

**COMPREHENSIVE PLAN OF DEVELOPMENT  
FOR THE  
TOWN OF SOUTHBURY , CONNECTICUT**

SOUTHBURY CENTER AREA

**SOUTHBURY PLANNING COMMISSION**

COMPREHENSIVE PLAN OF DEVELOPMENT  
FOR THE  
TOWN OF SOUTHBURY, CONNECTICUT

SOUTHBURY CENTER PLAN

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A program prepared under the provisions of Chapter 126, Sec. 8-23 of the Connecticut General Statutes and PART SEVEN: Adoption, Modification and Administration of the Comprehensive Plan of Development

**SOUTHBURY PLANNING COMMISSION**

January 26, 1993

Revised January 5, 1994

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## THE SOUTHBURY CENTER AREA

The SOUTHBURY CENTER PLAN is a part of the Comprehensive Plan of Development for The Town of Southbury, Connecticut,\* each adopted by the Southbury Planning Commission. This PLAN is a program prepared under the provisions of Part Seven: Adoption, Modification and Administration for the purpose of detailing and elaborating on features of the Comprehensive Plan pertaining to a particular geographic area -- the Southbury Center Area.

The Comprehensive Plan of Development contains goals, policy and program steps for centers, including the Southbury Center Area. Particular features of the Southbury Center Area are recognized in the land use and circulation recommendations of the Comprehensive Plan of Development. This SOUTHBURY CENTER PLAN\*\* is intended to be fully consistent with the Comprehensive Plan while providing many detailed recommendations for land use, circulation, building development, site design and landscaping, streetscape, utilities and other features which will enhance and implement the goals and policy of the Comprehensive Plan.

### Location and Horizon Line

The Southbury Center Area lies in the Pomperaug Valley and is central to the territory of the Town. The overall area which this PLAN addresses is defined by the "horizon line" delineated in a general manner on CENTER PLAN MAP #1, which is a part of this document. The horizon line is identified because of the following:

1. the horizon line consists of a series of wooded hillsides a) that define and enclose the field of view from various parts of the Center in the Pomperaug Valley, and b) that establish the rural, country-side setting for the Center;
2. it is from hillsides and main highways along the horizon line that one views the buildings, land development, signs, lighting, landscaping and other features of the Center;

\* Adopted by the Southbury Planning Commission June 17, 1986, effective July 7, 1986.

\*\* This SOUTHBURY CENTER PLAN supersedes and replaces Comprehensive Plan of Development Amendment #3 - Southbury Center Area, adopted October 8, 1975, effective October 15, 1975.

3. the horizon line, encompassing the Valley, clearly defines an area that is visually and functionally central to living in the Town; and
4. as the central or focal area of the Town, the manner in which the Southbury Center Area is used, developed and conserved significantly affects the character and operation of the remainder of the Town.

#### Southbury Center Area and Sections

This PLAN incorporates a general guide for land use, circulation and conservation within the Southbury Center Area and a range of details for particular sections of the Center. Sections within the Southbury Center Area are identified as follows:

1. Center District-Main Street South, generally from Conn. Route #67 to southwest of Conn. Route #172, which is the primary governmental, community service, retail and economic development section of the Town;
2. Center District-Heritage Village Green, which is the retail and commercial service focus at the Heritage Village neighborhood; and
3. Bullet Hill-White Oak Area, which includes Southbury Historic District No. 1 and is a principal historic, scenic and country-town residential feature of the Southbury Center Area.

Additional sections may be identified and added to this PLAN by amendment as found appropriate and useful in the administration of the SOUTHBURY CENTER PLAN.



## OBSERVATIONS AND ASSUMPTIONS

As part of its continuing responsibilities, the Southbury Planning Commission prepares studies, inventories and evaluations concerning the Town. In the course of preparing this plan for the Southbury Center Area, observations are made about trends and conditions that pertain to the Center. Certain observations and assumptions become part of the basis for the plan and are summarized in sections which follow.

### Area and Population

The Town of Southbury encompasses about 40.9 square miles and has experienced unprecedented growth during the last two decades, in part as a result of completion of the Heritage Village neighborhood and access provided by I-84. Growth has consisted of new population, new housing construction and new commercial projects, including IBM Southbury. Population has changed from 7,852 persons in 1970 to 14,156 in 1980 and 15,818 in 1990. Projections foresee a population of 19,000 to 21,000 by the year 2010.\* Such growth continues to have potential for major impact upon the Center Area.

### Access

While Southbury has not been an employment center, living in Southbury for larger numbers of people has become feasible and convenient as a result of Interstate #84. I-84 has two interchanges that directly service the Southbury Center Area and Main Street South and North -- Exit #14 at Conn. Route #172 and Exit #15 at Conn. Route #6/67. These Exits connect to other principal routes in the Town and feed the "ring road." The network of roads and highways gives Southbury Center high accessibility for residents; the network also has potential usefulness to a multi-town market area.

### Center Functions

The Southbury Center Area includes the Pomperaug River and its broad flood plain as well as sites and areas of historic significance including the Bullet Hill-White Oak Area. The Town Government Center and library, three schools, three Town parks, several churches, a variety of retail and commercial services of local orientation, certain industries and many dwellings are also main features of the Center Area. Homes are primarily one-family dwellings on ample lots, but the Center Area also includes

\* See Center Planning Notes: Retail Space Projections/Comment, Table 8.

portions of the Heritage Village neighborhood, largely an adult condominium community, plus the Heritage Village Green commercial area, a life care residential facility and two convalescent and nursing centers.

### Visual Importance

The Southbury Center Area within the horizon line is clearly identifiable as the heart of the Town. Parts of the Center are highly visible from surrounding hills and from the highway and road system within the Town, including I-84. In general, residents must pass through or view the Center on the way to other parts of the Town. Residents customarily come to the Center Area for community services. The visual character of the Center -- that is, its surrounding green hillsides and the appearance of its architecture, landscaping, land form, layout, ground cover, lighting and signs -- affects the remainder of the Town. The Center Area is also an important and attractive Connecticut countryside feature along the I-84 corridor.

### Land

In the valley below the surrounding hillsides, the Southbury Center Area contains many sites favorable and convenient for building development. The State Conservation and Development Policies Plan for Connecticut identifies the Main Street South Area as a "rural community center." While there are wetlands and flood plains, and a few steep areas, the general soil and slope conditions allow easy and economical construction in the Southbury Center Area.

### Market\*

The Town has been experiencing new home construction and subdivision development at a pace in excess of nearby towns. The Heritage Village neighborhood construction program, however, is substantially complete. There have been numerous and substantial new commercial projects in the Main Street South Area, plus IBM Southbury nearby. Within the 416 acres of Center District-Main Street South, about 248 acres are currently zoned for retail and office purposes, 89 acres for manufacturing and similar purposes and 79 acres for residential purposes. Heritage Village Green commercial land includes about 40 acres.

\* See Center Planning Notes: Retail Space Projection; Comment, 3/23/92; and Memorandum: Retail Space Projections, January 20, 1975.

As of 1974, about 235,000 square feet of retail and office floor area was available in Town, of which 160,000 square feet were in the Main Street South Area and 68,500 square feet at Heritage Village Green. Between 1974 and 1991 the inventory of retail and office floor area in Center District-Main Street South increased by 552,815 square feet -- from about 160,000 square feet to 712,815 square feet.

Market projections for local convenience shopping for the 1990 to 2010 period foresee an additional 65,000 to 132,000 square feet of supportable floor area needing about 12 to 24 acres of land. Community type shopping, also attracting limited trade from adjacent towns, could support 68,000 to 138,000 square feet additional floor area needing 10 to 21 acres of land. These projections account for greater occupancy of already built but underutilized floor area. Office floor area development is expected to equal retail use, so that the 20-year floor area and acreage additions likely to occur mainly in the Main Street South Area are as follows:

	<u>Retail</u>	<u>Office</u>	<u>Total</u>
Floor Area	133,000 to 270,000	133,000 to 270,000	266,000 to 540,000
Acres	22 to 45	22 to 45	44 to 90

This range of supportable retail/office is equal to 50% to 100% of the growth that occurred in the 17 years between 1974 and 1991.

There is ample land area within Center District-Main Street South to accommodate projected additions -- on undeveloped land and by rebuilding on underdeveloped sites. There will be additional demands for land, however, including public and private institutions and non-retail/office commercial and economic development. The supporting land conditions, water supply, resources for sewage disposal and roadway traffic capacity are to be considered as well as community character and country-town convenience.

#### Land Values

There is a hierarchy of land market values within the Town, ranging from unused backland, flood plain and farm-forest property on the lower end and commercial property on the higher end. In general, the highest market values for land are found in the Center Area, particularly the Center District-Main Street South, where accessibility is

greatest and there is potential for commercial use. Commercial land has been actively traded, some from a long time residential and farming occupancy to commercial ventures, or as investment for future ventures. Speculative run-up of values should not lead to premature building or an intensity of development inconsistent with the appropriate pattern for the Town. Values and local development goals can be out of balance.

#### Water Resources and Supply

The granular soils and topographic configuration of portions of the Southbury Center Area along the River are significant groundwater resources for public water supply. These resources are of important usefulness to the Heritage Village neighborhood, Southbury Center Area and other parts of Southbury. There are additional demands for use of these resources, such as for recreation and fish and wildlife and by other municipalities. Plans for management and allocation of the resource are needed and the natural processes of groundwater recharge and flow are to be protected from excessive building, paving and closed drainage runoff systems. Public water supply, relying upon resources in the Southbury Center Area, is provided by the Heritage Village Water Company. Under Town sponsorship, water lines have been extended by the Company through the Center District-Main Street South Area. A few sites rely upon individual well systems. There is potential for more extensive development of a public water supply system but only if additional safe supply can be developed. The Southbury Center Area and Center District-Main Street South Area will need to establish their projected needs.\*

#### Groundwater Quality\*\*

An added dimension of concern is protection of groundwater quality. Nearly all of the Southbury Center Area is in the Town's Aquifer Protection AP District on the Zoning Map (groundwater resource areas with potential for public water supply) and much, including parts of the Center District-Main Street South and all of Heritage Village Green, are covered by the AP-1 District (greater depth of aquifer and higher potential yield). In addition, a State mandated wellhead protection program is pending for significant community and public water supply wells. These designations invoke limitations on surface land uses and property occupancies as well as details of site and building design and the extent and quality of eligible sewage discharge to the ground.

\* See Center Planning Notes: Public Water Supply for Main Street South.

\*\* See Center Planning Notes: Aquifer Protection/Groundwater Protection.

### Sewage Disposal

A sanitary sewer collection system and treatment plant with discharge to the Pomperaug River serves the Heritage Village neighborhood. IBM Southbury and Pomperaug Woods life care facility also have treatment plants with discharge to the River. There are no sanitary sewers elsewhere in the Southbury Center Area. A broad scale sewer system is inconsistent with the sewer avoidance program recommended in the Comprehensive Plan of Development. The Pomperaug River is a potential discharge for treated effluent from sewage treatment systems, depending upon the quality of the treated effluent and the quality and quantity of water in the River. Natural, sub-surface conditions in the Southbury Center Area are generally favorable for individual on-site systems, with limited intensity of use and proper design, construction and maintenance.

### Drainage\*

All of the land in the Southbury Center Area drains to the Pomperaug River and its tributaries, such as Bullet Hill Brook. The quality of water in the Pomperaug and area streams will be affected by the manner in which Southbury Center Area lands are drained, including factors such as the proportion of impervious ground coverage, provision for stormwater detention, treatment of surface runoff and controls on erosion and sedimentation. Center District-Main Street South Area and the Heritage Village Green are areas of anticipated intensive development use, where runoff quantities and need for stormwater management will be greatest and for which special care in drainage planning will be standard practice. All of the land in the Main Street South Area has access to a suitable drainage outlet, some albeit workable only with detention, except in the older developed area at the crest of Main Street South opposite Depot Hill Road. For Southbury Center Area as a whole, the natural system of watercourses and the River, if properly managed, should generally be capable of meeting drainage outlet needs, except where natural channels have already been obstructed. With proper management and site design, however, there should be no need for additional major channel and conduit projects except at the crest of Main Street South.

### Main Street Right-of-Way

Most of Main Street South and North in the Southbury Center Area has a very wide right-of-way, varying from 125' to as much as 200'. Along Main Street North, the wide

\* See Center Planning Notes: Wetlands/Water Courses/Flood Plain/Drainage.

right-of-way contributes to the country, historic character. Along Main Street South the right-of-way is an important resource for accommodating traffic lanes, frontage roads, landscaped esplanades and turning lanes as may be needed for traffic flow and control and area landscape design. The wide right-of-way, containing two lanes for traffic and wide lawns and shade trees in many areas, today supports the visual appearance of the Center as a country town and today contributes to convenient and uncongested traffic flow.

### "Strip Development" Pattern

Center District-Main Street South is linear in shape and can be described as a "strip" of land, about three miles long and 1/4 mile wide, adjacent to I-84. The "strip" is served by Main Street South (formerly U. S. Route #6) throughout its length. Most of the land is zoned for business and industrial purposes, and residentially zoned areas are generally occupied by public and private institutions. The linear shape has --

1. advantages, in that a) properties and businesses can easily be found along the street, b) most business buildings can face upon the street and have identification therefrom, c) the "strip" or its parts become an economic unit, and d) frontage along the street is sometimes otherwise undesirable for dwelling sites; but also
2. disadvantages, in that a) a single street with so many users can generate an overload of traffic, b) many vehicular turning movements occur, may be unsafe and can cause congestion, c) the "strip" layout is not conducive to walking from store to store, and pedestrians are discouraged from crossing the heavily travelled street, and d) there is a tendency to compete for customer attention by means of more and more signs and lighting.

### Segmented Strip

Center District-Main Street South has certain natural and man-made features which have the effect of segmenting the linear shape into six or seven distinct parts. Each part has or can have a character different from adjoining parts or is separated from adjoining parts by important land form features (hills and other topography) or

vegetation features. The Main Street South Area can be used and developed in a manner that avoids many of the disadvantages of a strip shape.

Building Potential and Traffic (CD-MSS)\*

Since 1974, traffic volumes have increased dramatically in the Center District-Main Street South. The change reflects, among other factors, the increase in retail and office floor area from 160,000 square feet to 712,815 square feet in 1991 plus completion of the one million square foot IBM Southbury administrative office building at Exit #15 of I-84.

In the 6-year period from 1984 to 1990 average daily traffic volumes have changed in some key locations as follows:

	<u>1984</u>	<u>1988</u>	<u>1990</u>
<u>Main Street South</u>			
● just west of Routes 6/67	13,500	15,900	16,200
● Poverty to Depot Hill	-	14,300	-
● Depot Hill to Peter Rd.	11,100	-	-
● northeast of Rt. 172	7,500	9,700	9,800
<u>Routes 6/67</u>			
● Main St. South to Heritage Rd	-	22,200	-
● south of Main St. South	18,200	27,500	-

To accommodate these changes the Exit #15/Routes #6/67 and Main Street South intersection area has been extensively redesigned and rebuilt by IBM Southbury to Town criteria and CT-DOT standards. Capacity improvements of far lesser scope have been made at the Main Street South intersection with Poverty Road, Depot Hill Road, Peter Road/Old Field Road and Route #172.

Retail and other economic development floor area of all types in Center District-Main Street South totaled 834,200 square feet as of November, 1991, and governmental buildings plus private institutions add another 311,461 square feet.\*\* The estimate

\* See "Traffic Study, Main Street South, Southbury, Connecticut", Vanasse Hangen Brustlin, Inc., etc., June, 1990.

\*\* Southbury Planning Office inventory.



of development potential, "build-out" capacity for commercial and economic development purposes is 1,861,806 square feet or an increase of about 1,000,000 square feet -- 120%.\*

Main Street South largely carries local traffic, generated by uses along the street and some general town circulation. The actual uses developed along the street have particular traffic generation factors, some greater or lesser, and with differing peak hours. "Level of Service C" or better at all intersections and roadway segments is a key goal of the Comprehensive Plan of Development. Full build out of commercial zones in the Center District-Main Street South is demonstrated to cause deterioration of LOS to E and F at nearly all intersections on the existing street system.\*\*

Four lane development of Main Street South, or four lanes with wide, landscaped center island, is an option to increase capacity and maintain Level of Service. It is an option inconsistent with maintenance of the character of Main Street South in a country-town environment.

Alternatives short of massive and costly 4-lane construction are found in a program to a) balance floor area potential and use types with roadway capacity, b) improve alternate approach routes to the Main Street South area, c) construct intersection capacity improvements (dedicated turn lanes and better signalization), d) control the manner and extent of access driveway construction, and e) see to the provision of connecting driveways between lots. There will be locations where special turn lanes at major projects are needed to handle peak hour flow, and a third or center lane for left turns on some segments of the street may be appropriate.

#### Other Traffic and Circulation

Traffic accommodation and management in Center District-Main Street South are a special challenge since significant access volumes occur in and out of adjacent sites and occupancies. Conn. Route #6/67 through the Bullet Hill-White Oak section has also experienced major volume increases, and at certain hours there are long platoons of cars and no potential for passing. Increase in lanes would clearly be inconsistent with the environs for historic features.

Conn. Route #172 has also experienced volume increases with the general growth of the Town, notwithstanding the decline in population at the Southbury Training School.

\* Southbury Planning Office Inventory.

\*\* Table 7, VHB Traffic Study, Main Street South, Southbury, Connecticut.

Roxbury Road/Rt. #67 are other primary or secondary collectors along with Old Field Road and Poverty Road. These routes are part of the "ring road" or connect to the "ring road" and the access to the larger region at Exits #14 and #15 of I-84 in the Center District-Main Street South.

#### Local Orientation

Southbury Center, including Center District-Main Street South, has a local orientation. Stores and offices rely primarily upon local trade. Individual establishments are known to attract trade from adjacent towns and Exits #14 and #15 of I-84 are also gateways to adjacent towns, but there is no existing retail type development that must depend upon the day-to-day mass market of the surrounding region.

#### Local Character

The Southbury Center Area, including the commercial-industrial portion, has the character of a country town by reason of a) ample grass areas and shade trees, b) one- and two-story buildings widely spaced, c) sufficient parking, d) a minimum of traffic congestion and noise, and e) subdued signage and lighting. These are features not typically preserved as a town grows and competition for land increases. Yet these are features which are essential to enjoyment and character of Southbury as a whole.

#### Manner of Use

The manner in which land is used in the Southbury Center Area is as important as the specific type of use. That is, the design of buildings and grounds, the landscaping and the intensity of ground coverage and occupancy have a direct bearing upon --

- a. wise use and conservation of limited water resources and resources for water supply, drainage and sewage disposal;
- b. convenient and economical use of street and highway resources;
- c. maintenance of the convenience, comfort and visual quality of the Southbury Center Area as the focus of the Town;
- d. preservation of land values; and
- e. continuation of local character as a country town.

# C E N T E R   A R E A   L A N D   U S E   A N D   C I R C U L A T I O N

## PLAN MAP

As a guide for conservation and development of land in the Southbury Center Area, this plan incorporates the following map:

"CENTER PLAN MAP #1      Land Use and Circulation", dated January 26, 1993

CENTER PLAN MAP #1 provides an overall framework for the location, character and extent of land utilization and supporting motor vehicle circulation routes within the Southbury Center Area, as bounded by the horizon line.

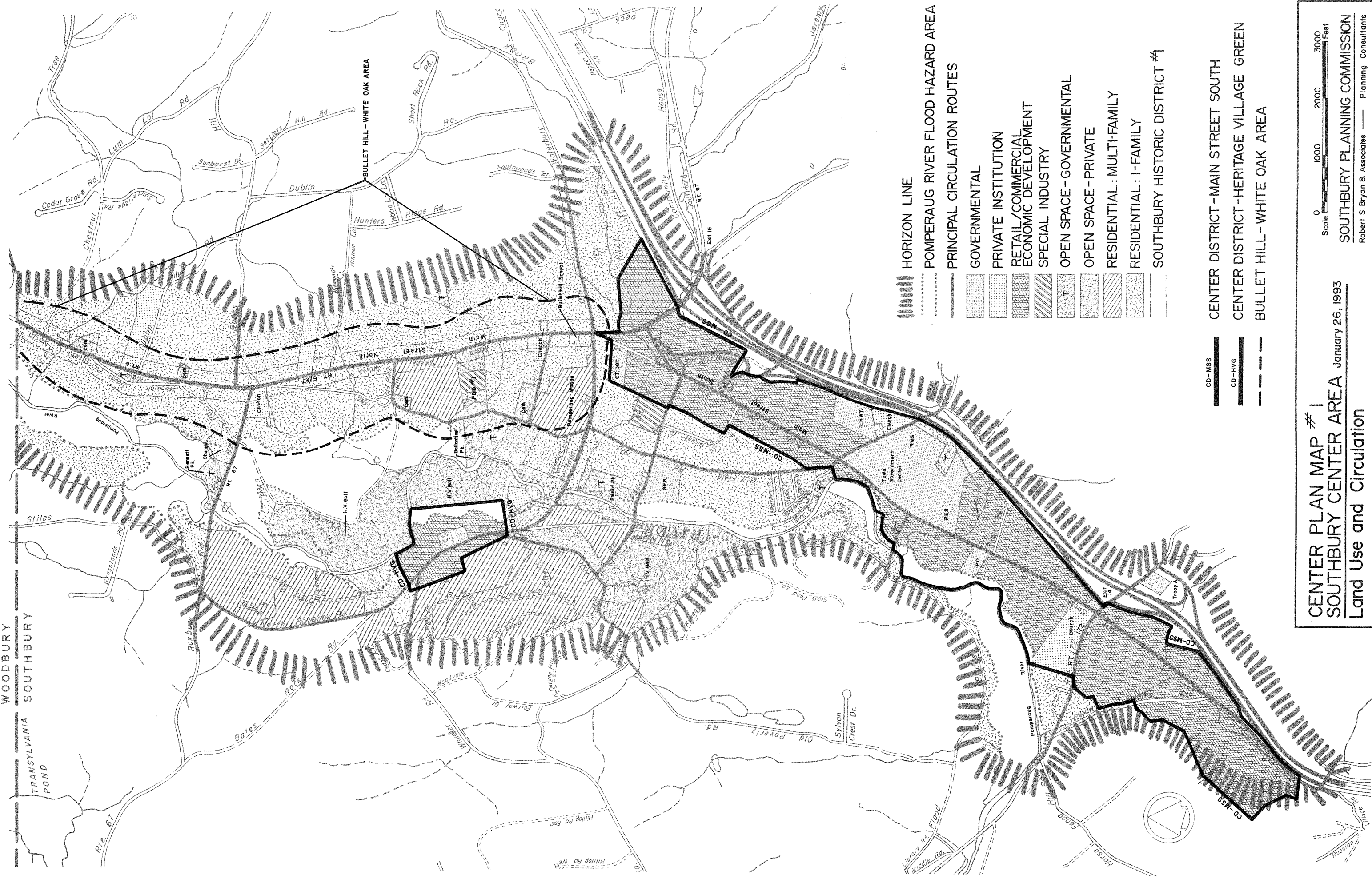
## GOALS

The following are the general goals for the future of the Southbury Center Area as the natural geographic center of Southbury and focal area for community activities:

1. Hillsides: to preserve the wooded hillsides that constitute the horizon line enclosing the Southbury Center Area, avoiding obtrusive building development, excavations, lighting, signs and clear cutting that would mar the natural appearance of the horizon line; and to avoid building development in the Southbury Center Area that would block or intrude upon important views from the valley area toward the horizon line;
2. Activity Center: to continue development of the Southbury Center Area, to the extent practicable, as the primary location for Southbury's community facilities and services, such as Town government buildings, community assembly facilities, churches, institutions, retail stores, office services, commercial services and employment centers, so that there is a common and convenient center of activity for support of the community as a whole;
3. Historic: to preserve historic buildings and sites, and their environs, as well as areas of general historic significance, in a manner that supports and perpetuates local history and the character of the Town and Southbury Center Area, recognizing, however, that some such environs or areas may be used and further developed, but in a manner consistent with this goal;

WOODBURY  
SOUTHURY

TRANSYLVANIA  
POND



- HORIZON LINE
  - POMPERAUG RIVER FLOOD HAZARD AREA
  - PRINCIPAL CIRCULATION ROUTES
  - GOVERNMENTAL
  - PRIVATE INSTITUTION
  - RETAIL/COMMERCIAL ECONOMIC DEVELOPMENT
  - SPECIAL INDUSTRY
  - OPEN SPACE - GOVERNMENTAL
  - OPEN SPACE - PRIVATE
  - RESIDENTIAL: MULTI-FAMILY
  - RESIDENTIAL: 1-FAMILY
  - SOUTHURY HISTORIC DISTRICT #1
- 
- CD-MSS
  - CD-HVG
  - BULLET HILL - WHITE OAK AREA
- 
- CENTER DISTRICT - MAIN STREET SOUTH
  - CENTER DISTRICT - HERITAGE VILLAGE GREEN
  - BULLET HILL - WHITE OAK AREA

CENTER PLAN MAP #1  
SOUTHURY CENTER AREA January 26, 1993  
Land Use and Circulation

Scale 0 1000 2000 3000 Feet

SOUTHURY PLANNING COMMISSION  
Robert S. Bryan & Associates — Planning Consultants

4. Natural Features: to utilize land in the Southbury Center Area in a manner that conserves important natural resources and features, and the useful natural function thereof, such as but not limited to the following:
  - a. clean waters of the Pomperaug River and its natural flood plain;
  - b. wetlands, streams and water courses which perform important flood control, drainage, water quality protection, groundwater recharge and habitat functions;
  - c. hills, topographic variations, significant trees and wooded spots which define areas, location and edges within the Center; and
  - d. the all important groundwater resources of the Pomperaug Valley;
  
5. Pattern: to provide for the proper location of commercial, residential, economic development, public and conservation land uses in a manner that --
  - a. provides for transition from one type of use to another and creates a compatible relationship;
  - b. locates development with regard to best use of resources for traffic circulation, water supply, sewage disposal, drainage and other services;
  - c. provides ample space for future needs; and
  - d. locates types of uses where they are capable of having an appearance that supports overall design goals for the Center;
  
6. Local Service: to provide for retail, office and commercial services that are locally needed and supported as well as such services supported by neighbor towns, and economic development of multi-town significance, all only to the extent that Town services are not overburdened and that other Center goals concerning appearance, protection of natural resources, traffic convenience and avoidance of congestion are met;

7. Country Town: to continue and maintain the country town character of the Southbury Center Area, particularly with regard to features, such as --
  - a. ample trees, landscaping, lawn and undisturbed areas, and arrangement of buildings and site development to fit the natural terrain;
  - b. one- and two-story buildings;
  - c. provision for safe, convenient and uncongested traffic flow but also provision for safe and pleasant pedestrian circulation; and
  - d. the pattern of one-family dwellings on ample lots;
  
8. Pollution: to avoid that concentration of population and their accumulation of traffic, exhausts, solid wastes, signs, illumination, waste and drainage water, and noise that would have the effect of general pollution of the air, the ground, sight and sound and the water resources of the Southbury Center Area beyond the point that nature and man can conveniently and economically maintain a clean environment.

#### ELEMENTS OF THE PLAN

The framework for land utilization and circulation on CENTER PLAN MAP #1 has elements identified and/or described as follows:

- A. Horizon Line: The horizon line encompassing and enclosing the Southbury Center Area as set forth under the Location and Horizon Line provisions of this plan.\*
  
- B. River and Flood Plain: The Pomperaug River and the approximate bounds of its natural flood plain are delineated, based on the "1 in 100" chance flood experience.\*\* It is intended that the natural function of the flood hazard area be maintained and that the flood plain be used, if at all, only in a manner consistent with that function. Activities in the Pomperaug River flood plain,

\* Horizon line mapping based on U. S. Geological Survey 7.5 minute series (Topographic); see also Center Planning Notes: Horizon Line, Rev. 9/20/91.

\*\* See Flood Insurance Rate Map (FIRM), prepared by the Federal Emergency Management Agency.

and additional flood hazard areas in the Southbury Center Area and the Town, are regulated by local ordinance and land use laws.

In general, buildings, filling of land, sewage disposal systems, soil extraction and storage of floatable materials will be inconsistent with that function, but farming, parks, open land recreation and similar uses will be appropriate. The River and its flood plain are also important features that provide scenic views and uncongested open space and that mark the edge of other development areas. The Pomperaug flood plain is also the location of a critical groundwater resource for public water supply.

- C. Governmental: Existing government buildings and sites are shown, including the following:
- a. the Town Government Center on Main Street South, containing Town Hall, Southbury Public Library, the central fire house, Town Hall Annex, canine control center, the Town Highway Garage and a formal green or "quad";
  - b. Pomperaug Elementary School on Main Street South, Rochambeau Middle School on Peter Road and Gainfield Elementary School on Old Field Road, all under the jurisdiction of Regional School District No. 15;
  - c. the Town Highway Department storage yard off Peter Road;
  - d. Bullet Hill School, an historic landmark on Main Street North;
  - e. the cemetery on Pine Hill Road and on Old Field Hill Road;
  - f. the Connecticut Department of Transportation highway garage on Garage Road;
  - g. Connecticut State Police -- Troop A Barracks at Exit #14 of I-84; and
  - h. the U. S. Post Office on Main Street South.

It is recognized that there will be additional sites for future governmental facilities in the Southbury Center Area.



