



# Town of Simsbury

933 HOPMEADOW STREET

SIMSBURY, CONNECTICUT 06070

## **SIMSBURY BOARD OF SELECTMEN**

**Main Meeting Room – Simsbury Town Hall – 933 Hopmeadow Street, Simsbury**

**Special Meeting – May 10, 2019 – 8:30 a.m.**

### **PLEDGE OF ALLEGIANCE**

### **PUBLIC AUDIENCE**

### **SELECTMEN ACTION**

- a) Business Development Incentive Application for 632 (640) Hopmeadow Street

### **ADJOURN**



# Town of Simsbury

933 HOPMEADOW STREET

SIMSBURY, CONNECTICUT 06070

## BOARD OF SELECTMEN MEETING AGENDA SUBMISSION FORM

1. **Title of Submission:** Business Development Incentive Application  
for 632 (640) Hopmeadow Street

2. **Date of Board Meeting:** May 10, 2019

3. **Individual or Entity Making the Submission:**  
Maria E. Capriola, Town Manager *Maria E. Capriola*

4. **Action Requested of the Board of Selectmen:**  
If the Board of Selectmen supports the recommendations of the Business Development Incentive Committee for the property located at 632 (640) Hopmeadow Street, the following motions are in order:

*Move effective, May 10, 2019 to approve a 10 year tax abatement at the percentages presented below for Ensign Bickford Aerospace and Defense for the property located at 632 (640) Hopmeadow Street.*

- 100% reduction in the tax bill for year 1 (FY 21/22)
- 100% reduction in the tax bill for year 2 (FY 22/23)
- 95% reduction in the tax bill for year 3 (FY 23/24)
- 90% reduction in the tax bill for year 4 (FY 24/25)
- 85% reduction in the tax bill for year 5 (FY 25/26)
- 75% reduction in the tax bill for year 6 (FY 26/27)
- 75% reduction in the tax bill for year 7 (FY 27/28)
- 75% reduction in the tax bill for year 8 (FY 28/29)
- 75% reduction in the tax bill for year 9 (FY 29/30)
- 75% reduction in the tax bill for year 10 (FY 30/31)

*The abatement and reduction in the tax bill should only apply to the real estate new growth.*

*Further move to waive 50% of the cost of the construction, HVAC equipment, plumbing, electrical, fire sprinkler, and demolition permit fees incurred for Phase I of the project expansion, not to exceed \$25,000.*

*Further move to authorize the Town Manager and Town Attorney to negotiate an agreement reflective of this resolution.*

5. **Summary of Submission:**

On April 2, 2019 the Town received an application for business development assistance from Ensign Bickford Aerospace and Defense (EBAD) for the property located at 632 (640) Hopmeadow Street. The application requested a 10-year tax

abatement and waiver of permit fees related to their planned Phase I expansion. Phase I of the expansion would last approximately 18 months. If additional phases are implemented, they may choose to submit future application(s).

Phase I of the planned expansion at EBAD's Simsbury campus is estimated to create approximately 140 well-paying jobs. 21,000 square feet of space will be renovated. The estimated value of the investment in the real estate is \$3M. Based on an anticipated investment of \$3M in the real estate, a tax abatement of up to a maximum of ten years could be granted. EBAD does not own the real estate at 632 (640) Hopmeadow Street, but through a lease agreement pays for a portion of the property taxes to the building's owner, Dyno Nobel. Our legal counsel has confirmed that in order for a tax abatement on the real estate to be granted, Dyno Nobel will also need to be a signatory in any final agreement between the parties.

Additional investments will be made by the company for manufacturing equipment and personal property. Most of the estimated \$6M in manufacturing machinery and equipment will qualify for the statutory exemption provided for in CGS § 12-81(76). EBAD can apply for that exemption in the normal course of filing its annual declaration of personal property. The remaining \$1.6M<sup>1</sup> personal property investment is expected to be taxable and is not eligible for a fixed assessment under CGS 12-65h, which requires that the associated real estate must be assessed on the grand list in EBAD's name.

Pursuant to our policy, permit fees can be waived up to 50%. This would include permits for construction, HVAC, plumbing, electrical, fire sprinkler, and demolition. Based on construction of \$3M, the Planning Department has estimated permitting fees to be \$42,780. If permit fees total \$42,780, up to \$21,390 (50%) can be waived.

Staff reports indicate that the applicant's requests are consistent with criteria outlined in the existing Business Development Incentive Policy. On April 29, 2019, the Business Development Committee concurred with staff's determination that the requests are consistent with the existing Business Development Incentive Policy.

At their April 29, 2019 meeting, the Business Development Incentive Committee unanimously supported and forwarded a favorable recommendation to the Board of Selectmen to waive 50% of all requested construction and permit fees for Phase I, in an amount not to exceed \$25,000.

At their May 6, 2019 meeting, the Business Development Incentive Committee supported (4-1-0) and forwarded a favorable recommendation to the Board of Selectmen for a 10 year reduction in taxes per the schedule presented below under "Financial Impact." The recommended scenario reflects EBAD's revised abatement request.

The Committee recommends that any authorized agreement should have benchmarks tied back to the total estimated net real and personal property tax

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<sup>1</sup> Initial \$1.1M personal property investment, additional .5M personal property investment in years 5-7



revenues stated below under “Financial Impact.” If actual revenues received by the Town from EBAD fall below the estimated net real and personal property tax revenues stated below, the abatement would be adjusted accordingly in the Town’s favor in that tax year.

**6. Financial Impact:**

The property is currently valued at \$528,733 (full value). Following construction, the total anticipated full value will be about \$2.2M, or an increase of \$1.7M. The estimated total cost of investment into rehabilitating the property is \$3M.

The abatement and reduction in the tax bill should only apply to the real estate new growth. Under the proposed scenario the 10-year estimated value of the real estate new growth property tax abatement is \$374,344. The estimated value of the personal property new growth tax revenue is \$172,585. The estimated total value of revenues received by the Town from EBAD on the net new real and personal property growth associated with the Phase I expansion is \$240,922

Fiscal Year	Abatement Per Cent of Addition to Current Value	New Growth Amount	Abatement Amount	Net Real Estate Tax	New Growth on Personal Property	Net Real and Personal Property Tax
21/22	100%	\$45,463	<b>\$45,463</b>	\$0	\$24,252	<b>\$24,252</b>
22/23	100%	\$46,008	<b>\$46,008</b>	\$0	\$23,818	<b>\$23,818</b>
23/24	95%	\$42,857	<b>\$40,714</b>	\$2,143	\$19,283	<b>\$21,426</b>
24/25	90%	\$43,371	<b>\$39,034</b>	\$4,337	\$14,611	<b>\$18,948</b>
25/26	85%	\$43,892	<b>\$37,308</b>	\$6,584	\$16,443	<b>\$23,027</b>
26/27	75%	\$44,419	<b>\$33,314</b>	\$11,105	\$19,821	<b>\$30,926</b>
27/28	75%	\$44,952	<b>\$33,714</b>	\$11,238	\$17,647	<b>\$28,885</b>
28/29	75%	\$45,491	<b>\$34,118</b>	\$11,373	\$15,114	<b>\$26,487</b>
29/30	75%	\$42,857	<b>\$32,143</b>	\$10,714	\$11,534	<b>\$22,248</b>
30/31	75%	\$43,371	<b>\$32,528</b>	\$10,843	\$10,062	<b>\$20,905</b>
TOTALS		\$442,681	<b>\$374,344</b>	\$68,337	\$172,585	<b>\$240,922</b>

**7. Description of Documents Included with Submission:**

- a) May 3, 2019 Memo from M. Capriola re: Business Development Assistance Application for 632 (640) Hopmeadow Street
- b) EBAD Abatement Request PowerPoint
- c) April 26, 2019 Memo from M. Capriola re: Business Development Assistance Application for 632 (640) Hopmeadow Street
- d) April 23, 2019 Memo from D. Gardner re: Assessment of Proposed Improvements, EBA&D at 632 (640) Hopmeadow Street
- e) April 8, 2019 Memo from M. Glidden re: Business Development Assistance Application of Ensign Bickford Aerospace and Defense
- f) EBAD Business Development Assistance Application
- g) Popular Science Article About EBAD
- h) Letter From Governor Lamont
- i) Business Incentive Program Policy





# Town of Simsbury

933 HOPMEADOW STREET ~ SIMSBURY, CONNECTICUT 06070

*Maria E. Capriola – Town Manager*

## MEMORANDUM

**To:** Business Development Incentive Committee  
**From:** Maria Capriola, Town Manager  
**Cc:** Amy Meriwether, Finance Director; Michael Glidden, Director of Planning and Community Development; David Gardner, Town Assessor  
**Date:** May 3, 2019  
**Subject:** Business Development Assistance Application for 632 (640) Hopmeadow Street

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The Town has received the additional personal property information from EBAD. Staff has reviewed the materials and conducted additional analysis as requested by the Committee. The real estate valuation remains unchanged. The personal property new growth estimates have been updated in Scenarios A-C (which were presented on 4/29/19). Scenarios D-H have been added and are attached. The attached scenarios include:

- Scenario D – 100% for all 10 years
- Scenario E – 85% for all 10 years
- Scenario F – 75% for all 10 years
- Scenario G – 50% for all 10 years
- Scenario H – Years 1-6 follow Scenario A, then years 7-10 are at 75% each year for the remainder

The presented 10 year scenarios present a range for the total value of the tax abatement of \$204,667 – \$442,681 (midpoint \$323,674). Estimated revenue from the new growth in personal property over the 10 year period is \$172,585. The range for the total value of estimated new tax revenue if one of the presented abatement options is granted is \$172,585 – \$410,599 (midpoint \$291,592).

As a reminder, at your last meeting the Committee voted to send a favorable recommendation to the Board of Selectmen to waive up to 50% or all permitting fees up to \$25,000.

EBAD indicated at your last meeting that Phase I of the expansion would last approximately 18 months. If additional phases are implemented, they may choose to submit future application(s).

## SAMPLE MOTION

If the Committee is in favor of supporting a tax abatement and/or fee waiver request, the following sample motions are provided. Dollar amounts and length of time can be adjusted based on the Committee's recommendations.

