

# **Design Guidelines for the Tolland Village Area (TVA) Zone**

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## A: INTRODUCTION

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The purpose of these Design Guidelines is to:

- Provide insight into Tolland's design objectives
- Supplement design-related standards contained in the existing Zoning Regulations
- Provide guidance to applicants on creating an attractive setting that will be reflective of historic New England architecture and the vision for the TVA
- Aid the Planning and Zoning Commission and Design Advisory Board in reviewing applications in the TVA
- Mitigate visual impacts from the more intense development allowed in this zone
- Enhance property values within the TVA by creating developments that are desirable to live and work in and to visit

Additional design-related standards and requirements are found in Zoning Regulations and the Low Impact Development Design Manual. Section of note include, but are not limited to:

- Article XVII, Parking, Loading, Driveways and Access (including Bicycle and Pedestrian Accommodations)
- Article XVIII, Signs, particularly Section 18-3.E.6 ("Materials and Design Review") and Section 18-3.C ("Sign Lighting")
- Section 20-8, Landscaping, Screening and Buffering Requirements
- Section 20-9, Outdoor Lighting Regulations

### **Use Areas and "Main Street"**

These guidelines refer to the "Main Street," which is to be within the Mixed Use Area, as indicated in the Plan of Conservation and Development. Residential areas are also identified in the POCD.

## B: OVERALL DESIGN GOALS

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- Provide for an attractive gateway to Tolland, as visible from public streets and Interstate 84.
- Create village type patterns that are pedestrian-friendly, with buildings that are human-scaled and oriented toward new streets and sidewalks.
- Create a focal “main street” to form the village core, with lively street facades.
- Arrange buildings and parking so that visitors can park once and walk and so that residents in the TVA can access other uses within the TVA on foot.
- Provide for appropriate building architecture that is reflective of the historic Tolland Green.
- Avoiding monotonous, generic and “franchise” building styles and architecture.
- Provide well-planned streetscapes and landscapes, with wide sidewalks, pathways, plantings and green areas, street lighting, and other features that create a desirable pedestrian environment.
- Create cohesive residential neighborhoods.
- Minimize the negative impact of car parking.
- Provide public gathering areas, pocket parks and outdoor seating.
- Design new streets to safely accommodate bicycles.

## **C: COMMERCIAL, MIXED USE AND OTHER NON-RESIDENTIAL BUILDINGS**

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### **1. Site and Building Layout**

#### **a. General**

- All efforts should be made to preserve and existing vegetated buffers to abutting single-family neighborhoods, unique landforms, rock outcrops, stone walls, vegetation, views, etc. and incorporate them into site design.
- Where feasible, site design should provide for focal points, such as public outdoor space, fountains, plazas, views of natural features.
- Sites should be laid out to maximize pedestrian connectivity between uses.

#### **b. Commercial and Mixed Use Buildings**

- Buildings should be arranged so that they have a façade along a public way.
- Buildings generally should be built up to the sidewalk. Where varying building setbacks will add to the overall appearance of the streetscape or provide a better building design, buildings should be no more than 10 feet from the edge of the sidewalk.
- Shallow setbacks are especially important for corner buildings, unless a gateway-defining feature is provided (e.g., public art or plaza).

## 2. Buildings

### a. Height and Bulk

- One story buildings are not permitted; 1.5 or 2 stories are permitted; 2.5 stories are preferred. The maximum is three stories at the front of the building, a building may have more than one front, the Commission will determine the front(s).
- Building width should not exceed 200 feet in the Mixed Use Area, including along the main street. In other commercial areas, building widths should not exceed 75 feet.
- Building bulk and massing should be broken into smaller sections and horizontally offset to provide visual interest.



*Height does not feel overwhelming because of variation between street level and upper stories and use of dormer windows. Bulk is managed by variety in depth of facades (not flat).*



*Dormer windows, varied rooflines and slightly recessed facades help break up the height and bulk.*



*Bulk of building is broken into smaller sections.*

## b. Materials and Color

- Exterior building materials shall be high quality materials. Materials should be traditional to Tolland, such as clapboards and shingles. Modern materials that have the same visual characteristics are generally appropriate.
- Brick, stone and masonry may be appropriate for accents or portions of facades, but should not be used as the predominant building material. These types of “heavier materials” are generally not appropriate for upper stories.
- Colors should be non-reflective and selected using Colonial or Victorian historic color palettes.
- Long term maintenance and durability shall be a consideration in the selection of building materials.
- Native stones of the Tolland area should be incorporated in the design wherever possible.