- D. Private Institutions: The sites and properties of existing churches (6), River Glen Continuing Care Center on Route #172 and the Lutheran Home on Main Street North are shown.
- E. Retail/Commercial/Economic Development: This general category of uses is recommended to be contained within --
- a. Center District-Main Street South; and
  - b. Center District-Village Green.
- F. Special Industry: Two sites are mapped in this category, one an ice cream plant of long standing (Planned Development District #1) and a small industrial building on Poverty Road that has been converted to a self-storage warehouse.
- G. Open Space - Governmental: Existing open space areas, owned by the Town, include Ballantine Park on Old Field Road, Ewald Park on Poverty Road, Bennett Park on Roxbury Road and the conservation area along I-84 adjacent to Rochambeau Middle School.
- H. Open Space - Private: Sites and areas generally consisting of Heritage Village Golf Course, the "green" at Center District-Heritage Village Green and two parts of PDD #1 adjacent to the ice cream plant.
- I. Residential - Multi-Family: This category consists of existing developed or zoned areas for multi-family type dwellings, generally including the Heritage Village, Grace Meadows on Poverty Road North, Pomperaug Woods life care facility on Heritage Road and adopted PDD #7 on Main Street North and Old Field Road.
- J. Residential - 1-Family: These are areas recommended primarily for single-family residential development, generally on lots of 1 to 1½ acres with on-site utilities.
- K. Center District-Main Street South: CD-MSS is the primary retail/commercial/economic development section of the Town and includes a focal area for Town government services and many private institutions. See other parts of this Southbury Center Plan for details.

- L. Center District-Heritage Village Green: CD-HVG is the focus of retail and other commercial services within the Heritage Village neighborhood. See other parts of this Southbury Center Plan for details.
- M. Bullet Hill-White Oak Area: This Area includes Southbury Historic District No. 1, but is delineated to cover a broader area than the District so as to encompass the full extent of historic sites and their environs.
- N. Principal Circulation Routes: These are principal, existing streets and highways constituting the circulation network and which are also mapped in the Comprehensive Plan of Development by functional classification. Features of the network include the following:
- a. I-84 as it exists, and the interchange ramps at Conn. Route #172 (Exit 14), which will need redesign, and Conn. Route #6/67 (Exit #15);
  - b. Route #172 to South Britain, Route #6/67 (Main Street North) through the Bullet Hill-White Oak Area and Route #67 (Roxbury Road);
  - c. Main Street South;
  - d. Heritage Road to Heritage Village Green and North Poverty Road and Route #67, and Poverty Road, East Hill Road and Wheeler Road also serving the Heritage Village neighborhood;
  - e. as a distributor road system, Old Field Road providing connection to Center District-Main Street South at Peter Road, via Poverty Road and Heritage Road; and
  - f. various other existing roads within or feeding the Southbury Center Area.

The circulation system relies primarily upon development and proper management of the existing roads within the Southbury Center Area. The upgrading of feeding routes, such as Old Field Road, Peter Road and Old Waterbury Road, are necessary to avoid excessive concentration of traffic at the Route #6/67-Main Street South intersection.

- O. Other Transportation: The adopted Comprehensive Plan of Development includes a "Future Sidewalk System" plan in the Southbury Center Area. Other parts of this Southbury Center Plan address sidewalks within the streetscape of Main Street South and between development sites in the Center District-Main Street South. This important system for safe and convenient pedestrian travel is evolving with time and individual site improvements.

With the growth of the Town and emerging means of transportation, there may be a future potential need for in-Town bus service, primarily within the Southbury Center Area. Inter-town bus service, however, between Southbury and other points in the region, is currently actively used. The site at Exit #14 of I-84 known as the "Travel Center" provides a privately operated, public service company bus stop, with ticket sales and waiting room, and easy access to I-84 while traversing little of Main Street South.

- P. Water Supply: All of the Heritage Village neighborhood is served by public water supply provided through the Heritage Village Water Company, a public utility. Lines also extend to the east side of the Pomperaug River and include a) a transmission main over Old Waterbury Road to Middlebury and Oxford, b) service to some residentially developed parts of the Southbury Center Area, including sites on Main Street North, c) connection to a line serving IBM and areas along Southford Road, and d) connection to a water main extending substantially the length of Main Street South. Most of the water line in Main Street South was installed as a Town project, using outside grants and with costs assessed to benefitted property owners.

It is accepted policy in this plan that all of the developed portions of the Southbury Center Area be served by public water supply. The full development potential, and best development, of the Center District-Main Street South will need an adequate potable water supply and supply for fire protection. The Center District-Main Street South fair share of present and future public water supply should be established as early as possible.

- Q. Sewage Disposal: Substantially all of the Heritage Village neighborhood is served by a sanitary sewer system and a treatment plant owned by the Heritage Village Water Company, a public utility. The plant discharges treated sewage effluent to the Pomperaug River. None of the sanitary collection lines cross the Pomperaug. IBM-Southbury and Pomperaug Woods have treatment plants which also discharge to the River. All other sewage disposal in the Southbury

Center Area is done by septic system and in-ground disposal or by holding tank and hauling.

The Comprehensive Plan of Development specifically precludes a program for sanitary sewers generally within the Southbury Center Area, except for existing developed locations noted. Land utilization and the standards therefor, including building coverages, floor area ratios and densities of population need to recognize the on-site sewage disposal method and its limitations and environmental constraints.

The above elements A through Q are basics of the Southbury Center Plan and set the stage for more detailed recommendations for Center District-Main Street South and Heritage Village Green.

## CENTER DISTRICT -- MAIN STREET SOUTH

### IDENTIFICATION

The "Center District-Main Street South" of the Southbury Center Area is the primary governmental, community service, retail and economic development section of the Town. The boundaries of Center District-Main Street South are delineated on CENTER PLAN MAP #1 and encompasses about 416 acres of land, exclusive of street and highway rights-of-way. Land conditions, access and resources for water supply, drainage and sewage disposal, when properly managed, are very favorable for support of these activities. The location and the manner in which these activities are established and conducted in Center District-Main Street South are critical to achievement of the specified general goals for the Southbury Center Area.

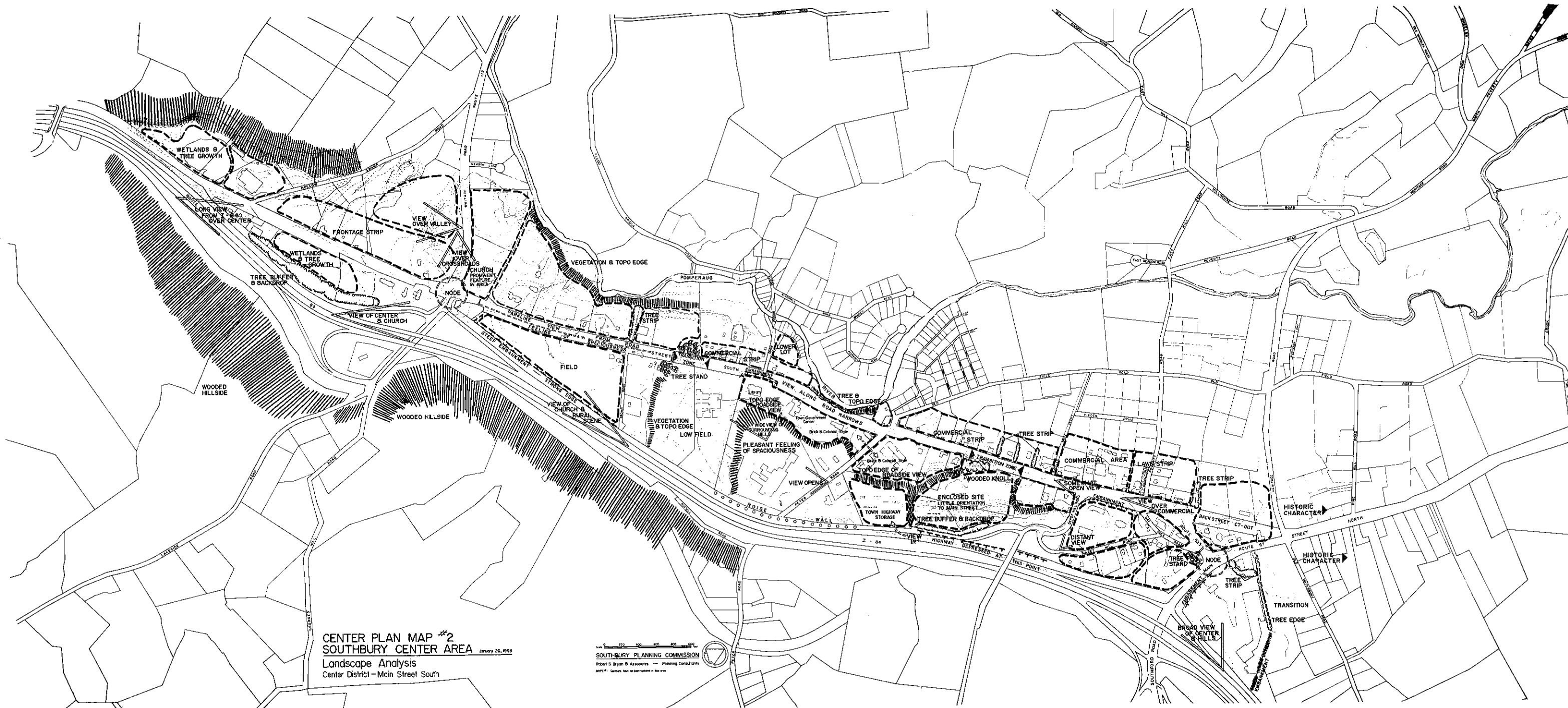
Additional governmental and community services, and retail and economic development activities are and will be located elsewhere in the Town. It is the Main Street South thoroughfare -- a segment of the "ring road" arterial with interchange links to I-84 -- that creates a special circumstance enabling the emergence of a multi-purpose center for these activities. The boundaries of Center District-Main Street South are selected with care and with attention to the physical circumstances and the nature of other uses in the Southbury Center Area. It is not intended that Center District-Main Street South will be enlarged to accommodate additional retail and economic development activities. Features and functions, and plans for this Center District, are set forth in sections which follow.

### THE LANDSCAPE

The configuration of land in Center District-Main Street South as well as views, the special quality of segments, the vegetation and wetlands, significant buildings and groups of buildings and current utilization have been evaluated for this SOUTH-BURY CENTER PLAN. The following map accompanies and is made a part of this PLAN:

CENTER PLAN MAP #2: Landscape Analysis, Center District-Main Street South, dated January 26, 1993.

This Map identifies the major features of the landscape analysis, including assets which contribute to goals for the Southbury Center Area as well as problems or potential problems which may need to be addressed. The Map also expresses how the Southbury Center Area may be experienced by persons using the Area, whether travelling on



**CENTER PLAN MAP #2**  
**SOUTHBURY CENTER AREA** January 26, 1993  
 Landscape Analysis  
 Center District - Main Street South

SOUTHBURY PLANNING COMMISSION  
 Robert S. Bryan & Associates - Planning Consultants  
 1993 #1 - General Use - Not to be used in any other project

a street or visiting or working at an activity on a particular lot.

Landscape features may be built or natural, growing or structurally fixed. The landscape contributes to a person's identification with place and may have positive or negative qualities for beauty, comfort, surprise and stability. Landscape analysis features have given direction for important elements of the plan for Center District--Main Street South including but not limited to development areas, land uses and site development standards and achievement of goals.

#### MAIN STREET SOUTH DEVELOPMENT PLAN

As the overall guide for major features of land use and site design and development, the SOUTHURY CENTER PLAN incorporates the following map:

CENTER PLAN MAP #3: Center District--Main Street South (CD-MSS), dated January 26, 1993.

This Map identifies seven (7) Planning Areas -- Areas A through G -- as well as significant Sub-Areas of each. CENTER PLAN MAP #3 also identifies particular features of topography, land design and traffic circulation and management which are necessary to be observed in site development planning in order to achieve goals for the Southbury Center Area and to maintain the appropriate functions for each of the seven (7) Planning Areas. CENTER PLAN MAP #3, then, establishes particular plan features, which when viewed as a whole, are essential for the orderly and desirable development of the Main Street South Area. Elements of the Main Street South Development Plan are specified in sections which follow.

#### BASIS FOR PLANNING AREAS

General boundaries for Planning Areas "A" through "G" are based upon the following types of factors:

- a. exterior edges of Center District--Main Street South, such as the right-of-way and grades of I-84, hillsides constituting the horizon line, the Pomperaug River and land use changes from commercial-industrial to the residential and historic areas outside the District;
- b. strong visual edges, such as woods and other major vegetation, and hills or other topographic variations some of which are obstacles to connecting access;



- c. areas which are viewed as a unit from a principal circulation route or I-84, and are visualized as having a natural unity of character;
- d. existing property lines, and properties in proximity to each other which have an already established development character by reason of existing buildings, uses and site layout;
- e. areas which are viewed from a principal route within the Main Street South Area and where the type and intensity of building and site development will have a significant impact upon the appearance, traffic flow and other features of the Center District.

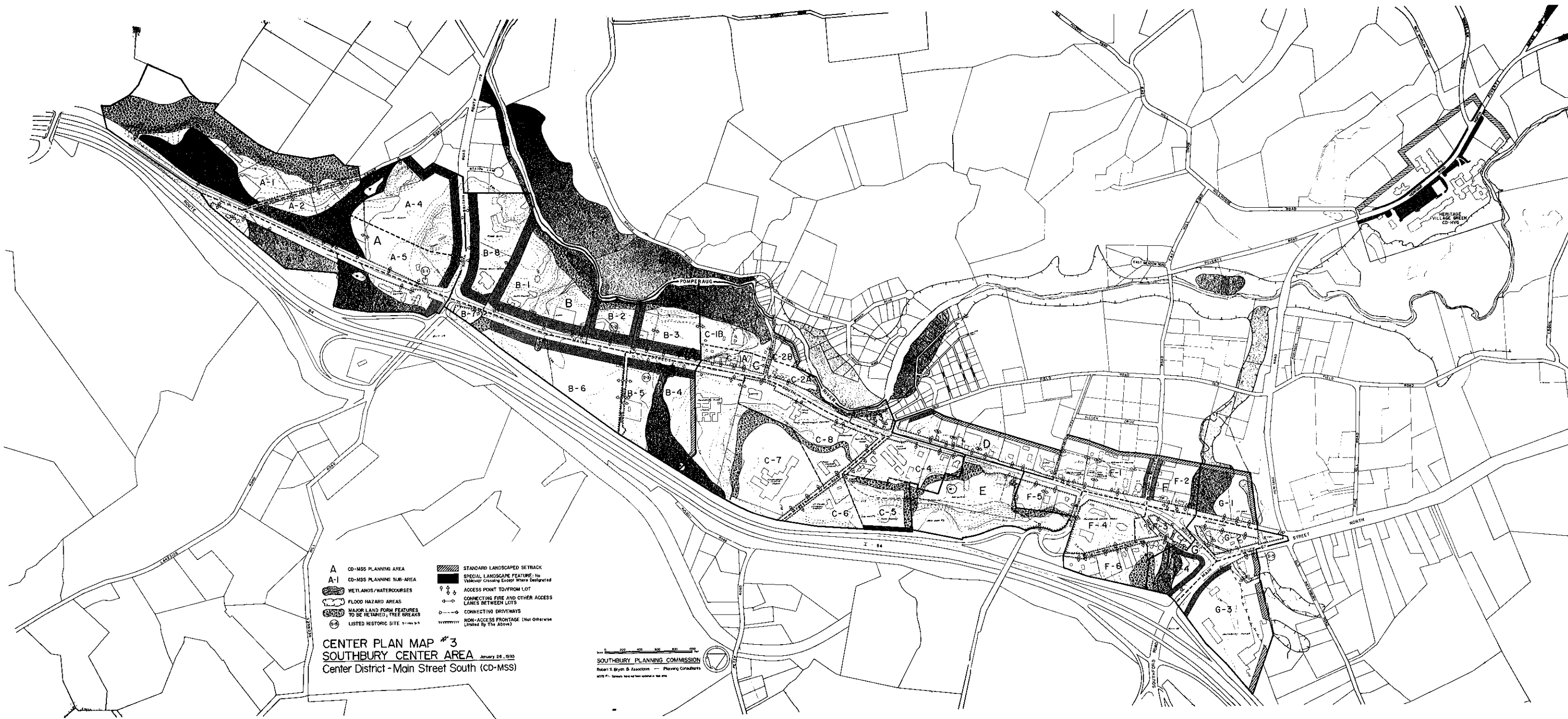
Particular planning and development recommendations are to be made for each Planning Area and Sub-Area.

#### GENERAL FUNCTIONS OF PLANNING AREAS

Areas "A" through "G" are established as logical planning units within Center District-Main Street South. While each Planning Area is a part of and is related to the District as a whole, each Area is capable of use and design treatment separate from the others. Maintenance of separate use and identity for each Planning Area results in segmentation of the Main Street South continuum strip and avoids many of the disadvantages of the strip shape. The general function of each Planning Area in support of the plan is set forth at length in Guides for Development and is summarized as follows:

Area A, has a face on the western half of the Exit #14/Conn. Route #172 gateway to the Town and the route to South Britain Village. The Main Street South frontage has, in part, achieved a desirable, non-intensive village style of commercial development. Other parts of Area A are designated as principal areas for manufacturing, general commercial or similar uses. Portions may in the alternative accept a mixed use of retail, office and dwellings. Area A is visible from long portions of I-84 as part of the rural village scene of Southbury Center.

Area B, bounded by I-84, Conn. Route #172, the Pomperaug River and the governmental facilities of Area C, is the eastern half of the Exit #14/Conn. Route #172



- |            |  |  |  |
|------------|--|--|--|
| <b>A</b>   | CD-MSS PLANNING AREA                                 |  | STANDARD LANDSCAPED SETBACK  |
| <b>A-1</b> | CD-MSS PLANNING SUB-AREA                             |  | SPECIAL LANDSCAPE FEATURE: No Vehicular Crossing Except Where Designated |
|            | WETLANDS/WATERCOURSES                                |  | ACCESS POINT TO/FROM LOT   |
|            | FLOOD HAZARD AREAS                                   |  | CONNECTING FIRE AND OTHER ACCESS LANES BETWEEN LOTS                      |
|            | MAJOR LAND FORM FEATURES TO BE RETAINED; TREE BREAKS |  | CONNECTING DRIVEWAYS   |
|            | LISTED HISTORIC SITE 91-100-1-1                      |  | NON-ACCESS FRONTAGE (Not Otherwise Limited By The Above)                 |

**CENTER PLAN MAP #3**  
**SOUTHBURY CENTER AREA** January 26, 1993  
 Center District - Main Street South (CD-MSS)

SOUTHBURY PLANNING COMMISSION  
 Robert S. Bryn & Associates - Planning Consultants  
 1077 Rt. 1, Southbury, Connecticut 06488

gateway to the Town. Area B includes the prominent feature of Sacred Heart Church and by existing commercial project designs has an established campus style development pattern. Area B, also highly visible from I-84, is critical to the maintenance of the country-town scene in the Southbury Center Area and is designated primarily for limited commercial and office development, with options for mixed use with dwellings, of a design that maintains the rural scene.

Area C, along Main Street South and Peter Road includes the governmental and educational focus of the Town and environs and is designated for governmental and other public institutional functions and for limited retail and office development of a design consistent with the Town Government Center.

Area D, is a shallow strip of land along the northwest side of Main Street South, having a layout and function as a series of individual retail and office sites oriented to Main Street South.

Area E, is an area currently having characteristics of interior land, cut off from view from the Town Government Center by woods and intervening hills, from I-84 by trees and highway cuts and from much of Main Street South by topography and trees. Area E is initially designated for a variety of commercial, distribution and trades activities which are useful to the community and can be conducted in the sheltered interior without adverse effects upon the character of the remainder of Main Street South.

Area F, on both sides of Main Street South and extending up Depot Hill to I-84 and the westbound entrance ramp, is a principal retail and general commercial segment of the Main Street South Area. Area F, consisting of both "old town" features and contemporary development, is designated for continued use and improvement for such purposes in a manner that fits the plan for the remainder of the Main Street South Area. Area F has parts connecting to other features of this Center District and the Southbury Center Area.

Area G, encompasses the entrance to Southbury from Exit #15 of I-84 and includes the most heavily travelled intersection -- Main Street South and North. Traffic management is a major concern. Area G is already a highly developed retail and office area that contains Southbury's principal shopping plaza. Being highly visible from I-84 and at the Exit #15 gateway to the Town, special attention to the manner

of landscaping and development is needed in order to support a county-town character and to have appropriate transition to the adjacent Bullet Hill/White Oak historic area.

#### ADDITIONAL ELEMENTS OF THE DEVELOPMENT PLAN

The following elements shown on CENTER PLAN MAP #3 are additional guides for the overall pattern of development in Center District-Main Street South and each Planning Area and Sub-Area:

#### Wetlands, Water Courses and Flood Hazard Areas

Existing principal water courses and mapped wetlands, and special flood hazard areas along and away from the Pomperaug River, are shown. All of these are subject to local regulation.\* The precise location of water courses and boundaries of the flood plain and wetlands are subject to confirmation by survey in the field. The plan affirms that these natural features should a) be preserved to perform their natural drainage, flood control, groundwater recharge functions, and b) be protected from pollution, erosion and sedimentation.

#### Land Form Features

Identified and outlined are land form features and tree groupings which are recommended to be retained in a natural state. Included are --

- a. the steep hillside (part of the horizon line) in Sub-Area A-1;
- b. the embankments along the Pomperaug River in Sub-Areas B-1, B-2, B-3, C-2 and C-3;
- c. the landmark feature between Sub-Areas B-6 and B-7;
- d. the hillside of the plateau in Sub-Areas C-7 and C-8;
- e. the hillside that separates Sub-Areas C-4 and E, and the topographic break that separates E from F-5;

\* "Inland Wetlands and Water Courses Regulations of the Town of Southbury"; "Flood Damage and Prevention Control Ordinance, Town of Southbury, Connecticut"; see also Center Planning Notes: Wetlands/Water Courses/Flood Plain/Drainage, 3/24/92.

- f. the tree grouping on Main Street South that provides the transition between Planning Areas B and C; and
- g. all existing embankments and trees along the I-84 right-of-way that have the effect of blocking noise from I-84 and view from I-84 to parking lots and outside storage areas.

Retention of these land form features and tree breaks is necessary to maintain segmentation of the Center District-Main Street South and to limit the adverse visual impact of particular Planning Areas and the uses therein.

#### Standard Landscaped Setback

Plotted on CENTER PLAN MAP #3 is a standard 40' landscaped setback for transition between commercial uses (Sub-Areas B-4, C-2B, D, F-1, F-2, G-1 and a portion of G-3) and adjacent residential and/or public properties. These setback areas are recommended to be kept free of buildings, storage and paving and to be planted and graded to screen the view from outside the commercial area.

#### Special Landscape Features

Particular areas and strips of land are identified for special landscape treatment. These features should be maintained with lawns, together with trees and shrubs as appropriate, and should include only very limited paving or buildings, if any; no access drives should cross these features except as designated on the Map. Special landscape features include the following:

- a. in Planning Area A, the 100' strip along the north boundary of Sub-Area A-4 adjacent to a residential area and along the southwest side of Conn. Route #172, which is opposite from Sacred Heart Church (a prominent feature at the Exit #14 entrance to the Town) and from the convalescent care center and which will contribute to maintaining the rural scene along Route #172 leading to South Britain Village.
- b. the 100' strip along both sides of Main Street South in Planning Area B, which will contribute to maintenance of the country-town scene along Main Street South in this critical section of Center District-Main Street South;

- c. the 100' strip along the southwest side of Sub-Area B-1, which will provide transition in character from the elevated sites of the Church and convalescent care center to the uses on B-1, and the 100' strip straddling the fence lines between Sub-Areas B-1 and B-2, and B-2 and B-3, which will maintain features of the existing farm fields;
- d. the 50' strip along Old Field Road in Planning Area D, which provides transition to residential uses on the other side of the road, and the strip along the Poverty Road frontage in Areas F-1 and F-2, a road of residential character leading to residential parts of the Southbury Center Area; and
- e. the 50' strip along Route #6/67, Main Street South and Oak Tree Road in Sub-Area G-4 and the 50' strip along Route #6/67 in Sub-Area G-3, which contribute to maintaining the Exit #15 entrance to Southbury as a country town and provide transition to the Historic District north on Route #6/67.

The width of these special landscape features is subject to modification depending upon details of topography, grading and landscaping and their effectiveness in accomplishing the purpose of the strip at the particular location.

#### Listed Historic Sites

Five (5) sites in the Center District-Main Street South are pinpointed on CENTER PLAN MAP #3 and to which the "historic" goals of this SOUTHBURY CENTER PLAN are particularly applicable and which are listed on the State and/or National Register of Historic Places. There are additional sites of historic interest which are recommended to be conserved or considered in site design.\*

#### Access Points

Designated by arrows on CENTER PLAN MAP #3 are points of sole vehicular access recommended from a principal circulation route to a Sub-Area or to a lot or adjacent lots. The precise location of each access point is subject to engineering design and driveway permit to be obtained from the Town of Southbury or CT-DOT, as applicable. Pairs of arrows (an arrow on each side of a route) are intended to show access driveways opposite from each other, although the location of the pair can be shifted along

\* See also Center Planning Notes: Historic Sites, Districts and Places of Interest, 3/23/92.

the route as determined by final design. A limited number of access points are indicated in order to manage traffic circulation and conflicts, to concentrate flow to controlled locations, to avoid congestion and hazards on streets and to enable continued use of Main Street South as a two-lane highway.\*

#### Connecting Access Lanes and Driveways

Recommended on CENTER PLAN MAP #3 are the following:

- a. a system of connecting driveways through Sub-Area F-1, between Poverty Road and Wheeler Road;
- b. a connecting street or driveway through Planning Area E, from Main Street South to Bullet Hill Road and to Peter Road; and
- c. as indicated by arrows, other connecting access lanes off-street and between lots.

The purpose of these lanes is to a) provide for fire protection access between parcels, and b) enable vehicular movement between adjacent parcels without need to enter upon and interrupt traffic flow on Main Street South. Connecting lanes will consist of driveways or, in some cases, circulation aisles within parking areas.

#### Non-Access Frontage

In addition to designating access points and recommending off-street connecting lanes, CENTER PLAN MAP #3 identifies particular non-access street frontage. On such designated frontage there should be no driveway onto Main Street South except at an access point as indicated; alternate access is available and should be provided from another street. Street frontages designated with special landscape strips are also non-access frontages. Adherence to the non-access provision in the design of a particular site is necessary to protect the traffic capacity of and safety on Main Street South and and Routes #6/67 and #172.

\* See also "Streetscape Plan for Main Street South" and "Traffic Study, Main Street South" for additional guidelines and details for access.



## Circulation Routes

CENTER PLAN MAP #3 incorporates the principal circulation routes from Plan Map #1. . In order to increase the effectiveness of this system of routes. it is recommended that a) the Main Street South-Old Field Road intersection be rebuilt with improved grades and a proper alignment with Peter Road, and b) that Peter Road, Old Field Road and Poverty Road have upgraded travelways.

## GUIDES FOR PLANNING AREAS

The seven (7) Planning Areas of Center District-Main Street South have been defined and are shown on CENTER PLAN MAP #3. The function of each Planning Area has been summarized and a framework for treating topography, natural features, land design and traffic circulation in the Main Street South Area is established. Attached to this PLAN is a GUIDE FOR DEVELOPMENT for each Planning Area and the Sub-Areas. The GUIDES set forth the following:

- a. features of each Planning Area that are of significance for development and conservation of land and for the goals for the Southbury Center Area;
- b. objectives for the use and design of each Planning Area;
- c. uses of land and buildings that are preferred, acceptable or to be excluded;
- d. basic standards: for the intensity of use and the location and bulk of buildings, including --
  - i. minimum lot size, frontage and shape;
  - ii. maximum height of buildings;
  - iii. maximum floor area as % of lot area;
  - iv. maximum percent of ground coverage of a lot by buildings and by the total of all buildings, paving and outside storage;
  - v. maximum extent of outside storage areas on a lot, either as a percent of lot area or as a percent of the ground floor area of a building on the lot; and
  - vi. minimum building setbacks, including storage areas, from the right-of-way of particular routes, from other streets, from property lines and from the boundary of the Center District-Main Street South; and

- e. special planning elements and notes to guide use and design of sites and buildings in relation to stated goals of the SOUTHBURY CENTER PLAN, the overall framework on CENTER PLAN MAP #3 and the objectives for the Planning Area.

# CENTER DISTRICT - HERITAGE VILLAGE GREEN

## IDENTIFICATION

The "Heritage Village Green" is a location of commercial and other services within the Southbury Center Area but stands as a focus of activity within the Heritage Village neighborhood. The boundaries of Heritage Village Green are delineated on CENTER PLAN MAP #1 and encompass about 40 acres of land already zoned for commercial purposes. The nature and extent of any further building and site development, and the continuing success of existing facilities and evolution of building occupancies, are important for the future of the Heritage Village community and neighborhood and the Southbury Center Area. Significant features and major functions of Heritage Village Green, as well as objectives for the future and a plan, are set forth in sections which follow.

## FEATURES AND FUNCTION

### Overall Project

Since inception of "Heritage Village" as an adult community in the middle 1960s, Heritage Village Green has been planned and designed as part of the overall development project. The Green was constructed and occupied before completion of the collector route system connecting to the Town generally and before commercial services on Main Street blossomed, reflecting completion of I-84 and general community growth.

