

the RIDGE

AT TALCOTT MOUNTAIN SOUTH

200 Hopmeadow Street,
Simsbury, CT



PREPARED FOR



PREPARED BY



October 4, 2023

Table of Contents

Table of Contents	i
Statement of Purpose and Intent	4
Introduction	4
Town of Simsbury Historic Map	5
Purpose and Intent	6
Affordability Statement	6
Land Uses	6
Land Use Description	7
Site Circulation	8
Introduction	8
Pedestrian Circulation Standards	8
Bicycle Circulation Standards	8
Vehicular Circulation Standards	9
Traffic Distribution	10
Summary	10
Parking Analysis	10
Performance and Design Standards	11
Summary	11
Proposed Zones	11
Street Classifications	12
Architectural Standards	13
Landscape Standards	15
Development Standards	20
Summary	20
Dimensional Table	20
General Standards - Wetlands	23
Site Signage	24
Signage Standards	24
Site Drainage	25
Summary	25
Simsbury WPCA & Water Department	25
Summary	25
Fire Marshal	26

Summary.....	26
Administration.....	26
Overview.....	26
Amendment Criteria.....	26
Site Schedule.....	28
Schedule Table.....	28
Appendix A: Site Exhibits.....	29
Exhibit A: Site Location Aerial.....	30
Exhibit B: Master Plan South.....	31
Exhibit C: Master Plan South Rendering.....	32
Exhibit D: Master Plan South with Landscaping.....	33
Exhibit E: Concept Landscape Sections.....	34
Exhibit F: Zoning Figure.....	35
Exhibit G: Open Space Plan and Street Classification.....	36
Exhibit H: Pedestrian, Bicycle, and Vehicle Circulation.....	37
Exhibit I: Roadway Sections.....	38
Exhibit J: Photos.....	39
Appendix B: Architectural Elevations and Renderings.....	40
Stacked Flats.....	41
Duplexes.....	42
Single Family Homes.....	43
Appendix C: Traffic Memo.....	44
Appendix D: Parking Analysis.....	45
Appendix E: Drainage Memo.....	46
Appendix F: WPCA Review Letter.....	47
Appendix G: Site Signage.....	48

Statement of Purpose and Intent

Introduction

The Ridge at Talcott Mountain South, together with the North site, makes up Simsbury's "HARTFORD FORM BASED CODE" Master planned community. The HARTFORD FORM BASED CODE was created by the cooperation of the town of Simsbury and the Hartford Insurance Group to address the issues associated with the replacement of a functionally obsolete Office Park Campus including: enabling development consistent with and appropriate with and for Simsbury and site specific considerations and to restore the parcel as a significant component of Simsbury's Grand List.

The following master plan closely follows the approval of the North site. Near to the Southern Gateway of Simsbury, the Ridge at Talcott Mountain South sits squarely on Simsbury's primary artery, CT State Highway Route 10, and is designed with traditional neighborhood design principals to complete a significant new place in Simsbury.

The Eighteenth-century map of the Simsbury School Districts illustrates the earliest town-wide organizational structure. The Ridge at Talcott Mountain South site lies at the Northern reach of the "Meadow Plain district" and has become one of Simsbury's distinct "places," which includes Simsbury Center, West Simsbury, Tariffville, Weatogue, East Weatogue, and Hoskins Station.

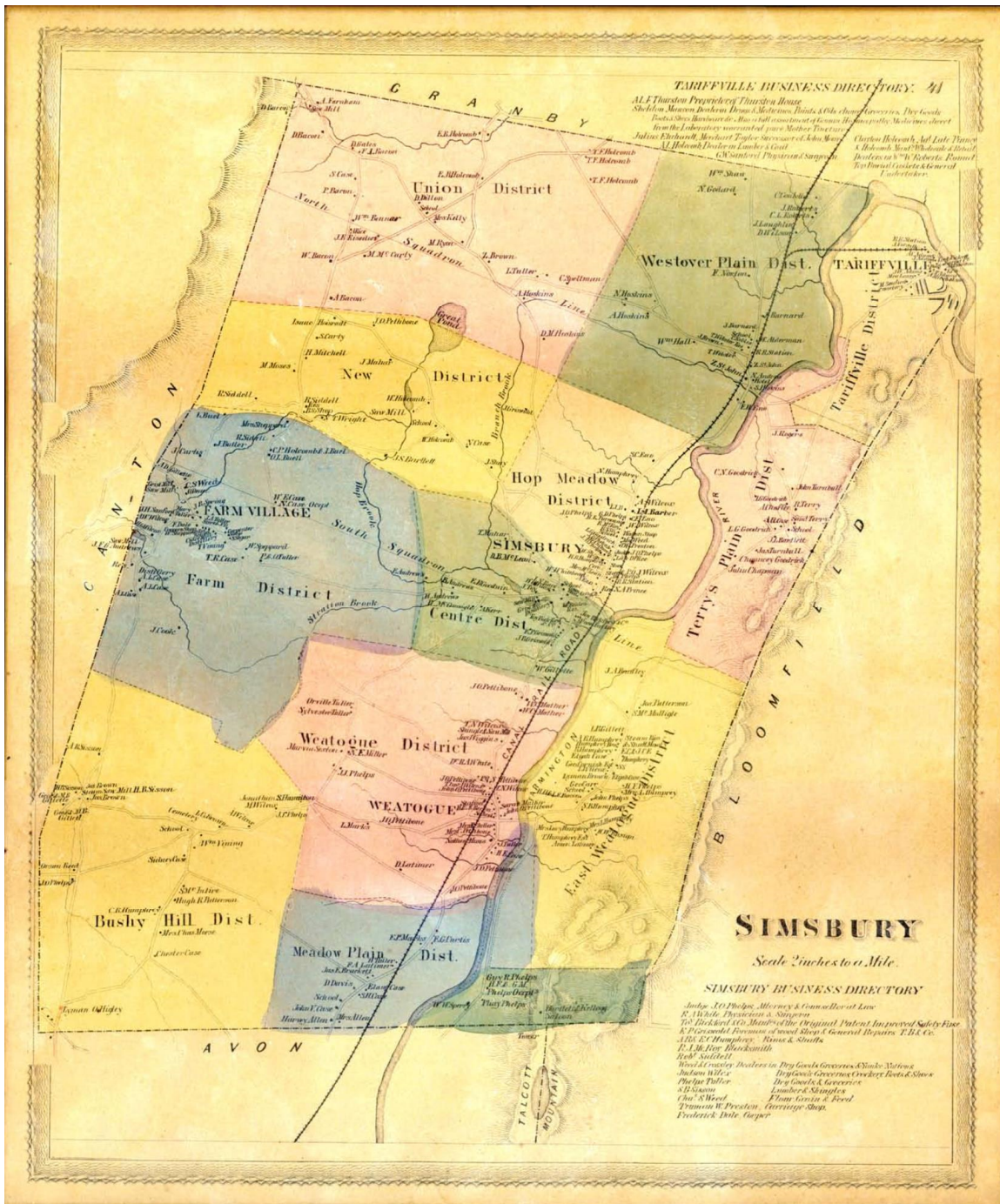
The development is designed and organized with a central stacked flat (apartment) quadrant block bounded on the south by duplex housing and encompassed with single family residences. The neighborhood design includes landscape and open areas connected to each other by an A- B road system. A multiuse trail system along the site's frontage will link the newly extended Farmington River Trail to the north and continue towards the Farmington Canal Heritage Trail Rail Trail (off site) to the west.

A key feature of the residential cluster is the preservation of open space for shared use. Lawns appurtenant to three different components of residences are de-emphasized, while community space and a balance between the natural and built environments are prioritized. The buildings will be squadrone along a continuous streetscape and the building mass reduces further into the development to enhance a neighborhood feel while minimizing impacts to the viewshed.

This Master Plan Amendment will enable the creation and spacing of a village with variant housing types and preservation of the natural landscape, creation of shared open spaces, reduction of stormwater runoff, and an interplay between the natural

and the built environments that reveals the character of The Ridge at Talcott Mountain North & South.

