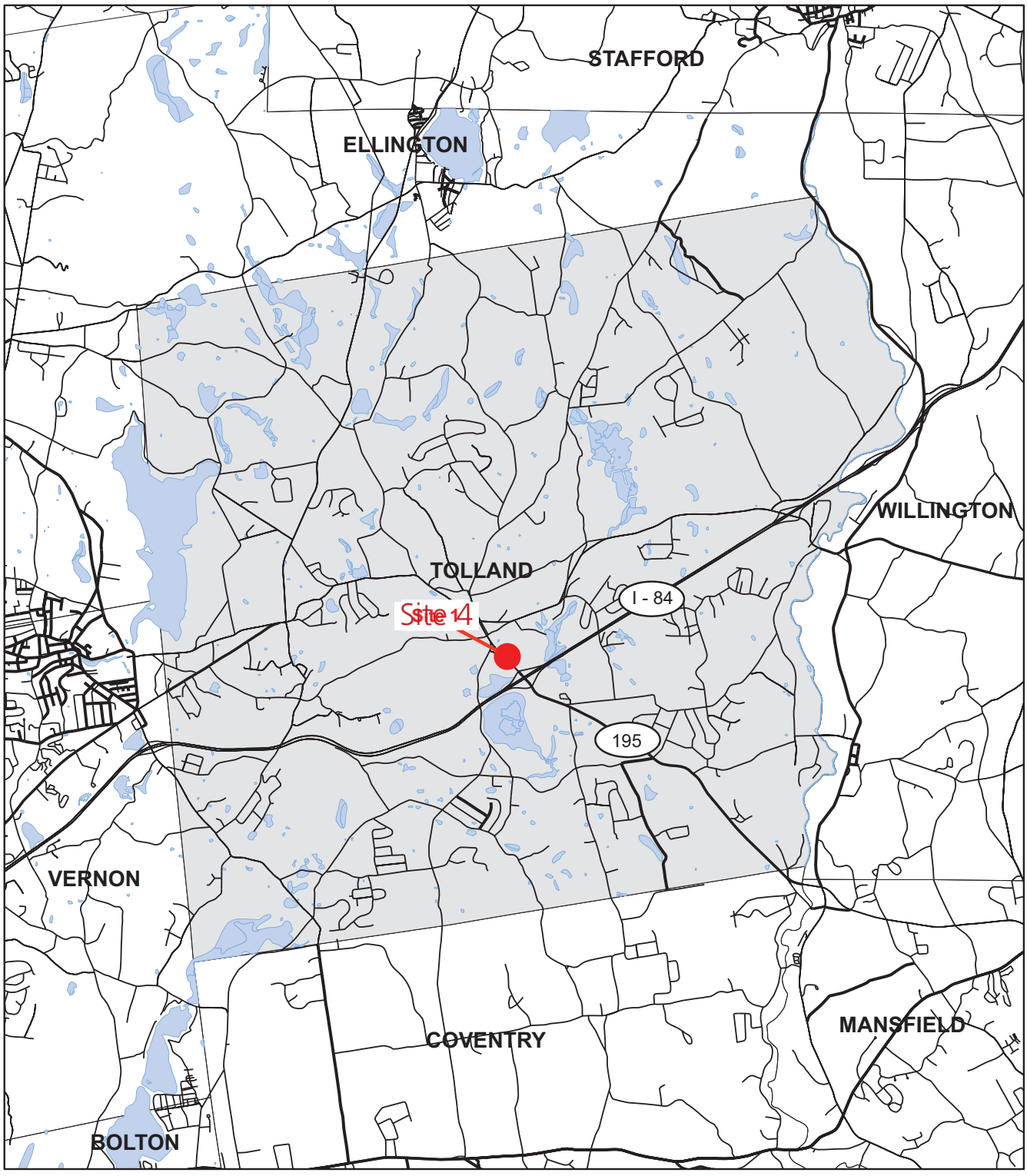
Description of the site: The Town of Tolland is currently completing a plan for the South Green Area based on the 2007 Special Area Study for the South Green and Gateway Area. This site is generally undeveloped excluding the parcels fronting SR 195 (Merrow Road). The South Green Area site is located about 1/4 mile south of the historic Tolland Green and just north of Exit 68 off Interstate 84.