### Site and Setting

Heritage Village Green is situated on a plain above and adjacent to the Pomperaug River. Adjoining Heritage Village Green on level land to the north and on uplands to the west and south are the 2,580 condominium-owned dwelling units of an adult community -- Heritage Village. The Green is on the main circulation routes serving Heritage

Village and now connecting the Village with other parts of the Southbury Center Area, the Town and the regional highway network. The setting for Heritage Village Green also includes the 18-hole and 9-hole Heritage Village Golf Courses, which are on the plain of the Pomperaug but also wind through the Heritage Village development pattern.

The physical construction of Heritage Village was completed in the 1970s. The neighborhood has changed in similar or related pattern by addition of Heritage Circle and Heritage Crest, 89 and 100 adult condominium units respectively, East Hill Woods life care facility and Grace Meadows housing for senior citizens (24 units to be extended). It is probable that the Heritage Village neighborhood has reached a development maturity and completion. Neighborhood population has aged since first occupancy of dwelling units but there is continuing regeneration with unit sales and new arrivals. Heritage Village and most of the neighbor adult residential groups have services and facilities provided by condominium association. Heritage Village Green is a separate, privately owned commercial development.

The Green, as well as all of the Heritage Village neighborhood, is served by public water supply and a sanitary sewer collection and treatment system supplied by a public utility -- the Heritage Village Water Company. The Green is within the Town's Aquifer Protection AP-1 District and within the Preliminary Wellhead Protection Area under PA 89-305 Level B Mapping.\*

### Theme

The buildings, site layout, lighting and signs of the Heritage Village Green have a theme that is continuous through the Village. One is aware of this continuity of theme, whether a resident of the Village or not. As a resident approaches by

\* See Center Planning Notes: Aquifer Protection/Groundwater Protection, September 20, 1991, for implications for land use.

Heritage Road, the design theme is presented at the Green and continues through the project to one's dwelling unit. Owners bought under this theme. Sales of dwellings have been successful with this theme. Salient features of the theme are vertical wood siding, wood clad chimneys, color continuity and soft, earth tone colors.

### Existing Services

The initial building at Heritage Village Green consisted of a sales and administration building for the project. Soon after, buildings were constructed for the following services:

- gas station
- banks
- specialty supermarket
- drug store
- a bazaar containing convenience stores and shops
- restaurant
- business office services

Central to the buildings is a park or green, used as a leisure park and from time to time for concerts and outdoor sales events.

Today's commercial services continue the gas station, banks, several restaurants and shops but also include medical and other professional services, a branch Post Office and Heritage Inn, a major conference center and transient lodging facility. The Inn has recently been enlarged and an office building attached. The Bazaar continues as home for specialty shops.

Substantial day-to-day retail services are now provided in the Center District-Main Street South, serving the entire town including the Heritage Village neighborhood. Residents of the Heritage Village neighborhood may find special convenience in using services at the Green, and that convenience may be clearer as traffic densities increase

in the Main Street South area. There is no particular need or expectation, however, that the general day-to-day and comparison shopping requirements of Southbury as a whole would be met at Heritage Village Green.

#### The Visitor

Stopping by Heritage Village Green as an ordinary visitor or as a prospective condominium resident is a remarkable experience by virtue of interesting, attractive design, in contrast with typical suburban commercial development elsewhere in Connecticut. For the visitor, that experience is enriched by the opportunity to participate in activity, such as shopping, and eating and drinking. It is important for the long-term value of the entire Heritage Village neighborhood, including the resale value of dwelling units, that the design theme and visitor interest are maintained.

#### The Inn

The Inn (Heritage Inn) is a recognized resident conference facility, fully equipped for meetings and with sports facilities for participants. The overall complex includes multiple restaurant and dining facilities and shops as well as offices that can be used to support conference services. The design of the Inn conforms to and strengthens the theme of Heritage Village Green. The Inn, which at times is available for transient lodging and weekend stays, is useful for guests of Heritage Village neighborhood residents, and the Inn is sufficiently enjoyable to attract guests as potential residents of the neighborhood. The conference function and related facilities, when available, are a modest benefit to the neighborhood and community. Users of the conference facilities also enjoy and support shopping, eating and drinking services of Heritage Village Green.

## Support

Economic support for Heritage Village Green commercial and office services is judged to consist of Heritage Village neighborhood residents, visitors to the neighborhood and the Inn and some Southbury residents generally.

## Change

Some building and site development changes may occur at Heritage Village Green. Additional floor area may not be needed, but some changes in occupancy and an economic rejuvenation may be in order. The workability and access for existing buildings can be improved, especially the Bazaar. Changes identified as needed in the past, such as improved traffic and pedestrian circulation, completion of landscaping and cleanup of construction sites have been accomplished.

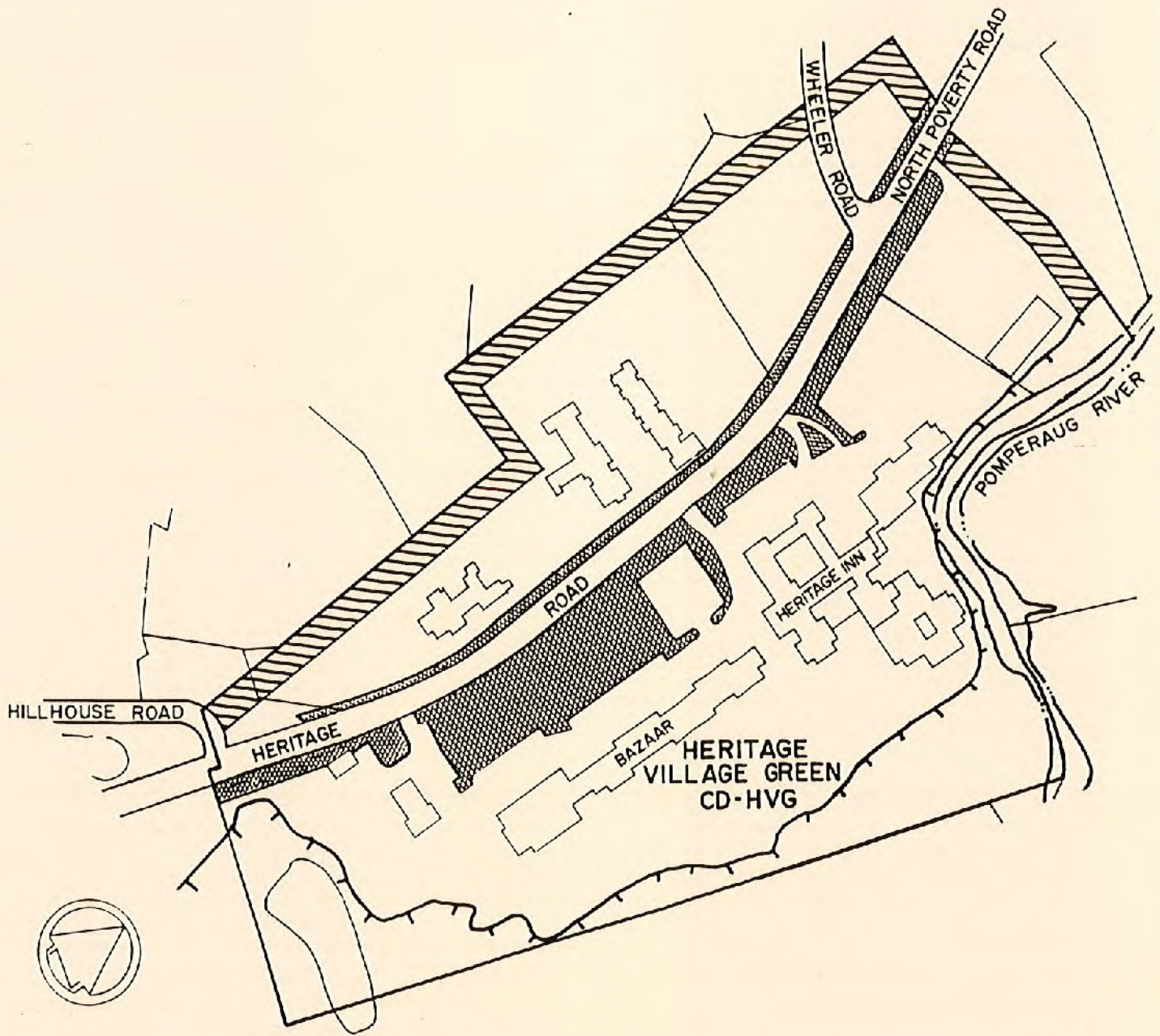
## Summary

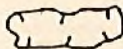


Heritage Village Green is part and parcel of the Heritage Village neighborhood. Success of the Green is important to the entire neighborhood development. The Green is and should be useful to neighborhood residents by reason of convenience. Uses and frequent organization of events that attract large numbers of people to Heritage Village Green can be inconsistent with the Village concept and the design theme. Accommodation of visitors as potential buyers is appropriate. The use and occupancy of the Green, in any event, should not impair the comfort and convenience of Heritage Village neighborhood residents.

## OBJECTIVES

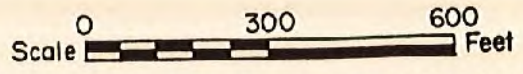
1. continued economic success of Heritage Village Green as a service to neighborhood residents, as an important and well maintained part of the design theme for the





-  FLOOD HAZARD AREAS
-  STANDARD LANDSCAPED SETBACK
-  SPECIAL LANDSCAPE FEATURE: No Vehicular Crossing Except Where Designated

**CENTER PLAN MAP #4**  
**SOUTHBURY CENTER AREA**      January 26, 1993  
**Center District-Heritage Village Green (CD-HVG)**



**SOUTHBURY PLANNING COMMISSION**  
 Robert S. Bryan & Associates — Planning Consultants



Heritage Village neighborhood and as a service and attraction for neighborhood visitors, all to the degree that property values are maintained in the neighborhood and at the Green and the comfort and convenience of Heritage Village neighborhood residents is not impaired;

2. retention and enhancement of the "green" as an open space and managed landscape, that is central to Heritage Village Green and useful for occasional outdoor community functions;
3. achievement of improvements for the workability of existing buildings; and
4. adaptation of uses, buildings and any site changes to conditions in the environs, including Pomperaug River flood hazard areas and water quality, groundwater quality especially for the public water supply well fields, maintenance of safe, convenient and uncongested traffic flows, protection of the privacy and comfort of dwellings that are nearby and avoidance of trespass illumination and sky glow.

#### HERITAGE VILLAGE GREEN DEVELOPMENT PLAN

The following plan elements are set forth as a guide for future maintenance, improvements and any changes at Heritage Village Green:

#### Map

CENTER PLAN MAP #4 identifies the following features at Heritage Village Green:

- a. the location of the Pomperaug River and its associated and regulated wetlands and flood hazard areas, the precise location of which are subject to confirmation in the field;\*
- b. special landscape features consisting of the "green" and front lawns along Heritage Road;

\* See also Center Planning Notes: Aquifer Protection/Groundwater Protection, September 12, 1991, for AP and AP-1 Districts and Preliminary Wellhead Protection Area.

- c. standard buffer setbacks around the perimeter which are recommended to be kept free of buildings, storage and paving and to be planted and graded to provide transition to nearby buildings; and
- d. the remainder of Heritage Village Green which is to be used for commercial development and related landscaping and parking.

Uses

The uses of land and buildings that are P - preferred, A - acceptable, and X - excluded at Heritage Village Green are set forth as follows:

	<u>HVG</u>
retail stores	P
bus./professional offices	P
restaurant (sit-down)	P
inn/conference center	P

Uses excluded generally include, but are not limited to, theaters, restaurants (general service), motor vehicle repair and sales, manufacturing, distribution, lumber yards, construction depots, trucking terminals, warehousing and large-scale outside storage operations.

Basic Standards

The following basic standards are recommended concerning the intensity of use and the location and bulk of buildings:

- a. maximum percent of ground coverage of a lot by buildings - 10%; by the total of all buildings and paving - 30%\*;
  - b. maximum floor area as % of lot area - 20%;
  - c. maximum height of buildings - 40'; 3 stories;
  - d. minimum building setbacks from right-of-way of street - 50'; from property line - 25'; and from perimeter of Village Green - 50';
  - e. outside storage - none; and
  - f. minimum lot size - any further division to be contingent upon a desirable site plan.
- \* See Special Planning Elements for modification of standards.

## Special Planning Elements

A design theme has already been established for the Heritage Village Green, including features of architecture, color tone, building location, signs, general lighting and landscaping. The theme should be maintained as improvements and any additions are made, and the details of site development planning should carry out the objectives set forth above.

1. The maximum percent ground coverage by building and paving may be capable of being increased to as much as 50%, based on specific use and design of a site, as long as a) the additional coverage is broken into separate units divided by buildings and/or natural or landscaped areas, b) the appearance of a continuum of paved area is avoided, c) proper provision is made for drainage detention and for control of stormwater runoff quality, and d) safety and convenience for on-site pedestrian and vehicular travel are maintained.
2. See also Main Street South Planning Guidelines for features that are also relevant at Heritage Village Green.

## SPECIAL PLANNING CRITERIA

The "SOUTHBURY CENTER PLAN" incorporates Special Planning Criteria which are to be used as additional guides for implementation of the PLAN and implementation of the goals and policy of the Comprehensive Plan of Development.

Special Planning Criteria are listed as follows and made a part of the SOUTH-BURY CENTER PLAN:

- "Streetscape Plan for Main Street South", adopted October 30, 1990, effective November 15, 1990, which primarily addresses the appropriate treatment of the right-of-way of Main Street South, approximately from Conn. Route #492, Garage Road, to the Ichabod Road bridge over Interstate #84, and the frontage portions of lots abutting the right-of-way.
- "Main Street South Planning Guidelines, Southbury, Connecticut", prepared by Chan Krieger & Associates, Inc., Architecture & Urban Design, two (2) panels, October 1, 1992, which illustrate general planning approaches for property within the Center District-Main Street South with regard to the following elements:
  1. The Placement of Buildings
  2. Responding to Site Geometry & Scale
  3. Responding to Buildings and Adjacent Sites
  4. Landscaping in Support of the Public Environment
  5. The Placement of Cars
  6. The Planning of Public Amenities
  7. Connections Between Sites
  8. Sites Above Main Street South
  9. Sites Below Main Street South
  10. View Corridors
- "Site Landscaping", 2/24/92, Rev. 3/9/92
- "Mixed Use Development", 6/7/93

# Main Street South Planning Guidelines

Southbury, Connecticut

Southbury Planning Commission  
 H. William Davis, Jr. *Chair*  
 Hugh John Sullivan *Vice Chair*  
 Lois W. Morgan *Secretary*  
 Donald S. Antilla  
 Murray Kass  
 Richard Maulby  
 James J. Donahue *Alternate*  
 Eloise Jasset *Alternate*  
 Joan King *Alternate*

Chan Krieger & Associates, Inc.  
*Architecture & Urban Design*  
 Cambridge, Massachusetts

October 1, 1992

FOR TOWNS of various sizes, "Main Street" has enjoyed a status far beyond that of a mere road.



As a center for commerce, "Main Street" certainly must serve as an efficient traffic corridor. But its broader role as a focus for civic, religious, social and cultural institutions enables it to symbolize the well-being and humanity of the community. "Main Street" not only includes buildings and places which characterize a town, it contains the stage upon which community events are enacted or celebrated. In short, "Main Street" is often both heart and artery.

Main Street South is very much the civic and commercial center of the Town of Southbury. Its setting, enhanced by the natural backdrop of distant hills and the nearby meandering Pomperaug River, also gives Southbury a unique character among small towns. It is within this geographic, civic, and economic setting that the Town seeks an equitable balance between accommodating progressive change along its main street while retaining the Town's indigenous charm.

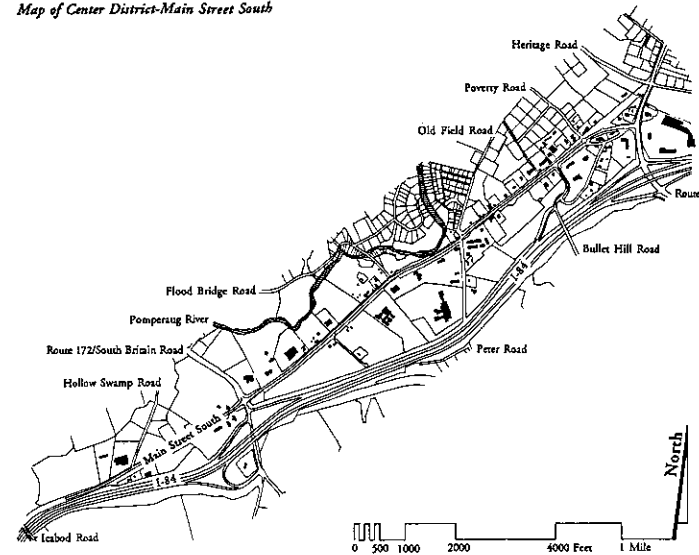
Through the march of time and progress, changes to the Center District-Main Street South area are inevitable. Changes, such as in ownership, land use and scope of development, can affect the character of the Town, especially with corresponding changes such as demands and needs of parking, streets, signs, lights, traffic controls, etc.

Careful planning can help mitigate such change. Not only can it help preserve the country-like charm and town-scale of existing buildings and open spaces, but it can also help improve the quality of the public realm—especially the environment visible from the street.

The following Guidelines are an effort by the Southbury Planning Commission to establish planning criteria for property within the Center District-Main Street South area. Their purpose is to promote good site planning and to guide change towards a main street which not only accommodates progress but also continues to nurture community pride.

These Guidelines illustrate general planning approaches which endeavor to support and improve the quality of the Center District but add little, if any, additional cost to new development. The principles and recommendations aspire to encourage a concerted effort and communal cooperation towards a pattern of change which will be pleasant and a benefit to all citizens who live, work and/or own property in the Town of Southbury.

Map of Center District-Main Street South



Description of the Contents:

The Planning Guidelines are divided into ten (10) categories:

Guidelines 1, 2, & 3 primarily address the site planning of buildings relative to their own lots and to adjoining properties;

Guidelines 4, 5, & 6 primarily address the site planning of open spaces for people, cars, and landscaping;

Guideline 7 primarily addresses connections and circulation of vehicles and pedestrians along Main Street South and between adjoining lots;

Guidelines 8, 9, & 10 primarily address site conditions which are unique to limited segments of Main Street South.

Each Guideline discusses and illustrates an issue (in *ITALICS*-face type) or an undesirable example on the left, and a planning guideline (in **BOLD**-face type) or an example of a preferred solution or recommendation on the right.

The illustrations and examples only serve to show principles and intent rather than offer a template or formula.

Any reference to public open space refers to *public* use of open space on private property and not to *publicly-owned land*.

Legend of Graphic Conventions:

- Building(s) of Example Lot
- Building(s) of Adjoining Lots
- Property Lines of Example Lot
- Street Curbs
- Vehicular Circulation
- Pedestrian Circulation
- Trees
- Sight Lines

**NOTES ON THE ILLUSTRATIONS:** (1) The relationship between buildings, setbacks, parking, etc. within each diagram is approximately accurate; however, each example is generalized and does not represent any particular property or planning zone. (2) Illustrations are not shown at the same scale; in particular, many are graphically reduced to fit within their allocated boundaries. (3) Slope of hills and size of people figures are exaggerated for clarity.

# Main Street South Planning Guidelines

## 1 THE PLACEMENT OF BUILDINGS

### a DEFINING THE STREET EDGE

*Buildings set back far from the street do not have scale and a presence to engage drivers or pedestrians.*

There are sites where it is advantageous for buildings to be brought to the front setback line of Main Street South in order to:

- define & reinforce the street edge;
- improve the visibility of businesses and addresses;
- reduce the necessity for oversized signs;
- add interest and activity to the sidewalk;
- screen parking.

### b BUILDING ORIENTATION

*Buildings which do not align with Main Street South are not only disorienting but create awkward geometries with adjacent buildings and pedestrian walks.*

Buildings are encouraged to face the street and be aligned with it. This will assure that approaches, entrances and signs are readily visible from any direction of the street and the street corridor is reinforced and made more legible.

### c BUILDING MASS & BULK

*Large buildings—those that are unusually long or much taller than their neighbors—can overwhelm the scale of a street and pedestrians who walk by them.*

Large buildings should incorporate design elements that help reduce their apparent size, including:

- liberal use of windows and street-level storefront displays;
- pedestrian-scaled arcades and canopies;
- facade articulation, height setbacks, and distinctive roof profiles to modulate the overall mass and bulk;
- additional design details at street-level to mitigate size.

## 2 RESPONDING TO SITE GEOMETRY & SCALE

### a WIDE SITES

*Sites with a wide street frontage present greater potential for exposing parking lots towards Main Street South and disrupting the line of buildings which visually define the street alignment.*

Buildings on wide sites should be placed with their long facades toward the street, maximizing the physical definition of the street and the backdrop of the sidewalk. Where this is not possible, fences, hedges and garden walls should be used to reinforce street edges and property lines.

### b SITES WITH MORE THAN ONE BUILDING

*Secondary buildings are often sited remotely and have little or no relationship with primary buildings.*

Sites with more than one building should be planned and developed as a unit in order to:

- create a cohesive ensemble, each building complementing the other(s) in scale and mass;
- create opportunities for public space, such as courtyards, gardens or plazas, between the buildings;
- create pedestrian paths between them that avoid vehicular traffic.

### c VERY LARGE SITES

*Developments with multiple buildings often consist, or appear to consist, of several projects sharing a single site but not sharing any other characteristics.*

Multibuilding projects—especially those built in several phases—should be planned and developed according to an overall master plan. This will insure that the whole will be a coherent sum of its parts—not unlike a college campus—where groups of buildings form pleasing ensembles rather than compete with one another for attention.

## 3 RESPONDING TO BUILDINGS ON ADJACENT SITES

### a BUILDING ALIGNMENTS

*Buildings on adjacent lots often have no relationship to each other or the street.*

New buildings should act as mediators between neighbors to:

- establish continuity of circulation patterns, both vehicular and pedestrian, along the street and between properties;
- enhance visual continuity along the street; and
- enable continuity of activities along the street.

### b SPACES BETWEEN SITES

*Areas between properties are often leftover parcels offering little benefit to their parent parcel or to their neighbors.*

Adjoining properties are encouraged to improve the setback areas between their sites for common amenities such as:

- upgraded landscaping,
- parks, gardens or plazas accessible to the public,
- seating areas for pedestrians,
- landscaped walkways,
- tree-lined driveways.

### c ATYPICAL BUILDING GEOMETRIES

*Existing buildings which are not sited perpendicular or parallel to the street should not substantially influence the alignment of new construction.*

Atypical alignments of adjacent properties may be recognized as special design challenges, but only as a secondary influence. New construction should complement the street alignment first, and then seek opportunities for relating to the nonconventional orientation of their neighbors.

## 4 LANDSCAPING IN SUPPORT OF THE PUBLIC ENVIRONMENT

### a LANDSCAPING IN PARKING AREAS

*Parking areas should not adversely impact adjoining lots, especially in residential areas with headlights paths, parking lot lighting and excessive traffic.*

Parking areas, especially their circulation lanes adjacent to residential neighborhoods, should be generously landscaped to screen the noise, headlights and pollution emanating from cars.

### b PATHS

*Poorly defined paths promote confusion and disorientation, especially through large parking areas.*

Ground cover, trees and lighting should be strategically placed as natural amenities and to help shape vehicular and pedestrian paths.

### c CIRCULATION NETWORKS

*Public sidewalks, pathways and landscaped corridors are weakened by gaps, especially those created by parking areas.*

Landscaping should promote continuity between properties with minimum interruption by parking areas and driveways.

Whenever possible, site landscaping should also reinforce the public streetscape and any adjoining park or open space corridor.

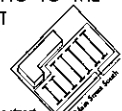
# Main Street South Planning Guidelines

## 5 THE PLACEMENT OF CARS



### a RELATIONSHIP OF PARKING TO THE STREET

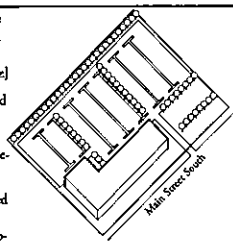
Large parking areas facing the street—especially Main Street South—are inappropriate as "front door" elements. Similarly, commercial buildings placed toward the rear of a site are undesirable, especially when the site is adjacent to a residential area.



Parking areas should be placed to the rear of a site, where they are screened from the street by the building. [See also Guideline 1a, *Defining the Street Edge*.]

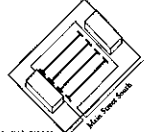
Well-landscaped parking areas behind the buildings provide "softer" transitions between commercial zones and residential zones. [See also Guideline 4a, *Landscaping in Parking Areas*.]

Parking areas which need to be placed alongside buildings and facing the street should be screened by landscaping, trees, fences, hedges or garden walls.

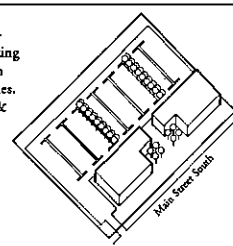


### b RELATIONSHIP OF PARKING TO PEDESTRIANS

Large expanses of parking appear formidable, generate and reflect heat in the summer, and are hazardous to pedestrians.

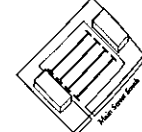


Buildings should be grouped together with parking areas located on their periphery. Parking should complement pedestrian usage rather than form obstacles. [See also Guideline 4b, *Paths, & Guideline 4c, *Circulation Networks*.*]

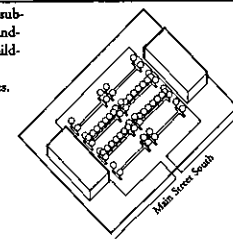


### c SIZE OF PARKING LOTS

Large, minimally-demarcated parking surfaces are unsightly and encourage haphazard and unregulated cross-traffic.



Large parking areas should be subdivided into smaller ones by landscaped islands, trees and/or buildings, and interconnected with clearly marked circulation lanes.

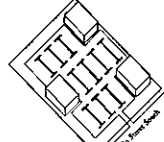


## 6 THE PLANNING OF PUBLIC AMENITIES

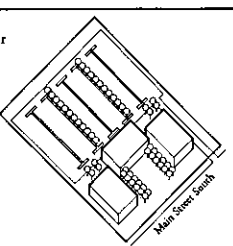


### a OPEN SPACE

Multibuilding projects, especially those phased over time, are often a collection of isolated buildings with individual setbacks and parking areas.

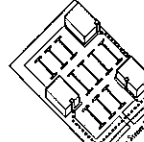


Multibuilding projects should be grouped in order to bring together their individual open spaces and required setbacks to form larger, more substantial public amenities. [See also Guideline 5b, *Relationship of Parking to Pedestrians*.]



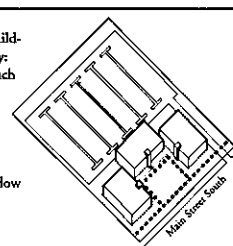
### b PEDESTRIAN PATHS

Pedestrian corridors are often mere functional connectors between destinations.



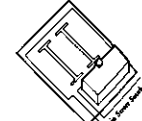
Pedestrian corridors should be integrated into the design of buildings. They can be enhanced by:

- shelter from the elements, such as canopies, arcades, and/or tree shade;
- activity, such as outdoor dining, fountains, storefront windows, playgrounds; and
- passive respites, such as window displays, gardens or plazas, sculpture, and benches.

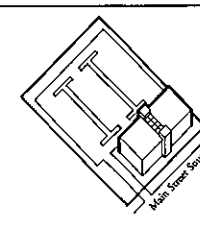


### c BUILDING ENTRANCES

Entrances should not be obscure, remote or indirect. They should not only be accessible to parking areas but also respond to Main Street South.



All buildings facing Main Street South should have an entrance facing the street. If this is simply not possible, a remote entrance should be connected to the street environment by a clearly demarcated sequence of movement.

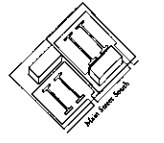


## 7 CONNECTIONS BETWEEN SITES

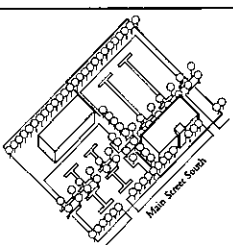


### a GENERAL LINKAGES BETWEEN SITES

New circulation and open spaces often have no relationship with established roads, pedestrian paths and landscaping.

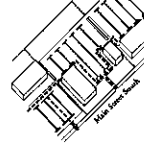


The vehicular, pedestrian, and open space/landscape systems on private properties should form a legible network along the length of Main Street South.

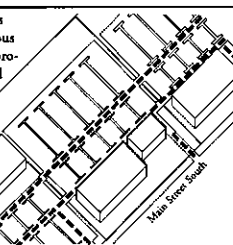


### b VEHICULAR LINKS BETWEEN SITES

Connecting driveways which do not align often result in confusing and circuitous routes between sites.

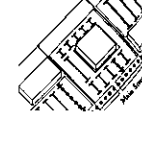


Vehicular linkages between sites should be as clear and continuous as possible, reinforced with appropriate landscaping, lighting and signage. Among the advantages of this is a reduction of traffic on major streets.

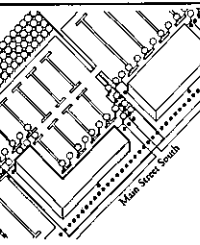


### c PEDESTRIAN LINKS BETWEEN SITES

The character of Main Street South is weakened when its pedestrian system is isolated, fragmented, or in other ways, unrelated to the street.



Pedestrian paths within each parcel should connect with adjoining parcels and the public network in a clear, continuous and legible manner.



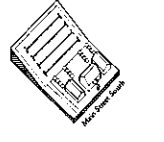
## 8 SITES ABOVE MAIN STREET SOUTH

Between Oak Tree Road & Peter Road

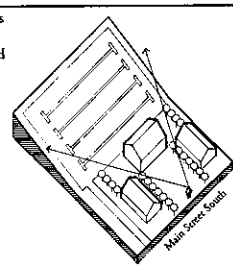


### a UPHILL SITES

Hills are a natural amenity whose shape can be obscured by buildings.