Town of Simsbury Historic Map



Purpose and Intent

- The Hartford site is a very special site to the Town of Simsbury and a redevelopment/repositioning presents a catalyst for economic development.
- The decision to pursue a Type 4 application under the Form Based Code relies on proposing alternative compliance standards or amendments to create compliance for the proposed Master Site Development Plan.
- The Silverman Group has invested considerable time and resources in understanding the nuances of the site and how a marketable development opportunity can be achieved in a sensitive environmental location.
- Multifamily, as a mix of stacked flat rentals, duplexes, and single-family residences, a response to the broadening need for housing choices in the community at large. The Master plan has been programmed and designed in a high-quality manner in conformance with the Code with added alternative compliance standards.
- Replaces an obsolete suburban corporate office asset that no longer is viable with a master planned residential community.
- Commitment to the site and development provides a sustainable tax base for future generations.
- The Ridge at Talcott Mountain South is a long-term hold.

Affordability Statement

As a condition of approval, The Ridge at Talcott Mountain South will set aside 10% of the dwelling units as “affordable” units in a manner consistent with the requirements contained in Connecticut General Statutes 8-30g. Wherein 5% of the units will require affordability based on 60% of average family income and 5% will require affordability based on 80% of average family income.

Land Uses

Land Use Description

Stacked Flats

The Neighborhood Transition zone may consist of stacked flats. As currently proposed, stacked flats will consist of three- and four-story buildings with 32-units and 45-units respectively. The buildings will contain one-bedroom and two-bedroom units. Garages will be provided on the ground floor in the rear of the building facing away from Type A and B streets.

Duplex

The Neighborhood Transition zone may consist of duplexes. The proposed duplexes are two-bedroom, two-story residential units along Type A roads. Detached two-car garages will be provided in the rear primarily along alleyways.

Single Family

The Neighborhood zone may consist of single-family homes. As currently proposed, the homes contain three- to four-bedroom, two story homes with one to two-car garages. Single family homes are proposed along the exterior portions of the development to encourage a neighborhood feel.

Club House

The Neighborhood Transition zone may consist of a clubhouse which is intended to become a gathering place and a recreational center for the community. The clubhouse is proposed to be centrally located.

Site Circulation

Introduction

The Ridge at Talcott Mountain South shall be designed as a pedestrian friendly, walkable community connecting gathering places, passive open spaces, and a variety of residential housing through a block style roadway system with integrated sidewalks. Site circulation is depicted on Exhibit H.

Pedestrian Circulation Standards

- Sidewalks shall contribute to the walkability and connectivity of the development to encourage and promote a sense of community.
- Sidewalks shall be provided along the roadway blocks throughout the development connecting all the streetscaped residential housing units to the variety of proposed open spaces and site amenities.
- Crosswalks shall be provided at street block intersections and where a sidewalk crosses a street or alley way.
- A multiuse path shall be provided along the frontage of the development. The path shall be a minimum width of 12' with the flexibility to narrow to 8' at areas where the path is adjacent to wetlands and/or steep slopes. The path may be constructed with stone dust or bituminous pavement.
- Strategic sidewalk connection points shall be provided to allow for easy pedestrian/bicycle access to the path along the site frontage.

Bicycle Circulation Standards

- A multiuse path shall be provided along the frontage of the development connecting the North and South developments.
- The path shall be a minimum width of 12' with the flexibility to narrow to 8' at areas where the path is adjacent to wetlands and/or steep slopes. The path may be constructed with stone dust or bituminous pavement.
- Strategic sidewalk connection points shall be provided to allow for easy pedestrian/bicycle access to the path.
- The multiuse path connects the South development to the existing connection between the North and the Farmington River Trail.

- Bicycle parking shall be provided for stacked flats, open space, paths, and other recreational facilities. Bicycle parking may be shared between residential buildings and shall be centrally located.

Vehicular Circulation Standards

- The development shall create a localized grid of pedestrian and vehicular travel ways.
- Blocks may be square, elongated, or irregular. Block shapes and size shall respond to topography, existing vegetation, hydrology, and design intentions.
- There shall be a primary ingress/egress curb cut for the development at the existing signal. A secondary ingress/egress shall be provided.

Traffic Distribution

Summary

VHB has conducted a preliminary traffic investigation to forecast the volume and direction distribution of traffic generated by The Ridge at Talcott Mountain South. The proposed development is projected to generate 224 (54 enter, 170 exit) new vehicle trips during the weekday morning peak hour and 293 (183 enter, 110 exit) new vehicle trips during the weekday evening peak hour.

As documented in the previous OSTA application materials, the North Site and South Site combined are expected to generate significantly less traffic than the former Hartford office building during the weekday morning and weekday evening peak traffic periods.

The full report can be found in Appendix C.

Parking Analysis

Summary

VHB has performed a Parking Demand Analysis for The Ridge at Talcott Mountain South Development based on the Town Requirements and the Institute of Transportation Engineers (ITE) Parking Generation 5th Edition. The report can be found in Appendix D.

Performance and Design Standards

Summary

Performance and Design Standards for The Ridge at Talcott Mountain South were created based on The Hartford-Simsbury Form-Based Code (HS-FBC). Standards were created for Street Design, Open Space, Building Design, Architectural Design, Parking and Service Areas, and Landscaping.

Proposed Zones

The HS-FBC requires selection of two of the four district component zones designated for the Hartford South site. The selected zones are Neighborhood (N) and Neighborhood Transition (NT), and their boundaries are depicted in Exhibit F.

Neighborhood Zone:

The Neighborhood Zone (may be no more than 50% of the net area* of the Hartford South Site) provides a range of single-family residential uses in a walkable traditional neighborhood development context. The zone will consist of single-family homes with garages. The zone is located furthest from Hopmeadow Street (CT Route 10) to provide privacy.

*Net Area – excludes jurisdictional wetlands, regulatory floodplains, and slopes over 20%.

Neighborhood Transition Zone:

The Neighborhood Transition Zone provides for the use and scale transitions within a walkable neighborhood context to any adjoining Neighborhood Commercial, Neighborhood, or Neighborhood Cluster Zone. Such transitions may be in the form of small, stacked flats, courtyard apartments, townhomes, or live work units.

Street Classifications

The Ridge at Talcott Mountain South shall propose three different street types. Type A Streets, Type B Streets, and Alley Ways as depicted on Exhibit G. Typical roadway sections can be seen on Exhibit I in this report.

Type A Street Standards:

- Streets shall have 4"-6" high concrete curbs on both sides.
- Minimum pavement width shall be 24' from curb to curb but may be reduced to 15' for one-way lanes.
- Roundabout lane widths shall be flexible based on vehicle movements and industry standards for roundabout design.
- Minimum 9' wide landscape strip containing street trees between the curb line and edge of sidewalk on both sides of the roadway, unless parallel parking is proposed.
- Parallel parking spaces, 8'-10' wide min, may be provided on both sides of the street but may not exceed a maximum of four (4) spaces in a row without a tree planter or landscape break.
- Angled parking spaces may be allowed only on a street when fronting a building.
- Perpendicular spaces may be allowed when not facing a building front.
- Minimum 5' wide concrete sidewalk shall be provided within the Neighborhood Zone; 6' wide concrete sidewalks shall be provided along both sides of the street in other zones.
- Residential building's façade line (as defined in the HS-FBC) shall be located within 10' to 55' from the edge of travel way (Type A streets), unless dedicated open space is proposed between the building façade and travel way.
- Type "A" Frontage Streets shall have buildings fronting along at least 65% of the lot or block's frontage unless constricted by environmental, natural features, open space, or existing utility easements.
- Shall be adequately lit.

Type B Street Standards:

- Streets shall have 4"-6" high concrete curbs on both sides.
- Minimum pavement width shall be 24' from curb to curb but may be reduced to 15' for one-way lanes.
- Minimum 9' wide landscape strip containing street trees between the curb line and edge of sidewalk on minimum one sides of the roadway, unless parking is proposed.
- Parallel parking spaces, 8'-10' wide, may be provided on both sides of the roadway but may not exceed a maximum of four (4) spaces in a row without a tree planter landscape break.

- Angled and perpendicular parking spaces shall be allowed when not fronting a building.
- Minimum 6' wide concrete sidewalks shall be provided along at least one side. Residential building's façade line (as defined in the HS-FBC) shall be located within 10' to 30' from the edge of travel way.
- Shall be adequately lit.