## c. Roofs

- Variations in roof lines, pitch and orientation should be used to add visual interest, complement the character of the Town, and break up building bulk and massing.
- Roof should be front gabled, side gabled or hip. Roof pitches should generally be 8/12 to 12/12.
- Unless a green roof is proposed, flat roofs should be avoided, though portions may be flat to accommodate equipment or roof decks.
- Metal roofs should be avoided except metal slate, shingles or shake roofs are appropriate.
- Dormer windows, gables or other architectural treatments should be used to break up the face of roofs that are steeply pitched or expansive. Flat-roof dormers should be avoided.
- Rooftop equipment such as HVAC units should be attractively screened from public view.



*Examples of variation in rooflines*

#### d. Facades



*Facade conveys multi-use building with storefront windows on street level and residential-looking windows above. Large display windows and slightly recessed door are inviting. Also note use of window boxes, and well-sized and well-placed signs.*



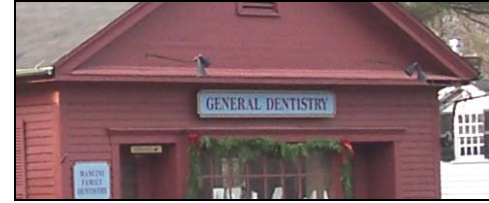
*Use of color, changes in rooflines, and staggered setbacks help break up the facade.*

- All building facades that are visible from a public street, including I-84 and its ramps, should be attractively designed with windows and other architectural elements so that no visible elevation looks like the back of a building. In addition, blank wall surfaces greater than 20 feet should not be visible from streets or other public areas.
- All building facades should be complementary in design and materials.
- A “multi-use” look is important. Street level facades should generally differ from upper story facades to convey a retail / commercial feel while upper story facades should have a residential feel.
- Building facades that are greater than 25 feet in length should be broken up, such as with column lines, cornices and bays, changes in roof-lines, staggered front setbacks and other techniques.
- Street level facades:
  - Entry doors should be provided for all storefronts /businesses. Access via one door and an internal corridor is not appropriate, particularly along the main street.
  - For facades facing the main street, display windows should cover at least 65% of the street level facade.
  - Windows should be recessed at least one inch from the plane of the wall.
  - Street level window glazing should be of clear vision glass or other creative treatments that would encourage a relationship with the public.
- Upper story windows should not be larger than street level windows. Upper story windows should be residentially scaled.



### 3. Signs

- Directional signage should be used to help visitors locate tenants and entrances.
- Signs should not obstruct architectural elements such as cornices, arches, windows, etc.
- Signs should be compatible with the style, materials, color, composition and details of the building.
- Sign lighting shall be non-glaring and comply with Section 18-3.C of the Zoning Regulations.
- Sign colors should be muted with the background and lettering contrasting. No more than four colors should be used on a sign.
- Each side of a building may have a total square footage of wall and over-hanging signs that is equal to that side's linear feet. For example, if a building's façade is 50 feet wide, the cumulative square footage of all wall and over-hanging signs on that wall should not exceed 50 square feet.
- Temporary signs used to convey specific information, alert the public to special events or announce a new business shall be designed and placed in a manner closely related to existing sign systems, landscape improvements and building design to avoid visual clutter.
- Wall signs:
  - should be located within the frieze of the cornice, on a covered transom or other flat and unadorned surface that is suitable for sign location.
  - where there are multiple storefronts in one building, wall signs should be coordinated in terms of size, placement, color and overall design. However, some variation is encouraged to avoid a monotonous feel.
  - should be mounted with concealed hardware.



*Appropriately placed building-mounted signs.*

- Overhanging signs:
  - are encouraged, particularly along Main Street
  - should hang perpendicular to the façade wall
  - upper story overhanging signs are not appropriate
  - visible hardware should complement signage and be similar in style
- Roof-mounted signs are not appropriate, except in limited cases where such a sign is not visible from the main street and is the only means to convey the presence of the business.
- Lettering or logos painted onto windows should not cover more than 25% of the glass area and should not block views.