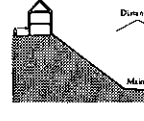


For properties which include sites which rise above Main Street South, buildings should be placed so as to allow views of the hill upon which it is sited.

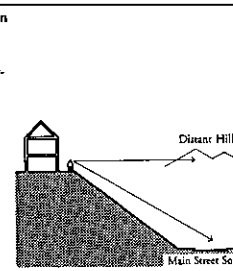


### b DISTANT VIEWS OF MAIN STREET SOUTH

The high ground above Main Street South provides opportunities to enjoy views of the town and of the distant landscape.

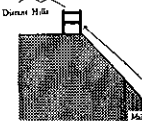


Properties which sit above Main Street South are encouraged to provide vista points and open spaces for public use and enjoyment.

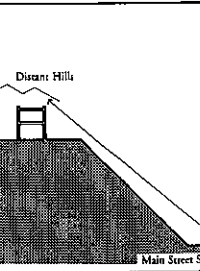


### c UPHILL VIEWS FROM MAIN STREET SOUTH

The low hills immediately above Main Street South include some sites which, when developed, can obscure views of the taller hills in the distance.



Buildings on hilltops should be set back from the edge so that they neither crown nor dominate the hill, and do not obstruct views of distant hills.



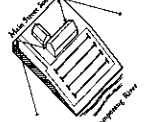
## 9 SITES BELOW MAIN STREET SOUTH

Between Old Field Road & Route 172

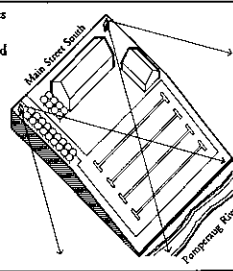


### a DOWNHILL SITES

Valleys are a natural amenity whose visibility can be obscured by buildings.

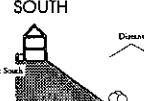


For properties which include sites which fall below Main Street South, buildings should be placed near the street and sited with consideration of adjacent buildings to allow views of the valley downhill.

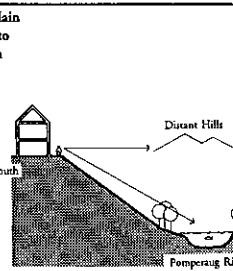


### b DOWNHILL VIEWS FROM MAIN STREET SOUTH

The low ground below Main Street South provides opportunities to enjoy views of the distant landscape.

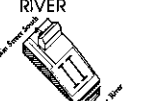


Properties which sit below Main Street South are encouraged to provide vista points and open spaces for public use and enjoyment.

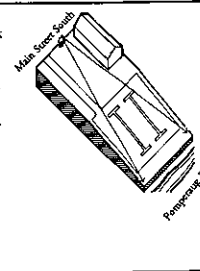


### c VIEWS OF THE POMPERAUG RIVER

The Pomperaug River is a natural amenity whose visibility can be obscured by buildings.



While buildings are encouraged to be brought to the front setback line of Main Street South [See Guideline 1a, *Defining the Street Edge*], some sites which also overlook the Pomperaug River should, if possible, offer opportunities for views of the river by minimizing their frontage on Main Street South.



## 10 VIEW CORRIDORS



### a VIEWS FROM I-84

There are site opportunities for scenic and picturesque views from I-84. Buildings within these areas can obscure or intrude upon these views.

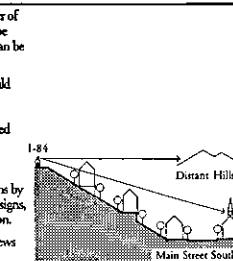


The distant hills and the rural character of the town are amenities which should be preserved or embellished where they can be seen from the highway.

New buildings within these areas should promote the existing character of the Town, including:

- traditional town structures embraced by lush landscaping
- a common palette of colors, roof shapes and materials;
- a minimum or absence of intrusions by buildings, mechanical equipment, signs, solid barriers and dense construction.

Noise barrier fences which obstruct views are to be avoided.

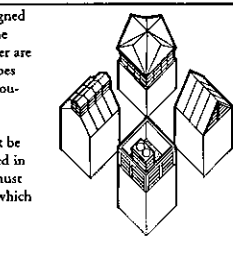


### b DOWNHILL VIEWS OF ROOFS

Roof shapes and design, roofing materials, and rooftop equipment are the most visible elements from I-84 and Route 172.



Roofs should be carefully designed to reinforce the character of the town. Primary to this character are sloped roofs of distinctive shapes which create a lively town silhouette.

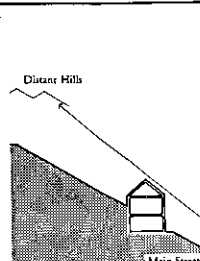


### c DISTANT VIEWS FROM MAIN STREET SOUTH

Under some circumstances, multi-story buildings may block important scenic views from Main Street South and Route 172 when they are sited against the minimum setback line.



There are sites where it is advantageous for buildings to be set back from the street to maximize an important scenic view from Main Street South.



## PROGRAM IMPLEMENTATION

The SOUTHBURY CENTER PLAN is an extension of the Comprehensive Plan of Development for the purpose of establishing detailed guides for implementing land use, circulations, and conservation and development goals. The PLAN is two-tiered --

- a. by addressing the overall Southbury Center Area as defined in the PLAN; and
- b. by providing an array of interrelated guidelines and detailed development criteria for two defined areas, namely Center District-Main Street South (CD-MSS) and Center District-Heritage Village Green (CD-HVG).

The PLAN is established for implementation, in part through guidance by the regular planning, zoning and land use activities of the Town of Southbury, with adequate budget support, but more importantly by the community as a whole. That community is recognized to have multiple constituencies such as groups of residents, particular neighborhoods, the retail/office/economic development/real estate service establishment and its various parts, the Town of Southbury and other agencies of government, various historic research and conservation organizations, and design professionals, public utilities and others.

Constructive signs of implementation are seen as private investment in property development, public agency investment in facilities, streets and sidewalks, and Town administration of land use plans and regulations. Continuing signs of implementation may be protective regulations and conservation of wetlands, flood plains and groundwater supplies, or historic preservation activities, or continued maintenance and upkeep of landscaping and sound buildings, and continued resident use of the community facilities and business services found in the Southbury Center Area. An outline of some relevant implementation measures is provided in sections which follow.

### Southbury Center Area

The land use and circulation features on CENTER PLAN MAP #1 and the goals for the Center Area will need the support of the following activities:

- zoning, including districting, uses and standards, that reflect the plan, that confirm the boundaries of CD-MSS and CD-HVG, and that accept new institutional and housing development in a pattern consistent with the character, the recommended pattern and the goals for the Area;

- land use and conservation regulatory measures that continue existing programs for wetlands, water courses and flood hazard areas, and programs for conservation of historic sites and districts;
- a water resource program that a) institutes and administers community water supply well-head protection in step with the State program, b) addresses management of the Pomperaug Aquifer, balancing demand for various users (human consumption, wildlife/fishlife/recreation and sewage dilution) and allocates usage with due consideration for Southbury needs;
- improvement and management of the roadway circulation system as needed but with early attention to design and right-of-way for the future function of Old Field Road and rebuilding of the intersection with Main Street South and Peter Road; and
- review and response to the State's "Conservation and Development Policies Plan for Connecticut" and other regional or large agency plans which may affect the Center Area.

Center District-Main Street South

The PLAN provides an array of guidelines for CD-MSS, which is a critical location in the Southbury Center Area and the Town. CD-MSS will continue to be the site of current and additional community facilities and the PLAN establishes the potential for construction of as much as 1,000,000 additional square feet of commercial floor area. With a future of that scope, implementation measures include the following:

- adjustment of zoning districts, uses and standards, as needed, to reflect the detailed recommendations of Guides for Development;
- planning consultation with property owners, designers and developers to focus on various features of the Guides and the Special Planning Guidelines;
- Town administration and coordination of the Site Development Plan process in accordance with the PLAN;
- active use of the "Main Street South Planning Guidelines", by distribution to owners/designers/contractors evincing interest in development and through the project administration process;



- positive administration and enforcement of zoning regulations and approved project plans;
- implementation of the Streetscape Plan as set forth in that document [page 11];
- management of the roadway circulation system, including --
  - a. the Town's driveway permit program in accordance with CENTER PLAN MAP #3 and the Streetscape Plan;
  - b. Town implementation of roadway capacity improvements on Main Street South, including engineering design and construction, in a timely manner;
  - c. Town and State implementation and maintenance of traffic management facilities, including paint striping, signs and signal systems;
  - d. private implementation of traffic management and roadway capacity improvements through the administration of Site Development Plans, where immediate need is caused by a private development project;
  - e. continued Town monitoring of traffic volumes, travel convenience, safety and trip generation trends; and
  - f. State planning study and redesign of the I-84 Exit #14 westbound off-ramp; and
- investment review and consultation among the constituents of the economic development community, Town land use agencies and the Town Economic Development Commission.

#### Center District-Heritage Village Green

A stability for CD-HVG and goals for the area will require a continuing regeneration of suitable uses, activities and services. Town zoning districting, uses and standards will need to account for appropriate regeneration and continuation of key features of the current site that are consistent with the Heritage Village neighborhood.

## Continuing Review, Conflict Resolution and Consistency

Review of the SOUTHBURY CENTER PLAN is appropriate on a regular basis. That review, particularly in the CD-MSS and CD-HVG, will be aided by maintenance and extension of the data bank of properties, uses and occupancies, floor areas, land constraints, trip generation rates, water usage and other factors. Formal review by the Southbury Planning Commission may occur as provided in PART SEVEN of the Comprehensive Plan of Development.

The guidance afforded by particular goals, guidelines or special criteria of this PLAN may appear to be or may in fact be in conflict with other goals, guidelines or special criteria. Resolution of conflict can be addressed by steps such as the following:

- Re-examination and clarification of the relevant features seeming to be in conflict;
- search for the basic intent of the PLAN elements involved;
- examine alternate actions, or timing and sequence of actions, that may decrease or remove conflicts; and
- give preference to the PLAN features which protect public health, safety and convenience, which avoid irrevocable degrading of significant non-renewable natural resources and which encourage and retain quality development and country-town character; or
- consider modification of the PLAN.

The PLAN, by setting forth goals, guidelines and special planning criteria, provides a basis for consistency evaluation -- for review of pending projects, community facilities and land development proposals for consistency with the PLAN. Consistency evaluations by the Southbury Planning Commission occur during administration of Site Development Plan standards of the Zoning Regulations, under § 8-3a, CGS (referral of zoning amendment proposals) and § 8-24, CGS (referral of municipal projects). Consistency review also occurs formally and informally with local, State and Federal agencies. It is the intent of the SOUTHBURY CENTER PLAN that land use development,

roadway and traffic management and conservation decisions, whether by local, regional, State or Federal agencies or as private development projects, applications and requests, be consistent with the PLAN. Consistency conclusions may consist of one of the following findings or an appropriate variation:

- action proposed is clearly consistent with the PLAN;
- specific guidance is not found in the PLAN, and the action proposed is not inconsistent with the PLAN;
- the action proposed is inconsistent with the PLAN in particular detail but can be modified to increase consistency;
- features of the action proposed are consistent and inconsistent with the PLAN but, considering all of the social, economic, environmental and other planning factors involved, the action is an acceptable proposal to be found sufficiently consistent with the PLAN; or
- the action is clearly inconsistent with the PLAN and/or is of such a magnitude as to be cause for modification of the PLAN.

R E F E R E N C E   D O C U M E N T S

1. "Comprehensive Plan of Development for the Town of Southbury, Connecticut: Amendment #3 - Southbury Center Area", adopted by Southbury Planning Commission October 8, 1975, effective date: October 15, 1975.
2. "Comprehensive Plan of Development for the Town of Southbury, Connecticut", adopted by the Southbury Planning Commission June 17, 1986, effective date: July 7, 1986.
3. "Comprehensive Plan of Development for the Town of Southbury, Connecticut: Streetscape Plan for Main Street South", adopted by the Southbury Planning Commission October 30, 1990, effective date: November 15, 1990.
4. "Traffic Study, Main Street South, Southbury, Connecticut" prepared by Vanasse Hangen Brustlin, Inc. (VHB), in association with Milone & MacBroom, Inc. and Marlin Controls, Inc., dated June, 1990.
  - a. Supplemental Traffic Analysis -- Letter of March 27, 1992 from Vanasse Hangen Brustlin, Inc., by Ruth M. Bonsignore, P.E.
5. Center Planning Notes (see separate list).

12/7/92

C E N T E R   P L A N N I N G   N O T E S

<u>Date</u>	<u>Subject</u>
6/25/91	Land Use Operations Factors - Traffic Generation, Water Usage
7/23/91, Rev. 9/20/91	Horizon Line
7/23/91, Rev. 9/20/91	Landscapes - Wilderness, Molded/Rural, Urban/Suburban
7/23/91, Rev. 9/20/91	Orientation - Main Street South Area
7/23/91, Rev. 9/20/91	Functions - Main Street South Planning Area
8/27/91 (Rev.)	Assessed Valuation - Real Property
9/7/91	Off-Street Parking Standards
9/13/91	Values Assignment - Areas of Major Land Use Issues
September 20, 1991	Aquifer Protection/Groundwater Protection
1/22/92	Main Street South Traffic Study - Synopsis of Recommended Improvements
3/23/92	Retail Space Projection; Comment
3/23/92	Historic Sites, Districts and Places of Interest
3/24/92	Wetlands/Water Courses/Flood Plain/Drainage
April 28, 1992	Government and Private Community Facilities
3/4/93, Rev. 4/2/93	Public Water Supply for Main Street South
4/5/93	Inventory of Existing Floor Area in CD-MSS, CD-HVG, Southford, Etc.



GIDES FOR DEVELOPMENT

## GUIDE FOR DEVELOPMENT

### PLANNING AREA A

#### FEATURES

Planning Area A is the western half of the I-84 Exit #14/Conn. Route #172/Main Street South gateway to the Town of Southbury. The corner is a node on the "ring road" arterial, and the gateway directly feeds Center District-Main Street South and South Britain Village to the north.

Planning Area A is partly visible from I-84 eastbound, depending on foliage and tree growth in the right-of-way, and is highly visible as a distant view westbound on the down slope to Exit #14. Primary visible portions are Areas A-4 and A-5 and Area A-6 from the westbound off ramp. Areas A-4, A-5 and A-6 are also in the environs of Sacred Heart Church and River Glen Continuing Care Center (Area B-8) and Areas B-6 and B-7.

There is good access for Planning Area A from Main Street South and Conn. Route #172-South Britain Road. These lead to Exit #14, but Main Street South also leads to Exit #13 as a westbound on-ramp/east bound off-ramp alternative. Main Street South in Planning Area A lies away from the main flow of traffic in Center District-Main Street South. Hollow Swamp Road is a local route serving adjacent land and connecting with Main Street South and South Britain Road.

Main Street South is straight and generally level in alignment but rises at the west end for the entrance to Russian Village, a site enrolled on the National Register of Historic Places, and for the Ichabod Road overpass. Route #172, going north from the Main Street South intersection, rises on a hill and provides a broad, spectacular view westerly over Areas A-4 and A-5 and to the notch and Rochambeau Bridge where I-84 crosses Lake Zoar. Route #172 then proceeds down grade into South Britain Village, which is both on the National Register and is Town Historic District No. 2. Sight line restrictions present special problems for any driveway access to Route #172 along the hilltop.

Areas A-1 includes some steep, unusable hillside that is a highly visible part of the horizon-line backdrop for the Southbury Center Area. Large portions of Areas A-1, A-2, A-3 and A-6 are low lying and contain regulated wetlands. The dry,



non-hillside portions of Planning Area A are generally well-drained sands and gravels. All of Planning Area lies within the Town's Aquifer Protection (AP) District.

Current uses in Planning Area A include the "Travel Center" (restaurant, automotive service, bus stop, long-term parking and retail stores) in Area A-6, having a site and building design of especially appropriate character and scale. The site has retained and planted street trees and provided a sidewalk along the Main Street South frontage. Overall, this site has achieved a non-intensive, village style of development with architecturally attractive buildings. This general pattern can be extended westerly and would be appropriate as the approach to other development sites and to Russian Village.

Areas A-4 and A-5 are especially notable today as cropland and include the Coer-Winship House at the corner (Historic Site S-1). There are other commercial uses in Areas A-1, 2 and 3 including professional offices, a manufacturing plant, well landscaped construction depot and other uses. There is, however, a large potential for future building development in Planning Area A, even after discounting the hillside and wetland constraints. Portions of Area A are the principal areas of Southbury provided for manufacturing, general commercial and similar uses.

#### OBJECTIVES

1. uses, site development and building character that enhance the gateway to Southbury, the environs of the church and historic site and the rural scene leading to South Britain Village;
2. protection of wetlands, watercourses and groundwater quality;
3. land uses and building design, including roof treatment, that do not mar nor intrude on the scenic views from I-84 and Route #172, and signage which is not to be read from I-84 and outdoor illumination which does not create sky glow.
4. management of traffic generation and circulation in a manner that protects the intended level of service at the Route #172/Main Street South intersection;
5. in parts of Area A, development of enterprises, jobs and services that are advantageous to the community as a whole but which would be incompatible if located in other parts of Center District-Main Street South and the Town.



USES: (P - Preferred, A - Acceptable, X - Excluded, na - Not Applicable)

	<u>A-1</u>	<u>A-2</u>	<u>A-3</u>	<u>A-4</u>	<u>A-5</u>	<u>A-6</u>
cropland agriculture	na	P	na	P	P	na
corporate offices	P	P	P	P	P	A
research laboratory	P	A	P	A	A	A
manufacturing	A	A	A	A	A	X
bus./professional offices	A	A	A	A	A	A
retail stores (15,000 s.f. max. per occupancy)	X	X	X	X	A	A
garden center	A	P	A	P	P	A
restaurant (sit-down)	A	A	A	A	A	A
conference center/hotel/motel	X	A	X	A	A	A
mixed use (retail/office/housing)	X	A	X	A	A	X
trades shops	A	A	A	A	A	X
warehousing	A	A	A	A	X	X
warehousing (5,000 s.f. max. per occupancy)	na	na	na	na	A	A
distribution/trucking	A	A	A	X	X	X
building materials yard	A	A	A	X	X	X
construction depot	A	A	A	X	X	X
passenger transportation stop	X	X	X	X	P	P
automotive service	X	X	X	X	A	A
automotive repair	A	A	A	X	A	A
automotive sales	X	X	X	X	X	X
indoor theater	X	X	X	X	X	X
shopping plaza	X	X	X	X	X	X
private institution	A	A	A	A	A	A
public building or use	A	A	A	A	A	A

BASIC STANDARDS

	<u>A-1</u>	<u>A-2</u>	<u>A-3</u>	<u>A-4</u>	<u>A-5</u>	<u>A-6</u>
1. Minimum Lot Area	2 Ac.	2 Ac.	2 Ac.	4 Ac.*	2 Ac.	2 Ac.
2. Minimum Lot Frontage	175'	175'	175'	300'*	175'	175'
3. Minimum Dimension Square on Lot	200'	200'	200'	300'*	200'	200'
4. Maximum Height --						
a. stories	3	3	3	3	2½	2½
b. total in feet	40'	40'	40'	40'	35'	35'
5. Floor Area as % of Lot Area	20%	20%	20%	20%**	20%**	20%
6. Building Ground Coverage	15%	15%	15%	15%	15%	15%
7. Total Lot Coverage ***	40%	40%	40%	40%	40%	40%
8. Outside Storage --						
a. % of Lot	20%	20%	20%	-	-	-
b. as % of ground floor area of building	-	-	-	10%	10%	10%
9. Building Setback --						
a. Main St. S./Rt. 172	100'	100'	100'	100'	100'	100'
b. other street	50'	50'	50'	50'	50'	50'
c. property line	25'	25'	25'	25'	25'	25'
d. residential area	100'	100'	100'	100'	-	-

\* Refer to Item #7 of Special Planning Elements for modification of standard.

\*\* Additional floor area for dwellings. See Item #8 of Special Planning Elements.

\*\*\* Refer to Item #12 of Special Planning Elements for modification of standard.

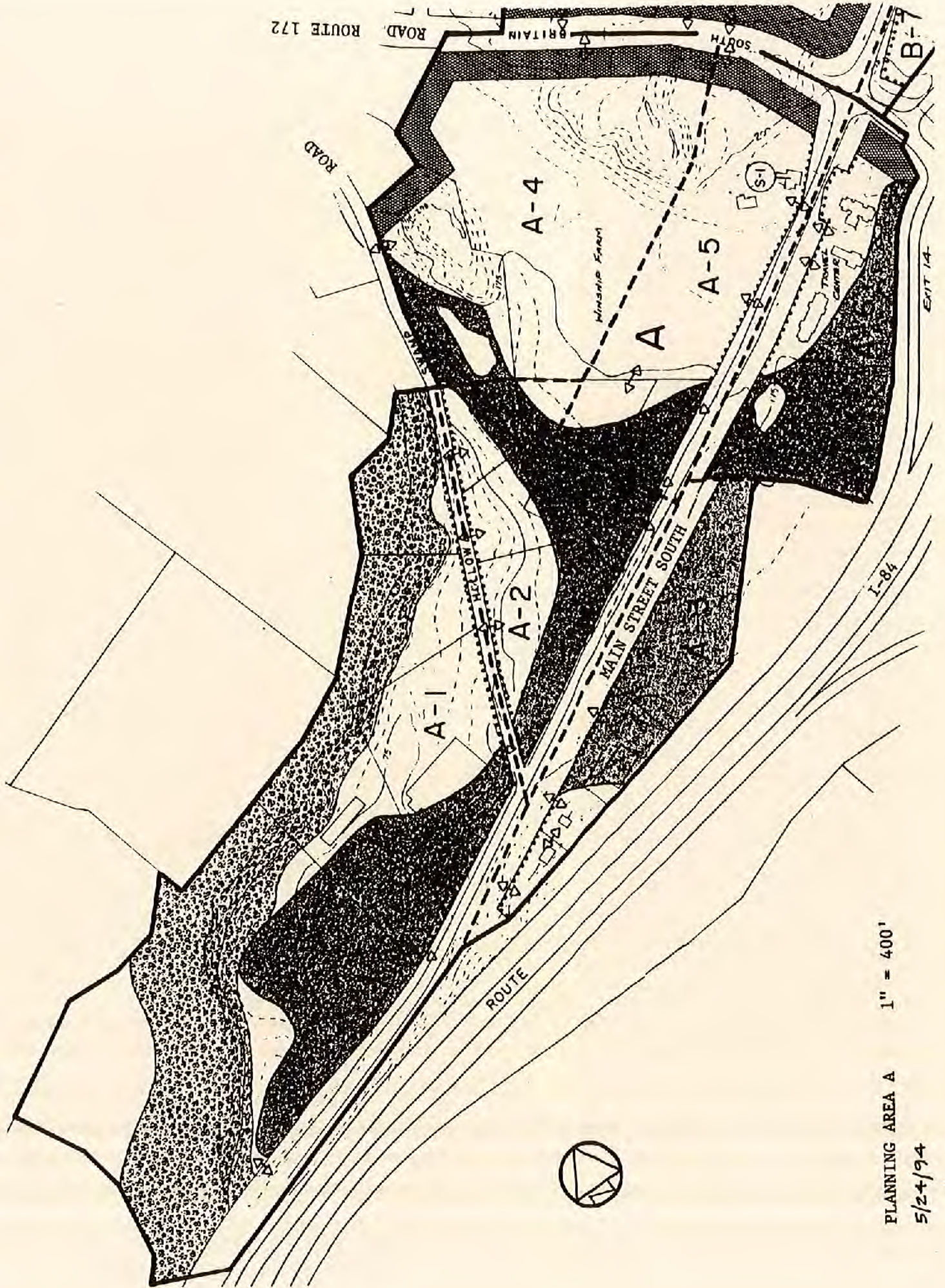
## SPECIAL PLANNING ELEMENTS

1. The visual appearance of Planning Area A from I-84 and from the high point on Route #172 is of critical importance. Care is needed in the design of roofs and any mechanical equipment is to be screened. No lighted or unlighted signs should be of a size or direction to give announcement or display toward I-84. (See Planning Guidelines #9b, 10a and 10b)
2. General outdoor illumination should be low in height, of subdued intensity and shielded or have cutoff avoiding reflected glare to the horizon line.
3. Outside storage areas will need to be screened from view by plant materials, buildings, fences, berms or grading.
4. Features of the Streetscape Plan, especially street trees, sidewalks and pedestrian lighting, are to be implemented along the Main Street South frontage in Areas A-5 and A-6.
5. Retention and augmentation of tree growth along the I-84 right-of-way in Areas A-3 and A-6 serves to screen parking, storage and other activities from the scenic view from the highway. (See Planning Guideline #10a)
6. Site use and design in Areas A-4 and A-5 should retain and not block the unobstructed view from the high portion of Route #172 westerly. (See Planning Guidelines #10a and 10b)
7. Area A-4 and much of A-5, now operated as a working farm, will best be developed under a comprehensive design for access, uses and building locations in a campus pattern. Simple division of the tract with minimum lots fronting on Main Street South fails to recognize the use and design potential of the site. Under a comprehensive design, an interior road or driveway system should be established with but one or two intersections on Main Street South and one on Route #172, and the 300' frontage and 4 acre minimum lot area in Area A-4 can then be reduced to 175' frontage, 200' square and 2 acres for lot area.
8. A land use option recommended for Areas A-2, A-4 and A-5 in combination is a mixed use of retail, office and housing done under a comprehensive design. Eligible floor area as % of lot area may be increased from 20% by 2.5% for dwelling units and the total floor area devoted to dwelling units should not exceed 7.5% of the then eligible 22.5%. Dwelling units may be located over stores and offices or in a separate cluster having a plan related to the comprehensive design for these Areas. The procedure for authorizing the mixed use option should be under the Planned Development District provisions of the Zoning Regulations.
9. Buildings and parking areas may extend into the 100' setback area from Main Street south and the 100' setback area from Route #172 (the Special Landscape Feature) as long as a) a minimum 50' setback is maintained, and b) ground coverage by buildings does not exceed 15% of the 100' setback area and the total of all coverage by buildings and paving does not exceed 50% of such area.
10. Uses are to be avoided which may necessitate installation of fence-type barriers to address significant noise impact, if any, generated by I-84. Retention of berms and wooded areas, new plantings and well considered building location and design can mitigate adverse effects of highway noise.
11. A preferred location for a public service passenger transportation stop (cf. bus stop) occurs at Areas A-5/A-6, with convenient access to Exit 14 of I-84, avoiding any extensive bus traffic on local streets and a convenient location to serve the

Town. It is not intended to have multiple transportation stop facilities at this location. One properly developed site should be sufficient and will avoid establishment of an extensive transportation center.

12. Total Lot Coverage may be increased from 40% to 50% upon demonstration that the roadway system and intersections affected have sufficient capacity to accommodate the additional traffic generated by the proposed use while maintaining LOS C and accounting for the full development of CD-MSS.
13. See also Main Street South Planning Guidelines.

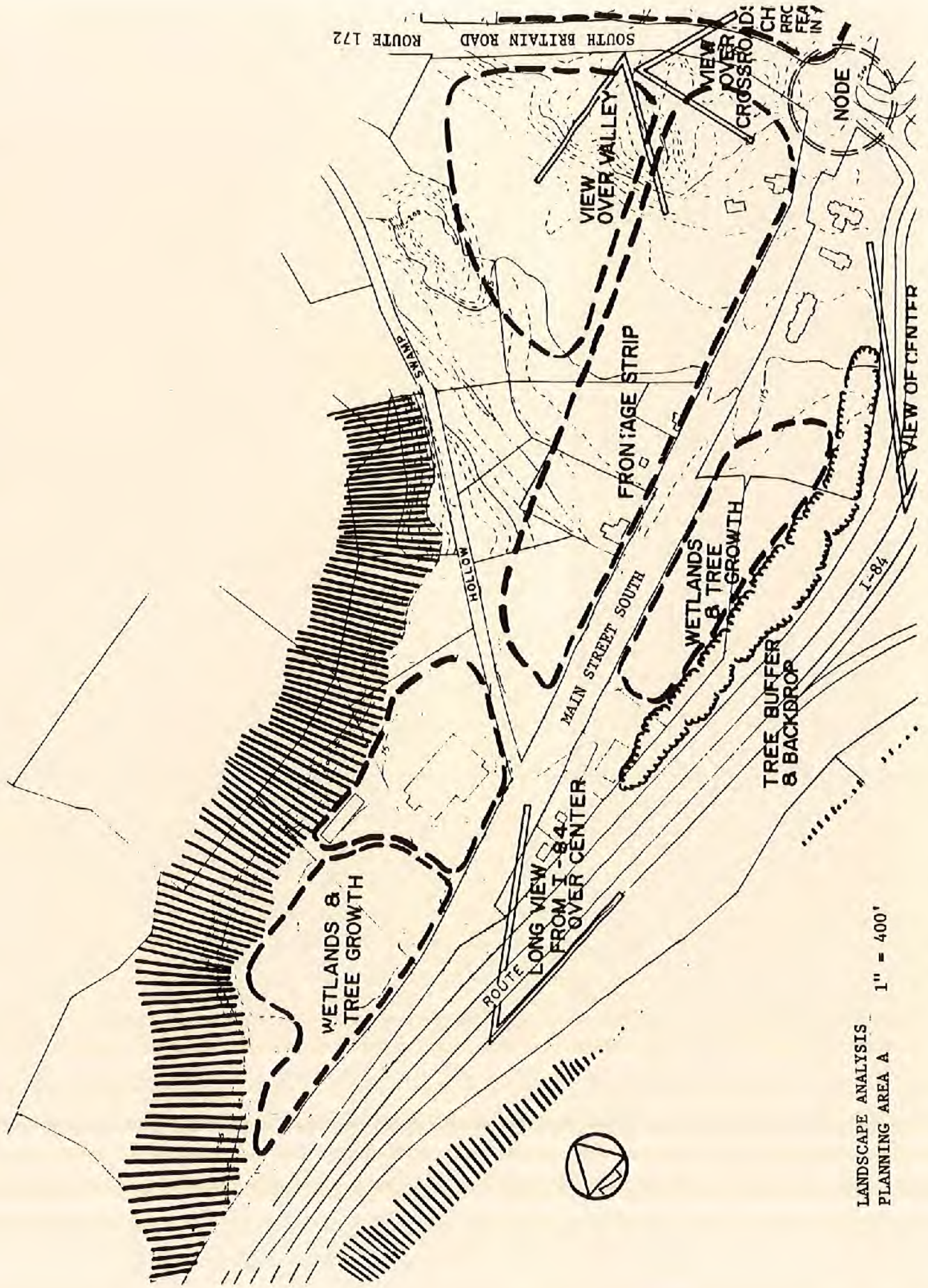




PLANNING AREA A 1" = 400'

5/24/94





SOUTH BRITAIN ROAD ROUTE 172

WETLANDS & TREE GROWTH

LONG VIEW FROM I-84 OVER CENTER

FRONTAGE STRIP

VIEW OVER VALLEY

WETLANDS & TREE GROWTH

TREE BUFFER & BACKDROP

VIEW OF CENTER

NODE

VIEW OVER CROSSROADS

LANDSCAPE ANALYSIS  
PLANNING AREA A

1" = 400'



## GUIDE FOR DEVELOPMENT

### PLANNING AREA B

#### FEATURES

Planning Area B is the eastern half of the I-84, Exit #14/Conn. Route #172/Main Street South gateway to the Town of Southbury. The corner is on the "ring road" arterial, and the gateway directly feeds Center District-Main Street South and South Britain Village to the north.