Alley Way Standards:

- Curbs are not required to allow for stormwater runoff sheet flow as Low Impact Development Stormwater Management but when provided they will be 4"-6" high.
- Minimum pavement width of 18' from curb to curb but may be reduced to 12' for one-way lanes.
- Shall be adequately lit.

Architectural Standards

Architectural design should grow from local climate, topography, history, and building practice. Buildings should provide their inhabitants with a clear sense of geography and climate. Buildings should reflect the classical character of the local architectural style by incorporating the traditional New England architecture themes and concepts. Architectural Elevations and Renderings are in Appendix B.

Residential Architectural Standards

Architectural design should grow from local climate, topography, history, and building practice. Buildings should provide their inhabitants with a clear sense of geography and climate. Buildings should reflect the classical character of the local architectural style by incorporating the traditional New England architecture themes and concept. Architectural Elevations and Renderings are in Appendix B

Residential Architectural Standards

Building Orientation and Frontage: (in both Neighborhood zone and Neighborhood Transition zone)

- Primary building facades shall be orientated toward a public pedestrian street or a focal point such as open green space or public park.

Building Façade Standards:

Neighborhood zone:

- The primary building façade shall contain building main entrances with architecture features such as stoops, porches, doors, windows and/or bay windows.
- Building fenestration
 - Residential buildings along the public pedestrian street and/or open spaces shall have a ground floor blank wall limitation of lineal 20-feet between window/door openings.
 - Darkly tinted windows or mirrored windows shall not be permitted on the ground floor façade.

Neighborhood Transition zone:

- The primary building façade shall contain building main entrances with architecture features such as stoops, porches, doors, windows, balconies and/or bay windows.
- Buildings less than 10 feet from the front curb line shall be raised above the finished sidewalk in front of the residential structure.
- Building fenestration
 - Residential buildings along the public pedestrian street and/or open spaces shall have a minimum of 20% of the primary façade area designated for doors and windows.
 - All other elevations shall have a blank wall limitation of lineal 20-feet between window/door openings.
 - Darkly tinted windows or mirrored windows shall not be permitted on the ground floor façade.

Architectural Design: (in both Neighborhood zone and Neighborhood Transition zone)

- Building form should establish a balanced proportion between the buildings and the site. It should provide a sense of human scale and walkable neighborhood. The architectural design should be based on traditional New England architecture themes and concepts.
- Façade elements:
 - Roof form and massing – create variety by using simple front to back pitched roofs with accent cross gable interrupting the long straight ridge line. Articulate the façade massing by stepping the façade line and eave height to break the building volumes into smaller forms.

- Front stoops and porches – use front stoops, elevated porches with varied traditional details to provide a sense of human scale and walkable neighborhood.
- Doors and windows – arrange the door and window patterns with balanced spacing and conscious rhythm. Use traditional double hung window patterns.
- Accent elements – integrate copulas, dormers, chimneys, balconies and bay windows to generate visual interest.
- Exterior building materials:
 - Exterior building materials should be constructed and finished with quality materials to convey permanence and durability.
 - The materials should include but not limited to brick, stone, fiber cement siding, column and corner trim.
- For non-residential buildings and sites:
 - equipment and utilitarian functions shall be grouped and sheltered away from the public view of any street, (except for alleys), shall be incorporated into the overall design of the buildings and landscaping.
 - Mechanical, electrical and communication equipment shall not be visible from adjacent properties and public streets (except alleys).
 - Screening materials and landscape screens shall be architecturally compatible with the building materials of the principal structures on the lot.

Landscape Standards

Street, Shade and Ornamental Trees:

Trees proposed for The Ridge at Talcott Mountain South will be a selection of predominantly native plants or cultivars of native plants that will provide visual interest throughout the four seasons. They will be placed in a manner that will frame major spaces while also lending varied effects along clusters of residential and retail buildings. Monocultures of trees will be avoided through use of smaller groupings of street trees, this also helping to provide each residential cluster with its own special character.

The street and shade trees will additionally serve to reduce heat island effects through offering shading of pedestrian and vehicular pavements. Street trees will line pedestrian paths and roadways, creating verdant ways throughout the community and lending welcome shade in paved and park areas.

Street trees will be a selection of Red Maple (*acer rubrum*), Black Tupelo (*Nyssa Sylvatica*), Pin Oak (*quercus palustris*), Red Oak (*quercus rubra*), Valley Forge

American Elm (*ulmus americana* 'Valley Forge) and Green Vase Zelkova (*zelkova serrata* 'Green Vase').

Shade trees to be used in the park areas of the development will include Sugar Maple (*acer saccharum*), American Beech (*fagus grandifolia*), Tuliptree (*Liriodendron tulipifera*), Pin Oak (*quercus palustris*), Red Oak (*quercus rubra*) and Valley Forge American Elm (*ulmus americana* 'Valley Forge).

Trees lining the entrance drive and central common will be Armstrong Maple (*acer freemanii* 'Armstrong'), selected for their upright character to help preserve open views to the hillside beyond.

Ornamental trees will be introduced at the main entrance, alongside residential units and in clusters and as specimens in the overall landscape to provide color and diverse landscape character. They will include River Birch (*betula nigra*), Serviceberry (*amelanchier Canadensis*), Eastern Redbud (*cercis canadensis*), Dogwood (*cornus florida* 'Cherokee Princess'), Star Magnolia (*magnolia stellate*), Okame Cherry (*prunus* 'Okame') and Chanticleer Pear (*pyrus calleryana* 'Chanticleer').

Shrub plantings will similarly draw upon a selection of predominantly native plants or cultivars of native plants, providing regional integrity of plant communities and visual interest throughout the seasons. Low maintenance needs will be balanced with attractive character traits of plant form, texture and flowering effect. From a wildlife standpoint, some of the plantings will also be selected for their berries, which in many cases adds an additional level of visual interest during the fall and winter seasons.

In addition to their use at entrances and buildings, shrub massings will also be used for screening of parking lots and other less desirable elements (dumpsters, transformers, etc.).

The Master Plan Landscaping Concepts are Exhibit D and E in Appendix A.

Streetscape Treatments:

The materials introduced into streetscape areas will add another level of visual detail to help foster pedestrian welcoming environments. Site furnishings in particular will help set the tone of the community, offering opportunities for personal interaction and small gatherings.

A palette of furnishings will be selected that compliments the architectural style of distinctive design and constructed of durable materials. Use of sustainable "green" materials will be a priority in selection as well, with an eye towards including regionally sourced materials wherever possible.

Furnishings will be incorporated throughout the community, with a stronger concentration in park and other public areas. A palette of benches, café tables and chairs, bike posts, bollards and trash receptacles will be selected from a family of products of similar design, setting a distinctive visual theme throughout the community while also simplifying maintenance. Metal furnishings are generally favored for their durability and ease of long-term maintenance.

Exhibit J in Appendix A shows sample photographs of street scape amenities.

Pavement Details:

The types of pedestrian, plaza, multi-use path, vehicular and crosswalk pavements also have a special bearing in defining the character of the community. In terms of pedestrian area pavements, a hierarchy of treatments will be established to emphasize special gathering and plaza areas, walkways framing the common, and park areas. Additionally, walkways at building entrances will be emphasized, establishing a rhythm as they adjoin connecting walkways.

Several approaches to pedestrian pavement design are being considered, one of these being the use of grid scored concrete with paver trim at plazas and building entrances, pavers in selective areas of special interest, simple scored concrete walkways tying the community together and multi-use paths lending themselves to use by cyclists and pedestrians alike.

Crosswalks are planned to be either traditional painted white lines or possibly a colored stamped resin surface, lending the appearance of pavers without compromising the integrity of the driveway pavement as traditional pavers would.

Accent bands of colored concrete or paver trim and special features can be provided as part of any of the walkway and plaza design approaches, providing a richness of design detail while maintaining the ADA smooth surface of concrete on the primary walking areas.

Front Yards:

The front yards are of several types, the most prevalent being landscape areas in front of stacked flats. These areas have been treated with a layered design approach to expand the sense of a rich landscape between building faces and nearby walkways and drives.

This is accomplished through introducing mixed evergreen and deciduous shrub beds along building faces that progress out to a lawn panel between shrub bed and walkway in which ornamental trees are introduced. A second lawn panel is then introduced between walkway and drive edge featuring street tree plantings for an additional variation in scale.