1. "Move effective, April 29, 2019 to forward the Business Development Incentive Committee's favorable recommendation to the Board of Selectmen for approval of the 10 year tax abatement as presented below for the property located at 632 (640) Hopmeadow Street, not to exceed an amount of \$XX:
  - XX% reduction in the tax bill for year 1 (FY 21/22)
  - XX% reduction in the tax bill for year 2 (FY 22/23)
  - XX% reduction in the tax bill for year 3 (FY 23/24)
  - XX% reduction in the tax bill for year 4 (FY 24/25)
  - XX% reduction in the tax bill for year 5 (FY 25/26)
  - XX% reduction in the tax bill for year 6 (FY 26/27)
  - XX% reduction in the tax bill for year 7 (FY 27/28)
  - XX% reduction in the tax bill for year 8 (FY 28/29)
  - XX% reduction in the tax bill for year 9 (FY 29/30)
  - XX% reduction in the tax bill for year 10 (FY 30/31)

The abatement and reduction in the tax bill should only apply to the new growth."

SAMPLE SCENARIOS

			A			
Fiscal Year	Abatement Per Cent of Addition to Current Value	New Growth Amount	Abatement Amount	Net Real Estate Tax	New Growth on Personal Property	Net Real and Personal Property Tax
21/22	100%	\$45,463	<b>\$45,463</b>	\$0	\$24,252	<b>\$24,252</b>
22/23	100%	\$46,008	<b>\$46,008</b>	\$0	\$23,818	<b>\$23,818</b>
23/24	95%	\$42,857	<b>\$40,714</b>	\$2,143	\$19,283	<b>\$21,426</b>
24/25	90%	\$43,371	<b>\$39,034</b>	\$4,337	\$14,611	<b>\$18,948</b>
25/26	85%	\$43,892	<b>\$37,308</b>	\$6,584	\$16,443	<b>\$23,027</b>
26/27	75%	\$44,419	<b>\$33,314</b>	\$11,105	\$19,821	<b>\$30,926</b>
27/28	65%	\$44,952	<b>\$29,219</b>	\$15,733	\$17,647	<b>\$33,380</b>
28/29	55%	\$45,491	<b>\$25,020</b>	\$20,471	\$15,114	<b>\$35,585</b>
29/30	35%	\$42,857	<b>\$15,000</b>	\$27,857	\$11,534	<b>\$39,391</b>
30/31	15%	\$43,371	<b>\$6,506</b>	\$36,865	\$10,062	<b>\$46,927</b>
TOTALS		\$442,681	<b>\$317,586</b>	\$125,095	\$172,585	<b>\$297,680</b>
			B			
Fiscal Year	Abatement Per Cent of Addition to Current Value	New Growth Amount	Abatement Amount	Net Real Estate Tax	New Growth on Personal Property	Net Real and Personal Property Tax
21/22	90%	\$45,463	<b>\$40,917</b>	\$4,546	\$24,252	<b>\$28,798</b>
22/23	80%	\$46,008	<b>\$36,806</b>	\$9,202	\$23,818	<b>\$33,020</b>
23/24	70%	\$42,857	<b>\$30,000</b>	\$12,857	\$19,283	<b>\$32,140</b>
24/25	60%	\$43,371	<b>\$26,023</b>	\$17,348	\$14,611	<b>\$31,959</b>
25/26	50%	\$43,892	<b>\$21,946</b>	\$21,946	\$16,443	<b>\$38,389</b>
26/27	40%	\$44,419	<b>\$17,768</b>	\$26,651	\$19,821	<b>\$46,472</b>
27/28	30%	\$44,952	<b>\$13,486</b>	\$31,466	\$17,647	<b>\$49,113</b>
28/29	20%	\$45,491	<b>\$9,098</b>	\$36,393	\$15,114	<b>\$51,507</b>
29/30	10%	\$42,857	<b>\$4,286</b>	\$38,571	\$11,534	<b>\$50,105</b>
30/31	10%	\$43,371	<b>\$4,337</b>	\$39,034	\$10,062	<b>\$49,096</b>
TOTALS		\$442,681	<b>\$204,667</b>	\$238,014	\$172,585	<b>\$410,599</b>
			C			
Fiscal Year	Abatement Per Cent of Addition to Current Value	New Growth Amount	Abatement Amount	Net Real Estate Tax	New Growth on Personal Property	Net Real and Personal Property Tax
21/22	75%	\$45,463	<b>\$34,097</b>	\$11,366	\$24,252	<b>\$35,618</b>
22/23	75%	\$46,008	<b>\$34,506</b>	\$11,502	\$23,818	<b>\$35,320</b>
23/24	75%	\$42,857	<b>\$32,143</b>	\$10,714	\$19,283	<b>\$29,997</b>
24/25	50%	\$43,371	<b>\$21,686</b>	\$21,685	\$14,611	<b>\$36,296</b>
25/26	50%	\$43,892	<b>\$21,946</b>	\$21,946	\$16,443	<b>\$38,389</b>
26/27	50%	\$44,419	<b>\$22,210</b>	\$22,209	\$19,821	<b>\$42,030</b>
27/28	25%	\$44,952	<b>\$11,238</b>	\$33,714	\$17,647	<b>\$51,361</b>
28/29	25%	\$45,491	<b>\$11,373</b>	\$34,118	\$15,114	<b>\$49,232</b>
29/30	25%	\$42,857	<b>\$10,714</b>	\$32,143	\$11,534	<b>\$43,677</b>
30/31	25%	\$43,371	<b>\$10,843</b>	\$32,528	\$10,062	<b>\$42,590</b>
TOTALS		\$442,681	<b>\$210,756</b>	\$231,925	\$172,585	<b>\$404,510</b>



			D			
Fiscal Year	Abatement Per Cent of Addition to Current Value	New Growth Amount	Abatement Amount	Net Real Estate Tax	New Growth on Personal Property	Net Real and Personal Property Tax
21/22	100%	\$45,463	\$45,463	\$0	\$24,252	\$24,252
22/23	100%	\$46,008	\$46,008	\$0	\$23,818	\$23,818
23/24	100%	\$42,857	\$42,857	\$0	\$19,283	\$19,283
24/25	100%	\$43,371	\$43,371	\$0	\$14,611	\$14,611
25/26	100%	\$43,892	\$43,892	\$0	\$16,443	\$16,443
26/27	100%	\$44,419	\$44,419	\$0	\$19,821	\$19,821
27/28	100%	\$44,952	\$44,952	\$0	\$17,647	\$17,647
28/29	100%	\$45,491	\$45,491	\$0	\$15,114	\$15,114
29/30	100%	\$42,857	\$42,857	\$0	\$11,534	\$11,534
30/31	100%	\$43,371	\$43,371	\$0	\$10,062	\$10,062
TOTALS		\$442,681	\$442,681	\$0	\$172,585	\$172,585
			E			
Fiscal Year	Abatement Per Cent of Addition to Current Value	New Growth Amount	Abatement Amount	Net Real Estate Tax	New Growth on Personal Property	Net Real and Personal Property Tax
21/22	85%	\$45,463	\$38,644	\$6,819	\$24,252	\$31,071
22/23	85%	\$46,008	\$39,107	\$6,901	\$23,818	\$30,719
23/24	85%	\$42,857	\$36,428	\$6,429	\$19,283	\$25,712
24/25	85%	\$43,371	\$36,865	\$6,506	\$14,611	\$21,117
25/26	85%	\$43,892	\$37,308	\$6,584	\$16,443	\$23,027
26/27	85%	\$44,419	\$37,756	\$6,663	\$19,821	\$26,484
27/28	85%	\$44,952	\$38,209	\$6,743	\$17,647	\$24,390
28/29	85%	\$45,491	\$38,667	\$6,824	\$15,114	\$21,938
29/30	85%	\$42,857	\$36,428	\$6,429	\$11,534	\$17,963
30/31	85%	\$43,371	\$36,865	\$6,506	\$10,062	\$16,568
TOTALS		\$442,681	\$376,277	\$66,404	\$172,585	\$238,989
			F			
Fiscal Year	Abatement Per Cent of Addition to Current Value	New Growth Amount	Abatement Amount	Net Real Estate Tax	New Growth on Personal Property	Net Real and Personal Property Tax
21/22	75%	\$45,463	\$34,097	\$11,366	\$24,252	\$35,618
22/23	75%	\$45,463	\$34,097	\$11,366	\$23,818	\$35,184
23/24	75%	\$46,008	\$34,506	\$11,502	\$19,283	\$30,785
24/25	75%	\$42,857	\$32,143	\$10,714	\$14,611	\$25,325
25/26	75%	\$43,371	\$32,528	\$10,843	\$16,443	\$27,286
26/27	75%	\$43,892	\$32,919	\$10,973	\$19,821	\$30,794
27/28	75%	\$44,419	\$33,314	\$11,105	\$17,647	\$28,752
28/29	75%	\$44,952	\$33,714	\$11,238	\$15,114	\$26,352
29/30	75%	\$45,491	\$34,118	\$11,373	\$11,534	\$22,907
30/31	75%	\$42,857	\$32,143	\$10,714	\$10,062	\$20,776
TOTALS			\$333,579	\$111,194	\$172,585	\$283,779