In general, Planning Area B is highly visible from I-84. Eastbound, one has the view of Sacred Heart Church and a "village", plus the State Police Barracks and a forest covered mountain outside Planning Area B on the south side of I-84. Virtually all of Planning Area B is seen from the westbound lanes of I-84. The westbound view includes the church, farmland and a "country village" setting and the wooded hills forming the Southbury Center horizon line to the north.

Through Planning Area B, Main Street South is straight, with a very wide right-of-way and lined for most of the length with street trees. Sacred Heart Church is an accent point at the Route #172 corner. The south corner (Area B-7) is a CT-DOT commuter parking lot. The landscape presentation of Areas B-1 through B-6 along Main Street South is that of a campus with ample building setbacks and front lawns and farm fields waiting for future use in a campus style. Planning Area B has topography and soil conditions highly favorable for development use.

Areas B-1 through B-3 are level along the Main Street South frontage and fall to the Pomperaug River at the back. B-1, next to the church, contains a series of buildings (South Village) in a campus pattern and used for office and retail activities. B-1 also contains a major office building (#800) that has had multiple occupancies and a house converted for an office. B-2 contains a house listed as an historic site (S-2) and used as a funeral home. B-3, all currently owned by the U. S. Postal Service, contains the Southbury Post Office.

Areas B-4 thru B-6 are in but three ownerships, contain two houses, one of which is an historic site (S-3) and having property in use for farming.\* Areas B-4 and B-5 have a watercourse and a wide wetlands along their common boundary. B-4

\* Area B-6 consists of Planned Development District #8 (PDD #8), Southbury I-84 Complex, on the Southbury Zoning Map, a project of retail stores and offices.

adjoins the Pomperaug Elementary School in Planning Area C-7. For drainage, Areas B-4 and B-5 have outlet at the watercourse; B-6 is in possession of a drainage easement to the Pomperaug River across Area B-2 and is, in part, drained by a watercourse to the River, crossing Area B-1. Between Areas B-6 and B-7 is a knoll which hides the commuter parking lot from B-6 and where a site of historic interest ("Lakeside" sign) is located.

Area B-8 is currently used for community and institutional services -- Sacred Heart Church, recently much enlarged, and a convalescent home (River Glen Continuing Care Center). B-8 fronts on and has sole access from Conn. Route #172.

The Pomperaug River and its related flood hazard areas bordering Areas B-1, B-2, B-3 and B-8 are largely unseen and hidden in the woods. The River may, in the future, become a feature of site development. All of Planning Area B is located in the Aquifer Protection District on the Southbury Zoning Map.

The parcels of Area B have a scope that could accommodate substantial building development. Building and traffic generated, however, will need to be managed and balanced. Access to larger sites will require additional turn lanes and capacity on Main Street South. Impacts on the operation of the Route #172 intersection are also to be considered.

The large parcels of Planning Area B, which also have substantial depth, provide opportunity for comprehensive planning of uses and site development, for extension and strengthening of the campus pattern of use and for inter-site connecting driveways and walkways. The use and manner of development of Area B will announce the character for a large portion of the Center District-Main Street South and for the Town.

#### OBJECTIVES

1. uses, site development and building character that enhance the gateway to South-bury, the environs of the church and the rural scene leading to South Britain Village;
2. continuation of the agricultural usage currently applicable to much of Area B. or in place thereof, building and site development, including landscaping, that



maintains the critical country town scene so highly visible from I-84 and reinforces the rural and campus style pattern viewed from Main Street South and Route #172;

3. protection of wetlands, watercourses and groundwater quality;
4. management of traffic generation and traffic operations in a manner that protects the intended level of service on Main Street South and at the Route #172 intersection; and
5. land uses and building design, including roof treatment, that do not mar nor intrude on the scenic views from I-84, and signage which is not to be read from I-84 and outdoor illumination which does not create sky glow.

USES: (P - Preferred, A - Acceptable, X - Excluded, na - Not Applicable)

	<u>B-1</u>	<u>B-2</u>	<u>B-3</u>	<u>B-4</u>	<u>B-5</u>	<u>B-6</u>	<u>B-7</u>	<u>B-8</u>
cropland agriculture	na	na	P	P	P	P	na	na
bus./professional offices	P	P	P	A	A	P	na	na
retail stores (15,000 s.f. max. per occupancy)	A	A	A	X	A	A	na	na
restaurant (sit-down)	A	A	A	X	A	A	na	na
corporate offices	P	P	P	A	A	P	na	na
research laboratory	P	P	P	A	P	P	na	na
public building/use	A	A	A	P	P	A	A	A
private institution	A	A	A	P	A	A	na	P
mixed use (retail/office/ housing)	X	P	P	A	A	X	na	na
conference center/hotel/motel	A	X	A	A	A	A	na	na

Uses generally excluded are shopping plazas, motor vehicle service/repair/sales, manufacturing, theaters, trades shops, warehousing, distribution/trucking, building materials yards, construction depots and large scale outside storage operations.

BASIC STANDARDS

	B-1	B-2	B-3	B-4	B-5	B-6	B-7	B-8
1. Minimum Lot Area	2 Ac.	2 Ac.	2 Ac.	2 Ac.	2 Ac.	2 Ac.	1.5 Ac.	1.5 Ac.
2. Minimum Lot Frontage	175'	175'	175'	175'	175'	175'	175'	175'
3. Minimum Dimension Square on Lot	200'	200'	200'	200'	200'	200'	200'	200'
4. Maximum Height ---								
a. stories	3	3	3	3	3	3	3	3
b. total in feet	40'	40'	40'	40'	40'	40'	40'	40'
5. Floor Area as % of Lot Area	20%	20%*	20%*	20%*	20%*	20%*	20%	20%
6. Building Ground Coverage	10%	10%	10%	10%	10%	10%	20%	20%
7. Total Lot Coverage	30%**	30%**	30%**	30%**	30%**	30%**	-	30%**
8. Outside Storage ---								
a. % of Lot	-	-	-	-	-	-	none	none
b. as % of ground floor area of building	10%	10%	10%	10%	10%	10%	none	none
9. Building Setback ---								
a. Main St. S./Rt. 172	100'	100'	100'	100'	100'	100'	50'	50'
b. other street	50'	50'	50'	50'	50'	50'	50'	50'
c. property line	25'	25'	25'	25'	25'	25'	30'	30'
d. residential area	50'	50'	50'	50'	50'	50'	na	na

10/12/93  
8/10/93  
5/20/93  
6/4/93  
1/5/94

\* Additional floor area for dwellings. See Item #9 of Special Planning Elements.

\*\* Refer to Item #6 of Special Planning Elements for modification of standard. corrected 3/23/94

## SPECIAL PLANNING ELEMENTS

1. The visual appearance from Main Street South and 1-84 should be a major consideration in site and building design. Buildings should have a finished exterior on all sides and an attractive roof. Mechanical equipment should be shielded or a part of the architecture. No lighted or unlighted signs should be of a size or direction to give announcement or display toward 1-84. (See Planning Guidelines, Line #10)
  2. General outdoor illumination should be low in height, subdued intensity and shielded or have cutoff avoiding reflected glare to the horizon line.
  3. Features of the Streetscape Plan, especially street trees, sidewalks and pedestrian lighting, are to be implemented along the Main Street South frontage in Areas B-1 through B-3 and B-4 through B-6. A street tree program for the Route #172 frontage is also recommended.
  4. Site development planning for the 100-foot Special Landscape Feature along Main Street South and Route #172 should maintain the sense of openness, or wide expanse of field or lawn, along the street. The existing tree group at the point of Main Street South crossing from Area B to Area C should be retained as well as the knoll at Area B-7 and the Lakeside sign.
  5. Historic sites and buildings and their setting should be conserved, kept in appropriate use and protected in the overall use and development of a tract. Existing dwellings and farm buildings along Main Street South, while located within the 100-foot Special Landscape Feature, contribute to the objectives for Area B. Conversion in due time to other uses may be proposed and may be appropriate as long as current building bulk and architecture are maintained.
  6. The maximum ground coverage specified for Areas B-1 through B-6 may be capable of being increased to as much as 50%, based on specific use and design of a site, as long as a) the total coverage is broken into separate units divided by natural or landscaped areas, b) the appearance of a continuum of paved area is avoided, c) proper provision is made for drainage detention and for sewage disposal, and d) there is demonstration that the roadway system and intersections affected have sufficient capacity to accommodate the additional traffic generated by the proposed use while maintaining LOS C and accounting for full development of CD-MSS.
1. Ample right-of-way is available on Main Street South to establish turning lanes, deceleration lanes and frontage roads as may be needed by traffic design for particular uses. The intent of the access arrows on Plan Map 1/3C is to provide a minimum, well designed and controlled access onto Main Street South at each of Areas B-1 thru B-6, with interior connecting driveways as appropriate. Main Street South capacity improvements are the responsibility of the owner. Driveways and walkways between lots already exist in Area B-1 and should be provided between all adjoining parcels. (See Planning Guidelines Line 117)
  2. In Areas B-1 through B-6 where there are large tracts, development of each tract with but one or two access points on Main Street South and connecting driveways between tracts is the preferred pattern. Combined driveways onto the street for separate lots may be workable or a single interior street serving multiple lots.

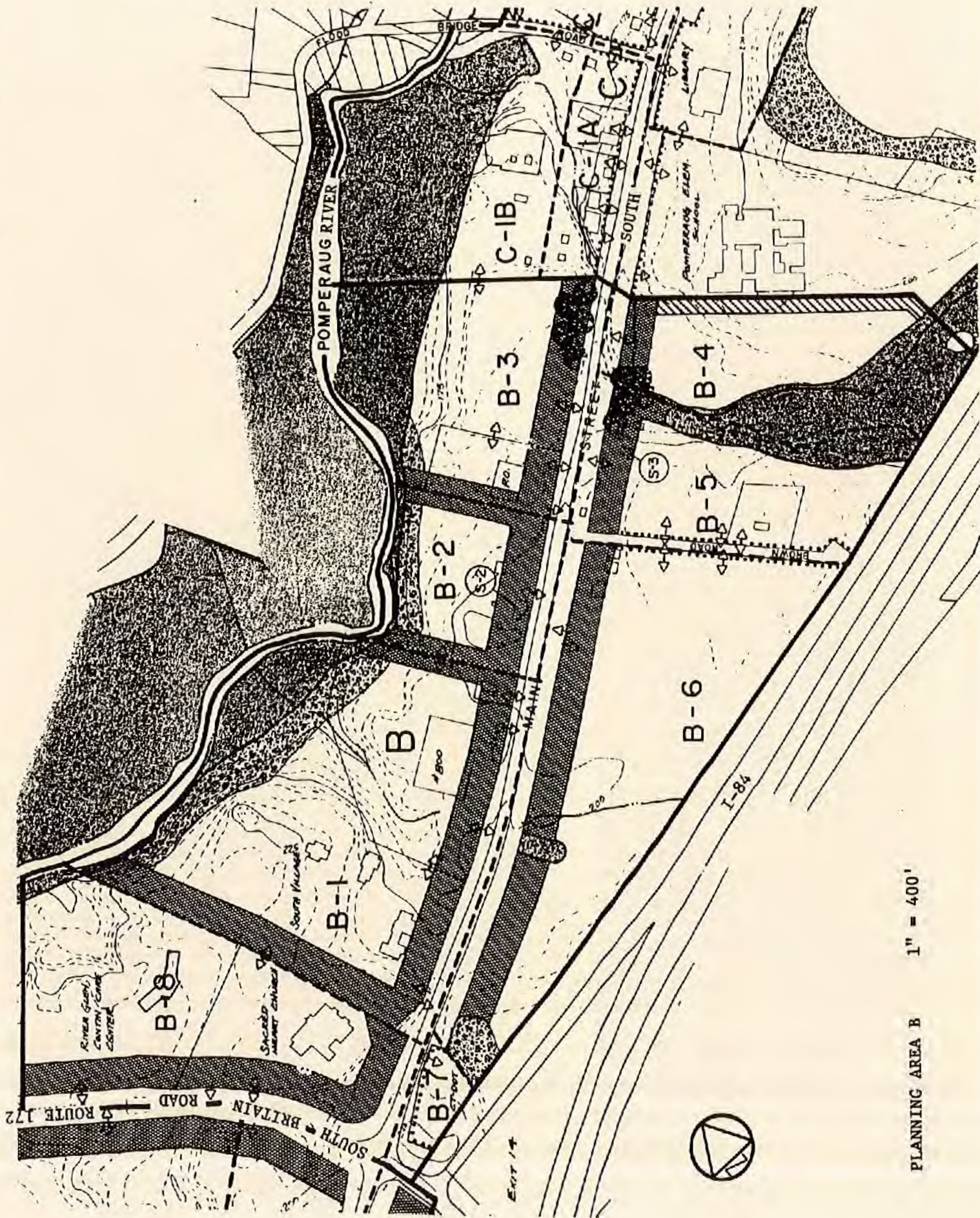
9. A land use option recommended for Areas B-2 through B-5 is a mixed use of retail, office and housing done under a comprehensive design. Eligible floor area as 7 of lot area may be increased from 20% by 2.5% for dwelling units and the total floor area devoted to dwelling units should not exceed 7.5% of the then eligible 22.5%. Dwelling units may be located over stores and offices or in a separate cluster having a plan related to the comprehensive design for these Areas. The procedure for authorizing the mixed use option should be under the Planned Development District provisions of the Zoning Regulations.

1. Buildings and parking areas may extend into the 100' setback area from Main Street South and the 100' setback area from Route #172 (the Special Landscape Feature) as long as a) a minimum 50' setback is maintained, and b) ground cover-age by buildings does not exceed 15% of the 100' setback area and the total of all coverage by buildings and paving does not exceed 50% of such area.

2. Building locations and uses are to be avoided which may necessitate installation of fence-type barriers to address significant noise impact, if any, generated by 1-04. Retention of berms and wooded areas, new plantings and well considered building location and design can mitigate adverse effects of highway noise.

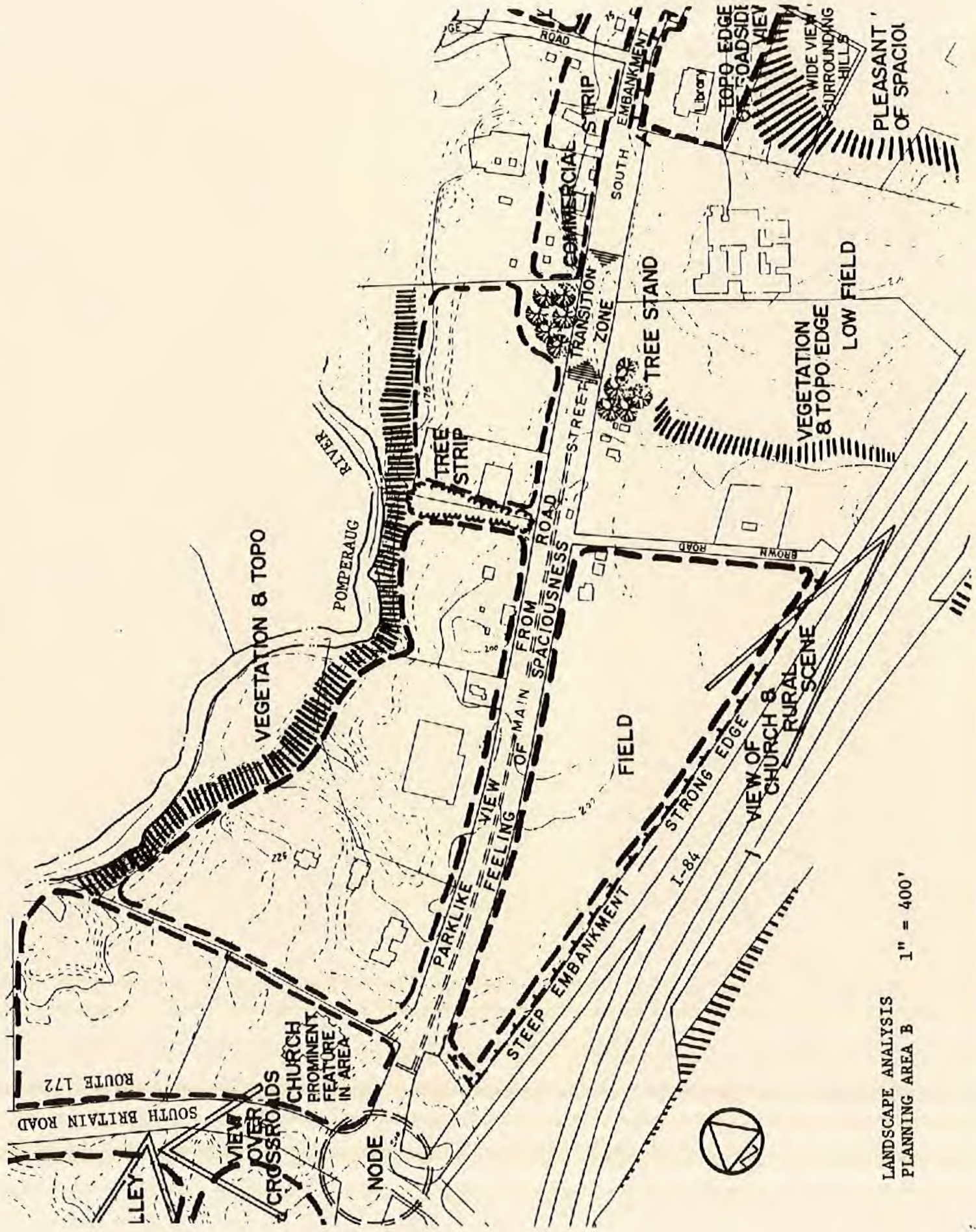
3. See also Main Street South Planning Guidelines.





PLANNING AREA B  
1" = 400'





LANDSCAPE ANALYSIS  
 PLANNING AREA B  
 1" = 400'

## GUIDE FOR DEVELOPMENT

### PLANNING AREA C

#### FEATURES

Planning Area C contains and surrounds the Town Government Center and the major assembly of public facilities in the Southbury Center Area. Area C is the middle portion of the 3-mile extent of the Center District-Main Street South. It extends from I-84 on the south to a border with the Pomperaug River and includes the focal point intersection of Main Street South with Old Field Road-Peter Road.

Planning Area C has several distinct parts. The Town Government Center on 15 acres has individual, interconnected sites for the Town Library, Town Hall, Southbury Fire Department and Town Hall Annex, plus the Town highway Garage and dog shelter. The other parts all touch or face on the Town Government Center, such as --

- the Pomperaug Elementary School (building addition and site re-arrangement just completed) to the west;
- Rochambeau Middle School on a plateau to the south;
- Union Square (a retail and office center with orientation and design sympathetic to the Town Hall Annex);
- a Town Highway storage yard;
- a church site on Peter Road; and
- three commercial locations adjoining the Pomperaug River and Main Street South but facing the Town Government Center and Pomperaug Elementary School.

When one arrives in Planning Area C, whether through the transition landscape from Area B, via Old Field Road or Peter Road, or west from the Areas D and E frontages, it is clear that an area of interrelated uses, predominant architectural style and common site characteristics exists and which reflects a unity and is distinct from other Planning Areas. The Town and Southbury community have a strong commitment for Planning Area C as the civic focus of the Town.

Except in front of the Library and two or three other narrowed locations, Main Street South continues to have a very wide right-of-way with ample area for roadway



and streetscape features. Although the right-of-way is wide, there is a physical constriction opposite from the Firehouse where the grade drops sharply to the Pomperaug River. Flood Bridge Road, with the new bridge over the Pomperaug, leads to an existing significant open space area and eventually to South Britain. Peter Road and Old Field Road are Primary collectors on the Comprehensive Plan of Development and connect with Main Street South at a signalized intersection. Dedicated left turn lanes have been marked on Main Street South and the signals arranged accordingly. Peter Road and Old Field Road do not meet square on, and the Old Field Road approach has a steep vertical alignment and restricted sight lines.

With general community growth, and concerns for protecting the capacity and Level of Service at the Main Street North-South intersection in Planning Area G, Old Field Road becomes an increasingly important alternate route to the Center District-Main Street South and from Heritage Village to I-84 (Exit 14 access or the Exit 15 westbound ramp from Depot Hill). Peter Road too, with improvements, provides an alternate route to the Center District-Main Street South from an extensive residential area.

Area C-8, the Town Government Center, has a system of on-site driveways connecting most of the building and use sites. Opportunities exist for additional vehicular or pedestrian connections between Areas C-7 and C-8. Area C-4 may have similar connections between lots, and C-5/6 have potential for off-Main Street connections with Planning Area E. In general, most of the driveways onto Main Street South have been constructed in the last 15 to 20 years and have standard curbing and channelization. Driveways to parts of Areas C-1A and C-2A are yet to be upgraded.

In general, all of the parts of Planning Area C have existing or potential storm drainage outlets to the Pomperaug River.\* Detention may be appropriate in certain locations to avoid exceeding the capacity of downstream channels and conduits. Stormwater pollution abatement facilities in parking lots will assist in protecting water quality of the Pomperaug. The stormwater trunk line installed by IBM in Main Street South connects through Planning Area D and Cedarland to the River. The IBM outfall line to the Pomperaug for treated sewage effluent passes through Area C-4, west along Main Street South and connects to the River opposite the Firehouse.

The edge along the Pomperaug River in Planning Area C is a "regulated area" under the Town's "Inland Wetlands and Watercourses Regulations." There are also special flood hazard areas, and on Areas C-1B and C-2B the hazard areas are wide and significantly affect development potential. The curve of the River opposite the Firehouse

\* See Center Planning Notes: Wetlands/Water Courses/Flood Plain/Drainage, 3/24/92.



has had serious potential for erosion by scouring, and measures for stabilization have been installed in years past. Little notice is made of the Pomperaug River in Planning Area C, except from the rear edge of lots fronting the River. On Main Street South today, one would not know that the River exists.

All of Planning Area C is in the Town's Aquifer Protection District. The easterly part of Area C-4 is also in the Aquifer Protection AP-1 District.\* Special attention will be needed for any use involving storage of road salts and toxic/hazardous materials, including inground fuel storage.

The adopted streetscape program concept of street trees, sidewalks, curbing and pedestrian lighting has been making progress in Planning Area C as individual sites are improved, such as at Union Square and the Pomperaug Elementary School, and as a community project along the Town Government Center frontage. Peter Road, with dwellings converted to offices and with public buildings, has potential for development of its own streetscape pattern. In a manner similar to commercial sites, changing population and service concepts will affect the future use of public facility sites. The public service facilities in Planning Area C can be expected to adjust, perhaps enlarge with community needs, goals and expectations.\*\*

#### OBJECTIVES

1. a positive program for continuing use and development of Planning Area C having as its main function the governmental, educational and community focus of the Center District-Main Street South and the Southbury Center Area;
2. building and site design on individual parcels, when nearby, across the street from or in the same scene, consistent with or complementary to the scale of the Town Government Center and its brick facades and colonial features;
3. continuation and early completion of the streetscape program the length of Main Street South in Planning Area C, in support of the civic center function and setting example for extension of streetscape in other Planning Areas;

\* See Center Planning Notes: Aquifer Protection/Groundwater Protection, September 20, 1991.

\*\* See Center Planning Notes: Government and Private Community Facilities, April 28, 1992.

4. realignment and rebuilding of the Main Street South -- Peter Road/Old Field Road intersection for improved current usage and in anticipation of an important future traffic function in the Town's circulation system;
5. for older commercial sites, general upgrading of driveway access and site development to current standards;
6. protection of Pomperaug River water quality, and exploration of uses, projects and site designs that can offer the Pomperaug as a low key but enjoyable part of the landscape and leisure activities in Planning Area C;
7. protection of groundwater quality, and management of development in relation to flood hazard, wetlands and watercourse standards; and
8. extensive provision for pedestrian circulation among the various civic sites and with the retail/office service sites in Planning Area C, and signs that are of a scale mainly sufficient for notice and information for pedestrians plus any outdoor illumination limited to avoid sky glow.

USES: (P - Preferred, A - Acceptable, X - Excluded, na - Not Applicable)

	<u>C-1A/B</u>	<u>C-2A/B</u>	<u>C-3</u>	<u>C-4</u>	<u>C-5</u>	<u>C-6</u>	<u>C-7/8</u>
public building/use	A/A	A/A	A	A	P	P	P
private institution	A/A	A/A	A	A	P	P	P
retail stores	P/P	P/P	A	P	X	A	X
bus./professional offices	P/P	P/P	P	P	X	A	X
restaurant (sit-down)	A/A	A/A	X	P	X	X	X
restaurants (general service)	X/X	X/X	X	A	X	X	X
motor vehicle service	A/X	A/X	X	X	X	X	X
motor vehicle repair	A/X	A/X	X	X	X	X	X

Uses excluded generally are motor vehicle sales, manufacturing, motels, trades shops, building materials yards, distribution/trucking and construction depots.