*Appropriate types of projecting signs.*

## 4. Awnings

- Awnings are encouraged to add visual interest to the streetscape and to provide protection from the elements.
- Awnings should not span numerous or store fronts.
- Awnings should fit the shape of the window or opening that it is affixed to.
- Awnings should not hide the façade's primary architectural details.
- All window awnings on a single building should be of similar style, using the same type of materials and have the same valance style.
- Fabric awnings are preferred; metal, plastic and vinyl awnings should be avoided.
- Awning colors should be coordinated with building colors and among other tenants in the same building. Subtle patterns such as striping are appropriate, but bright colors or complex patterns are not.
- Lettering and logos are permitted and encouraged on the valance or side of awnings only:
  - Lettering and logos on the valance should not cover more than 60% of the area of the valance and the minimum space between the edge of the letter and the top and bottom of the valance should be 1.5 inches.
  - Lettering and logos on the side should cover no more than 40% of the area of the side.
- Internally illuminated awnings should be avoided, unless the lighting is intended to and designed to illuminate a sidewalk directly under the awning.



*Appropriately placed, attractive awnings.*



*Lettering covers approximately 40% of the awning side.*

## 5. Streets, Walkways and Streetscape

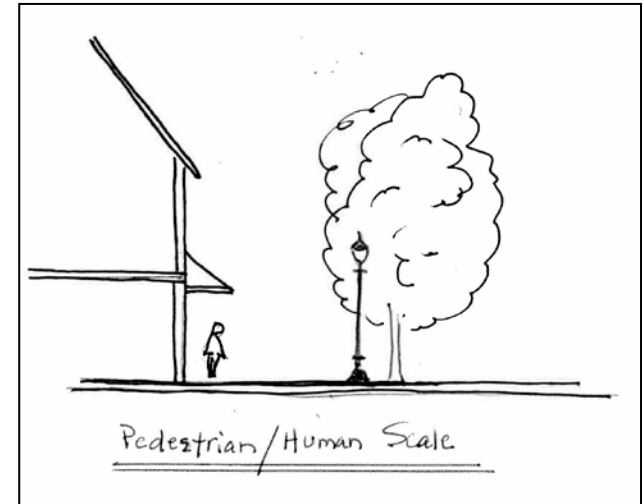
### a. General



*Wide sidewalks and a vegetated buffer provide attractive and ample walking space.*

- While new streets and other accessways are a necessary component in the Tolland Village Area, vehicles and roadways should not be a dominant feature.
- Streets should be the minimum width necessary that allows for the safe movement of vehicles and bicycles.
- Snow storage areas shall provided along roads.
- Public transit accommodations should be provided as needed.
- Techniques to slow (or “calm”) traffic should be employed, including the use of bulb-outs, on-street parking, textured crosswalks, etc.
- Crosswalks should be of materials or treatments that make the crosswalk stand out from the surrounding street pavement.
- Asphalt sidewalks should be avoided. Brick, pavers and textured concrete are appropriate. Sidewalk, streetscape areas, patio and courtyard materials should be complementary. Permeable pavers as noted in LID Regulations should be considered.
- Sidewalks should be located, designed and detailed to comply with the American Disabilities Act.
- Commercial uses shall be permitted to have sidewalk displays of retail merchandise provided:
  - Sidewalk displays are directly in front of an establishment, that at least 5 feet of clearance is maintained at the storefront entrance for pedestrian access, the display is against the building and not more than 3 feet deep and display area does not exceed 75% of the length of the storefront.

- Displays are permitted during normal business hours only and must be removed at the end of the business day. Cardboard boxes shall not be used for sidewalk displays.
- Sidewalk displays shall maintain a clean, well-kept appearance that is compatible with the storefront.
- Trees and greenery are very important components of the streetscape:
  - Trees should be planted along both sides of new streets and private accessways. Refer to Section 20-8 for tree planting specifications and to the Tolland Plant Material Guide for guidance on appropriate species.
  - Green buffers should separate parking spaces from sidewalks.
- Street lights should be ornamental, provided on both sides of streets and be scaled appropriate for the location with a 12' maximum height adjacent to sidewalks.
- Bike racks and walking amenities (such as water fountains and benches) should be provided.
- Natural, native stone should be considered for walls, benches and stone address pillars.
- Streetscape amenities and features (e.g., lighting, trees, etc.) should be carefully sited so as to not block the travel way of sidewalks or views into storefronts.