			<b>G</b>			
<b>Fiscal Year</b>	<b>Abatement Per Cent of Addition to Current Value</b>	<b>New Growth Amount</b>	<b>Abatement Amount</b>	<b>Net Real Estate Tax</b>	<b>New Growth on Personal Property</b>	<b>Net Real and Personal Property Tax</b>
21/22	50%	\$45,463	<b>\$22,732</b>	\$22,731	\$24,252	<b>\$46,983</b>
22/23	50%	\$46,008	<b>\$23,004</b>	\$23,004	\$23,818	<b>\$46,822</b>
23/24	50%	\$42,857	<b>\$21,429</b>	\$21,428	\$19,283	<b>\$40,711</b>
24/25	50%	\$43,371	<b>\$21,686</b>	\$21,685	\$14,611	<b>\$36,296</b>
25/26	50%	\$43,892	<b>\$21,946</b>	\$21,946	\$16,443	<b>\$38,389</b>
26/27	50%	\$44,419	<b>\$22,210</b>	\$22,209	\$19,821	<b>\$42,030</b>
27/28	50%	\$44,952	<b>\$22,476</b>	\$22,476	\$17,647	<b>\$40,123</b>
28/29	50%	\$45,491	<b>\$22,746</b>	\$22,745	\$15,114	<b>\$37,859</b>
29/30	50%	\$42,857	<b>\$21,429</b>	\$21,428	\$11,534	<b>\$32,962</b>
30/31	50%	\$43,371	<b>\$21,686</b>	\$21,685	\$10,062	<b>\$31,747</b>
TOTALS		\$442,681	<b>\$221,344</b>	\$221,337	\$172,585	<b>\$393,922</b>
			<b>H</b>			
<b>Fiscal Year</b>	<b>Abatement Per Cent of Addition to Current Value</b>	<b>New Growth Amount</b>	<b>Abatement Amount</b>	<b>Net Real Estate Tax</b>	<b>New Growth on Personal Property</b>	<b>Net Real and Personal Property Tax</b>
21/22	100%	\$45,463	<b>\$45,463</b>	\$0	\$24,252	<b>\$24,252</b>
22/23	100%	\$46,008	<b>\$46,008</b>	\$0	\$23,818	<b>\$23,818</b>
23/24	95%	\$42,857	<b>\$40,714</b>	\$2,143	\$19,283	<b>\$21,426</b>
24/25	90%	\$43,371	<b>\$39,034</b>	\$4,337	\$14,611	<b>\$18,948</b>
25/26	85%	\$43,892	<b>\$37,308</b>	\$6,584	\$16,443	<b>\$23,027</b>
26/27	75%	\$44,419	<b>\$33,314</b>	\$11,105	\$19,821	<b>\$30,926</b>
27/28	75%	\$44,952	<b>\$33,714</b>	\$11,238	\$17,647	<b>\$28,885</b>
28/29	75%	\$45,491	<b>\$34,118</b>	\$11,373	\$15,114	<b>\$26,487</b>
29/30	75%	\$42,857	<b>\$32,143</b>	\$10,714	\$11,534	<b>\$22,248</b>
30/31	75%	\$43,371	<b>\$32,528</b>	\$10,843	\$10,062	<b>\$20,905</b>
TOTALS		\$442,681	<b>\$374,344</b>	\$68,337	\$172,585	<b>\$240,922</b>

# Ensign Bickford Aerospace & Defense Abatement Request

May 6, 2019



# Forecasted Personal Property Adds

## 2019 Personal Property Tax Additions

CODE 16 - furniture, fixtures, equipment			
Year ending	Cost	% good	depr value
10/1/2019	350,000	95%	332,500
10/1/2018	350,000	90%	315,000
10/1/2017	350,000	80%	280,000
10/1/2016	350,000	70%	245,000
10/1/2015	350,000	60%	210,000
10/1/2014	350,000	50%	175,000
10/1/2013	350,000	40%	140,000
Prior	350,000	30%	105,000
Total	Total		1,802,500

CODE 20 - EDP equipment			
Year ending	Cost	% good	depr value
10/1/2019	431,000	95%	409,450
10/1/2018	431,000	80%	344,800
10/1/2017	431,000	60%	258,600
10/1/2016	431,000	40%	172,400
Prior	431,000	20%	86,200
Total	Total		1,271,450

Insert the actual number of months below, if less than 12

CODE 23 - Avg monthly supplies			
Total expended	# of mo.	avg monthly	
10/1/2019	500,080	12	41,673

CODE 24a - all other goods including leasehold improvements			
Year ending	Cost	% good	depr value
10/1/2019	15,000	95%	14,250
10/1/2018	15,000	90%	13,500
10/1/2017	15,000	80%	12,000
10/1/2016	15,000	70%	10,500
10/1/2015	15,000	60%	9,000
10/1/2014	15,000	50%	7,500
10/1/2013	15,000	40%	6,000
Prior	15,000	30%	4,500
Total	Total		77,250

## 2020 Personal Property Tax Additions\*

CODE 16 - furniture, fixtures, equipment			
Year ending	Cost	% good	depr value
10/1/2020	-	95%	-
10/1/2019	-	90%	-
10/1/2018	-	80%	-
10/1/2017	-	70%	-
10/1/2016	-	60%	-
10/1/2015	-	50%	-
10/1/2014	-	40%	-
Prior	-	30%	-
Total	Total		-

CODE 20 - EDP equipment			
Year ending	Cost	% good	depr value
10/1/2020	210,000	95%	199,500
10/1/2019	210,000	80%	168,000
10/1/2018	210,000	60%	126,000
10/1/2017	210,000	40%	84,000
Prior	210,000	20%	42,000
Total	Total		619,500

Insert the actual number of months below, if less than 12

CODE 23 - Avg monthly supplies			
Total expended	# of mo.	avg monthly	
10/1/2020	500,080	12	41,673

CODE 24a - all other goods including leasehold improvements			
Year ending	Cost	% good	depr value
10/1/2020	-	95%	-
10/1/2019	-	90%	-
10/1/2018	-	80%	-
10/1/2017	-	70%	-
10/1/2016	-	60%	-
10/1/2015	-	50%	-
10/1/2014	-	40%	-
Prior	-	30%	-
Total	Total		-

## 2021 Personal Property Tax Additions\*

CODE 16 - furniture, fixtures, equipment			
Year ending	Cost	% good	depr value
10/1/2021	-	95%	-
10/1/2020	-	90%	-
10/1/2019	-	80%	-
10/1/2018	-	70%	-
10/1/2017	-	60%	-
10/1/2016	-	50%	-
10/1/2015	-	40%	-
Prior	-	30%	-
Total	Total		-

CODE 20 - EDP equipment			
Year ending	Cost	% good	depr value
10/1/2021	90,000	95%	85,500
10/1/2020	90,000	80%	72,000
10/1/2019	90,000	60%	54,000
10/1/2018	90,000	40%	36,000
Prior	90,000	20%	18,000
Total	Total		265,500

Insert the actual number of months below, if less than 12

CODE 23 - Avg monthly supplies			
Total expended	# of mo.	avg monthly	
10/1/2021	214,320	12	17,860

CODE 24a - all other goods including leasehold improvements			
Year ending	Cost	% good	depr value
10/1/2021	-	95%	-
10/1/2020	-	90%	-
10/1/2019	-	80%	-
10/1/2018	-	70%	-
10/1/2017	-	60%	-
10/1/2016	-	50%	-
10/1/2015	-	40%	-
Prior	-	30%	-
Total	Total		-

\*2020/2021 personal property tax additions only include IT equipment and supply expenses for forecasted new hires. This is the most conservative estimate.

# Updated Abatement Request

Fiscal Year	Abatement Percent of Addition to Current Value	New Growth Amount	Abatement Amount	Net Real Estate Tax	New Growth on Personal Property	Net Real/Personal Property Tax
21/22	100%	\$45,463	\$45,463	\$0	\$22,340	\$22,340
22/23	100%	\$46,008	\$46,008	\$0	\$26,772	\$26,772
23/24	95%	\$42,857	\$40,714	\$2,143	\$25,349	\$27,491
24/25	90%	\$43,371	\$39,034	\$4,337	\$20,359	\$24,696
25/26	85%	\$43,892	\$37,308	\$6,584	\$15,243	\$21,827
26/27	75%	\$44,419	\$33,314	\$11,105	\$21,592	\$32,697
27/28	75%	\$44,952	\$33,714	\$11,238	\$22,666	\$33,904
28/29	75%	\$45,491	\$34,118	\$11,373	\$20,239	\$31,611
29/30	75%	\$42,857	\$32,143	\$10,714	\$16,271	\$26,985
30/31	75%	\$43,371	\$32,528	\$10,843	\$12,177	\$23,020
		\$442,681	\$374,345	\$68,336	\$203,009	\$271,345

## Assumptions

2019 personal property only includes items which are currently forecasted

2020/2021 only include computers/supply expenses for new hires (most conservative approach)

Computers are refreshed for new hires after 5 years (old computers disposed of)

Building renovations completed by October 1, 2020 grand list

2020 mill rate 4% higher than 2017 grand list for Property

1.2% tax acceleration between revaluation dates

Flat mill rate of 40 for all personal property tax

With the most conservative spend estimates, EBA&D would get 58% total abatement on new taxes with proposed schedule

# Additional Benefits

- 140+ new hires over next 3 years
- Increased local entertainment spend
  - Over \$100k spent in 2018 on local restaurants/hotels
- Over \$2M in local contracts for phase 1
  - Prescott for construction
  - Subcontractors for plumbing, HVAC, electrical





# Town of Simsbury

933 HOPMEADOW STREET ~ SIMSBURY, CONNECTICUT 06070

Maria E. Capriola - Town Manager

## MEMORANDUM

**To:** Business Development Incentive Committee  
**From:** Maria Capriola, Town Manager  
**Cc:** Amy Meriwether, Finance Director; Michael Glidden, Director of Planning and Community Development; David Gardner, Town Assessor  
**Date:** April 26, 2019  
**Subject:** Business Development Assistance Application for 632 (640) Hopmeadow Street

---

### BACKGROUND

The Town has received an application for business development assistance from Ensign Bickford Aerospace and Defense (EBAD). The company is seeking a tax abatement and fee waivers for 632 (640) Hopmeadow Street. EBAD is considering an expansion at the Simsbury location that would add 140 well-paying jobs and a \$12M investment (real estate, personal property, and manufacturing equipment) to their campus.

Based on an anticipated investment of \$3M in the real estate, a tax abatement of up to a maximum of ten years could be granted. If the real estate investment is ultimately less than \$3M but greater than \$500,000, a tax abatement of up to a maximum of two years could be granted. The attached provides three sample scenarios for a ten year real estate tax abatement. Scenario A in the attached reflects the tax abatement schedule recently adopted for the 690 Hopmeadow Street application, with the difference being that this abatement scenario only applies to new growth. The other two provided scenarios are for discussion purposes. Other scenarios (i.e. shorter periods, different abatement percentages) can be developed and prepared as requested. The Finance Director has reviewed the Assessor's analysis and has no further comments or suggestions.

As you may recall, the Board of Selectmen adopted a "not to exceed" amount for the value of the tax abatement granted to 690 Hopmeadow Street. Given that policy direction, utilizing the attached Scenario A, staff recommends that a "not to exceed amount" be no greater than \$315,000.