Front yards of apartments facing onto the common feature varied shrub beds and massings of perennials along building facades to reduce their visual scale at the pedestrian level. Upright shade trees are then introduced on the common side of the walkways, creating a green canopied edge for residents with views out through the trees to the common. The upright shade trees also serve to define a sense of the limit of the “front yard” as a more personal space, with the grander public space beyond.

Medians:

The gateway entrance to the community features a central planted roundabout center, leading the eye towards the common beyond. The plantings are planned to be colorful perennial beds, a central massing of pink flowering low growing roses, or trees of various varieties.

Open Spaces Standards:

Open spaces have been designed to both promote community activity while also providing calming green space for those walking, bicycling or driving through the community as well as for residents viewing them from their windows. Both the possible programmed and informal uses as well as the visual character of the views will take advantage of New England’s varied seasons, adding a richness to their experience.

Key to the success of these open spaces is preserving flexibility of use and providing a variety of sizes lending themselves to different possible usages. For this reason, open lawn areas are encouraged, some of which can have other programmed elements introduced (children’s play, picnic, game tables, etc.). The common is intentionally left as a grand lawn, inviting uses such as art shows, farmer’s markets, outdoor music events, nature or other educational classes, informal play and simply sitting taking in the sun on the lawn. This is key to defining The Ridge at Talcott Mountain South as a vibrant community.

The southwestern property line shall be appropriately screened to soften the views of the new development from the existing residential property within the minimum landscape areas depicted on the Master Site Development Plan.

The Master Plan Open Space Plan is Exhibit G in Appendix A.

Site Lighting Standards:

Lighting will be designed to keep light levels as low as possible while still preserving industry accepted safety levels of illumination for security on drives and pedestrian walkways. In keeping with this, height of poles and fixtures will be limited to a 20

foot height of luminaire for vehicular areas and a 12 to 15-foot height of luminaire for dedicated pedestrian walkways.

In keeping with the sustainable design goal of energy saving principles, LED light sources will be utilized. These have the added bonus of directing light in a much more controlled manner than traditional light sources, and also having much longer duration cycles between replacement. Luminaire design will also be dark skies compliant and provide cut-off's when placed in close proximity to residential units as well as property perimeters.

Design appearance of light poles and fixtures will be complimentary to the architecture as well to the family of site furnishings selected for the community.

Development Standards

Summary

The Ridge at Talcott Mountain South design and development standards were tailored to create the unique and pedestrian-friendly environment envisioned by the HS-FBC. The development standards proposed are based on and consistent with the requirements of HS-FBC.

Dimensional Table

DEVELOPMENT STANDARDS TABLE – North Site			
Development Standard	Neighborhood	Neighborhood Transition	
1. Building and Site Standards			
a. Principal Building Height*	3 Stories or 40' (maximum)	4 stories or 55' (maximum) (subject to preservation of views of the ridge and lower from Hwy 10)	
* Building height shall be measured in number of stories. Habitable attics and mezzanines shall be excluded from the height calculation as long as they do not exceed 50% of the floor area of a typical floor in the same building. Building height shall be subject to view analysis of the ridge and lower from Hwy 10.			
b. Setbacks from property lines:			
Front (Hwy 10)	150-200 ft linear green buffer	150-200 ft linear green buffer	
Side	10 feet	10 feet	
Rear	10 feet	10 feet	
Build-To Zones** Residential Use:			
Type A Street	10' to 55'	10' to 55'	
Type B Street	10' to 30'	10' to 30'	
Alley Ways	None Required	None Required	
** Build-to Zone is the area between the minimum and maximum setback from the travel way. The principle building façade line shall be located in this area.			
See the Street Classifications Section for additional Build-to Zone standards.			

DEVELOPMENT STANDARDS TABLE – North Site			
Development Standard	Neighborhood	Neighborhood Transition	
c. Accessory buildings	Permitted	Permitted	
Standards in Sec. 6 of HS-FBC shall apply for accessory uses and structures.			
Setbacks and Build-to Zones shall not apply to accessory buildings.			
d. Principal building orientation	Buildings shall be oriented to a Type “A” Frontage Street or toward another focal point such as a park, plaza, square, other open space or environmental feature. See the Architectural Standards Section for additional requirements.		
e. Building façade & architectural design standards	See the Architectural Standards Section		
2. Block and Lot Standards			
a. Block Type	Regular or irregular (square, rectangular, or curvilinear based on topography and vegetation)	Regular (square or rectangular) Irregular blocks may be permitted only if natural topography and/or vegetation prevents a rectilinear grid	
b. Block Perimeter	Max. block perimeter = 2,000’ (unless the block is split by open space and/or amenity space with sidewalk connectivity)		
c. Lot Area	Flexible	Flexible	
d. Lot Width and Depth	No Min./Max.	No Min./Max.	
e. Maximum Lot Coverage	60% gross	60% gross	
f. Maximum Impervious Cover	No increase in the amount of impervious cover beyond the percentage of the site at the time of adoption of this HS-FBC Code; or average overall site impervious cover shall not exceed 60% unless the development meets the requirements of Simsbury Stormwater Design Guidelines.		
3. Street Design Standards (This standard applies only to all new streets, public and private, located in the FB District)			
Street design standards in the HS-FBC District shall be based upon creating a safe and inviting walking environment through and interconnected network of roads with sidewalks, street trees, street furniture, and amenities. Cul-de-sacs are prohibited unless natural features such as topography or stream corridors prevent a street connection			
a. Design Speed	<25 mph	<25 mph	
b. Street types allowed	i. Avenues: 3-lane divided ii. Residential streets: 2-lane undivided and divided iii. Residential alleys		
c. Travel lane width:			
Type A & B Streets	Two Way – 24’ Min. One Way – 15’ Min.		
Alley Ways	Two Way – 20’ 18’ Min. One Way – 12’ Min.		
d. Turning radii	As needed to accommodate the Town of Simsbury Emergency Vehicles and Su-30 box trucks (garbage trucks)		

e. On-street parking (along Type A & B Streets except alleys)	Permitted Permitted	Permitted Permitted	
<ul style="list-style-type: none"> • Parallel • Angled (head-in or reverse angled) • Head in perpendicular 	Permitted	Permitted	
	(See Street Classification Section Above)	(See Street Classification Section Above)	
f. Parking lane width	7-8 feet (min.)	8 feet (min.)	
<ul style="list-style-type: none"> • Parallel • Angled • Perpendicular 	18-20 feet	18-20 feet	
	18-20 feet	18-20 feet	
g. Alleys Ways	Permitted	Permitted	
4. Streetscape Standards			
a. Sidewalks/Trails/Walkways	5 feet (minimum)	6 feet (minimum)	
b. Planter/Planting Strip Type	Required – Tree wells or Planters	Required – Tree wells or Planters	
c. Planter/Planter Strip Width	6 feet (min.) wide tree well or planting strip	6 feet (min.) wide tree well or planting strip	
d. Street trees			
Type A Street	40' on center, both side of the road (unless parallel parking is provided)	40' on center, both side of the road (unless parallel parking is provided)	
Type B Street	40' on center, minimum one side of the road (unless parallel parking is provided)	40' on center, minimum one side of the road (unless parallel parking is provided)	
Street trees are not required along the northern and southern side of the central green open space.			
See the Landscape Standard Section for tree species list.			
5. Open/Civic Space Standards			
a. Open/Civic Space	Required	Required	
Overall open/civic space shall be a minimum of 10% of the gross area of the entire site included in the MSDP and shall be distributed appropriately between the component zones proposed. The location and design of appropriate open spaces shall be based on Section 7.B.iii. of the HS-FBC and the Open Space standards in this report.			
6. Parking & Screening Standards			
a. Off-street Parking:			
Residential	1.5 Parking Spaces/ Per dwelling unit		
Parking standards are intended to be flexible due to the mixed-use nature, shared parking opportunities, and availability of on-street parking. See the Parking Demand Analysis in Appendix D			
b. Off-street Loading	N/A	N/A	