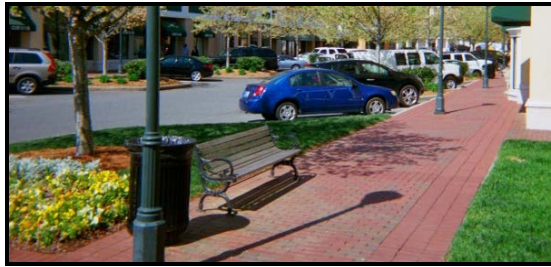


*A pedestrian or human-scale streetscape.*





*Space between buildings used for outdoor dining.*



*The bulb-out breaks up on-street parking and provides space for more greenery or other amenities.*

## b. “Main Street”

- Sidewalks should generally be at least 10 feet wide and located on both sides of the street.
- The vegetated buffer between parking and the sidewalk should be a minimum of 6 feet wide. This buffer improves the pedestrian environment by separating pedestrians from parked cars, improves the attractiveness of the streetscape, and provides drainage infrastructure (LID).
- The space between the building and the sidewalks should remain “public”. Fences or other treatments or designs that close off the front yard from the public should be avoided.
- To create a continuous streetscape, gaps between buildings of more than 20 feet should contain amenities or uses that contribute to the streetscape (e.g., outdoor dining or other sitting area, garden, etc.).
- Bulb-outs should be provided to break up on-street parking into sections and to provide additional outdoor space for greenery, outdoor seating, or other appropriate uses.
- Creative ways to provide additional greenery (such as with planters and window boxes) are encouraged.
- The outdoor space should offer more than a place to park and a place to walk. Outdoor dining, gathering areas, pocket parks, items of visual interest (e.g., art) should be provided.
- Benches or other seating areas should be provided along both sides of the Main Street.

**Sample “Main Street” with a 90 - 100 Foot Right of Way and  
60 Degree Angle Parking\***



Sidewalk 10' wide

Landscaped area - 6' wide

On-street parking 19' deep

Travel lane - 12' - 15'

Travel lane - 12' - 15'

On-street parking 19' deep

Landscaped area - 6' wide

Sidewalk 10' wide

\* For recommended stall depth and width of adjacent lanes for other on-street parking angles refer to “Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities”, Institute of Transportation Engineers or other similar guidance document.

## 6. Open Space, Parks, Plazas and Landscape Features



*Trees and plantings soften a paved area. Notice features like the fountain and benches. Adjacent buildings look out over the plaza.*



*Small planters can provide greenery in a paved area.*

- Open space, parks and plazas should be located in areas with pedestrian traffic.
- Where possible, open spaces, parks or plazas should be designed so that adjacent buildings have windows, terraces or other features that provide a visual connection between the building tenants and the open space.
- Open space, parks and plazas should be designed for their intended uses.
- Fountains, sculptures and public art are encouraged in parks and plazas and along the streetscapes.
- Landscape Features:
  - A variety of plants should be planted that will create interest, color, fragrance and texture.
  - Vegetated areas should be designed to accommodate Low Impact Development stormwater treatment. Rain gardens can be used to collect run-off in residential areas. Drainage areas and culverts can provide habitat areas when planted with natural grasses.
  - A Landscape Maintenance Plan shall be provided for replacement of trees or shrubs as needed.
  - Small spaces can also be creatively landscaped, such as with window planters, artwork, water features, benches or other attractive amenities.



## **7. Fences and Walls**

- Retaining walls that are visible to the public should be constructed of stone, decorative blocks, stamped concrete, cobblestones or other similar material.
- Public areas for sitting, reading and socializing should include natural, native stone benches or sitting walls.
- Fences should be avoided unless:
  - it visually reinforces a space
  - adds a decorative element, or
  - is providing a screen as required elsewhere in the zoning regulations or in these guidelines, and
  - is screened or covered with vegetation

## **8. Parking**

- Parking for uses located on the Main Street should be provided by on-street parking spaces along the main street or elsewhere. Additional parking can be provided by underground parking and parking lots located on accessways other than the main street.
- For other areas, parking areas shall not be located between a building and the public street that the building has frontage along.
- The view of parking lots from streets and private accessways should be buffered with landscaping that is green year round.
- Sidewalks and pathways should connect all parking areas to the larger sidewalk network.
- Refer to Section 17-5 of the Zoning Regulations for additional design requirements for parking lots.