EBAD does not own the real estate at 632 (640) Hopmeadow Street, but through a lease agreement pays for a portion of the property taxes to the building's owner, Dyno Nobel. My understanding from legal counsel is that in order for the tax abatement to be granted,

Dyno Nobel would also need to be a signatory in any final agreement between the parties. Our Town Attorney will be present and available to answer questions the Committee might have at your April 29<sup>th</sup> meeting.

Pursuant to our policy, permit fees can be waived up to 50%. This would include permits for construction, HVAC, plumbing, electrical, fire sprinkler, and demolition. Based on construction of \$3M, the Planning Department has estimated permitting fees to be \$42,780. The Town could approve a waiver of permit fees up to \$21,390. Construction is estimated to take approximately four years.

### SAMPLE MOTIONS

If the Committee is in favor of supporting a tax abatement and/or fee waiver request, the following sample motions are provided. Dollar amounts and length of time can be adjusted based on the Committee's recommendations.

1. "Move effective, April 29, 2019 to forward the Business Development Incentive Committee's favorable recommendation to the Board of Selectmen for approval of the 10 year tax abatement as presented below for the property located at 632 (640) Hopmeadow Street, not to exceed an amount of \$XX:
  - XX% reduction in the tax bill for year 1 (FY 21/22)
  - XX% reduction in the tax bill for year 2 (FY 22/23)
  - XX% reduction in the tax bill for year 3 (FY 23/24)
  - XX% reduction in the tax bill for year 4 (FY 24/25)
  - XX% reduction in the tax bill for year 5 (FY 25/26)
  - XX% reduction in the tax bill for year 6 (FY 26/27)
  - XX% reduction in the tax bill for year 7 (FY 27/28)
  - XX% reduction in the tax bill for year 8 (FY 28/29)
  - XX% reduction in the tax bill for year 9 (FY 29/30)
  - XX% reduction in the tax bill for year 10 (FY 30/31)

The abatement and reduction in the tax bill should only apply to the new growth."

2. "Move effective, April 29, 2019 to forward the Business Development Incentive Committee's favorable recommendation to the Board of Selectmen for approval of a 50% waiver for permit fees for the property located at 632 (640) Hopmeadow Street in an amount not to exceed \$21,390."



# Assessor Town of Simsbury

933 HOPMEADOW STREET  
SIMSBURY, CONNECTICUT 06070

April 23, 2019

To: Maria E. Capriola, MPA, Town Manager  
Amy Meriwether, Director of Finance/Treasurer  
cc: Michael Glidden, CZEO, CFM, Director of Community Planning and Development  
From: David Gardner, Assessor  
Re: Assessment of proposed improvements, EBA&D at 632 (640) Hopmeadow Street

Ensign-Bickford Aerospace & Defense's (EBA&D) application proposes a building renovation and personal property investment of \$12,000,000 of which \$9,000,000 is in personal property and \$3,000,000 is for renovation of existing manufacturing space, which is now used mostly for storage.

EBA&D proposes to renovate a 21,000 square foot portion of a 45,133 square foot building which itself is comprised of several buildings. The area to be renovated is within Buildings 39, 40-41, and a portion of 42-43.

The materials submitted with the application identified 17,000 square feet by use. Those uses by percentage are as follows:

Office:	51.8%
Laboratory/ Manufacturing:	30.60%
Cafeteria/Restrooms:	17.6%

My valuation approach consisted of reviewing the market value per square foot of good office and manufacturing space on comparable properties, and applying that to the total area to be renovated after adjusting for the portion the total value attributable to the land and site improvements. The resulting estimated value is attributable to the building itself.

The current value of the building to be improved is \$528,733 for 45,133 square feet. I expect the assessment increase attributable to the 21,000 square feet of renovated space to be about \$1,200,000 rounded to the nearer \$10,000 or, converted back to a change in market value, \$1,714,286.

A ten year fixed assessment will extend through the remainder of the current revaluation cycle and then to the next two revaluations scheduled to occur in 2022 and 2027. Parties should take this into consideration when fixing the assessment value so that the value contribution of the improvements on which the tax is being abated can be separated from the value of the whole property.

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8:30 - 1:00 Friday



The \$9,000,000 investment in personal property includes \$6,000,000 in manufacturing machinery and equipment. It is likely all, or nearly all, of this will qualify for the statutory exemption provided for in CGS § 12-81(76). EBA&D can apply for that exemption in the normal course of filing its annual declaration of personal property.

The remaining \$3,000,000 of personal property is expected to be taxable and is not eligible for a fixed assessment under CGS 12-65h, which requires that the associated real estate must be assessed on the grand list in EBA&D's name.

Projections for the fixed assessment on the real estate improvements assume that building renovations are complete for the October 1, 2020 grand list. Assumptions include a mill rate on the October 1, 2020 grand list 4% higher than on the October 1, 2017 list and a 1.2% tax rate acceleration between revaluation dates.

The abatement percent illustrated below is off of the new growth abatement value as presented and doesn't apply to the personal property. For illustrative purposes, the sample below utilizes the abatement schedule for the recently approved 690 Hopmeadow Street application; however, the schedule below differs from 690 Hopmeadow Street in that this applies to new growth only.

<b>Fiscal Year</b>	<b>Abatement Percent of Addition to Current Value</b>	<b>New Growth Amount</b>	<b>Abatement Amount</b>	<b>Net Real Estate Tax</b>	<b>New Growth on Personal Property</b>	<b>Net Real and Personal Property Tax</b>
21/22	100%	\$45,463	<b>\$45,463</b>	\$0	\$75,582	<b>\$75,582</b>
22/23	100%	\$46,008	<b>\$46,008</b>	\$0	\$72,463	<b>\$72,463</b>
23/24	95%	\$42,857	<b>\$40,714</b>	\$2,143	\$63,648	<b>\$65,791</b>
24/25	90%	\$43,371	<b>\$39,034</b>	\$4,337	\$56,360	<b>\$60,697</b>
25/26	85%	\$43,892	<b>\$37,308</b>	\$6,584	\$48,889	<b>\$55,473</b>
26/27	75%	\$44,419	<b>\$33,314</b>	\$11,105	\$41,229	<b>\$52,334</b>
27/28	65%	\$44,952	<b>\$29,219</b>	\$15,733	\$33,379	<b>\$49,112</b>
28/29	55%	\$45,491	<b>\$25,020</b>	\$20,471	\$25,335	<b>\$45,806</b>
29/30	35%	\$42,857	<b>\$15,000</b>	\$27,857	\$23,868	<b>\$51,725</b>
30/31	15%	\$43,371	<b>\$6,506</b>	\$36,865	\$24,154	<b>\$61,019</b>
<b>TOTALS</b>		<b>\$442,681</b>	<b>\$317,586</b>	<b>\$125,095</b>	<b>\$464,907</b>	<b>\$590,002</b>



# Town of Simsbury

933 HOPMEADOW STREET

SIMSBURY, CONNECTICUT 06070

Date: April 8, 2019

To: Maria Capriola MPA, Town Manager

From: Michael Glidden CFM CZEO  
Director of Planning and Community Development

Re: Business Development Assistance Application of Ensign Bickford Aerospace and Defense
--

Maria:

I have reviewed the application and supporting documentation from Ensign Bickford Aerospace and Defense for business development assistance.

## Property Background

The subject property is commonly identified as 660 Hopmeadow Street. The area is zoned I2, or General Industrial. Manufacturing, warehouses, and the processing/assembly of goods are a permitted uses in the zoning district. Below is an aerial photograph to illustrate the area in question:



The use is permitted as-of-right and does not require approval by the Zoning Commission.

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## **Project**

Ensign Bickford is planning an expansion of manufacturing activities at 660 Hopmeadow Street. The expansion will involve \$12 million in new investment. The expansion is estimated to create 140 new jobs. The existing 265 jobs on-site will remain, with added stability provided by the expansion.

The expansion will not require the addition of new construction at the plant: a vacant structure has been chosen as the home of new manufacturing activities. The applicant has provided a growth and manufacturing plan. In total, 17,000 square feet of vacant space will be renovated:

Use of space	Area
Office/Cubical/Conference Room	8,800 sq ft
Cafeteria/Bathrooms	3,000 sq ft
Manufacturing/ Lab	5,200 sq ft

According to the supporting documentation, the renovation will result in an increase of \$9 million in personal property (\$6 million in machinery and \$3 million of personal property equipment, furniture, fixture, etc.). The applicant is requesting an abatement of \$1.45 million in personal property taxes.

In addition to the reduction in taxes, the applicant is requesting a reduction in building permit fees of 50%. A value of \$3 million is being used for construction value in order to determine the fee waiver. Permit fees based on \$3 million worth of construction are \$42,780.00.

The applicant is requesting a waiver of 50% and that \$50,000.00 be used for the calculation of the total permit fees.

Additionally, the applicant is seeking that the waiver be extended over a four-year period in order to cover costs associated with the expansion project.

## **Review of Policy**

### **Targeted Businesses/Industries**

The proposed use could be classified as either manufacturing facilities or expansion of existing Simsbury business. Both of which are targeted by the policy as high quality businesses that generate substantial tax revenue for the Town of Simsbury.

### **Sustainable Business**

The investment and expansion will result in additional real and/or personal property tax. As noted above, close to \$9 million of new personal property will be added as a result of the \$12 million investment.

The expansion of business activities by Ensign Bickford will help stabilize and retain an existing 265 jobs, along with the creation of an additional 140 jobs in Simsbury.

The activity will be housed in one of the historic mill buildings associated with the Ensign Bickford facility. These structures date back to the early 20<sup>th</sup> century and have been associated with the area due to their red stone exteriors. Expansion of the activities into previously vacant structure will help preserve a building that could otherwise fall into disrepair.

## **Business Development Incentive Requirements**

Below are a few areas in which the applicant has demonstrated compliance:

**Proposed Use is Permitted by Zoning:** As noted above, the property is located within an I-2 zoning district. The use is permitted as-of-right. Although the use is planned to occupy a vacant structure, the renovation would not be



considered a change use. An administrative zoning compliance review would be required, along with a building permit for the activity.

**Commitment to Make Significant Investment:** As highlighted in the application and supporting documentation, the applicant is committed to a \$12 million investment.

**New Employment Opportunities:** The investment and expansion will result in 140 new high-paying jobs with Ensign Bickford, along with stabilizing the 265 existing ones.

