

## PLANNING AREAS & POLICIES



### **Suburban (PLANNING AREA ONE)**

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#### *Definition*

The suburban area is generally the "valley area" of the community and is highly developed with a land use pattern similar to that of many other Connecticut River Valley towns. The suburban area functions as the principal residential district with a variety of housing types and sizes. The widespread availability of public water and sewers has resulted in many one-half acre residential lots and higher density attached developments. The area is adjacent to the Town's central business district and the Hebron Avenue employment area.

The ready availability of utilities, direct access to major roadways, and public transportation has made the suburban area very desirable for continued residential uses of a diversified nature, however, continued use of land for open space, recreation/park land and agricultural purposes is important. Major Town-owned parcels include open land east of Smith Middle School and Earle Park on the Connecticut River.

An important feature of this planning area is the historic Addison Mill neighborhood characterized by mixed uses. Historically, the mill structures were used for clothing/wool production in the early to mid-1800s. A knitting company as well as a post office also existed at that time. A general store operated in Addison Village until the mid-1900s and was located on Addison Road. The old mill dam and mill buildings add diversity to the neighborhood were successfully redeveloped for rental apartments and have provided alternative housing to traditional single-family homes, while preserving some of Glastonbury's history. Additional historical features of this planning area include the Old Cider Mill (now Town-owned) as well as the numerous period homes along Main Street. Historically much of this area was used for agricultural purposes; some farmland/orchard land remains and should be preserved.

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## Policies

### HOUSING

- 1) 1) — Encourage vacant properties zoned Residence A and AA, larger than five acres, and serviceable by public water and sewer for development in accordance with Open Space Subdivision or Planned Area Development regulations. Suggested locations for higher density affordable housing could be better defined through the use of performance criteria and/or a general geographical designation (design quality, utilities, soil compatibility, roadway capacity, proximity to commercial centers, and public transportation).
- 2) 2) — Consider a variety of housing types including non-traditional development designs with detached single-family homes, rental apartments, condominiums, townhouses, cooperatives, and duplexes, as well as affordable housing and housing for the disabled and elderly. Include design components that would enhance quality of life features.
- 3) In addition to traditional elderly housing, provide seniors with a variety of housing options including allowing people to age in place.

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## HISTORIC ADDISON AREA

The Historic Addison Area is bounded by Hebron Avenue on the south by the old velvet-redeveloped textile mill building (recently approved for conversion to residential) on the north and from the east side of Addison Road to Glenwood Road.

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- 1) Continue to provide opportunities for a variety of residential densities in the historic village of Addison, with its existing mix of housing types and styles.
- 2) It is anticipated that the recently-constructed commercial/convenience center at the intersection of Hebron Avenue and Village Place will meet the needs of the Addison area. For the term of this plan, retail expansion easterly or westerly along Hebron Avenue is not recommended, in order to avoid further encroachment into residential areas.
- 3) Minimize new curb cuts and encourage cross easements for shared parking and lot connectivity.

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## PUBLIC FACILITIES

- 1) Develop Cutter Lane acreage as an expansion of Rotary Field to meet increased demand for rectangular fields, baseball fields and tennis courts.
- 2) Continue to acquire land suitable for future municipal uses such as schools, recreation and public safety services.

## TRANSPORTATION

- 1) ~~1)~~ — Continue to renovate and upgrade existing roadways with a long-term capital improvements program, with consideration for historical features.

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— Include Glastonbury's Complete Streets Policy (adopted February 2015) in all phases of street planning, design and construction, as a way to encourage pedestrian and bicycle activity

2) .

- 2) — Continue implementation of the comprehensive sidewalk construction program to eliminate existing gaps in the sidewalk network. Support funding, design and construction of a regional/Town

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bikeway system. Consideration should also be given to pedestrian pathways and traffic calming measures (speed control).

~~3)~~

~~4) 3)~~ — When feasible, after consideration of topographic and environmental conditions, encourage the interconnection of roadways to provide improved and equitable traffic distribution and neighborhood connectivity and multiple points of access for emergency service. Possible roadway connections include, but are not limited to: Sherwood Drive to Westledge Road, and Kelsey Road to Oakwood Drive.

~~4)~~ — Review the Master Traffic Plan for necessary roadway upgrades and safety improvements.

~~5) — Support funding for design and implementation of a regional / Town bikeway network. Continue implementation of the comprehensive sidewalk construction program to eliminate existing gaps in the sidewalk network.~~

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#### **STREAMBELTS, GREENWAYS AND OPEN SPACE (Land Protected for Conservation and Recreation Purposes)**

- 1) Encourage the creation of small parks, scenic view areas and landscape buffers between differing land uses.
- 2) Consider acquiring large open space tracts for a future natural resource preserve and for recreational use.
- 3) Preserve the existing streambelt gaps along Salmon Brook and the Meadow Drain watercourses with available conservation tools. Coordinate efforts with the proposed greenway which will traverse Earle Park and run north and south along the Connecticut River.
- 4) Promote preservation of steep slopes and summits, including those of the Taylor Hill and Tara Hill drumlins, in order to preserve the integrity of unique glacial features and their scenic outlooks and views from the lowland.
- 5) See Resource Categories section for more specific policies.

**AQUIFERS** — Protect the Salmon Brook and Wickham Brook stratified drift aquifers from pollution through the implementation of methods outlined in the Aquifers section and through application of the Town’s Groundwater Protection Regulations. Protect in similar fashion the stratified drift aquifer extending from Stockade Road, on the south, to the area opposite Curtis Road, and from Main Street to the Meadows and Connecticut River escarpment.

**STORMWATER MANAGEMENT** — Storm drainage systems to be upgraded or newly constructed should adhere to guidelines set forth in the Salmon Brook and Meadow Drain watershed master drainage studies. (See also Town-wide Policies)

**AGRICULTURE** — Encourage policies established in the agricultural section of Planning Area Three, Rural, in order to preserve the agricultural heritage of the Town.