*Fencing used for screening.*

## 9. Utilities, Mechanical and Functional Elements

- Ground-mounted mechanical and electrical equipment should be screened through the use of walls, fences, slopes, landscaping, or a combination of techniques.
- Vents, downspouts, flashing, electrical conduits and other functional elements should be an integral part of the building's architecture.
- The visibility of utility connections should be screened such as by hiding with landscaping or within a decorative enclosure.
- Loading areas, trash containers, and other accessory functions should be screened.

## 10. Hotel

### a. General Siting and Layout

- The hotel should be planned as an anchor and focal point within the Tolland Village Area.
- It is encouraged that the building placement maximizes its visibility within the Tolland Village Area and from Interstate 84. To accomplish this objective, careful attention to the site's topography and street layout will be important.
- A hotel's mass, scale or color should not dominate other existing or planned buildings within in the Tolland Village Area.
- Most parking should be enclosed. Surface parking should be located to the side or rear of the hotel.
- For a hotel not in a main street setting, the building shall be located and arranged such that the primary view of the site from public streets is not a "sea of parking". Creative landscaping, strategic use of topography and careful building placement should minimize the visual impact of pavement.



*This scenario places a hotel at the terminus of the Main Street (in the background of the image). Its placement forms an anchor and maximizes its visibility from the main street.*



*Hotel where landscaping and parking arrangement minimize visual impact of pavement.*



*Notice the residential style windows, attractive freestanding sign, and use of dormers and roof line changes to help break up the massing of this hotel.*



*First level uses a different building material, providing horizontal variation. Dormers and balconies help break up massing. Windows are residential style. Example of “non-franchise architecture”.*

## **b. Building**

If primarily oriented along the main street, the hotel should meet the design guidelines for main street buildings, including guidelines for setbacks, street level retail feel, etc. Placement elsewhere should follow these guidelines:

- In general, the façade that is visible from the main street should not exceed 2.5 stories. Up to 30% of the length of the façade may exceed 2.5 stories but be no greater than 4 stories if a taller height will better accomplish the visibility objectives above. I.e., if the façade is 99 feet long, 33 feet of that length, may have a greater number of stories.
- If located away from the main street, the Commission may allow the entire hotel to be 4 stories (pursuant to Section 7.9 of the Zoning Regulations). Such a building shall minimize the visual impact of the increased height by providing horizontal variation, especially between the first floor and upper floors and along the roofline.
- Franchise architecture discouraged. All building sections should have a cohesive architectural style (e.g., main building, wings, etc.). It is strongly encouraged that the building include elements that are unique and reflective of Tolland’s history. Look to historic Tolland buildings along the Tolland Green for architectural elements to include in the hotel design.
- The building façade should provide for variation every 75 feet. Variation could include staggered setbacks, changes in rooflines and other techniques discussed elsewhere in these Design Guidelines.
- All sides of the building must be designed to same architectural standard.
- Roof should be front gabled, side gabled or hip. Flat roofs are not appropriate unless intended to meet Low Impact Development goals.
- Metal slate, shingles or shake roofs are appropriate. Other types of metal roofs may also be appropriate in muted, neutral colors.

- Dormer windows, gables or other architectural treatments should be used to break up the face of roofs that are steeply pitched or expansive. Flat-roof dormers should be avoided.
- Windows for guest rooms should be residentially styled and scaled. Double-hung windows are appropriate; aluminum store-front type windows are not appropriate for guest rooms.
- Rooftop equipment such as HVAC units should be screened from public view.
- Guidelines for materials and colors for a hotel are the same as for commercial buildings (see p. 5).

### c. Porte-cochere

- A porte-cochere is encouraged and should accommodate no more than two lanes.
- The scale and architecture of the porte-cochere should be consistent with that of the main building.
- Pavers, stamped concrete or other textured surface should be used under the porte-cochere.