**Meeting Goals and Objectives of the Plan of Conservation and Development:** The proposal meets the goals and objectives of the 2017 Plan of Conservation and Development: specifically, as it relates to economic development contained within Section 9 of the document.

**Meeting Goals and Objectives of the 1995 Economic Development Strategic Plan:** The expansion of this business is a type of high-paying technological business that is identified as a target industry in the plan.

### **Staff Comments**

Overall, the business and investment is a type of activity that has been identified as one that is targeted by this policy and several guidance documents.

One point of clarification that needs to be provided is the fact that Ensign Bickford is requesting a tax abatement for real estate taxes along with personal property. Dyno Nobel owns that property that Ensign Bickford leases. According to supporting documentation, Ensign Bickford is responsible for paying real estate taxes associated with areas of their lease from Dyno Nobel. Ensign Bickford should provide excerpts from the lease agreement that deal with payments of real estate taxes in order to address this request.

If the Board is willing to grant a reduction in permit fees, a waiver can be granted for up to 50% of the total fees. The applicant is requesting a waiver based on a higher value. Staff would suggest that, if the Board were inclined to granting a waiver for permit fees, one could be granted for 50% of total building permit fees. Granting the reduction for 50% could cover the total amount the applicant will pay (in case the total values of construction were to exceed \$3 million).

The applicant requested that fee waiver agreements be extended to a period of time for up to four years. The policy indicates that the Board only has the authority to waive up to 50% of the total cost of permit fees. Does the group have a detailed phasing plan for the construction activities that may clarify construction phasing and associated costs?

As for the abatement of personal property tax, the applicant should confer with the Assessor in order to determine that all items included in the provided values are subject to assessment.



# Town of Simsbury

933 HOPMEADOW STREET

SIMSBURY, CONNECTICUT 06070

## Appendix A:

### Town of Simsbury Business Development Assistance Application

Application should be completed in full, including original signatures, before submitting to the Director of Planning & Community Development at the Simsbury Town Offices, Planning Department, 933 Hopmeadow Street, Simsbury, Connecticut 06070.

Applicant Name: ENSIGN RICKFORD AEROSPACE & DEFENSE

Name of Authorized Agent: CHAD THOMPSON

Business's Officers: CHAD THOMPSON, JASON SMITH, SARAH BYRD-LOFRESE,  
MERYL GALLERY, STEVE PERKINS

Name of Business: ENSIGN RICKFORD AEROSPACE & DEFENSE

Property Address: 640 HOPMEADOW ST

Property is Located within Simsbury Center Zone: ☐ Yes ☒ No

Assistance Requested:

☒ Tax Abatement ☒ Reduction of Fees ☐ Infrastructure Rebate

\$ 12 M \$ 50,000 \$ \_\_\_\_\_

Number of years: 10 Number of years: 4 Number of years: \_\_\_\_\_

Other Requested Public Incentives (state, federal, other municipal): \_\_\_\_\_

STATE - DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT

Description of Business, Including Products & Services: \_\_\_\_\_

DESIGN, TEST, AND MANUFACTURER OF DEFENSE ORDNANCE PRODUCTS

Signature of Applicant: Chad J. Thompson Date: 3/28/19

Signature of Agent: Kelly Parent Date: 4/2/19

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### Project Details:

Acquisition \$ \_\_\_\_\_ acres \_\_\_\_\_ sq ft existing buildings  
New Construction \$ \_\_\_\_\_ sq ft of proposed building  
Rehabilitation \$ 3,000,000 21,000 sq ft of existing building  
Equipment \$ 6,000,000  
Personal Property \$ 3,000,000  
Total Value \$ 12,000,000

Estimate of Duration of Construction Activities: 6 MONTHS

Has the project received approval from the Zoning Commission: ☐ Yes ☒ No

If so, date of approval: \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_

Employment Details: Present # Future # Temp. Construction Jobs #

Full Time Employees 265 405 \_\_\_\_\_

Part Time Employees \_\_\_\_\_ \_\_\_\_\_

Proposed Project Type (Select all that apply):

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Manufacturing  | <input type="checkbox"/> Professional Office                    |
| <input type="checkbox"/> High Technology           | <input type="checkbox"/> Wholesale/Warehouse                    |
| <input type="checkbox"/> New Retail in Center Zone | <input type="checkbox"/> Residential Development in Center Zone |
| <input type="checkbox"/> Mix Use/ Other:           |   |

Statement of Benefits to Town: \_\_\_\_\_

140 NEW, HIGH PAYING JOBS

\$12M IN NEW INVESTMENT

STABILITY OF THE EXISTING 265 CURRENT EMPLOYEES

Estimate of Local Taxes to be Paid on Year-to-Year basis for as long as the requested incentive lasts:

\$1M (10 YEARS = \$100,000/YR)

*Internal Use Only*

☐ Planning Director \_\_\_\_\_

Date: \_\_\_\_\_

☐ Finance Director \_\_\_\_\_

Date: \_\_\_\_\_



[ ] **Town Manager** \_\_\_\_\_ **Date:** \_\_\_\_\_

*Please Note: The Town Manager, Business Development Committee and Board of Selectmen reserve the right to request supplemental documentation which supports the request. It is recommended that documents, such as business plan, appraisals, construction proposals, etc., are included with the application in order for the request to be fully reviewed.*



LT

# POPULAR SCIENCE

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2019

## HOW WE'LL MOVE

- flying cars • robot cars • slow buses • fast planes
- big planes • those frickin' scooters (everywhere) • little bikes
- metro trains • vacuum tubes • space capsules
- & the bolt with a broken heart

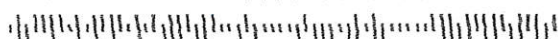


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# SEPAR


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Millions of pounds of machinery will start our journey back to the moon, but only 20,500 pounds will make the full trip back home. None of it would get anywhere without this unassuming bolt.

# ANXI

by *Ryan Bradley*





photographs by *Ray Lego*

ATION

ET

Y



**FROM THE NEXT ROOM, THROUGH A** thick granite wall, comes a *chug-a-chug-a-chug-a*, like an old steam train closing in. Rounding the corner, I see the source of the racket: a table, shaking. The long, metal slab jerks quickly back and forth. On it, in two neat rows, are a half-dozen rectangular prisms packed with sensors measuring pressure and motion. Each one holds a titanium-alloy bolt the size of a grown man's forearm and weighing about 10 pounds. As the elaborate assemblage might hint, these bolts are special.

Eventually, this remarkable hardware will go to space. The bolts, or ones like them, will hold together sections of the Orion spacecraft, a new vehicle that, sometime in the next decade, will carry humans out of low-Earth orbit for the first time since 1972—initially to the moon and later on trips to Mars. But before that, the fasteners must survive a mock version of their journey. Only worse.

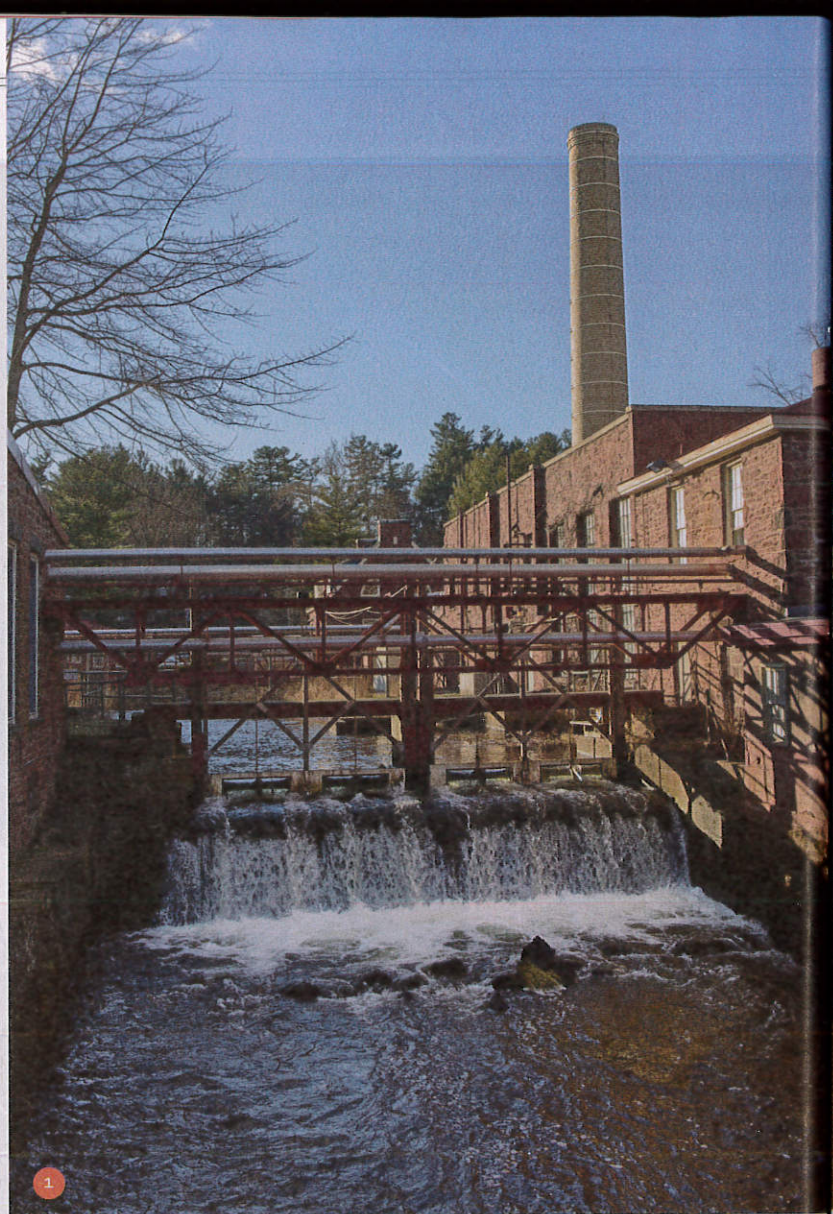
The shaking they're enduring is merely the beginning, intended to simulate the violence of a launch. The parts also brave hammering, baking, and freezing—24 tests in total. All this before any metal even reaches the launchpad. The abuse ensures not only that the bolts will hold together massive space-faring machines, but that, at the exact right moment, they'll break neatly apart. More specifically, they'll explode, strategically jettisoning segments of Orion's rocketry as they do.