c. Screening			
1. Trash/recycling receptacles	Curb side pickup at residential driveways.	Enclosures shall be provided with access gates and appropriate vegetative screening for residential apartment shared use	
		Curb side pick along alley ways or driveways for Duplex use.	
2. Other utility equipment	See Sec. 7.B.vi and 7.B.vii of HS-FBC		
3. Loading Spaces	N/A		
4. Surface Parking Areas	Standards in 7.B.vii of the HS-FBC shall apply to any surface parking with the exception of the following: <ul style="list-style-type: none"> 1. Covered bicycle parking is not required. 2. A surface parking lot may be adjacent to a street intersection or square or occupy a lot that terminate a street vista. Parking at these locations shall be screened from Type "A" or Type "B" Streets 3. Garages do not need to be set back from the front façade of the single-family homes. 		
7. Landscape and Streetscape			
a. Landscaping #			
1. Landscape buffer between surface parking and sidewalks/trails and streets (except alleys)	N/A	Required only for non-residential uses.	
2. Parking lot minimum interior landscaping	N/A	N/A	
b. Lighting			
1. Lighting	Poles and fixtures will be limited to a 20-foot height of luminaire for vehicular areas and a 12 to 15-foot height of luminaire for dedicated pedestrian perimeters. Lighting shall be dark sky compliance. Lighting levels at property lines shall be between 0 and 0.5 footcandles.		
2. Building Entrances			
3. Parking Areas, trails, and streets			
8. Signs			
See Site Signage Section and Appendix G.			

General Standards - Wetlands

Wetlands and buffer area disturbance will generally be limited to areas previously disturbed by the previous use. New disturbances will be limited to the maximum extent practicable. Work within the 100' wetlands upland review will require approval from the Simsbury Inland Wetland and Watercourse Agency during the Site Plan approval process.

Site Signage

Signage Standards

Signage throughout The Ridge at Talcott South shall be governed by a comprehensive sign package (CSP) which shall be proposed and approved in the municipal site plan approval process. See Appendix G for sign sample sign elevations. The CSP shall meet and be consistent with the Town of Simsbury Design Review Standards and shall be guided by the following goals and standards:

- Ensure that signage is visually adequate, well-organized, neat, well-maintained, concise and legible.
- Utilize a coordinated system of signage that complements the individual project and the district as a whole.
- Limit unnecessary signage to prevent visual clutter.
- Support wayfinding and movement throughout the district for both pedestrians and motorists.
- Ensure that signs do not impede pedestrian movement.
- Ensure that signs do not impede the sight lines of drivers.
- The use of monument signs should be limited, especially where the building can accommodate signage. When necessary, monument signs should be located in the building zone or within plazas or open spaces which form building entry features, and integrated into planter or seat walls or designed as art pieces.
- Streetlight-mounted banners that advertise public events, season attractions or other attractions are encouraged.
- Signs should be weather proof, well-designed, constructed from durable materials and replaced as needed to maintain a high-quality appearance.

Site Drainage

Summary

VHB has performed a preliminary Drainage Analysis for The Ridge at Talcott Mountain South Development based on the Town of Simsbury's Stormwater Design Guidelines and the Connecticut Stormwater Quality Manual. Based on the preliminary design and analysis, the site will have an adequate stormwater management system which will not adversely impact any of the surrounding natural resources. The report can be found in Appendix E.

Simsbury WPCA & Water Department

Summary

An allocation letter dated June 15, 2023 was provided by the WPCA based on a previous unit count amounting to approximately 50% of the allowable capacity for the Site. The final sewer capacity will be determined during the Site Plan Review process.

The Sewer Capacity Review Letter can be found in Appendix F.

Aquarion Water Company has been contacted regarding service to the Ridge at Talcott South and will be providing full responses to the water service application.

Fire Marshal

Summary

The applicant has met with the Simsbury Fire Marshal who has reviewed the MSDP and provided preliminary comments which were incorporated into the design. The fire district will reserve all rights to review final site plan drawings as they are developed and filed for specific logistical input. The fire district will standby for further input to design and requirements for specific structures.

Administration

Overview

Administration of the Ridge at Talcott Mountain South shall be accomplished by developer complying with requirements of the Simsbury zoning regulations HS-FBC as detailed in the Master Site Development Plan. All administration shall be subject to overview and input from the planning staff in the Town of Simsbury. Any material changes proposed through the MSDP shall be subject to the full requirements of the HS-FBC zone.

Amendment Criteria

The Planning Director may approve minor changes to and deviations from an approved MSDP or Site Plan with the applicant's written justification for such changes. Any significant changes to and deviations from approved plans shall be regarded as an amendment to that particular plan and shall be reviewed by the Planning Director and subject to Design Review Board recommendation and Zoning Commission approval. The Planning Director shall make the determination as to whether a proposed change is minor or significant, based upon consideration of the following facts:

- There is a proposed change that substantially alters the arrangement of component zones
- There is a proposed change in the general location of an approved principal use, or
- There is a proposed change in the amount, type or density of residential uses, in excess of 10%, or
- There is a proposed change in pedestrian or vehicular circulation systems, right-of-ways, utility corridors or easements; or
- There is a proposed change of use that would change the location or amount of required parking; or
- There is a proposed change in uses that would change trip generation calculations greater than 10%; or
- There is a proposed change to an existing phasing plan.

An HS-FBC concept plan amendment request shall include maps of the entire HS-FBC zone district, and shall update all development information in written and graphic format since adoption of the HS-FBC concept plan or the most recent amendment.

Site Schedule

Schedule Table

ID	Task Name	Duration	Start	Finish	Qtr 4, 2022			Qtr 1, 2023			Qtr 2, 2023			Qtr 3, 2023			Qtr 4, 2023			Qtr 1, 2024			Qtr 2, 2024			Qtr 3, 2024			Qtr 4, 2024			Qtr 1, 2025			Qtr 2, 2025			Qtr 3, 2025			Qtr 4, 2025			Qtr 1, 2026			Qtr 2, 2026			Qtr 3, 2026		
					Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
1	Pre- Application Meetings	66 days	Thu 6/1/23	Thu 8/31/23	Pre- Application Meetings [Gantt bar] 8/31																																															
2	Master Plan Site Development Application	66 days	Mon 10/2/23	Sun 12/31/23	Master Plan Site Development Application [Gantt bar] 12/31																																															
3	Site Plan Development	87 days	Mon 1/1/24	Tue 4/30/24	Site Plan Development [Gantt bar] 4/30																																															
4	IWWA Permitting	23 days	Wed 5/1/24	Fri 5/31/24	IWWA Permitting [Gantt bar] 5/31																																															
5	Design Review Board Permitting	23 days	Mon 5/1/23	Wed 5/31/23	Design Review Board Permitting [Gantt bar] 5/31																																															
6	Zoning Comission Permitting	44 days	Wed 5/1/24	Sun 6/30/24	Zoning Comission Permitting [Gantt bar] 6/30																																															
7	DOT OSTA Permitting	176 days	Mon 1/1/24	Sat 8/31/24	DOT OSTA Permitting [Gantt bar] 8/31																																															
8	Construction Plan Development	89 days	Mon 7/1/24	Thu 10/31/24	Construction Plan Development [Gantt bar] 10/31																																															
9	Encroachment Permit Process	89 days	Tue 10/1/24	Fri 1/31/25	Encroachment Permit Process [Gantt bar] 1/31																																															
10	Construction	433 days?	Fri 11/1/24	Tue 6/30/26	Construction [Gantt bar] 6/30																																															
11	Site Work	433 days	Fri 11/1/24	Tue 6/30/26	Site Work [Gantt bar] 6/30																																															
12	Erosion control	20 days	Fri 11/1/24	Thu 11/28/24	Erosion control [Gantt bar] 11/28																																															
13	Clearing	25 days	Fri 11/1/24	Thu 12/5/24	Clearing [Gantt bar] 12/5																																															
14	Grading, Cut/Fill	369 days	Fri 11/1/24	Wed 4/1/26	Grading, Cut/Fill [Gantt bar] 4/1																																															
15	Drainage/Roadwork	413 days	Sun 12/1/24	Tue 6/30/26	Drainage/Roadwork [Gantt bar] 6/30																																															
16	Building Construction	367 days?	Mon 2/3/25	Tue 6/30/26	Building Construction [Gantt bar] 6/30																																															
17	Phase I	367 days	Mon 2/3/25	Tue 6/30/26	Phase I [Gantt bar] 6/30																																															
18	Apartment Building's 1-12	367 days	Mon 2/3/25	Tue 6/30/26	Apartment Building's 1-12 [Gantt bar] 6/30																																															
19	Club House	307 days	Mon 4/28/25	Tue 6/30/26	Club House [Gantt bar] 6/30																																															
20	Phase II	208 days	Sun 9/14/25	Tue 6/30/26	Phase II [Gantt bar] 6/30																																															
21	Duplex's 1-12	208 days	Sun 9/14/25	Tue 6/30/26	Duplex's 1-12 [Gantt bar] 6/30																																															
22	Singe Family Homes 1-68	208 days	Sun 9/14/25	Tue 6/30/26	Singe Family Homes 1-68 [Gantt bar] 6/30																																															

*Phasing subject to change based on external factors at the time of constrction.