*Mixture of building materials and variation in rooflines break up the massing. Residential style windows. Attractive porte-cochere.*



*While the building materials might not be the best fit for Tolland, this building shows how a mix of materials and rooflines minimize the visual impact of its height.*

#### **d. Additional Guidelines**

- In addition to the Sign Guidelines for Commercial Buildings on p 7., the following additional guidelines apply to hotels:
  - Freestanding signs are appropriate for a hotel. Freestanding signs should be low mounted with a landscaped base.
  - Roof mounted signs or wall signs mounted high on the building should be oriented toward Interstate 84 and generally not visible from within the Tolland Village Area.
- Outdoor guest amenities such as swimming pools and tennis courts should be properly screened from adjacent existing or planned development.
- Outdoor porches, patios, and other seating areas are encouraged.
- Fencing between the front façade and the street is discouraged.

See p. 16 for design guidelines for utilities, mechanical and functional elements

## D: RESIDENCES

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### 1. General

- Housing units should have pitched roofs. Steeply pitched roofs should be broken up with dormer windows, gables or other architectural elements.
- “Monotonous” and “cookie-cutter” housing styles should be avoided. Each unit should provide some variation from the unit next to it (e.g., roof lines, color, etc.)
- Exterior building materials shall be high quality materials. Materials should be traditional to Tolland, such as clapboards and shingles. Modern material that have the same visual characteristics are appropriate.
- Brick, stone and masonry may be appropriate for accents or portions of facades, but should not be used as the predominant building material. These types of “heavier materials” are generally not appropriate for upper stories.
- Colors should be selected from Colonial or Victorian historic color palettes.
- Open space should be provided in close proximity to each residential neighborhood. Such open space could include natural areas with walking and hiking trails, greens, small parks, picnic areas, playgrounds, community gardens or other types of outdoor residential amenities.
- To the extent possible, “Universal Design” strategies that that improves access to housing units by people of all physical abilities should be incorporated.





*Yards are deeper than wide to create a continuous streetscape and more cohesive feeling neighborhood.*



*Two-family that generally resembles a single-family house.*

## 2. Single-Family or Two-Family

- Yards should have a high depth to width ratio in order to encourage a cohesive neighborhood, while still providing outdoor yard space.
- Housing units should be oriented toward the street.
- The main entry should be on the side of the housing facing the street; front porches should be provided.
- The front yard should be a minimum of 10 feet, but no greater than 25 feet.
- Common driveways serving 2 single-family units or 2 two-family buildings are encouraged to reduce the aesthetic impact of multiple curb cuts and to reduce the amount of impervious surfaces.
- Garages should be located behind the housing unit. If, due to site constraints, it is not possible to located the garage behind the unit, the garage entry should be recessed at least 15 feet behind the front façade of the house.
- Housing units should have common elements (e.g., similar types of roof and windows, compatible massing), but provide for variation in color, style, and other details.
- Two-family units should resemble single-family houses.



*While style and setbacks are consistent, color adds variety.*



*Color is the same, but staggered setbacks and slight variation in architecture provide variety.*



### 3. Town Houses

- Generally, each building should have no more than 8 town house units.
- Units that have frontage along a street should be oriented toward the street:
  - The front entry of each unit should face the street.
  - A front porch or front stoop should be provided.
  - The front yard should a minimum of 10 feet, but no greater than 25 feet.
  - The front yard should be landscaped with shrubs, flowers, gardens, and / or lawn.
- Housing units should have common elements (e.g., similar types of roof and windows, compatible massing), but provide for variation in color, style, setbacks and other details.
- Garages and driveways to individual units, if provided, should be located behind units so as not be visible from the street.
- Parking areas should be screened from the street, using landscaping, slopes and other screening techniques.



*While there are common elements among each unit, variety is provided by varying rooflines, color, unit width and slight staggering of front setbacks.*



*Variation in color, style, staggered setbacks and differing rooflines break up massing. Ideally, garages would be located in rear.*

## 4. Multi-family

### a. Multi-family units located above commercial use

- Guidelines for the upper floors of commercial and mixed use buildings would be applicable for multi-family housing units that are located above commercial uses.
- Entryways to the residential uses should not be located along the façade facing the main street.
- Parking spaces should not be located on the main street.

### b. Stand-alone multi-family

- Buildings should be laid out so that as many as possible have frontage along a new public street. Units that have frontage along a street should be oriented toward the street:
  - A front entry of each building should face the street. Multiple entries are encouraged.
  - A front porch or front stoop should be provided.
  - The front yard should be landscaped with shrubs, flowers, gardens, and / or lawn.
- Housing units should have common elements (e.g., similar types of roof and windows, compatible massing), but provide for variation in color, style, setbacks and other details.
- Facades should provide variation at least every 50 feet.
- Buildings taller than two stories should also provide horizontal variation to minimize the visual impact. The use of dormer windows, varying rooflines, and a different material for the first floor can provide variation.