The design, manufacture, and most of the testing of this combustible hardware happens in an old stone factory in Eastern Connecticut, where engineers have crammed various items full of pyrotechnic material for well over a century. The 200-acre campus of 19th-century brownstone, granite, and brick—a look that's part factory town, part college—is the home of the Ensign-Bickford Aerospace & Defense Company (or EBAD, because what's a defense contractor without a vaguely sinister acronym?). EBAD is one of more than 2,000 companies making Orion's



#### History of Abuse

(1) A 19th-century mill on the EBAD campus once powered the shop; (2) an industrial oven broils parts to test their mettle.



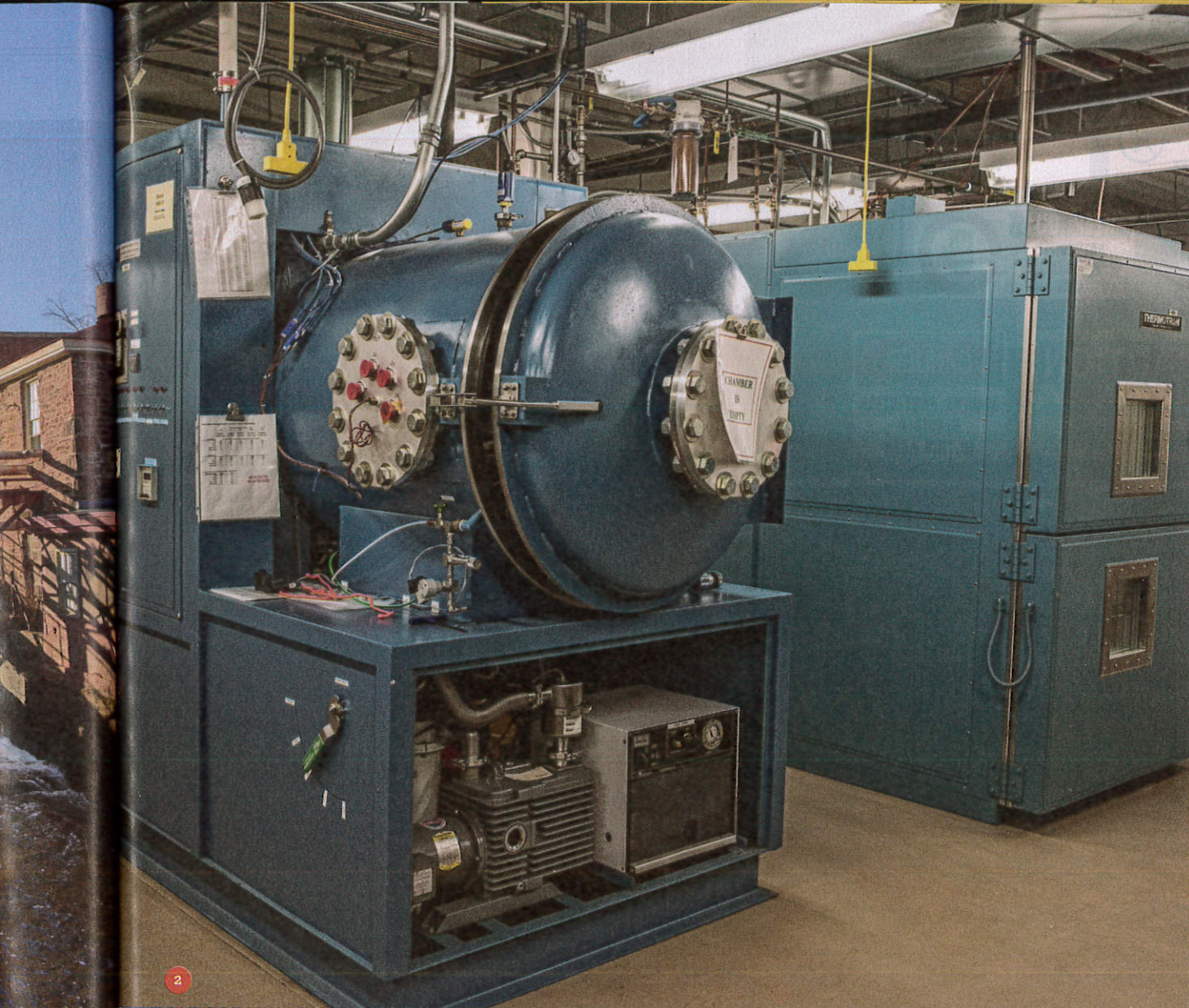
nuts and bolts (and ceramics, fabrics, and springs) for Lockheed Martin, NASA's main contractor on the project.

EBAD's components are a bit player in this space epic, but the firm's mission-critical role gives it an outsize gravitational pull. Of the 5.5 million pounds of rocketry (collectively known as NASA's Space Launch System) and other equipment that will hurtle Orion out of the atmosphere, only 20,500—less than 0.38 percent—will come back to Earth. "The last thing we want to do is take all the stuff at launch to the moon and back," explains Carolyn Overmyer, Lockheed's deputy manager for the Orion crew capsule (where the astronauts ride). "We don't need the blast system at the moon. So where does it go? It separates. It's a 'sep event.'" In plain English: Stuff falls off.

The exploding bolts are the catalyst in that process, "central to our mission," Overmyer says.

There are eight separations in a complete Orion journey to the moon and back. One of the first occurs three minutes after launch: The bolts split alongside explosive-powder-laced zippering fissures called frangible joints to discard the loads that get Orion off the ground. Three nearly-two-story panels, called fairings, that protected the craft from the heat of liftoff simply drop. "A 15-foot-tall





coffee can goes *boom!* and just flies away,” Overmyer says, recalling the first time she watched the panels split from the craft during a test flight. “I know it sounds silly to say it, but I found it very, very beautiful.”

As the mission progresses, more systems become irrelevant and break off. The final thing to go is the service module, a trash-can-shaped pod that houses all the liquids and gases for the mission; it holds on to the Orion capsule throughout the 1.3-million-mile journey on the strength of four fasteners made for this exact task. When the crew-carrying vessel begins its dive back to Earth, the fasteners split and release the pod, which then burns up.

Preparing these bolts for their pivotal moment—their perfect failure—presents as a kind of Zen koan. How to fully test a thing that works exactly once? How do you design something that, in order to do its job, must fail?

Part of the answer is revealed in the threaded fasteners, called release and retention bolts, shaking and rattling on the table. Of all the variations of hardware EBAD builds for Orion, these must suffer the most intense torture, both here on Earth and in space. “We beat the hell out of ‘em,” says Steve Thurston, EBAD’s manager of test services, as he watches the heroic fixtures rumble angrily against the

table’s motion. Thurston turns and walks toward a quieter spot and says softly, almost solemnly: “It’s really not fair to the parts. But that’s the point—to find their limits, to push the envelope.”

Outside, a morning rain gives way to the bright-green beginning of a fall day. A river, which once powered EBAD’s works, winds through the campus; a family of otters has taken up residence. It’s hard to square the setting with what goes on behind the aged stone walls: space-age bolts getting stretched (and mashed and bashed and rattled) to their limits.

**SIMSBURY, CONNECTICUT, HAS** been home to EBAD since well before the Civil War. Back then, there were iron and copper mines and granite quarries throughout the region, which meant a lot of digging and an awful lot of booms. The methods were crude: Dig a hole, fill it with gunpowder, plug it except for a small space to run a fuse (usually string or cloth), light, run. Men died by the hundreds, often because things blew when





they weren't supposed to—mostly too soon.

In 1831, these techniques began to change—become more refined, predictable, safe. In the city of Cornwall in Old England, where there was even more mining than in New England, an inventor named William Bickford patented the first safety fuse. Bickford packed gunpowder into a hollow jute rope, which then fizzled at a predictable clip of roughly 30 seconds per foot. In 1839, he partnered with a Connecticut mining company to manufacture and sell his burners state-side. Ralph Hart Ensign joined on in 1870. His heirs would later expand the firm's explosives business beyond fuses, developing products such as a banker's bag that smoked when a crook tampered with it.

Dave Novotney, head of business development, quickly walks me through this century-plus of history as he winds up to a crucial point. He pushes back from his desk and lays it out: "We blow things up here. We are very good at it. We've been doing it for a

#### Built to Outlast

(1) Entering an EBAD test lab; (2) a vibrating table rattles test hardware's cages; (3) a cross-sectioned bolt, pre-explosion; (4) a platform for hammer strikes; (5) a sensor-laden box tracks a bolt's progress.

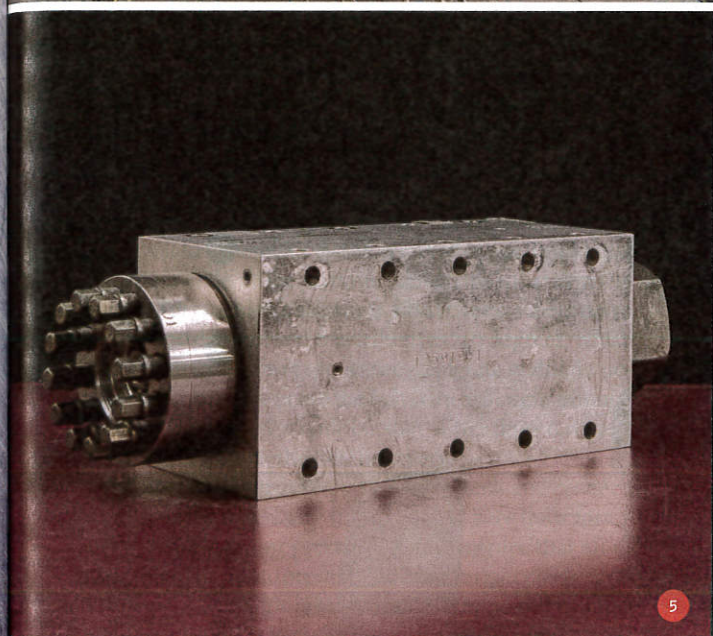
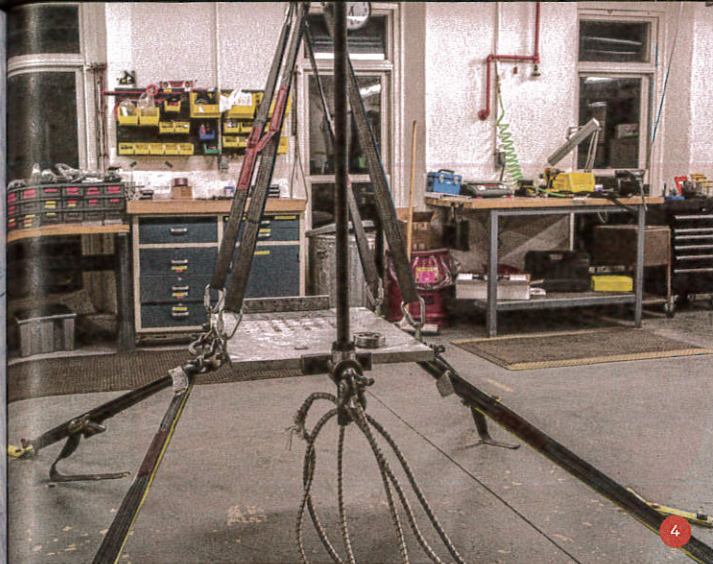
long, long time." But the key, even in Bickford's day, is timing. Timing was—and still is—everything.