Appendix A: Site Exhibits

Exhibit A: Site Location Aerial & Existing Conditions

Exhibit B: Master Plan South

Exhibit C: Master Plan South Rendering

Exhibit D: Master Plan South Rendering with Landscaping

Exhibit E: Concept Landscape Sections

Exhibit F: Zoning Figure

Exhibit G: Open Space Plan and Street Classifications

Exhibit H: Pedestrian, Bicycle & Vehicle Circulation

Exhibit I: Roadway Sections

Exhibit J: Photos.

Exhibit A: Site Location Aerial



Aerial Location Map

The Ridge at Talcott Mountain - South

200 Hopmeadow Street, Simsbury, CT

Source: VHB
 Prepared for: Master Site Development Plan
 Date: September 2023

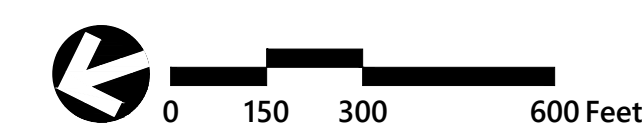


Exhibit B: Master Plan South

Residential Building Summary Chart

Building Type	Number of Buildings	Units Per Building	Total Units
APARTMENT - 3 STORY	4	32	128
APARTMENT - 4 STORY	8	45	360
DUPLEX	12	2	24
SINGLE FAMILY	68	1	68
TOTAL UNITS =			580

Parking Summary Chart

Description	Size		Spaces	
	Allowed	Provided	Required	Provided
RESIDENTIAL SURFACE PARKING SPACES	9'x18' / 8'x22'	9'x18'/10'x22'	N/A	804
APARTMENT GARAGE PARKING SPACES	-	-	N/A	168
DUPLEX GARAGE PARKING SPACES	-	-	N/A	24
DUPLEX DRIVEWAY PARKING SPACES	-	-	N/A	24
SINGLE FAMILY GARAGE PARKING SPACES	-	-	N/A	104
SINGLE FAMILY DRIVEWAY PARKING SPACES	-	-	N/A	104
TOTAL SPACES				1,228

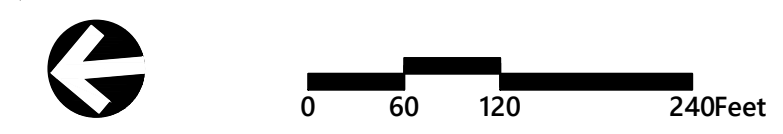
RESIDENTIAL PARKING RATIO:
 TOTAL UNITS = 580 UNITS
 TOTAL PARKING SPACES = 1,228 SPACES
 RESIDENTIAL PARKING RATIO = 1,228 SPACES / 580 UNITS = ±2.1

Zoning Summary Chart

Assessor's Tax ID:	F17-154-009-2 200 Hopmeadow Street (South)	
Zoning District(S):	Hartford-Simsbury Form Base Code District (HS-FBC District)	
	Allowed	Provided
GROSS LOT AREA	N/A	±125 AC
NET LOT AREA *	N/A	±66 AC
LAND AREA DEVOTED TO OPEN SPACE	10% GROSS AREA	±73.6 AC / 58.7%
LAND AREA DEVOTED TO RESIDENTIAL	N/A	±60 AC / 48%
MIN. LINEAR GREEN BUFFER ALONG ROUTE 10	150-200 FT	185 FT
FRONT YARD BUILDING SETBACK	150 FT	287 FT
SIDE YARD SETBACK	10 FT	85 FT
REAR YARD SETBACK	10 FT	±500 FT
MAXIMUM BUILDING COVERAGE	60% GROSS	(7.17AC) ±5.7% GROSS
MAXIMUM BUILDING HEIGHT: N ZONE	3 STORIES/40' MAX.	< 40 FT
MAXIMUM BUILDING HEIGHT: NT ZONE	4 STORIES/55' MAX.	< 55 FT
MAXIMUM IMPERVIOUS COVERAGE	60% OF GROSS	±21%

* NET LOT AREA EXCLUDES JURISDICTIONAL WETLANDS, REGULATORY FLOOD PLAIN (100 YR), AND SLOPES OVER 20%.

NOTE:
 1. NO STORMWATER MANAGEMENT AREAS ARE SHOWN ON THE PLAN. A DETAIL DRAINAGE DESIGN IS REQUIRED TO DETERMINE IF ANY WILL BE REQUIRED.
 2. THE PROPOSED TRAIL PATH LAYOUT SHOWN IS CONCEPTUAL. FURTHER COORDINATION AND DESIGN REQUIRED TO DETERMINE EXACT PATH LAYOUT.



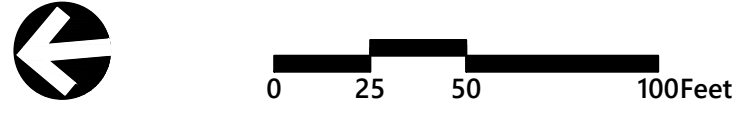
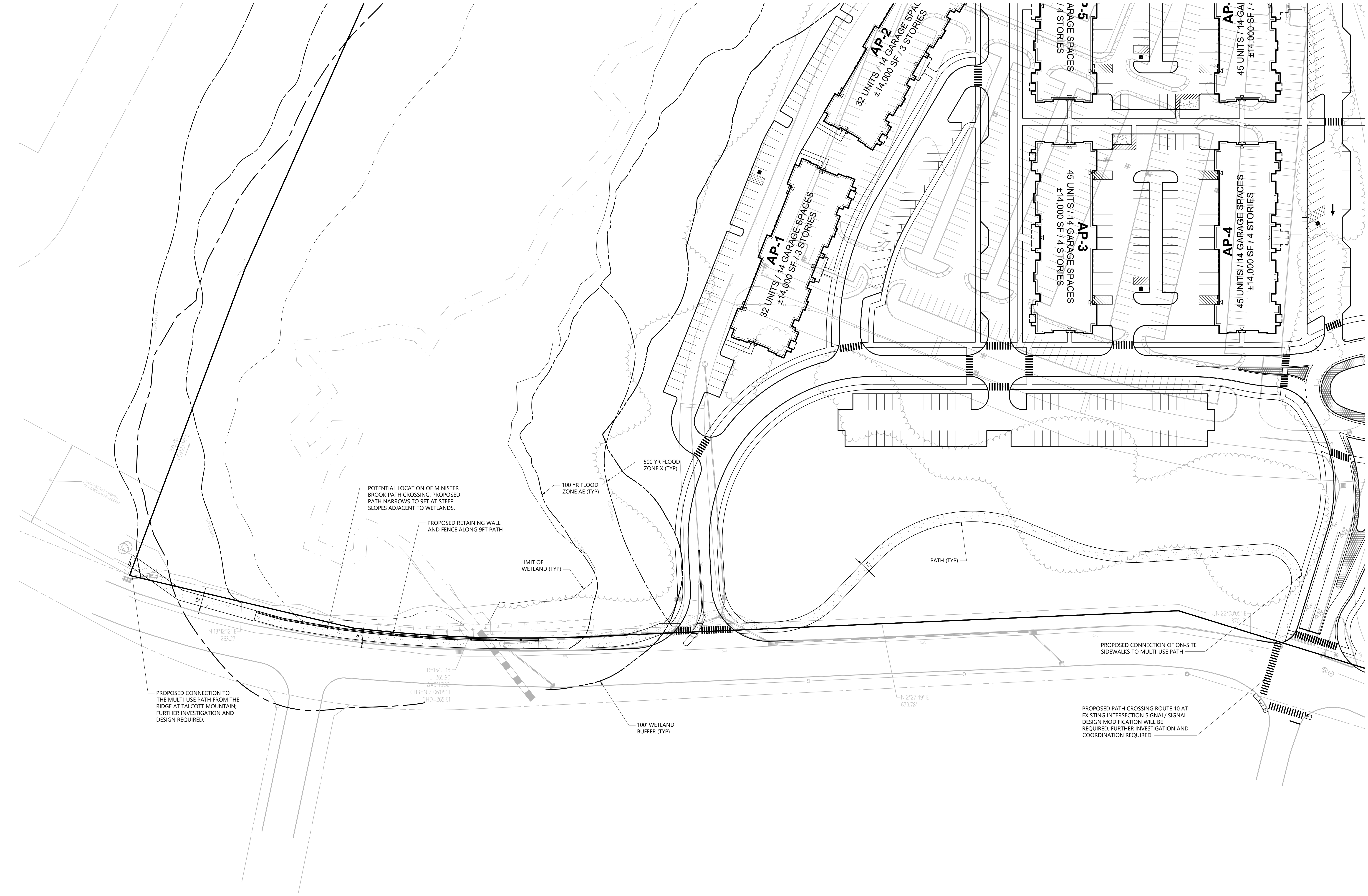
The Ridge at Talcott Mountain - South
 200 Hopmeadow Road
 Simsbury, Connecticut