## 5. Streets or Private Accessways

- Residential streets and private accessways should be designed to discourage speeding.
- Landscaped medians are encouraged.
- Trees should be planted along both sides of new streets and private accessways. Refer to Section 20-8 for tree planting specifications and to the Tolland Plant Material Guide for guidance on appropriate species.
- Sidewalks:
  - sidewalks in residential areas may be narrower than those in commercial areas; generally the sidewalk should be a minimum of 5 feet in width.
  - sidewalks should be provided on both sides of streets / accessways.
  - concrete sidewalks are appropriate.
  - front doors to housing units should connect to a sidewalk with a walkway.



*Desirable streetscapes for residential areas. Notice narrow street, trees, and houses set close to street.*



*A vegetated island is used to slow traffic.*

## **E: GLOSSARY (Additional definitions can be found in Section 2-2 of the Zoning Regulations.)**

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Awning – A roof like structure, generally of fabric or canvas, over windows or doors.

Bay – A regularly repeated unit on a building elevation defined by columns, pilasters, or other vertical elements, or defined by a given number of windows or openings.

Blank Wall – An exterior building wall with no openings and generally constructed of a single material, uniform texture, and on a single plane.

Bulb-out – A curb extension used for traffic calming, landscaping or streetscape.

Column – A vertical pillar or shaft, usually structural.

Cornice – The top part of an entablature, usually molded and projecting.

Elevation – An exterior façade of a structure, or its head-on view, or representation drawn with no vanishing point, and used primarily for construction and design.

Façade – A building face or wall.

Focal Point – A site design element that may include a prominent architectural or natural feature that is situated or designed to be visible from more than one Public Space or Traveled Way within the Village Area.

Franchise Architecture – Architectural style for businesses that is recognizable and consistent from community to community.

Frieze – The area of a façade dividing upper stories from the ground level story; generally one to two feet high and continuing the width of the building; may contain ornamentation.

Gable – The part of the end wall of a building between the eaves and a pitched or gambrel roof.

Gateway – A principal point of entrance into a district or neighborhood.

Green Roof – A vegetated roof system that stores some rainwater in a lightweight engineered soil medium, or other manner such that the water is taken up by plants and transpired into the air.

Human Scale – The relationship between the dimensions of a building, structure, street, open space, or streetscape element and the average dimensions of the human body.

Massing – The three dimensional bulk of a structure: height, width, and depth.

Pedestrian Scale – Pedestrian Scale is the use of elements which can be experienced or used by a passing pedestrian at street level such as: front porches, awnings, bay windows, attractive trash receptacles, benches, bicycle racks, decorative sidewalks, drinking fountains, kiosks, neighborhood directories, signage, landscaping, lighting, outdoor fountains, plazas, and public art.

Pilaster – A column partially embedded in a wall, usually non-structural.

Pitch – The angle of slope of a roof or berm.

Pocket Park – A small landscaped area accessible to the general public that is primarily intended for passive recreation.

Porte-cochere – A porch or portico-like structure at an entrance to a building through which a vehicle can pass under and occupants alight protected from the weather.

Proportion – The relationship or ratio between two dimensions, e.g. width of street to height of building wall, or width to height.

Public Open Space – An area of land such as a square, green, Neighborhood Park, pocket park, and linear pedestrian park which is located and designed for public access by pedestrians and/or bicyclists for passive or active recreation.

Sidewalk Display – The outdoor display of merchandise for sale by a commercial establishment. The displayed merchandise must be similar to the merchandise sold within the establishment.

Street Furniture – Functional elements of the streetscape, including but not limited to benches, trash receptacles, planters, telephone booths, kiosks, sign posts, street lights, bollards, and removable enclosures.

Streetscape – The visual and functional character of an entire street including: buildings, paving material, plantings and street amenities such as lamps and benches. Also, the environment created for human activity and interaction.

Transom – A small, often hinged window or multi-paned window opening above a door or another window, usually capping the street-level of a commercial building.

Universal Design – Buildings, products and environments accessible to both able-bodied and the physically disabled.