BASIC STANDARDS

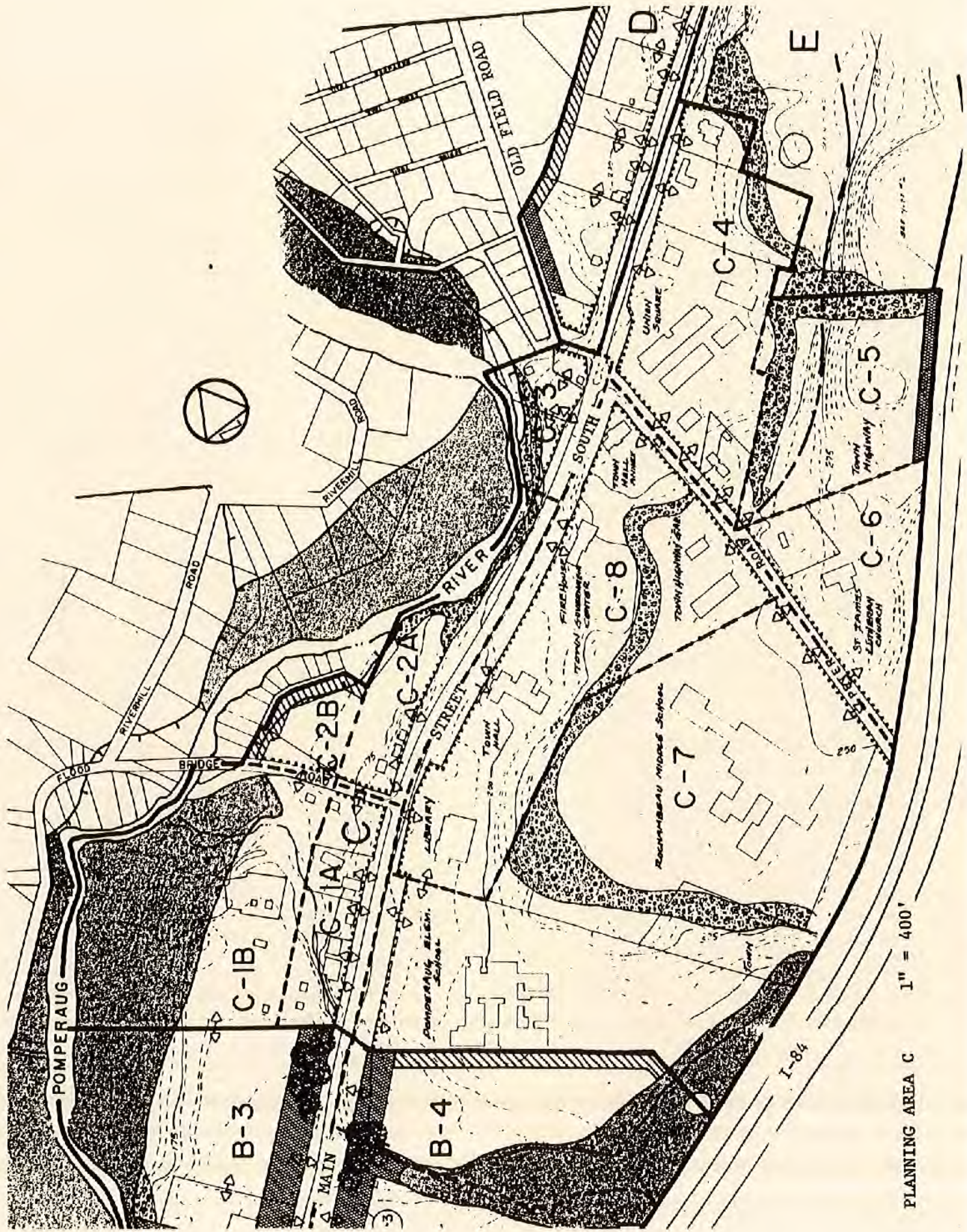
	<u>C-1A/B.</u>	<u>C-2A/B</u>	<u>C-3</u>	<u>C-4</u>	<u>C-5,6,7,8</u>
1. Minimum Lot Area	1 Ac.	1 Ac.	1 Ac.	1 Ac.	1 Ac.
2. Minimum Lot Frontage	135'	135'	135'	135'	135'
3. Minimum Dimension Square on Lot	150'	150'	150'	150'	150'
4. Maximum Height --					
a. stories	3	3	3	3	3
b. total in feet	30'	30'	30'	30'	40'
5. Floor Area as % of Lot Area	20%	20%	30%	30%	20%
6. Building Ground Coverage	20%	20%	15%	15%	20%
7. Total Lot Coverage	50%	50%	60%	60%	50%
8. Outside Storage --					
a. % of Lot	-	-	-	-	-
b. % of building floor area	10%	10%	10%	10%	10%
9. Building Setback --					
a. Main St. South/North	50'	50'	50'	50'	40'
b. other street	20'	20'	50'	50'	40'
c. property line	10'	10'	25'	25'	20'
d. residential area	40'	40'	40'	-	-

SPECIAL PLANNING ELEMENTS

1. The land form features (rim of excavation) between Planning Area E and Area C-4 should be retained as long as the general and heavier commercial uses of Area E are eligible to be established.
2. The Old Field Road leg of the Old Field/Peter Road intersection is the main feature to be realigned and reconstructed. Property acquisition appears to be necessary to achieve alignment with Peter Road, a suitable approach grade to Main Street South and expanded lane capacity to accommodate turns.
3. Areas C-1A and C-2A reflect the older style commercial development when Main Street South was U. S. Route #6. Certain sites, however, have been provided with improved facade treatment and front landscaping. Buildings close to the road, unchanneled driveways and, in some cases, lack of off-street parking continue to be a problem. Areas C-1A and C-2A have a shallow depth at the Main Street South level and drop off sharply to the rear. Changing land values and economic development potentials may in time lead to redesign and re-use of these sites. For that eventuality, Areas C-1B and C-2B are added to provide greater depth and potential for grade level parking under buildings having a first floor at the Main Street South level. Recommended uses do not exclude extension of motor vehicle service/repair and outside storage into Areas C-1B and C-2B. (See Planning Guidelines, Line #9)

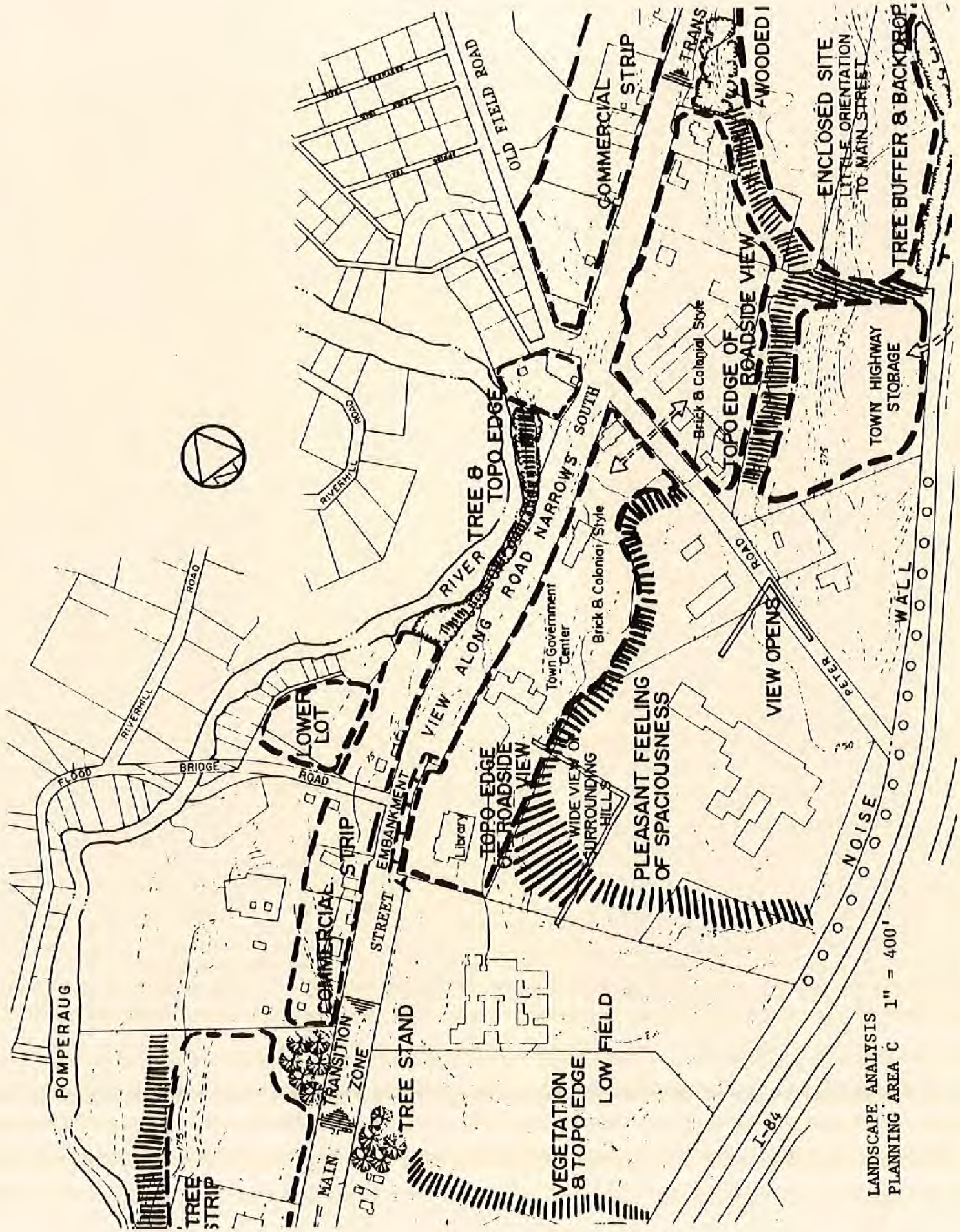
4. Future site development in Areas C-1A and C-2A may bring buildings forward to a 20' minimum setback from the Main Street South right-of-way, when it is apparent that the main parking areas would be to the rear of or under buildings and pedestrian linkages and the full streetscape plan elements are implemented along the street front. (See Planning Guidelines, Line #1 and #3).
5. As community needs and goals change, use of particular Town Government and civic sites in Areas C-5, C-6, C-7 and C-8 may change. Pomperaug Elementary has enlarged and provision for increased enrollment and activity could be made at Rochambeau Middle School. Additional Town office and meeting space should be anticipated and may occur by relocation of some activities from Town Hall or by an addition. The Library will need larger quarters on-site or elsewhere. A better, larger site may be found for the Town Highway Garage and the current site reused for a civic building purpose. The highway storage in Area C-5 could go with the Highway Garage. The objectives for Planning Area C, however, are to retain Areas C-5, C-7 and C-8 as a primary Town Government, educational and civic focus.
6. A connecting driveway system is recommended between Planning Area E (starting at Main Street South) through Area C-5 to Peter Road. The value of this connection will depend on the use and pattern of development of Planning Area E and re-use of Area C-5.
7. A noise barrier has been constructed along I-84 for part of the border with Areas C-6 and C-7, the fence apparently being important for protection of a church and a school. The pattern of uses, building location and design and site development and landscaping along I-84 should be of a nature that extension of the barrier, which obstructs the scenic view through Southbury, will not be necessary.
8. Groundwater quality is a concern in Area C with special reference to potential water supply. The maximum capability of soils to accept and treat wastewater may be a factor limiting development potential. Certain uses inconsistent with drinking water aquifer protection, such as inground storage of fuels and road salt storage, might continue with monitoring and improvements but would not be expanded.
9. See also Main Street South Planning Guidelines.





PLANNING AREA C 1" = 400'





LANDSCAPE ANALYSIS  
 PLANNING AREA C 1" = 400'



## GUIDE FOR DEVELOPMENT

### PLANNING AREA D

#### FEATURES

Planning Area D is a Main Street South frontage location about 2,000 feet in length between Old Field Road and Wheeler Road (private) and having a shallow depth -- about 300 feet. The full length of the rear of Area D borders land used and/or recommended for single-family residential occupancy. Area D is clearly frontage oriented, and the manner of development of the eight or nine parcels involved can have a major impact upon the appearance of Main Street South and safe and convenient flow of traffic on the street.

Existing development in Area D includes a new office/retail building (#220), a somewhat older office and retail complex (The Commons), a veterinarian, a series of sites containing street-front stores, a restaurant and a take-out restaurant and two houses converted to office and limited retail use. The older retail and restaurant sites lack channelized driveways and some continue to use the Main Street South right-of-way for parking.

The southwesterly end of Area D fronts opposite Planning Area C-4, where "Union Square" has a special design relationship with the Town Hall Annex. The remainder of Area D is opposite from Area E and part of F-5. Area E currently has a visual barrier along the street. An adequate system of storm drainage is available in Main Street South and at the rear of some of the lots to serve future development. All of Area D is in the Aquifer Protection District on the Southbury Zoning Map. The eastern two thirds is in the AP-1 District, and the east end near Wheeler Road is in the Preliminary Wellhead Protection Area under PA 89-305 Level B Mapping.

Area D offers location for smaller retail and office sites which may benefit from street-front exposure. With shallow depth, however, careful site planning will be needed to achieve safe driveway access, off-street parking and transition to the adjoining residential area while also implementing a landscaping, signage and lighting program that is consistent with the goals for the Center District-Main Street South. The appearance and patterns of a typical highway commercial strip are to be avoided.

OBJECTIVES

1. rehabilitation and upgrading of driveway access and parking where existing site development fails to meet current driveway and parking standards;
2. a series of retail and office development sites in a linear pattern, and with linear off-street linkages lot to lot -- walking paths, sidewalks and connecting driveways -- where topography will permit;
3. a street-front landscape of street trees, sidewalks and pedestrian lighting that unifies and provides a design theme for the linear pattern; and
4. assurance of adequate landscaped transition to the residential area at the rear and on the opposite side of Old Field Road.

USES: (P - Preferred, A - Acceptable, X - Excluded, na - Not Applicable)

	<u>D</u>
retail stores (15,000 s.f. max. per occupancy)	P
bus./professional offices	P
restaurant (sit-down)	P
restaurant (take-out)	A
garden center	A

Uses generally excluded are shopping plazas, theaters, fast-food restaurants, motels, automotive service/sales/repair, building materials yards, warehouses, distribution/trucking, construction depots, manufacturing and large-scale outside storage operations.



BASIC STANDARDS

	<u>D</u>
1. Minimum Lot Area	1 ac.
2. Minimum Lot Frontage	135'
3. Minimum Dimension Square on Lot	150'
4. Maximum Height --	
a. stores	3
b. total in feet	30'
5. Floor Area s % of Lot Area	20%
6. Building Ground Coverage	15%
7. Total Lot Coverage	60%
8. Outside Storage --	
a. % of lot	10%
b. % of building floor area	-
9. Building Setback --	
a. Main St. South*	50'
b. other street	50'
c. property line**	20'
d. residential area	40'

\* See Special Planning Element #7 for modification of standard.

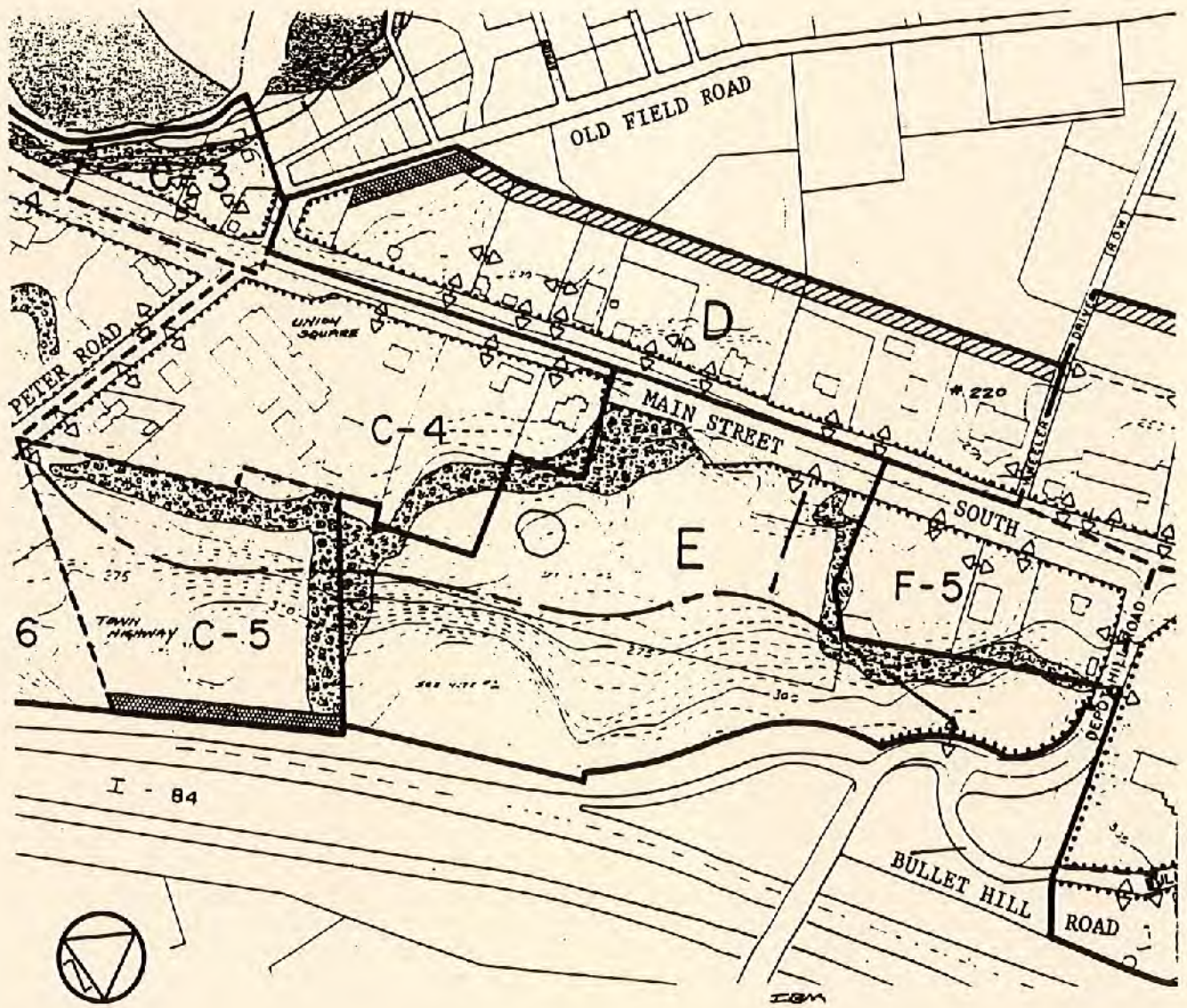
\*\* See Special Planning Element #8 for modification of standard.

SPECIAL PLANNING ELEMENTS

1. The Streetscape Plan is the essential guide for a program of street trees, sidewalks and pedestrian lighting and for upgrading of driveway access. As soon as practical and consistent with the continuing operation of existing developed lots, parking should be removed from the Main Street South right-of-way and relocated on site.
2. Connecting driveways lot to lot, where building layout and topography permit, are a substitute for a frontage road.\*\*\* Area D appears to lack sufficient depth to accommodate a frontage road system while leaving sufficient room for building, parking and landscape transition. (See Planning Guidelines, Line #7)

\*\*\* See Comprehensive Plan of Development, Amendment #3 Southbury Center Area, 1975.

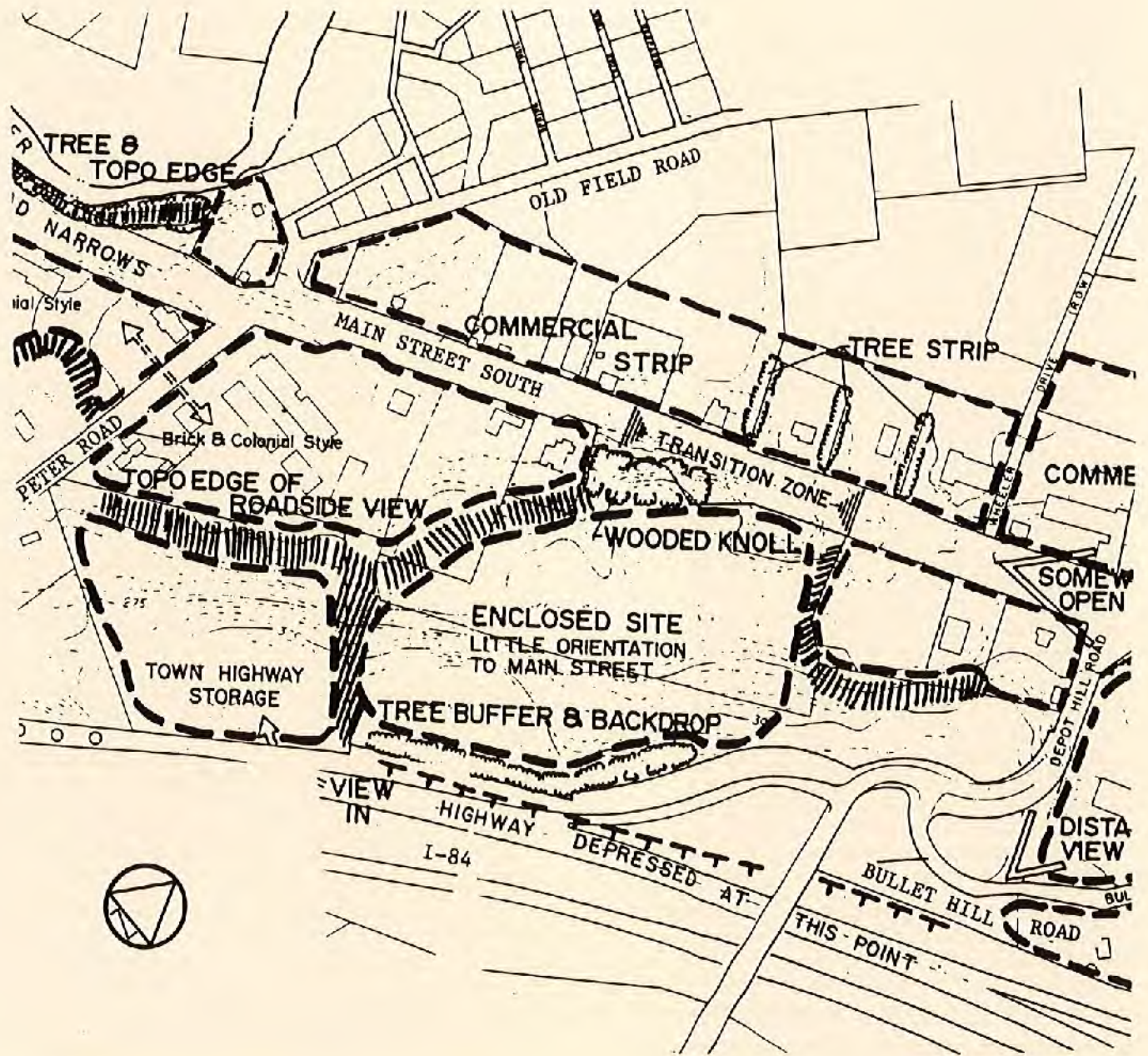
3. Signs should be attached to buildings and moderate in size, and should be subordinate in effect to the architecture, in order that the accumulation of all signs does not result in a disjointed, gaudy appearance. Any ground signs toward the street should be small, intended mainly for identification of sites and preferably should have a uniform design or color for the length of the frontage. General outdoor lighting should be low in height, subdued in intensity, shielded or cutoff, in order to avoid glare on Main Street South and adjacent residential areas.
4. The design of buildings and site layout toward the Old Field Road end of Area D can and should be consistent with objectives and planning criteria for Planning Area C, to the benefit of both sides of the street and the Town Government Center.
5. Effective transition to adjoining residential areas, by means of evergreen landscaping, earth berms, fences or other devices, will need to be adjusted to topographic and other circumstances on individual lots. (See Planning Guidelines, #4a)
6. Certain developed lots in Area D have substantial evergreen tree plantings along the side property lines. These plantings serve to showcase individual building sites and break up what otherwise might be a mediocre commercial strip. Similar plantings should be considered on additional lots but are not expected to prevent inter-lot driveways and walking paths.
7. Future site development in Area D may bring buildings forward to a 20' minimum setback from the Main Street South right-of-way, when it is apparent that the main parking areas and connecting driveways would be to the rear of the building and pedestrian linkages and the full streetscape plan elements are implemented along the street front. The easterly part of Area D contains two or three lots that are fully developed with the 50' or similar street line setback, so that the 20' lesser setback option is likely to be applicable to the westerly part extending to Old Field Road.
8. By agreement between adjoining property owners, a common party wall may be established on the property line and the property line setback eliminated when a joint parking area is established serving both lots and there is adequate access to the rear of the combined building for fire protection.
9. See also Main Street South Planning Guidelines.



PLANNING AREA D

1" = 400'





LANDSCAPE ANALYSIS  
 PLANNING AREA D 1" = 400'

**GUIDE FOR DEVELOPMENT**  
**PLANNING AREA E**

**FEATURES**

Planning Area E consists of an area near Main Street South that has been extensively mined for gravel and fill material and a hilltop area along and adjacent to I-84. Area E and the mined portion, now used as a construction depot, is largely hidden from Main Street South by trees and unmined rims of the excavation. The rims also border Planning Areas C-4 and C-5, the latter containing Town Highway Department storage, which has also been mined.

The hilltop portion of Area E extends easterly, behind and above Planning Area F-5, to Bullet Hill Road. If the hilltop has any practical potential for development, the access would be from the Bullet Hill Road side to a deadend system. The mining operation has created a steep face between the lower and upper portions of Area E. The hilltop topography and woods provide an important natural noise barrier protecting the lower portion of Area E and other Main Street South locations nearby from I-84 traffic noise.

The sole major access to the mined portion of Area E is at the Main Street frontage. There are some reasonably level sites for building. Because of access and the natural enclosure by topography and trees, Area E provides opportunity for location of buildings and enterprises, such as trades shops, distribution, storage and repair, that are needed by the community but which might impair the visual quality and country town character if situated at an exposed location. The enclosure, however, is subject to change and possible removal, such as for sidewalk construction, so that the circumstances must be examined for appropriate use and site design at the time of development. The lower portion of Area E is also a location of potential convenience in the Center District-Main Street South such as for public services and dwellings.

Soils conditions in Area E vary from well drained to silt and a high water table, so that the circumstances for on-site sewage disposal need careful examination. All of Area E is in the Aquifer Protection AP-1 District on the Southbury Zoning Map. Commercial uses will need to be carefully selected, designed and monitored for groundwater protection. Area E also contains a small pond. The new stormwater pipe

system in Main Street South should provide adequate drainage for Area E when coupled with on-site detention.

#### OBJECTIVES

1. maintenance of the existing rims and trees which enclose the mined portion of Area E blocking view from Main Street South and Areas C and F;
2. development of enterprises, jobs and services needed by the community but which might be incompatible if located in other parts of the Center and the Town;
3. provision for a single major and well designed access on Main Street South, and an interior access system within Area E with consideration for connections to Bullet Hill Road and to Area C-5 and Peter Road; and
4. retention of existing natural noise barrier on the hilltop portion of Area E.

USES: (P - Preferred, A - Acceptable, X - Excluded, na - Not Applicable)

	<u>E</u>
bus./professional offices	P
trades shops	P
garden center	A
automotive general repair	A
mixed use (retail/office/housing)	A
retail stores (15,000 s.f. max. per occupancy)	A
restaurant (sit-down)	A
automotive service	X
corporate offices	A
research laboratory	A
construction depot	A
warehousing	A
distribution/trucking	A
building materials yard	X

Uses generally excluded are shopping plazas, motor vehicle service and sales, motels, theaters, fast-food restaurants and manufacturing.

BASIC STANDARDS

	<u>E</u>
1. Minimum Lot Area	2 Ac.*
2. Minimum Lot Frontage	175'*
3. Minimum Dimension Square on Lot	200'*
4. Maximum Height --	
a. stories	3
b. total in feet	30'
5. Floor Area as % of Lot Area	20%**
6. Building Ground Coverage	15%
7. Total Lot Coverage ***	50%
8. Outside Storage --	
a. % of Lot	25%
b. % of building floor area	-
9. Building Setback --	
a. Main St. South	100'
b. other street	50'
c. property line	25
d. residential area	40'

\* Refer to Item #2 of Special Planning Elements for modification of standard.

\*\* Additional floor area for dwellings. See Item 4 of Special Planning Elements.

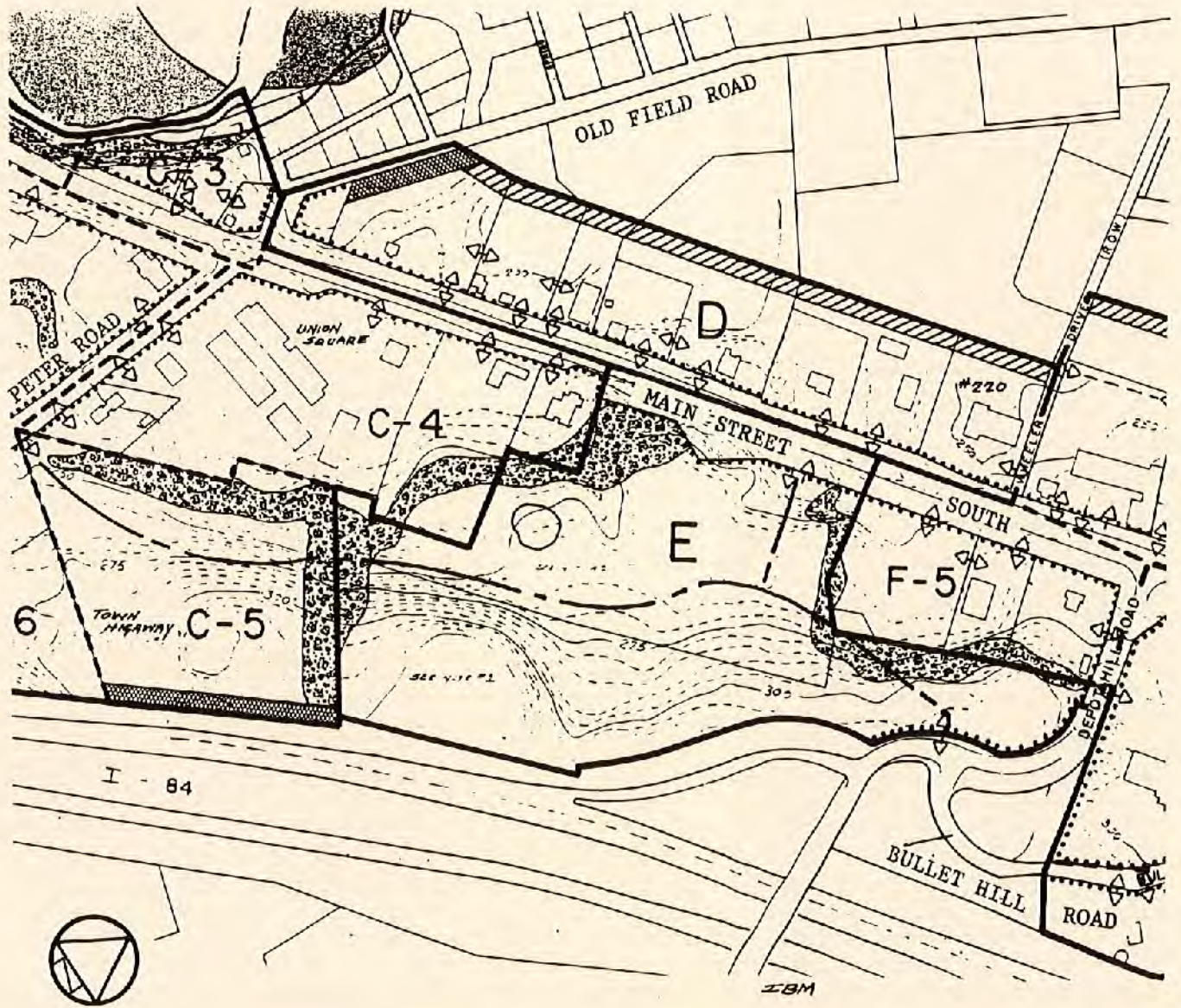
\*\*\* Refer to Item #9 of Special Planning Elements for modification of standard.