The Special Area Study described an overall vision for the Tolland Gateway / South Green Area that includes the following principles:

- Preserve the character in areas near the Historic District
- Plan for more intense development in the "gateway area" adjacent to Interstate 84
- Provide for transitional use and density between these areas
- Establish and maintain buffers to adjacent residential development
- Protect important natural resources
- Provide guidelines so that development is consistent with New England village architecture



Tolland, CT / Regional Context



Other
RD
ST
TPKE
Waterbodies

Map Produced by CRCOG

Tolland, CT / Regional Context

1 0.5 0 1 Miles

Data Sources: CRCOG, CT DEP

Neighborhood Context / Site 4 South Green Area

Streets/Arterials/Major Roads/Interstates
1/4 Mile
1/2 Mile
100 Year Flood Zone
Water
Alluvial and floodplain soils
Poorly drained soils

Environmental Conditions

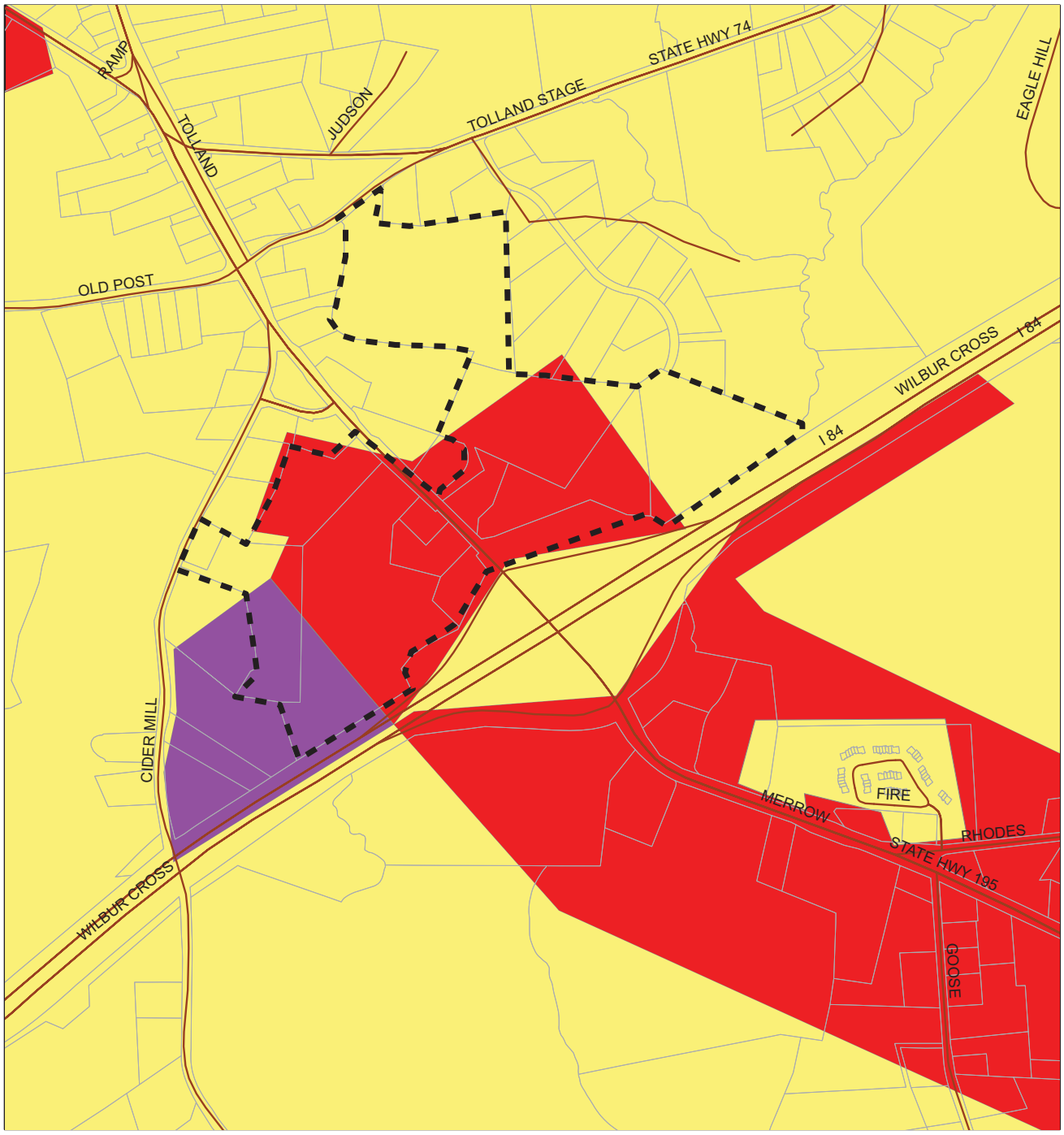
0.25 0.125 0 0.25 Miles

Map Produced by CRCPG

Data Sources: CT DEP, CRCOG

Neighborhood Context /
Site 4 South Green Area

Generalized Zoning



Generalized Zoning

- Industrial
- Residential
- Commercial
- Streets/Arterials/Major Roads/Interststes

Generalized Zoning

0.2 0.1 0 0.2 Miles

Map Produced by CRCOG

Data Sources: CRCOG

Site Aerial with Environmental Conditions

0.25 0.125 0 0.25 Miles

100 Year Flood Zone

Alluvial and floodplain soils

Poorly drained soils

Source: CRCOG, CT DEP
Map Produced by CRCOG

"Birds-eye" View looking North at the Site (Source: MSN Live Search Maps)