No.	Revision	Date	Appr.

Designed by: _____ Checked by: _____
 Issued for: _____ Date: **October 4, 2023**

Not Issued for Construction
 Drawing Title: **Master Site Development Plan (South Site)**
 Drawing Number: _____

MSPD-1S



The Ridge at Talcott Mountain - South

200 Hopmeadow Road
Simsbury, Connecticut

No.	Revision	Date	Appr.

Designed by	Checked by
Issued for	Date

October 4, 2023

Not Issued for Construction
Drawing Title
**Master Site
Development Plan
(South Site)
Path Connection**

MSPD-1S

Exhibit C: Master Plan South Rendering



The Ridge at
Talcott Mountain

Minister Brook

Hopmeadow St

Latimer Ln

Old
Canal Way

Kings Ridge
of Simsbury

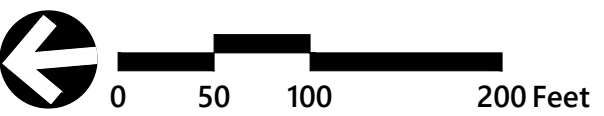
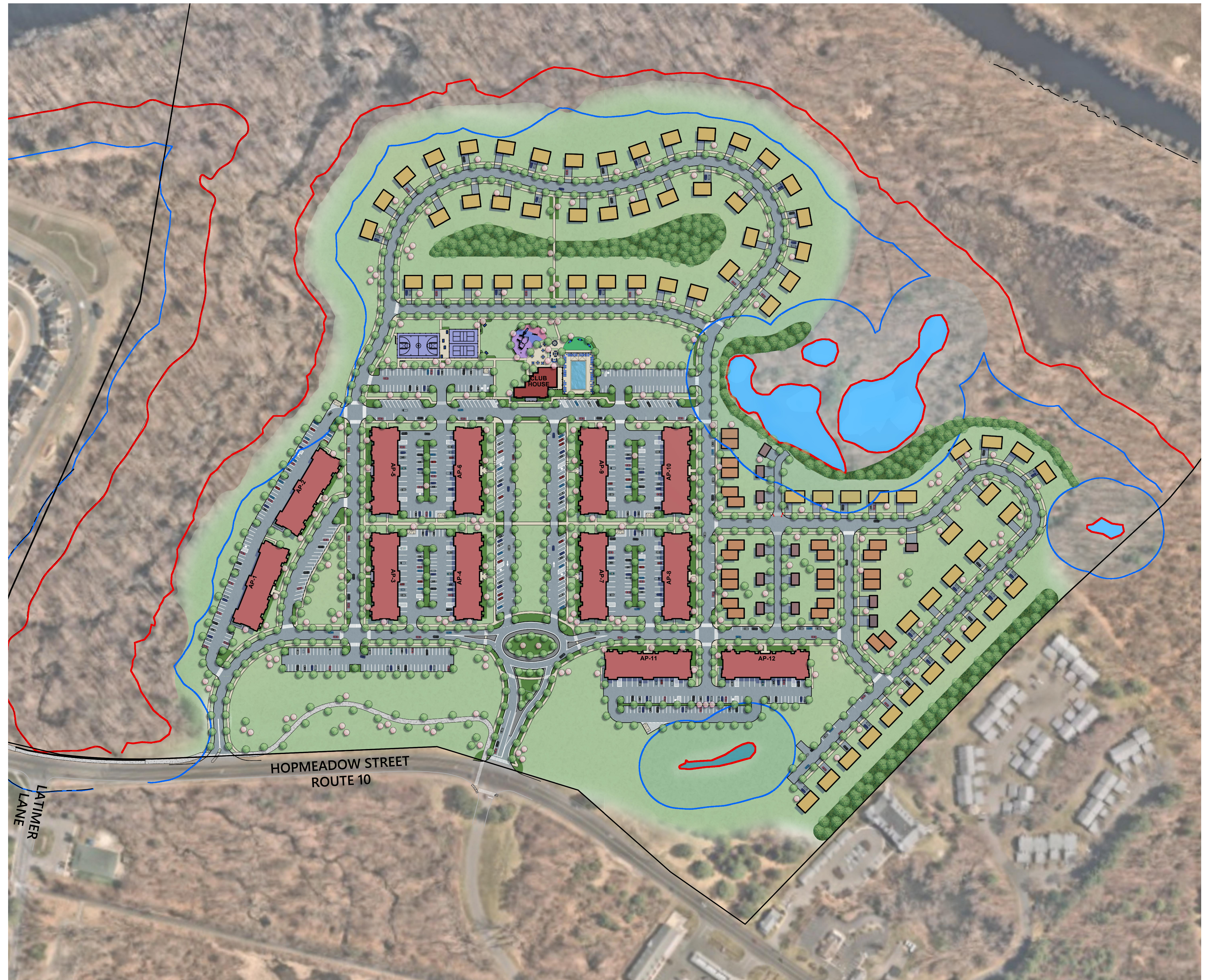
Talcott Acres
Condominiums