## SPECIAL PLANNING ELEMENTS

1. The existing natural excavation rims and trees screening the lower portion of Area E should be maintained if uses are to include trade shops, automotive repair, construction depots, warehousing and distribution/trucking. In any event, for such uses, loading docks and overhead doors should face inward of the site and outside storage areas should be screened.
2. The lower portion of Area E is in single ownership and should have a comprehensive design for access, uses and building locations. This parcel should have a single access on Main Street South. Best development of this lower area may be as a series of small enterprises and buildings, even by subdivision of land into separate lots, with the central access. The 175' frontage and 200' dimension of square and 2 acres minimum for lot may be reduced to 135' and 150' respectively and 1 acre for area when a subdivision establishes an interior road system and the one access on Main Street South.
3. The hilltop portion of Area E will need its own comprehensive design for use and access. Bullet Hill Road may be the only practical access and the Bullet Hill end of the hilltop is in the landscaped environs of Planning Area F-4 (Pomperaug Office Park), the entrance to IBM and the westbound I-84 on-ramp. The configuration of land and tree growth on the hilltop should be retained in sufficient form and density to continue to function as a natural noise barrier for part of Center District-Main Street South, avoiding need for fence-type barriers. Uses are to be avoided which may necessitate fence-type barriers.
4. A land use option recommended for Area E is a mixed use of retail, office and housing done under a comprehensive design. Eligible floor area as % of lot area may be increased from 20% by 2.5% for dwelling units and the total floor area devoted to dwelling units should not exceed 7.5% of the then eligible 22.5%. Dwelling units may be located over stores and offices or in a separate cluster having a plan related to the comprehensive design for these Areas. The procedure for authorizing the mixed use option should be under the Planned Development District provisions of the Zoning Regulations. The trade shop and similar uses itemized in Element #1 above should then be excluded.
5. The Streetscape Plan features consisting of street trees, sidewalks and pedestrian lighting should be provided along the Area E frontage as a complement to similar street front treatment in Planning Area D.
6. Site development planning for Area E should provide for stormwater detention in order to conform to the capacity of the storm drainage system in Main Street South.
7. Driveway or street connection between the lower portion of Area E and Area C-5 should be planned to enable future connection to Peter Road. Area C-5 may one day have a change in use to a higher investment building development. Driveway connection to Bullet Hill Road should also be considered.
8. General outdoor illumination should be low in height, subdued intensity and shielded or have cutoff avoiding reflected glare to the horizon line.



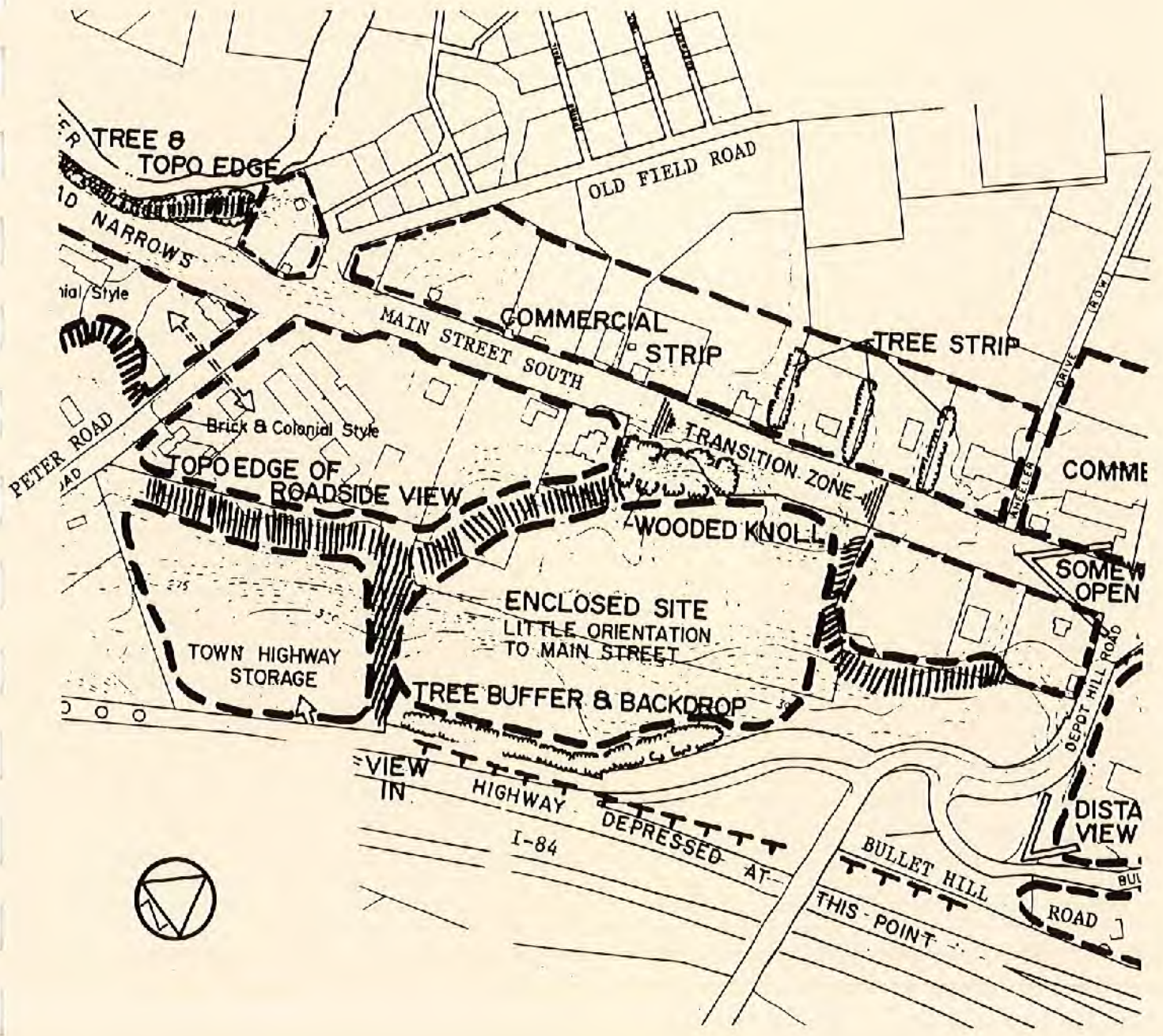
9. Total Lot Coverage may be increased from 50% to 60% upon demonstration that the roadway system and intersections affected have sufficient capacity to accommodate the additional traffic generated by the proposed use while maintaining LOS C and accounting for the full development of CD-MSS.
10. See also Main Street South Planning Guidelines.



PLANNING AREA E

1" = 400'





LANDSCAPE ANALYSIS  
 PLANNING AREA E

1" = 400'

## GUIDE FOR DEVELOPMENT

### PLANNING AREA F

#### FEATURES

Planning Area F encompasses the rounded crest of the Main Street South profile and extends to include Depot Hill toward I-84. Along the Main Street South and Oak Tree Road frontages, Area G contains remnants of the "old town" commercial center that once faced former U. S. Route #6 and was related to the railroad passenger and freight depot then at the top of the hill. Substantial new construction and roadway improvements have occurred in Area F and, in time, have obscured much of the past. The parts of Area F today are diverse in character and function, having elements of shopping centers, quality office buildings, auto sales and service, incubator enterprises and general commercial.

Planning Area F has a focal point at the Main Street South/Depot Hill Road juncture -- a signalized intersection. Main Street South in Area F is one of the more heavily traveled segments and, in addition to through travel, provides important access to and from adjacent retail sites and connections to Collector Routes such as Depot Hill Road and Poverty Road. The street has congestion potentials, but the available right-of-way is wide, the unused portion being on the south side from Oak Tree Road westerly.

Area F-1, having considerable depth for development, is a shopping location for basics -- food, hardware, prescription drugs and banking, plus building materials. The Amos Hicock House, a site of historic interest at the Poverty Road corner, has been converted and enlarged for office, bank and restaurant use (7 Poverty Road) while maintaining a country colonial style. The Hicock Farm bunk house is a dwelling at the entrance to Bennett Square, a cluster of 1-story buildings for small-scale businesses, offices and services. The grocery store building is set well back from the street and is replacement for a store that burned. The hardware store has rebuilt on line with and has parking connected with the food center. Wheeler Road is a private right-of-way providing important access to abutting lots in Areas F-1 and D. A connecting driveway system exists between Bennett Square and the 7 Poverty Road, and connecting to Poverty Road. Land to the rear of F-1 is an established residential area.

Areas F-1 and F-2 have a face on Poverty Road. The face is the entrance to the residential area to the north, and the Collector Route leading to schools, parks and

Heritage Village. F-2 also faces Main Street South and Garage Road with a gasoline sales and convenience store and an office building that is a major enlargement of a long established community restaurant (Thré Gables). F-2 also includes 1-family houses and open land and, on the east, borders mapped wetlands and flood hazard areas (Bullet Hill Brook system) that extend into Planning Area G-1. The Main Street South frontage offers mixed conditions for access, and some existing parking encroaches on the Street right-of-way.

Area F-3 has a face on Main Street South (CT Route #823) and an "old town" orientation to Oak Tree Road. Automotive sales, repair and service, small warehouse uses and garden center, bar/restaurant and small shops are characteristic. Oak Tree Road has a poor vertical alignment opposite Poverty Road, and special adjustment is due for the easterly intersection (see Planning Area G). Area F-3 may not have the makings for substantial future change in development.

Area F-4 is a single, perhaps fully developed, hillside project of three modern buildings with offices and retail stores in condominium ownership. Access is by but two driveways, one on Depot Hill Road and the other at Bullet Hill Road. The entire Main Street frontage is characterized by a wide sloping lawn and street trees. A special landscape design feature and sitting area has been provided at the Depot Hill Road/Main Street South corner, where once there was a parking area, bus stop and vendor location.

Area F-5 is a 3-lot frontage strip directly opposite from parts of Areas F-1 and D and separated from Area E by sloping topography. A house of long standing and a professional office building are in place. The deep front yards are part of the Main Street South right-of-way.

Area F-6 is something of a back street, hill location containing dwellings, a construction depot and fuel oil storage. The easterly face, where land drops off to Area G-4, is highly visible from westbound I-84. The lands around the curving alignments of Bullet Hill Road and Depot Hill Road, and intersections, are encumbered as open space reserves.

Drainage outlets are generally available for areas F-3, F-4 and F-6 to Bullet Hill Brook but with detention needed, and from Areas F-4 and F-5, with detention, to

the new IBM installed drain line in Main Street South flowing west. Area F-1 lacks a suitable drainage system and outlet.

Substantially all of Planning Area F is in the Town Aquifer Protection AP-1 District and in the Preliminary Wellhead Protection Area under PA 89-305 Level B Mapping.\*

The manner of development of Planning Area F will be especially concerned with a) management of driveway access in the congested portion of Main Street South, b) the excellent views from Area F-4 and across F-1 to distant hills, c) intersection design, d) aquifer restrictions, e) drainage, f) transition to residential areas, and g) the streetscape. Existing streetscape features to build on and extend for the future include the mature trees near the Oak Tree Road/Poverty Road intersection, which may be enhanced as a gateway, the landscape front of Area F-4 and the beginnings of landscaping, sidewalks and pedestrian lighting along the front of Areas F-1 and F-2.

#### OBJECTIVES

1. continued improvement and management of driveway access onto Main Street South, so as to maintain safety and convenience for traffic using Main Street South as well as vehicles entering and exiting the frontage development sites;
2. continued improvement and upgrading of site development to current standards and extension of the street tree, sidewalk and other streetscape features;
3. continued development of an association of diverse land use areas accommodating the range of occupancies found today and with harmonious use and design relationships among such areas;
4. building bulk, shapes, scale and location consistent with country town character and supportive of enjoyment of scenic views;
5. signage that is of a limited scope, scaled to be read in the close range site arrangements found in Area F, and outdoor illumination which does not create sky glow; and

\* See Center Planning Notes: Aquifer Protection/Groundwater Protection, September 20, 1991 for implications for land use.

6. protection of groundwater quality, and management of development in relation to available drainage systems.

USES: (P - Preferred, A - Acceptable, X - Excluded, na - Not Applicable)

	<u>F-1</u>	<u>F-2</u>	<u>F-3</u>	<u>F-4</u>	<u>F-5</u>	<u>F-6</u>
retail stores	P	P	P	P	P	A
bus./professional offices	P	P	P	A	A	P
restaurant (sit-down)	P	P	P	A	A	A
garden center	A	A	A	X	X	A
automotive service	X	A	A	X	X	A
automotive repair	X	X	A	X	X	X
automotive sales	X	X	A	X	X	X
trades shops	X	X	A	X	X	A
warehousing	A	X	A	X	X	A
distribution/trucking	X	X	A	X	X	A
building materials yards	A	X	A	X	X	A
construction depots	X	X	A	X	X	A

Uses excluded generally are manufacturing and motels.



BASIC STANDARDS

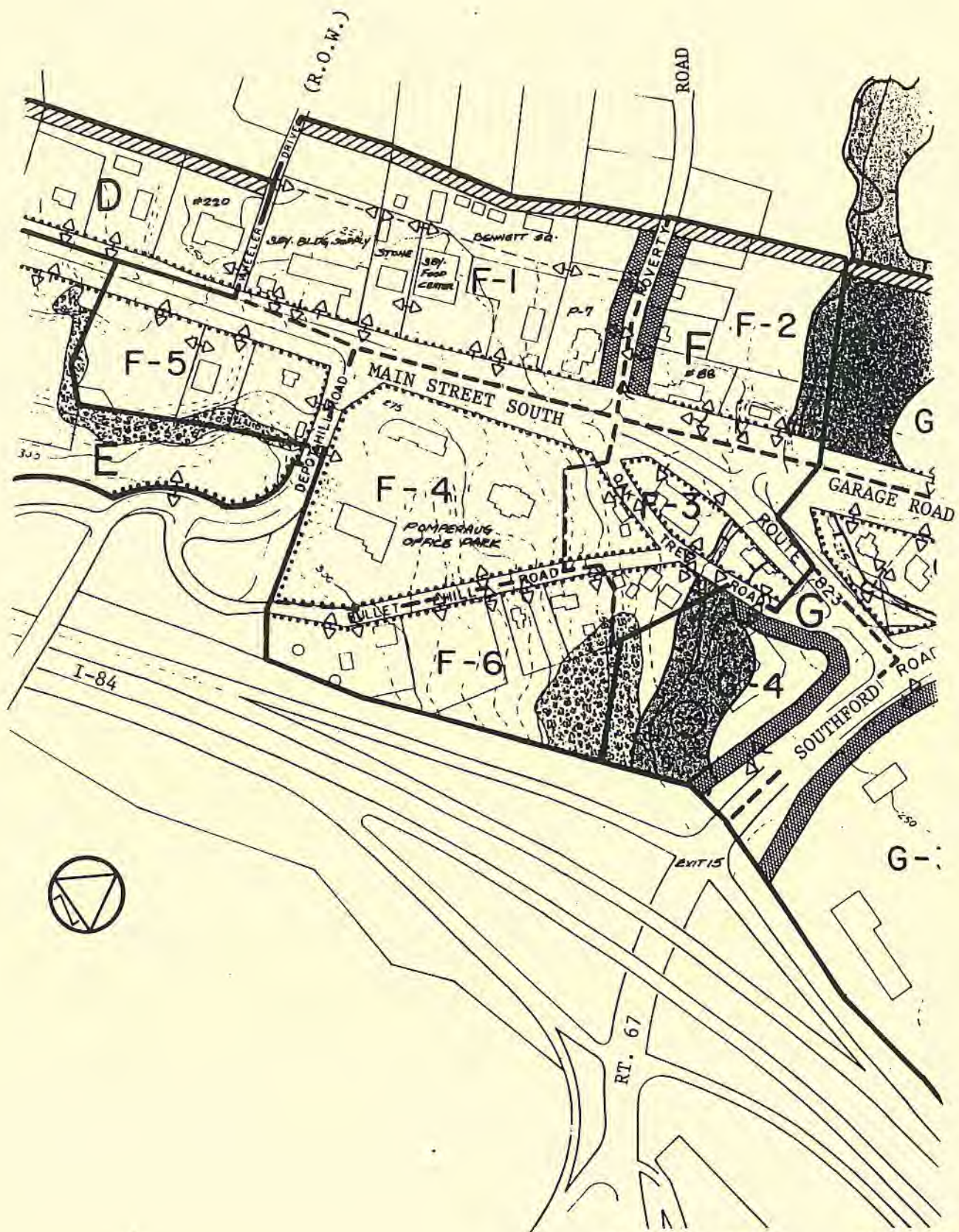
	<u>F-1</u>	<u>F-2</u>	<u>F-3</u>	<u>F-4</u>	<u>F-5</u>	<u>F-6</u>
1. Minimum Lot Area	1 Ac.	1 Ac.	1 Ac.	1 Ac.	1 Ac.	1 Ac.
2. Minimum Lot Frontage	135'	135'	135'	135'	135'	135'
3. Minimum Dimension Square on Lot	150'	150'	150'	150'	150'	150'
4. Maximum Height --						
a. stories	3	3	3	3	3	3
b. total in feet	30'	30'	30'	30'	30'	30'
5. Floor Area as % of Lot Area	20%	20%	20%	20%	20%	20%
6. Building Ground Coverage	20%	15%	20%	15%	15%	15%
7. Total Lot Coverage	60%	50%	60%	50%	50%	50%
8. Outside Storage --						
a. % of Lot	25%	-	25%	-	-	25%
b. % of building floor area	-	10%	-	10%	10%	-
9. Building Setback --						
a. Main St. South/North	50'	50'	50'	50'	50'	-
b. other street	50'	20'	20'	50'	50'	50'
c. property line*	10'	10'	10'	25'	20'	20'
d. residential area	40'	40'	-	-	-	-

\* See Special Planning Element #12 for modification of standard.

SPECIAL PLANNING FEATURES

1. Areas F-1 through F-5, individually or in combination can be viewed as a pedestrian oriented or encouraged area with sidewalks and connecting paths between parcels, smaller stores and shops, sitting areas and signs of a scope and scale sufficient for pedestrians. (See Planning Guidelines #3b and Lines #4 and #7)
2. An important mission as properties are changed or improved will be to upgrade the driveway access to Main Street South to current standards, coordinating the driveways with the traffic signal system and, wherever practical, relocating parking spaces from the street right-of-way.
3. There are opportunities for joint parking areas and connecting driveways, especially in Areas F-1, F-2 and F-5. The existing connecting driveway from Poverty Road is shown extended to Wheeler Drive. Parcels in Area F-5 can be served by but one or two driveways onto Main Street and a connection to Depot Hill Road. (See Planning Guidelines, Line #7)

4. The streetscape features planned for Main Street South are of high importance in Planning Area F for achieving an upgrading in development quality and attracting customers and users to the pedestrian circulation opportunities.
5. Historic buildings, and buildings and sites of historic interest, should be retained and made an asset in the design of development sites.
6. Proceeding from east to west, the Main Street South-Poverty Road intersection is a transition point from Areas F-2/G-2/F-3 frontage characteristics to the rising hill and Areas F-1, F-4 and F-5. Trees or other gateway features can be enhanced at this transition location.
7. The Poverty Road frontage of Areas F-1 and F-2 are to have special setbacks and front lawn landscape treatment reflecting the function of the road as an entry to residential and community facility portions of the Southbury Center Area.
8. Both ends of Oak Tree Road -- intersections with Main Street South -- need modification. The intersection opposite Poverty Road should have improved vertical alignment and sight lines. The easterly intersection should be relocated (See Planning Area G).
9. Groundwater quality is a concern in Area F with special reference to water supply. Existing building development nears or has reached eligible zoning capacity on many parcels, and maximum capability of the soils to accept and treat wastewater may also have been reached at particular sites. Certain uses inconsistent with drinking water aquifer protection, such as inground storage of fuels, might continue with monitoring and improvements but would not be expanded.
10. The manner of development of Area F-1 should retain the opportunity for views from Main Street South to the hills to the north. Building location, height and mass are critical factors. Rooftop treatment in Areas F-1 and F-2 will be highly visible from Areas F-4 and F-6. Mechanical equipment is to be screened. (See Planning Guidelines, Line #10)
11. The hilltop of Area F-6, and slope down to Area G-4, being highly visible from I-84 should have landscaping and building mass treatment that reflect the country-town character of Southbury. No lighted or unlighted signs should be of a size or orientation to give announcement or display toward I-84. (See Planning Guideline #10a)
12. By agreement between adjoining property owners in Areas F-1, F-2, F-3 and F-5, a common party wall may be established on the property line and the property line setback eliminated when a joint parking area is established serving both lots and there is adequate access to the rear of the combined building for fire protection.
13. See also Main Street South Planning Guidelines.



PLANNING AREA F

1" = 400'





LANDSCAPE ANALYSIS  
 PLANNING AREA F

1" = 400'

## GUIDE FOR DEVELOPMENT

### PLANNING AREA G

#### FEATURES

Planning Area G surrounds the Main Street South/Main Street North (Conn. Route #6/67) intersection and is at the I-84 Exit #15 gateway to the Town of Southbury. Area G is the southeast corner of the "ring road" arterial, and this gateway directly feeds the Center District-Main Street South, Southbury Historic District #1 along Main Street North and the Heritage Road arterial to the Center District-Heritage Village Green and Heritage Village. Both Main Street South and North in Planning Area G are State Highways (Conn. Routes #823 and #6/67 respectively).

The Main Street South/North intersection is and will continue to be Southbury's busiest intersection. In combination with the Exit #15 ramps, it is one of the most highly coordinated, structured and controlled intersections\* in the State of Connecticut and at current volumes operates successfully at or just inferior to the planned Level of Service C. Traffic volumes and operations are reaching a level that some residents tend to avoid by seeking alternate routes.

The intersection/Exit #15 complex is the central point or "zero" from which the street numbering system of the Town radiates. But more important, the intersection and Planning Area G are at the confluence of I-84 and Conn. Route #6/67. Conn. Route #67 leads southeasterly to Oxford and the Lower Naugatuck Valley/Conn. Route #8 Expressway and Route #6/67 leads to Southbury's Pomperaug Valley neighbors -- Woodbury, Bethlehem, Watertown and Roxbury. Future successful operation of the Main Street South/North intersection will depend upon optimum, strict access controls in Planning Area G, management of traffic generation, especially peak hour, within Area G and management of traffic generators on routes feeding the intersection with Exit #15. It is presumed that no other major improvements can be made to increase the capacity of the intersection. Fine tuning of traffic operations systems is about all that remains to avoid deterioration in Level of Service and congestion.

Planning Area G is the most highly developed portion of the Center District-Main Street South\*\* and includes Southbury Plaza, Playhouse Corner and the several smaller

\* Rebuilt and re-landscaped by IBM Southbury to Town traffic projection criteria.

\*\* Note contrast with expectations of the 1975 Center Plan.



free standing office and retail buildings. Area G serves the Southbury community but also adjacent towns by reason of the Exit #15 access and intertown arterials. Such a position on I-84 could invite service to a regional market (now covered by urban and mall-type development in Waterbury and Danbury) as well as Interstate Highway food and other travel services, all being inconsistent with planning goals for the Town. Traffic from regional and travel service additions will not be supportable on the Main Street South/North intersection system.

Planning Area G is at the confluence of two branches of Bullet Hill Brook, along which are mapped wetlands and FEMA mapped special flood hazard areas. All of Planning Area G is in the Town Aquifer Protection AP-1 District. All of Areas G-1 and G-2 and parts of Areas G-3 and G-4 are also located in the Preliminary Wellhead Protection Area under PA 89-305 Level B Mapping.\* The systems of water courses, wetlands, flood hazard areas and groundwater aquifers and streets, highways and traffic present special challenges for design of individual sites.

Area G-1 is a back street location fronting on Garage Road, which was once U. S. Route #6 but is now a deadend. Bullet Hill Brook and a lesser tributary flank Area G-1. Flood hazard areas and regulated wetlands cover about half of Area G-1. Existing use includes the CT-DOT garage, which may be relocated. Subsequent use should be made after testing for toxic wastes.

Areas G-2, G-3 and G-4 are separated from each other by Main Streets South and North, both four to six lanes in width. Pedestrian crossing is inconvenient and difficult but walk intervals are provided for within the intersection signal system.

Area G-2 is a triangle bounded by Garage Road and Main Streets North and South and consisting of five lots. Development, which is substantially complete, consists of individual office buildings and a motor vehicle service station. The northerly building, done in brick and looking like a barn, is a Woodbury Telephone Company equipment building, in style appropriate as transition to Southbury Historic District #1 and to face residential property on the east side of Main Street North. Right hand turns in and out along the Main Street frontages are entirely workable. Left turns are dangerous and unworkable because of the multi-lane approaches and stacking for the intersection. Garage Road is available for exiting Area G-2 and has an outlet on Main Street South well west of the key intersection. A branch of Bullet Hill Brook flows along the Main Street South frontage.

\* See Center Planning Notes: Aquifer Protection/Groundwater Protection, September 20, 1991 for implications for land use.

Area G-3 contains Southbury Plaza, a substantially fully developed community shopping center site with two anchor stores (department type store and supermarket), plus a series of small stores, restaurants and an office building. A single high capacity entrance serves the Plaza and is the easterly leg of the major intersection. An adjacent office and retail building has a separate access from Main Street North but also a connecting bridge and driveway to the Plaza for use of the Plaza access. A branch of Bullet Hill Brook has been relocated to a paved drainway at the edge of the Plaza site. FEMA mapped special flood hazard areas are altered by the relocation.

Area G-4 contains Bullet Hill Brook, and associated wetlands and special flood hazard areas as well as the start of a hill on the west, but the usable part of Area G-4 has recently been developed with a substantial two-story retail/office building. This development replaces the Southbury Playhouse,\* and the historic house (S-4) has been relocated from the corner to a site nearer I-84 and facing Conn. Route #67. Access from the Route #67 side, where there is a center island and rail, is by right turn only. Other access is from the Oak Tree Road side.

Most of Planning Area G is highly visible from I-84, especially the westbound lanes and Exit #15 off ramp. The overall appearance, roof-top design and streetscape development of Planning Area G announce a character for Southbury. Except for Area G-1, development in Planning Area G may have reached its allowable potential under current standards. The Route #67 frontages have been appropriately landscaped along Areas G-3 and G-4, and street trees are installed as part of the main intersection and street reconstruction. Sidewalks are in place for most of the street frontages.

#### OBJECTIVES

1. continued management of traffic generation and driveway access so as to maintain safety and convenience and the current Level of Service at the Main Street North/South intersection;
2. land uses and building design, including roof treatment, that maintain a country town scene from I-84, and with signage which is not to be read from I-84 and outdoor illumination which does not create sky glow;
3. land uses, site development and treeé, sidewalk and other streetscape features that enhance the gateway to Southbury and soften the extensive highway and heavy traffic aspect of the Area;

\* Found to be infeasible of rehabilitation for public assembly use.

4. continued emphasis on local services and limited intertown trade at the Exit #15 location, avoiding regional market orientation and I-84 travel service development;
5. as uses, buildings and occupancies change in an area that has already approached full development potential, maintenance of the country-town character, enhancement of the streetscape and upgrading of signs and site landscaping to current standards;
6. protection of groundwater quality and management of development in relation to flood hazard, wetlands and watercourse standards; and
7. site development design supportive of the identified historic sites in the Area, and uses and design to provide transition to Historic District #1.

USES: (P - Preferred, A - Acceptable, X - Excluded, na - Not Applicable)

	<u>G-1</u>	<u>G-2</u>	<u>G-3</u>	<u>G-4</u>
shopping plazas	X	X	P	A
retail stores	P	P	P	P
bus./professional offices	P	P	P	P
restaurant (sit-down)	P	P	P	P
restaurant (general service)	X	X	A	X
garden center	A	X	A	X
building materials yard	A	X	X	X
indoor theater	X	X	A	X
private institution	A	A	A	A
public building/use	A	A	A	A

Uses excluded generally are motor vehicle service, repair and sales, manufacturing, motels, trades shops, warehousing, distribution/trucking, building materials yards and construction depots.

BASIC STANDARDS

	<u>G-1</u>	<u>G-2</u>	<u>G-3</u>	<u>G-4</u>
1. Minimum Lot Area	1 Ac	1 Ac	5 Ac*	2 Ac
2. Minimum Lot Frontage	135'	135'	300'*	175'
3. Minimum Dimension Square on Lot	150'	150'	200'	200'
4. Maximum Height --				
a. stories	3	3	3	3
b. total in feet	30'	30'	30'	30'
5. Floor Area as % of Lot Area	20%	20%	20%	20%
6. Building Ground Coverage	20%	20%	20%	20%
7. Total Lot Coverage	50%	60%	50%	50%
8. Outside Storage --				
a. % of Lot	-	-	-	-
b. % of building floor area	10%	10%	10%	10%
9. Building Setback --				
a. Main St. South/North	na	50'	100'***	100'***
b. other street	50'	50'	50'	50'
c. property line	20'	20'	25'	25'
d. residential area	40'	na	60'	na

\* Refer to Special Planning Element #9 for modification of standard.