For no one is this truer than the astronauts inside a small hunk of metal hurtling through space at 20,000 miles an hour. Which is why, almost paradoxically, in missions with humans, there's explosive powder planted in dozens of spots throughout the craft. It does what you want it to do when you need it to.

NASA doesn't call these propellants "explosives." Instead, they're pyrotechnical systems, or pyro, in which so-called separation bolts are a central part. An electronic switch called an actuator delivers a charge to a threaded incendiary cord that leads to the fastener. The event is over in a fraction of a millisecond—about one-millionth of a blink of a human eye.

The space agency has relied on this type of fast action, also common in ejector seats and weapons deployment, from its beginnings. The Mercury missions of the late 1950s and early 1960s experimented with pyro, though not always with stellar results; an escape-hatch misfire at splashdown during the Mercury 4 flight flooded the capsule and nearly drowned an astronaut. NASA got better at controlling booms by the Gemini program of the





friends: SpaceX founder Elon Musk, whose ethos centers on reusability, is not a fan of the bang.

EBAD had very little kit on the shuttle, and years ago, Novotney noticed most space business was moving away from pyro altogether. Orion, though, is a throwback to the pre-shuttle era—a time reliant on controlled detonation—and a chance for the company to leverage its explosive bona fides. So Novotney bid, eager to catch a once-in-a-generation craft before it flew by.

Now he and a team of engineers are somewhat obsessed with the trial and error of bolt-making. The end result of their work occasionally winds up in Novotney's office, in a yellow bucket deep with shards of spent fasteners he likes to show off to visitors. Peering down at this refuse, it looks more like discarded lengths of filled-in pipe than hyperengineered and endlessly tested exploding space stuff. Their task is dead simple yet takes years to perfect: Stay together, break apart, help deliver the crew back to Earth. "It's not like you can suddenly change your mind and send Bruce Willis out on a rescue mission," Novotney says. "You're coming home, and that's it."

**EBAD HAS BEEN ALTERNATELY** making and breaking Orion hardware since 2009. When it began, Lockheed delivered reams of documents with specs, first a few hundred pages, then several thousand more. Still, EBAD wasn't starting from scratch. The company established a Space Ordnance Division to make specialized fuses in 1965, and a handful of other companies—even NASA—had been crafting separation bolts since the '50s. So, the broad strokes were, by the early aughts, already out there.

To perfect a bolt that also must, when called upon, be decidedly unboltlike, EBAD engineers spend an outsize amount of time worrying the hardware's weakest point: the fracture plane, the epicenter of the eventual break. Lockheed's Overmyer likens it to folded paper: "When you bend it, you make the crease really strong so it breaks at that line," she explains. If the hardware was going to split too soon, like during launch, it'd happen here. On a bolt, the plane is a razor-thin notch circumnavigating the titanium surface, about two-thirds from one end. In EBAD's early testing days for Orion, the designers fiddled with the placement, the depth. Most important, they carefully paired it with the internal structures and explosives that would ensure a clean break at the right time, every time.

As they work on their refinements, the rules

mid-'60s, which added new structures such as pyrotechnically deployed landing gear. By the Apollo missions of the late '60s and early '70s, 210 bits of explosive tech took on 24 mechanical functions—from separating the lunar lander to releasing parachutes for descent—on the crafts that first brought humans to the moon. EBAD provided pyro for many of these small-but-mighty ignitions.

The explosions, however, took a backseat during the shuttle program. The space planes relied more on motorized, reusable systems—ones that dock and undock attachments, including spacewalking astronauts. Motors, however, aren't perfect. Stu McClung, a NASA engineer who works on Orion's pyro and spent nearly two decades on the shuttle, later explains to me. They're several seconds slower than pyro, can be pounds heavier, and worst, they can also break down. So he still favors detonations as a failsafe. "If something ever went wrong, we could just fracture it, and head on home."

Today, electric action is increasingly in demand for satellites and unmanned systems, such as the James Webb telescope and the OSIRIS-REx asteroid sampler, which have solar arrays that need to gently unfurl. "The good news is pyro systems act really quick," Novotney quips. "The bad news is they act really quick." Also sad for our lug-headed



## PYRO MANIAC

During 2020's Exploration Mission 1, Orion's first journey to the moon and back, 31 pieces of explosive hardware will strategically jettison parts of the vessel along the way. This is when, why, and how each bit breaks loose.

—Penelope Stark



### 1 Launch shields

Once Orion clears the atmosphere, it drops the shields, called fairings, that protected the service module from the heat of blastoff. Six gunpowder-laced zippers, called **frangible joints**, on the bottom and sides of each panel as well as six **exploding bolts** fire in rapid succession.

### 2 Abort system

The conical top of the craft has motors that could turn the ship around if ascent goes awry. Once Orion reaches orbit, **four pyro nuts** holding it to the top of the capsule fracture. A motor on the spire of the cone then creates enough thrust to push the assembly clear of the craft.

### 3 Propulsion

The vessel circles Earth before speeding toward space. A dedicated rocket (not shown) helps it complete its lap. Before Orion can continue on its moon-bound trajectory, **six combustible nuts** holding the propulsion system to the service module split in two.

### 4 Lifeline

About three weeks and 1.3 million miles later, Orion readies for its final descent back into the atmosphere. **Two separation bolts** sever the umbilical that funneled power, fluids, and data between the service module and the crew-carrying capsule throughout the mission.

### 5 Extra baggage

The service module is the last thing to go before Orion's brutal re-entry. The **four fasteners** that have held the two parts together fissure. The halves of the hardware that remain on the capsule melt into the craft's heat shield, helping protect the crew in the final push.



keep changing. Halfway through development—after more than a dozen bolt iterations and a couple of vehicle tests—NASA determined the Orion service module needed to go on a serious diet to make room for the systems that would support human life for its eventual two-year trip to the Red Planet and back. About 3,000 pounds had to disappear from the then-49,000-pound vehicle. For EBAD that meant fewer, burlier bolts. Instead of six fasteners that would need to last nearly the entire journey, they'd have four, which saves about 25 pounds. "This caused some headaches," says Sean Keon, an EBAD engineer who oversees design. They made the bolt all over again, adding some girth and about a quarter-inch of length. The tweaks allowed each to hold more than 100,000 tons, so Orion could lose two without concern.

The team machines the bolts according to exact specs; if their measurements are off by more than  $\frac{1}{4},000$  inch, they're no good. But the real trick to building these Herculean fasteners isn't building them. It's test after test after test. In addition to the shaker table, all the parts run through trials that simulate versions of the mission's extremes. EBAD freezes them down to minus 100 degrees and heats them to 210 degrees, which ensures their fuses won't spontaneously ignite midflight under the sun's glare. To prove the bolts can hold tight through the shock wave of rocket ignition, they suffer three 6,000-G whacks from Thor-worthy steel hammers.

Throughout the process, engineers check and recheck the bolts. They remeasure them to make sure their forms haven't yielded under pressure. X-rays ensure that all of their internal parts are present—and in the right place—and a fluorescent dye highlights cracks as tiny as 0.03 inches long. Once EBAD is satisfied, some nine fasteners from each manufacturing batch head to Lockheed and NASA, which put the pieces through more abusive paces. If any of the hardware has a bad test or a fissure, EBAD pulls the whole lot, and the process starts all over again.

#### ANOTHER WAY TO MONITOR THE SUCCESS

of an explosive space bolt is to watch it blow. This happens so fast that observing the boom is terribly underwhelming. There's almost nothing to see. Like magic. Only it's not.

The only way to really "see" the explosions is in slow-motion video running at a fraction of the rate human eyes can naturally glimpse—at least 100,000 frames per second. And even then, plenty remains hidden, including the electrical charge that sets off a series of tiny detonations that ultimately ignites an organic propellant inside a pressure cartridge. The propellant generates enough energy to drive two internal pistons. The pair then slam against one another with enough force to cause the all-important fracture plane to finally, perfectly, once and for all, fail. From the outside, it looks like the bolt is pulling itself apart.

Spacecrafts have redundancies everywhere, including inside the bolts. There are two pressure cartridges, next to each other. If the primary one doesn't fire, the electric charge continues on,

tapping and igniting the second. If both fire at the same time, which sometimes happens, the shell can still contain the force.

But the job isn't finished once you pull off the explosion. The break itself can cause problems, because, in space, debris is a killer. A tiny fragment of bolt, hurtling around Orion at thousands of miles per hour, could easily smash a solar panel or pierce an important piece of electronics, ending the mission. This is why, when the fasteners nestle among their testing sensors and ultimately snap in two, there is a little baggie dangling underneath to capture debris. Lockheed analyzes the refuse to ensure there are no pieces large enough to cause problems. They review the slo-mo tape too, checking the velocity of anything shooting away from the fracture and the craft.