Existing Conditions
Hartford South | Simsbury, CT
September 2023



Exhibit D: Master Plan South with Landscaping



Master Development Landscape Plan

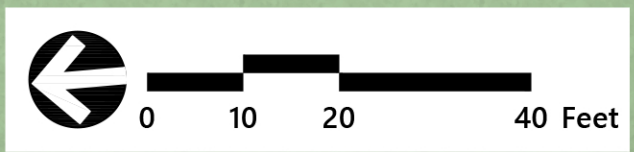
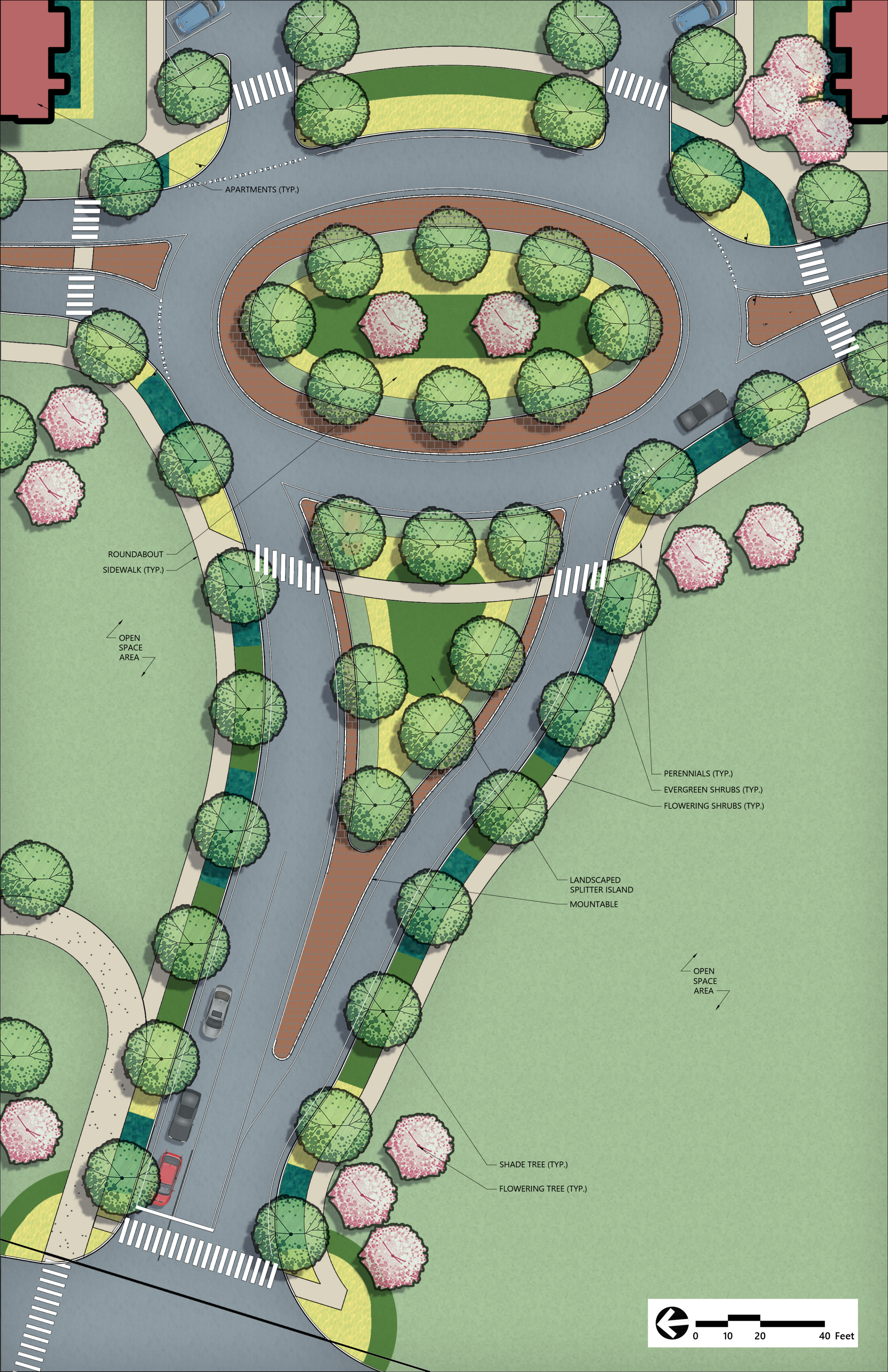
The Ridge at Talcott Mountain - South

200 Hopmeadow Street, Simsbury, CT

Source: VHB
Prepared for:
Date: 2023.09.25



Exhibit E: Concept Landscape Sections



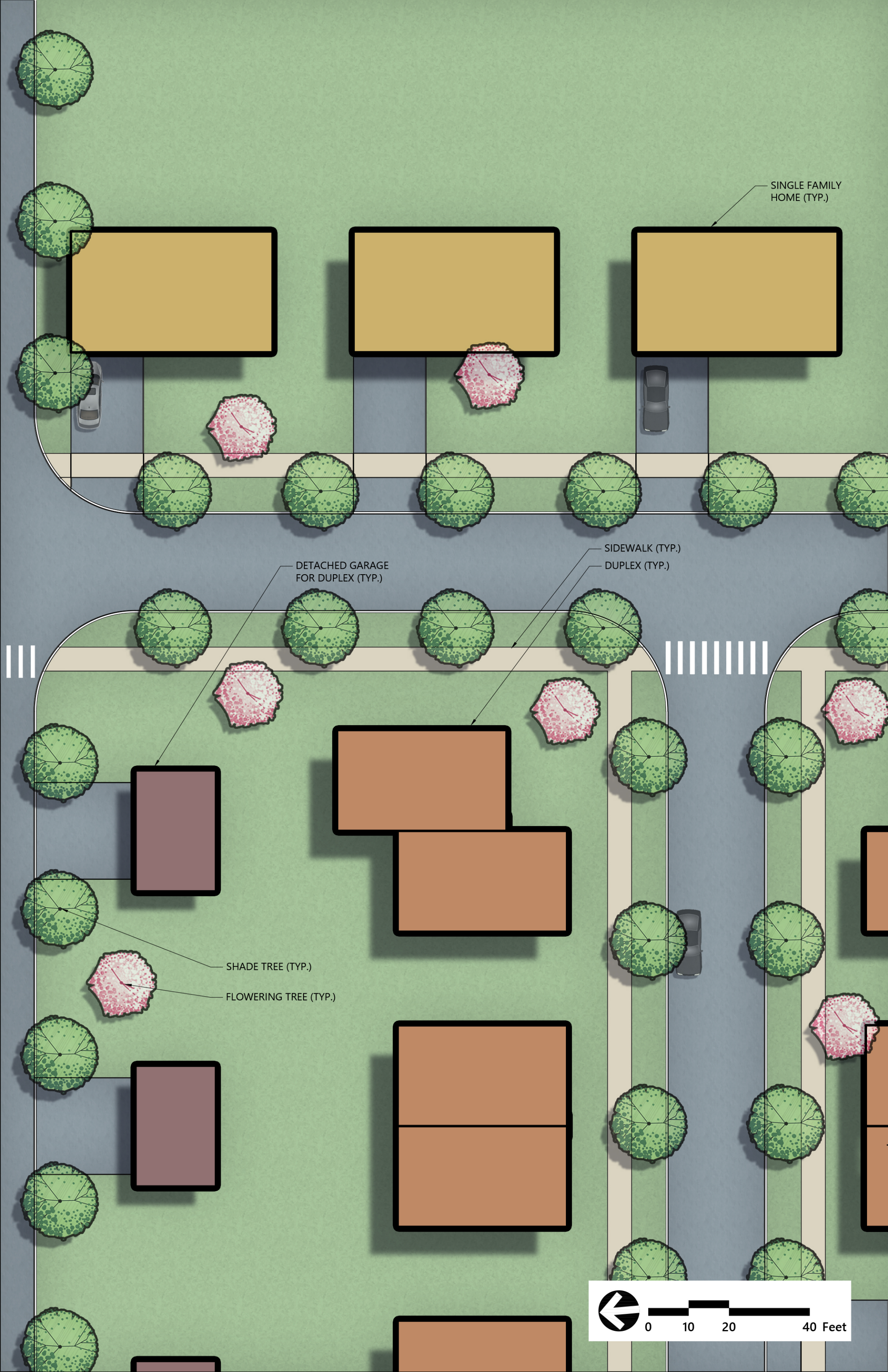
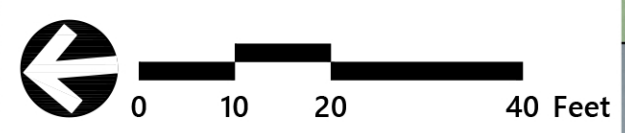
SINGLE FAMILY HOME (TYP.)

DETACHED GARAGE FOR DUPLEX (TYP.)

SIDEWALK (TYP.)
DUPLEX (TYP.)

SHADE TREE (TYP.)

FLOWERING TREE (TYP.)



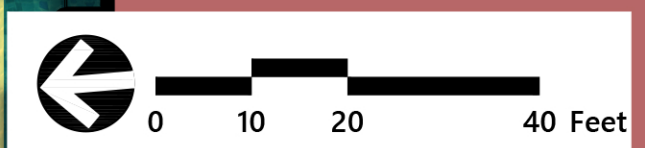
AP-2

AP-5

- APARTMENT (TYP.)
- SHADE TREE (TYP.)
- FLOWERING TREE (TYP.)
- SIDEWALK (TYP.)

- EVERGREEN SHRUBS (TYP.)
- PERENNIALS (TYP.)
- FLOWERING SHRUBS (TYP.)

OPEN SPACE AREA



AP-2

AP-1

EVERGREEN SHRUBS (TYP.)

APARTMENT (TYP.)

FLOWERING TREE (TYP.)

SHADE TREE (TYP.)

SIDEWALK (TYP.)

PERENNIALS (TYP.)

FLOWERING SHRUBS (TYP.)

OPEN SPACE AREA