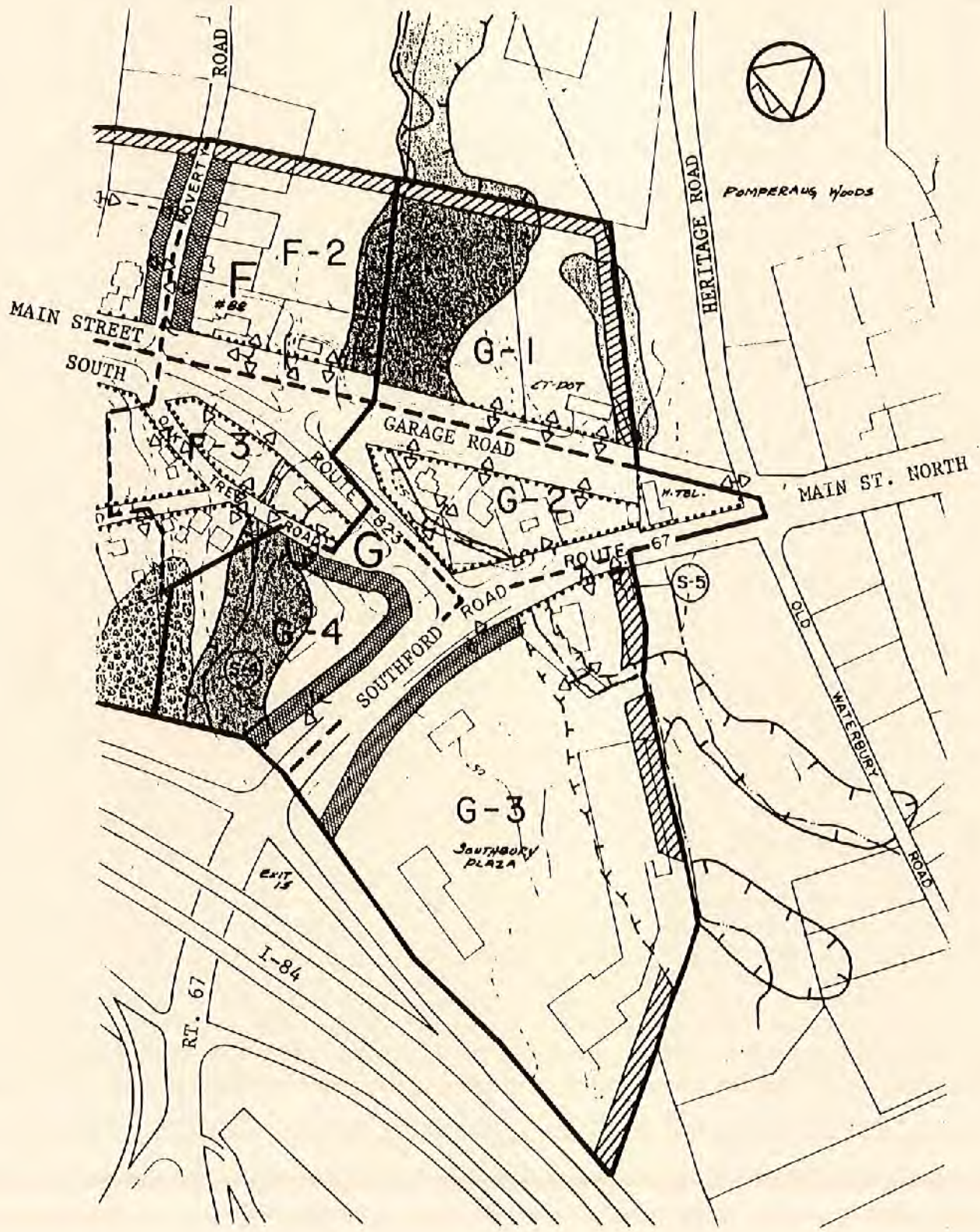
\*\* Refer to Special Planning Element #10 for modification of standard.

SPECIAL PLANNING ELEMENTS

1. The streetscape features along Conn. Route #67 and Main Street South are of high importance to the quality of Planning Area G as a gateway to Southbury. Existing features to be maintained and/or enhanced include the IBM-installed street trees and sidewalks, the special landscape street front strips along Areas G-3 and G-4, and the park-like grove at the southwest corner of the Main Street South/North intersection.
2. A continued traffic monitoring program for the Center District-Main Street South and contributing territory will need to be part of the program to maintain the existing Level of Service at the main intersection. Development and use of alternate routes may prove necessary.

3. The visual appearance of Planning Area G from I-84 is of critical importance. As buildings change in use or occupancy, care is needed in the design of roofs and any mechanical equipment is to be screened. No lighted or unlighted signs should be of a size or orientation to give announcement or display toward I-84. (See Planning Guidelines, Lines #7 and #10)
4. The mature shade trees retained in the design of current building and site development in Area G-4 effectively contribute to a country town gateway and demonstrate a quality which could be replicated to the advantage of the community along the edges of Area G-3 and other locations.
5. Groundwater quality is a concern in Area G with special reference to water supply. Existing building development nears or has reached eligible zoning capacity on many parcels, and maximum capability of the soils to accept and treat wastewater may also have been reached at particular sites. Certain uses inconsistent with drinking water aquifer protection, such as inground storage of fuels, might continue with monitoring and improvements but would not be expanded.
6. The easterly connection between Oak Tree Road and Main Street South occurs with a substandard angle and would be better relocated somewhat westerly with a right angle alignment. Left turns out of Oak Tree are made difficult by the multi-lane approaches to the Main Street South/North intersection.
7. Area G-3 has a long interface with the residential area to the north and east. Although largely undeveloped, this residential land is clearly oriented to the Old Waterbury Road and to Southbury Historic District #1. The transition landscaping strip is to address these circumstances. (See Planning Guideline #4a)
8. Driveway access to lots in Planning Area G is to be carefully considered, including traffic management and directional signs. Common access driveways, which occur in Areas G-2 and G-3 are to be encouraged and maintained. Exit from most sites in Area G-2 will best be to Garage Road.
9. In Area G-3, the 300' frontage and 5 acres minimum for a lot may be reduced to 175' and 2 acres when a subdivision establishes an interior road system using only the existing access points onto Route #67.
10. Buildings and parking areas may extend into the 100' setback from Main Street South/North as long as a) a minimum 50' setback is maintained, and b) ground coverage by buildings does not exceed 20% of the 100' setback area and the total coverage by buildings and paving does not exceed 50% of such area.
11. See also Main Street South Planning Guidelines.

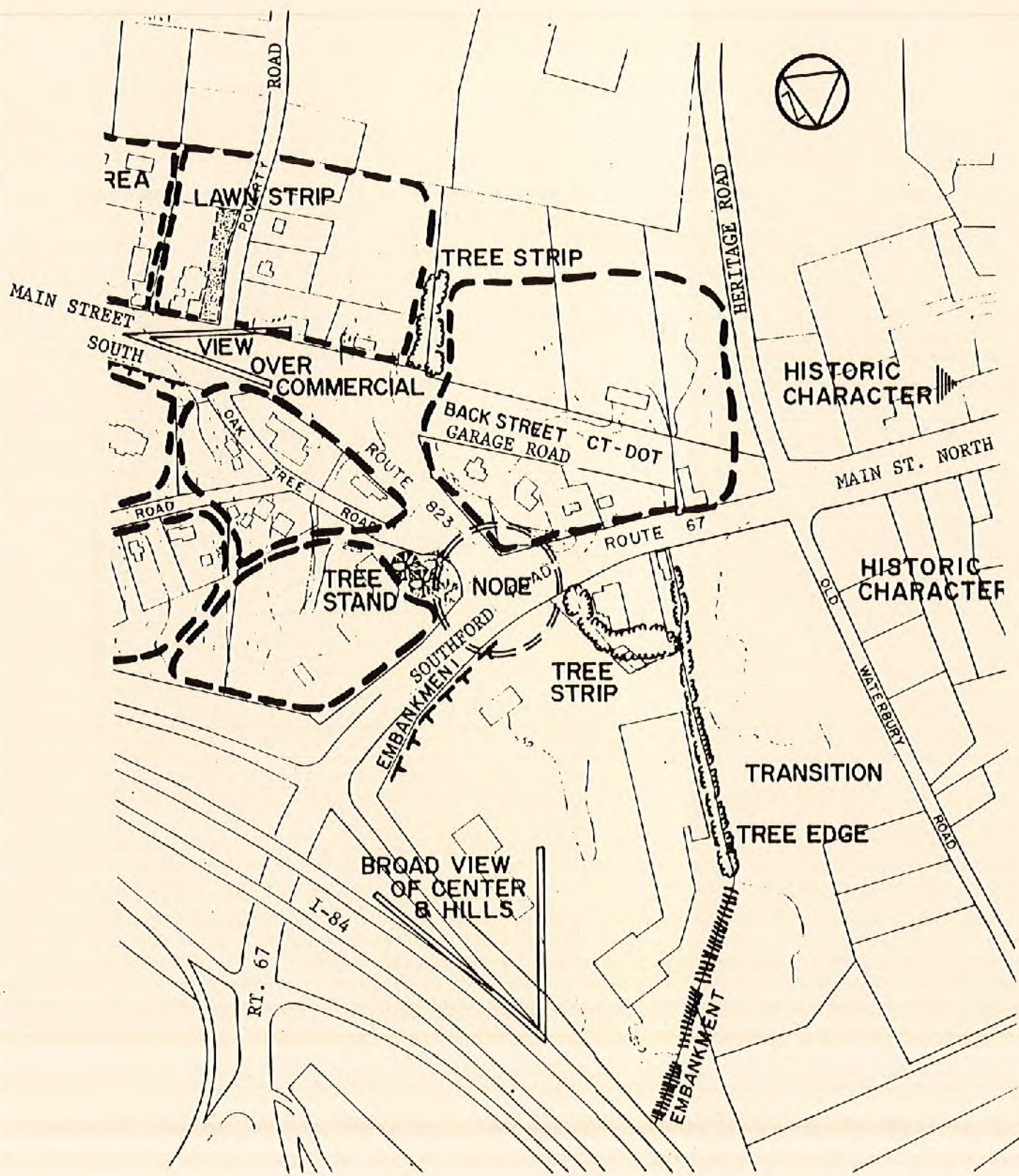




PLANNING AREA G

1" = 400'





LANDSCAPE ANALYSIS  
 PLANNING AREA G

1" = 400'



SOUTHBURY CENTER PLAN  
TOWN OF SOUTHBURY, CONNECTICUT

MIXED USE DEVELOPMENT

Special Planning Criteria accompanying the "Southbury Center Plan, Town of Southbury, Connecticut", which is part of the "Comprehensive Plan of Development for the Town of Southbury, Connecticut."

SOUTHBURY PLANNING COMMISSION

June 7, 1993

Revised June 22, 1993

SPECIAL PLANNING CRITERIA accompanying the Southbury Center Plan,  
Town of Southbury, Connecticut

MIXED USE DEVELOPMENT

6/7/93; Revised 6/22/93

A. General: In the Center District-Main Street South (CD-MSS) portion of the Southbury Center Area there are several large tracts where the Center Plan recommends extension of the land use opportunities to include "mixed use (retail/office/housing)" as an acceptable or even preferred use. In CD-MSS particular, Sub-Areas of Planning Areas A, B and E carry this additional recommendation. Current land use standards in effect in the Town of Southbury account for a single detached dwelling for one family on any lot in a commercially zoned area -- perceived as a 1-family house or an apartment of the owner or proprietor. The larger tract Sub-Areas identified for potential "mixed use" are basic retail, office and/or general commercial and economic development locations. The housing element is an "add-on" which can accomplish Southbury Center development benefits. Mixed use and the housing element introduce new planning and development concerns, and there is need for Special Planning Criteria.

B. Intent: "Mixed use" refers to a diversity of uses, conducted in a manner compatible one with another by a community of people. The participation consists of people in a working environment that may also include dwellings of the participants -- proprietor, employees and customers -- as well as dwellings for others. The work activity is to include some combination of retail sales and office services but may extend to crafts and trades, and perhaps distribution and manufacturing. Dwellings become an opportunity beyond the mix of commercial activities when there is benefit to be attained for convenience of living and 24 hour-a-day occupancy of CD-MSS and when dwellings successfully compliment the principal economic development intent. Housing is not the primary goal of "mixed use" in CD-MSS, for there are other sections of Southbury identified to address the housing component of the community including multi-family dwelling groups.

C. Context for Mixed Use: Mixed use is suggested as an opportunity in particular Sub-Areas of Center District-Main Street South Planning Areas. A site for mixed use, then, has a predetermined location and a planning context that includes --

- the landscape analysis and setting expressed on Center Plan Map #2;

- basic recommendations for access, transitions, special setbacks, wet-lands and other concerns expressed on Center Plan Map #3;
- for the particular Planning Area and Sub-Area, the description of exist-ing features, statement of objectives, basic standards and special plan-ning elements;
- Streetscape Plan;
- Main Street South Planning Guidelines; and
- special criteria for "Site Landscaping."

D. Commercial: In Planning Areas and/or their Sub-Areas of a commercial nature, a mix of uses, preferred and acceptable, is already identified, and zoning regula-tions have typically accounted for a range of use categories. The mixed use con-cept extends the use options where location, character, functional operation and design opportunity may enable arrangement of a larger array of uses in a compat-ible manner. The basics for the enlarged array in a mixed use project are address-ed site by site. Each site will have circumstances that direct the use/site/build-ing design or determine that a mix does not achieve the compatibility objective.

Features to consider in addressing compatibility of uses and the community of people include the following:

1. access from street by vehicles and pedestrians, and the types of vehicles attending the uses;
2. continuity and discontinuity of uses within a building or on the site, and way in which uses may be complementary in function or marketing or sharing of workers and participants, or may be in conflict;
3. parking arrangements for customers and employees, including opportunities for shared parking ratios;



4. pedestrian convenience and safety for moving from parking to buildings, from use to use, without conflict with truck operations, loading and unloading;

1. provisions for storage of goods, materials and equipment -- outdoors, indoors, in controlled, landscaped spaces;

2. provisions for on-site amenities for visitors, customers and employees;

3. practicalities of the mix of particular uses in the light of building, health and fire safety codes; and

4. the typical site development plan concerns for presentation on street front and to neighbors, drainage, water supply, sewage disposal, lighting, signs and landscaping.

A site and building design with a use pattern is to be established, and consideration should be given to a management program to achieve stated mixed use objectives and to assure continuity, with logical flexibility, over time.

E. Housing: Introduction of housing offers special opportunities to enrich the mix of use for a community of people but, however, suggests special cautions and concerns. One would select a dwelling in a mixed use area knowing that the setting is not the typical suburban or rural, purely uniform residential environment. Those suburban and rural areas, nevertheless, often contain a mix with adjacent farms or community facilities or occupations and offices conducted in homes, but the CD-MSS location presumes a density of occupancy where comfort and compatibility conflicts are to be addressed by design, not space or distance.

Housing units on mixed use sites, however elegant or modest the unit may be, should have sustainable quality, continuity of caring management (as commercial rental, co-op, condominium, or community association) and not devolve to be the place one has to live.

Features to consider when introducing housing to the mix include the following:

1. reasonable protection of family privacy, provision for outdoor living space (on ground or structure) and protection from noise, odor and glare;

2. provision for on-site reserved areas for parking, landscaped areas and walkways, but with appropriate driveways or walkways to mixed uses on site or to community facilities in CD-MSS;

1. dwelling locations may be a) over stores or work places when the dwelling access is clearly separate or from the non-public side (best arranged with at-grade access for upper level dwelling access), b) be in a separate wing of a building, or c) in separate clusters on site, but d) building, health and fire safety codes will dictate features of access, separation from commercial occupancies and other aspects of location and design;

1. many forms of dwelling units can be considered, such as detached or at-tached as townhouses both with ground level access or units with central hall access or common stairways; and

2. the density of dwelling units on a site is not exceed 2.9 units per acre (15,000 s.f. of lot area per unit) and special design attention will be needed for water supply and on-site sewage disposal since consumption and discharge rates are much higher than for comparable floor area used for ordinary retail and office services.

The housing location for mixed use sites should avoid noise impact locations along 1-84 which might lead to construction of noise barriers, and thereby cancellation of important scenic views of the Southbury Center Area. Special concerns for design, location, construction and integration with the mixed use site are to address residential quality and continuity of sound and healthful living conditions. The basic standards recommended for mixed use areas account for increase in eligible floor area on a lot by 2.5% of lot area to accommodate housing that does not exceed in floor area 7.5% of the area of the site. The housing may be an adjunct to mixed use but is not to be the sole use of a planning site.

F. Development Management: The success and appropriateness of the mixed use opportunity, including a housing adjunct, is highly dependent upon design, planning

and the circumstances of the site. Mixed use projects should be entertained under Section 12 - Planned Development of the Zoning Regulations as either --

- Planned Development Districts (PDDs) adopted and processed by the Zoning Commission, consisting of more than five (5) acres; or
- Planned Development Units (PDUs) consisting of five (5) acres or less and approved by the Planning Commission.

Each procedure makes a specific plan for the site a part of the zoning law applicable to the site but enables the broader choice of uses and supporting design intended by "mixed use." The plan review process should include consultation with building, health and fire safety code administrators and attention to the location and design implications of those codes.

SOUTHURY CENTER PLAN  
TOWN OF SOUTHURY, CONNECTICUT

SITE LANDSCAPING

Special Planning Criteria accompanying the "Southury Center Plan, Town of Southury, Connecticut", which is a part of the "Comprehensive Plan of Development for the Town of Southury, Connecticut."

SOUTHURY PLANNING COMMISSION

February 24, 1993  
Revised March 9, 1992

SPECIAL PLANNING CRITERIA accompanying the Southbury Center Plan. Town of Southbury, Connecticut

SITE LANDSCAPING  
2/24/92; Rev. 3/9/92

- A. General: The landscaping criteria which follow should be applicable to any lot or site in the Southbury Center Area, including the Center District - Main Street South, that is used for any commercial, institutional or any other purpose other than for agriculture, forestry or a single detached dwelling for one (1) family. Landscaping should be provided and permanently maintained on the lot in conformance with the criteria but in order to achieve the long term intent, may be replanted, replaced with other landscaping or otherwise rejuvenated as time and growth require to address changing development and conditions on the lot. Landscaping will mainly consist of living materials which are planted, will grow and reach climax but which may decline and expire and need replacement in order to achieve the landscaping intent.
- B. Intent: These landscaping criteria are intended to preserve and enhance the appearance and beauty of the community, to preserve property values and to accomplish transition in character between areas of unlike character, all with the additional intent to preserve and enhance the scenic values and country town character of the Southbury Center Area. Site landscaping is also to address enhancement of living conditions and conservation of natural resources through a) accomplishment of transition in character between areas of unlike character, b) reduction of heat, glare and fugitive dust, c) provision of privacy from noise, trespass lighting and visual intrusion, d) control of soil erosion and excessive drainage runoff, e) filtering of surface drainage runoff to avoid degrading of surface water quality, and f) provision for groundwater recharge. Landscaping on each lot will recognize the individual circumstances found on the lot when meeting the intent of these criteria.



1. Experience with substantial growth in the Center Area since 1975 and the implementation of landscape plans has demonstrated the importance of site landscaping for sound property investment, maintenance of the value of property on-site and adjacent, establishment of an environment attractive to shoppers and other users of the Center Area, and enhancement of the appearance and character of the community.

- C. Features of Landscaping: These criteria address features of the landscape and landscaping consisting of soils, graded areas, land slopes, wetlands, water courses and water bodies, lawn, meadows, trees, shrubs, ground cover plantings, ornamental plantings, planting islands, wooded areas, fences, walls, sidewalks, plazas, quads and terraces as well as rock outcrops, boulders and stone walls that may be found on site. Planning for the site is to integrate these features with buildings, structures, parking areas, driveways, drainage, sewage disposal, storage areas, signs, outdoor illumination and other constructed features on the site.
- D. Plans: Site plans, architectural plans and other plans proposed for use and development of a lot (construction, reconstruction, enlargement, extension, moving or structural alteration of a building or other structure, and site development consisting of grading, clearing, parking and loading areas, outside storage, drainage and other improvements and land modifications) should include a landscape plan element or separate landscape plan drawings. The landscape plan should address the entirety of the disturbed area of the lot or site, as well as other areas that are part of the developed site, and should be prepared by a qualified landscape architect, soils scientist or other professional engineer, architect, soils scientist or other professional responsible for the plan for the site. The preparer of the landscape plan should refer to

the Southbury Center Plan for guidance, should identify all applicable zoning standards, and should confer with the technical staff of the Planning Commission. It is expected that a landscape plan will be required by the Town to be presented and approved along with other plans for the site.

E. Streetscape Plan - Main Street South: The Streetscape Plan for Main Street South is in effect as a Program adopted\* as part of the "Comprehensive Plan of Development for the Town of Southbury, Connecticut." The Streetscape Plan addresses the utilization of the right-of-way of Main Street South, and immediately adjacent spaces, with regard to street trees, sidewalks, curbing, pedestrian lighting and curb cuts/driveway access points to lots. When individual lots are to be developed and the on-site landscaping plan is prepared, landscape and other plans for the site are to be consistent with Streetscape Plan recommendations.

F. Conditions Found at Site: Steps to prepare the landscape plan should begin with identification and assessment of conditions at the site. This beginning would be a landscape analysis that includes the following:

1. evaluation of the view of the site from Main Street South, other streets and I-84, and across the site to neighboring property, and to the hills and woods of the horizon line around the Southbury Center area;
2. evaluation of views from the site to Main Street South and other streets, the neighbors and the horizon line;

\* Adopted October 30, 1990; Effective November 15, 1990.

3. identification and evaluation of the basics of existing soil types and their limitations, slopes, wetlands, flood hazards, groundwater, bedrock, water courses, drainage, tree growth and other vegetation, and how these will affect or support a plan of site development including landscaping;
4. consideration of how development of the site may enhance or have neutral or negative effects on the country town character scene and horizon line, and how the negative effects could be ameliorated; and
5. identification of special features such as rock outcrops, boulders, unusual land forms, stone walls, fences, barns and sheds, historic structures and sites, sites of archeological interest and anachronistic structures and how these may reflect the rural and scenic character of the Town and may be retained to be an integral part of the landscape plan for the site.

The designer should expect to explain the analysis and the factors considered in establishing the landscape plan intent for the site. The development standards recommended for the Southbury Center Area, and Center District - Main Street South, and Village Green (consisting of minimum lot areas and building setbacks, and maximum building ground coverage, and floor area and total coverage by buildings and paving) are set in part to allow sufficient latitude on site for the above landscape design considerations while enabling reasonable construction use and economic development of sites.

- G. Extent of Landscaping: All portions of the lot not authorized under a site plan to be covered by buildings and other structures, identified outside storage areas, areas for off-street parking, loading and driveways and other

paved areas should be suitably landscaped with trees, shrubs, lawns, maintained meadow or other suitable landscaping or, if not disturbed by filling, grading, excavation or other construction activity, may be left as natural terrain when having a location, size, shape and vegetative cover that supports the landscaping plan for the lot. In general, when the Town Zoning Regulations specify a percentage for the maximum extent of allowable total coverage on a lot (buildings, parking, loading, driveways, storage), the remainder of the lot should be landscaped.

- H. Site Design and Landscaping: Landscaping should be an integral part of site design, and therefore more than the treatment of leftover spaces not covered by buildings and paving. The building design, bulk and location, the paved areas, the site topography and shape and landscaping elements should work together to create quality design, sound investment and rural town scenic values.
- I. Landscape Elements: Particular elements of site landscaping should be addressed as follows:
1. Setback from Residence District: In commercial districts, the area required for setback from a Residence District boundary line, as set forth in the Town Zoning Regulations should be suitably landscaped with evergreen shrubs or trees, or such evergreens in combination with embankments, fences and/or walls, so as to provide a transition from such districts to the Residence District. The transition should minimize visual and auditory impacts of the commercial site on established residential neighborhoods over all four seasons of the year. Suitable natural terrain and existing evergreen trees and shrubs may be preserved, or augmented with new planting, to satisfy the landscaping criteria for the setback area from Residence Districts.

2. Street Front Landscape Area: Each lot should be provided with a landscaped area along and adjacent to the street or highway right-of-way line, and such area is to have a width at least equal to the required parking space setback from Main Street South or other streets. Necessary access driveways from the street into the lot may cross the street front area. Plans for the area should reflect the Streetscape Plan and may contain sidewalks, should be landscaped and maintained with lawn, shrubs, trees and other suitable landscaping that are compatible with suitable sight lines at access driveways and should be separated from any adjoining off-street parking or loading area, driveway or outside storage area by a curb six (6) inches in height. Unless determined to be impractical due to topographic, soils, utility lines or other field conditions and consistent with preservation of views of the horizon line, deciduous trees of approved species, and not less than three (3) inches caliper and 10 feet in height, should be planted along the street front area in groups, or in a file and spaced not more than 50 feet apart. Such trees may also consist of the trees specified for border strips adjacent to parking areas.
3. To Edge of Pavement: The area in the street or highway right-of-way between the edge of pavement and the right-of-way line should be suitably graded in accordance with the standard cross section for the street, be landscaped with lawn or shrubs and be provided with curbs, sidewalks, and pedestrian lighting in accordance with the Streetscape Plan and as may be required to meet standards for driveway entrances onto the street.
4. Parking Areas: Any parking area accommodating 20 or more cars should
  - a) be provided with at least 10 square feet of interior landscaping within the paved portion of the parking area for each parking space, and b)



have a landscaped area along its perimeter except where the parking area is functionally integrated with an adjoining parking area on an abutting lot. Landscaping within parking areas is intended to breakup the appearance of a continuum of paving. The following are also applicable:

- a. Landscape areas within the interior of the parking area should have a minimum size of 100 square feet and a minimum dimension of eight (8) feet. Interior landscaped areas should be planted with grass, shrubs or other growing ground cover and with at least one (1) deciduous tree for each 20 cars or fraction thereof. Landscaped areas should be arranged to enhance the appearance of the premises and avoid the appearance of a continuum of parking areas and paving.
- b. The perimeter landscaped area should have a minimum dimension of five (5) feet and be planted with grass or shrubs and with at least one (1) tree for every 50 feet along such perimeter. Landscaping specified under Items I-2 and I-3 may, if appropriately located, be counted to satisfy this guideline.
- c. The trees specified as needed to meet the above criteria should be of an approved species and not less than three (3) inches caliper and 10 feet in height when planted.
- d. Trees and plants in islands should be located, planted and protected so as to prevent damage by normal parking and traffic circulation and parking area maintenance.

5. Parking Area Setbacks: The area that may be specified for parking area and driveway setback from a property line under the Town Zoning Regulations should be landscaped with lawn, shrubs or trees and may contain a sidewalk. Trees planted in such setback area may consist of the trees specified for perimeter landscape areas adjacent to parking areas in accordance with Item I-4b.
6. Loading Docks: All off-street loading docks located in commercial districts and visible from a street or highway, including I-84, or Residence District, should be suitably screened by a building, fence, wall, embankment, evergreen shrubs or trees or other suitable devices that achieve the intent of minimizing adverse visual impacts over all four seasons.
7. Streetscape: Owners of lots that will be the subject of a landscape plan are invited to consider, add to and reinforce patterns of trees, shrubs and other landscape features that may occur along the street or be established in plans accepted by the Town. Such features include but are not limited to shade trees, fences and walls and also include patterns of wooded areas, stands or groups of deciduous or tall evergreen trees and land form features that define sites, transitions and development areas along Main Street South and other streets.
8. Screening of Outside Storage: Outside storage areas in commercial districts or at institutional projects should be enclosed, except for necessary access drives, by evergreen shrubs or trees and/or by embankments, buildings, fences or walls sufficient to screen the storage area from view from any other lot or from any street including I-84, and from intrusion upon on-site views. The enclosing buildings, fences, walls, embankments or evergreen shrubs or trees should either be of a height sufficient to screen completely the storage area or have a height of eight (8) feet,

whichever is less, and should be of a density as to be not less than 75% effective in screening such view over all four seasons, except that when evergreen shrubs or trees are used such height and density should be achieved within five (5) years after establishment of the outside storage area. For enhancement of living and working conditions, screening of outside storage areas from the view of persons occupying or visiting the premises is to be encouraged. The term "outside storage" includes storage and/or display of merchandise, supplies, machinery or other materials, temporary storage of waste materials and outside manufacture, processing or assembling of goods, but excluding area for parking of registered passenger motor vehicles in daily use.

9. Sight Lines: Landscaping, including grading, provided in the area required for building and parking setback from the right-of-way of any street, should be of a type, size and height as to avoid obstruction of minimum sight lines along the street as well as from access driveways onto the street, whether located on the lot or any other lot, as specified by the Connecticut Department of Transportation.
  
10. Maintenance and Replacement: All landscaping, trees, shrubs, lawns, fences and walls that are specified on an approved landscape plan for a site should be well maintained to carry out the intent of the landscape plan. Landscaping, trees and shrubs which die or are otherwise not in a condition to fulfill the intent of the landscape plan should be replaced in the next planting season by similar plant material in order to fulfill the continuing, long term intent of the landscape plan. A revised landscape plan, however, may be established for approval when plant materials fail or become overgrown.

11. Materials and Practices: All plant and other landscaping materials should be provided and installed in accordance with good landscaping practice and be subject to review and approval under the Town Zoning Regulations in accordance with these criteria. Where topographic, soils, utility line or other field conditions will not support landscaping materials of the type specified by these criteria, alternative forms and types of landscaping may be considered, such as but not limited to planters, boxes and pots for trees and shrubs or flowers. Local soil, water and climatic conditions should be considered when choosing landscape materials to that there will be optimum conditions for their survival and reasonable assurance that they will thrive with a minimum amount of maintenance. Plant species that are a public nuisance or cause litter should be avoided. When landscaping is to be installed in areas which the public will frequent, trees and bushes with sharp needles or thorns should be avoided.