Being certain about where broken parts wind up is doubly important for the most heroic bolts, the ones that secure the crew capsule to its trash-can-shaped life support until the mission's near-final moments. Pieces of that hardware must stay on the craft, and contribute to another vital feature. After the bolts split, the shards remaining on the capsule melt slightly and become part of the heat shield, throwing off excess heat and helping protect the astronauts during the 4,000-degree push back into Earth's atmosphere. As they melt, they take the heat with them—like chunks of ice sitting on blacktop on a hot day.

As Keon and a group of EBAD engineers describe these final throes, I catch them staring at the conference-room wall behind me. Tucked near the ceiling is a rolled-up projector screen. Test flights are the only real chance for the bolts to prove their mettle, so when they happen, EBAD staff huddle in this room to watch. Right now, NASA is inching toward two big events: a four-minute ride will practice an emergency landing this spring; and, in 2020, Exploration Mission 1 will whip an unmanned capsule around the moon and back home.

The last time they piled into this room was in 2014, when Exploration Flight Test 1 circled Orion around Earth twice before splashing down. The unnamed mission was a trial for critical systems such as the heat shield, parachutes, computers, and, of most concern for EBAD, all those separations. That mid-December afternoon, the team ordered pizza, and waited into the night to see how their bolts fared. They paced and sweated, then let out cheers and long-tired sighs. The celebration, though, was tempered by the work—the testing, the refining—they'd return to the next morning. "The mission's not over," Keon says.



**Ned Lamont**

GOVERNOR  
STATE OF CONNECTICUT

April 17, 2019

Ensign-Bickford Aerospace & Defense Company  
640 Hopmeadow Street  
Simsbury, CT 06070

Dear Mr. Walsh & Mr. Keon,

I recently read the article on your company, Ensign-Bickford, in Popular Science magazine, and was filled with immense pride. Space exploration has fascinated our country since the mid-20<sup>th</sup> century, and EBAD has played a vital part in these endeavors from the beginning. It is incredibly inspiring to see a Connecticut company leading the way.

The work you do is a testament to the extremely talented people you employ. Reading the article, I was greatly impressed by their skill, dedication, and attention to detail.

Thank you for leading our State in innovation, and helping us once again journey into the stars. I look forward to visiting you soon to learn more about the work you are doing.

Sincerely,

A handwritten signature in blue ink that reads "Ned Lamont".

Ned Lamont  
Governor



# Town of Simsbury

933 HOPMEADOW STREET

SIMSBURY, CONNECTICUT 06070

## **Statement of Purpose for the Simsbury Business Incentive Program**

In an ongoing effort to attract, retain and expand local businesses, the Town of Simsbury has adopted an incentive and abatement program. Created in accordance with Connecticut General Statutes 12-65b and 12-65h, the program allows the Town to enter into written agreements with owners and/or lessees of certain real property where targeted businesses are located or could be properly located in accordance with adopted plans in certain locations in Simsbury.

The decision to approve a request for tax abatement or any benefit described in this Policy is within the sole and exclusive discretion of the Simsbury Board of Selectmen. The filing of an application under this Policy or any recommendation of the Business development Committee or any other Town Agency is not binding on the Board of Selectmen and creates no rights for the applicant or any obligation for the Town.

*This Business Incentive Program is completely separate from the statutorily required local land use approval process.*





# Town of Simsbury

933 HOPMEADOW STREET

SIMSBURY, CONNECTICUT 06070

**TOWN OF SIMSBURY**  
**BUSINESS DEVELOPMENT INCENTIVE POLICY**  
*Adopted by the Simsbury Board of Selectmen on February 11, 2002*  
*Revised Date: June 22, 2015*  
*Revised Date: August 13, 2018*  
*Revised Date: November 26, 2018*

**Effective Date**

This policy shall remain in effect until revised or rescinded and replaces the revised policy effective June 22, 2015. The Town reserves the right to amend this policy as necessary.

**WHEREAS**, The Board of Selectmen of the Town of Simsbury seeks to encourage the growth and expansion of resident businesses as well as the initial location of specific types of businesses within the Town of Simsbury; and

**WHEREAS**, to help accomplish this goal the Town of Simsbury, acting through its Board of Selectmen, hereby establishes a process to take advantage of available economic development incentives as found permissible by the Connecticut General Statutes, and

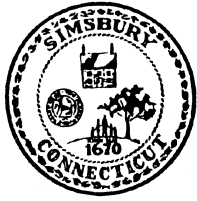
**WHEREAS**, the Town may offer qualified applicants temporary tax abatement pursuant to CGS § 12-65b. and § 12-65h., and

**WHEREAS**, the Town may also offer applicants other incentives as included herein if the proposed new development or expanded existing development are deemed to be in the best interests of the Town as described in this Policy, and

**WHEREAS**, the Town acting through the Business Development Committee (BDC) will review specific business development incentives on a case-by-case basis and will base the decision to grant any incentives to any specific project applicant on the requirements of this adopted policy and the overall best interests of the Town based on the required application materials, and

**WHEREAS**, in the event of unusual or extraordinary circumstances presented in writing by the applicant, the Business Development Committee may recommend to the Board of Selectmen approval of the waiver, if requested in writing by the applicant, of any requirement contained in the Policy so long as the development is found to be consistent with the stated goals and objectives of Simsbury's adopted economic development plans.

**NOW THEREFORE BE IT RESOLVED**, that the following program of incentives is hereby adopted and shall be implemented as indicated hereafter:



# Town of Simsbury

933 HOPMEADOW STREET

SIMSBURY, CONNECTICUT 06070

## **THE TYPES OF BUSINESSES or INDUSTRIES TARGETED BY THIS POLICY:**

The Business Development Incentive Policy Program will be used to target the following types of high quality businesses that generate substantial tax revenue to the Town of Simsbury:

1. Corporate headquarters and satellite offices
2. Retail uses
3. Campus-style office development
4. Research and development and high technology and information technology facilities, especially those which are environmentally sustainable.
5. Manufacturing facilities as defined in Chapter 588 of CGS. (CGS 12-81, Subdivision 72 defines mfg. facilities.)
6. Existing Simsbury business expansion as defined in §12-65b(b). including office use, retail use, permanent residential use, transient residential use, manufacturing use, warehouse, storage or distribution use, structured multilevel parking use necessary possibly in connection with a mass transit system, information technology, recreation facilities, transportation facilities, or mixed- use development as defined in Section 8-13m. In order to be eligible the business use must be consistent with the list of types of businesses or industries targeted by this Policy (on Page 3).
7. Mixed Use Development which contains at least 25% of its floor area designated for commercial use if combined with a specific plan for the timely, acceptable, sequential development of the entire site and located in the Simsbury Town Center Code area, and existing area zoned for business use, an approved Planned Area Development (PAD) Zone or in an established Village District.
8. New or existing recreational or entertainment businesses which are in keeping with an adopted goal or plan.

## **The Town is interested in attracting sustainable businesses which will:**

1. Generate additional tax revenue through real estate and/or personal property taxes
2. Provide lasting employment opportunities.
3. Provide high quality goods and services
4. Improve the aesthetics of the community or a particular area of the community so designated for such development.
5. Occupy, use and/or preserve a historic site.
6. Provide desirable recreational and entertainment opportunities.

## **The following types of enterprises shall receive priority in consideration for recommendation for abatement or incentives as outlined in this policy:**

1. Those within targeted locations as identified in this Policy, the current Comprehensive Plan or adopted Economic Development Plan.
2. Those proposing a project that forwards a stated goal or objective which will bring about a substantial, positive impact on the Grand List.
  - a. For new businesses a substantial impact will be defined as contributing at least an additional one and one-half (1.5) million dollars in real estate value to the grand list.



# Town of Simsbury

933 HOPMEADOW STREET

SIMSBURY, CONNECTICUT 06070

- b. For those businesses that are expanding and meet the above criteria as defined and contributing a minimum *increase* of one (1) million dollars in real estate value to the grand list or an *increase* of 50% of the current real estate value, whichever is greater.

## TAX ABATEMENT SCHEDULE\*

Minimum Investment	Period of Abatement Not More than
(1) Not less than \$3 Million	10 years
(2) \$500,000 - \$2,999,999	2 years
(3) Equal to 50% of the increase in the assessment	3 years
(4) For retail businesses: To be set by Ordinance	To be set by Ordinance

\* Maximum abatement possible, may not be granted for all applications. Percentage abatement applies to the increase in assessment. (example: 50%/40%/30%)

\* Varies based on specifics of application and determination of positive contribution to town.

## BUSINESS DEVELOPMENT INCENTIVE GUIDELINES:

### Overview and Background:

- A. The objective of offering a tax abatement or business development incentive as stated in the Purpose above is to encourage the attraction or expansion of specific types of businesses through the establishment of a public/private partnership, which results in growth expansion consistent with the Town of Simsbury's adopted plans, codes or regulations.
- B. Any proposed abatements or incentives are subject to final approval by the Board of Selectmen after referral to the BOS by the Business Development Committee.
- C. The Board of Selectmen, in adopting these incentive guidelines hereby establishes the following objectives consistent with adopted plans and sound economic growth.

### The project must:

1. Provide a clear benefit to the Town as determined by:
  - a. Staff review of application facts and completeness, based on program policy, objectives and guidelines, and
  - b. Recommendation of the Business Development Committee, and
  - c. Approval of the Board of Selectmen.
2. Create substantial, long term tax base growth.



# Town of Simsbury

933 HOPMEADOW STREET

SIMSBURY, CONNECTICUT 06070

3. Provide stimulation of the local economic conditions for existing businesses, and the development of future related or unrelated industry groups.
4. Accomplish community goals as stated in the current Comprehensive Plan, Plan of Conservation and Development or adopted economic development plan.
5. Must have a solid financial base and growth potential as determined by the Director of Finance.
6. Have parent or subsidiaries of businesses which are the subject of or connected to such applications which must have a satisfactory record of environmental compliance as may be documented, or not, by Connecticut Department of Energy and Environmental Protection (DEEP).

## **BUSINESS DEVELOPMENT INCENTIVE MINIMUM REQUIREMENTS:**

1. The proposed project is a permitted use, or may be permitted by the Zoning Commission through a process established in the Simsbury Zoning Regulations. If rezoning is required, the abatement/incentive may be conditional.
2. Delinquency in any fees or taxes that have not been waived and that are otherwise due to the Town of Simsbury from the applicant or any related entity shall render the applicant and application ineligible.
3. If the end user of the proposed facility is a lessee, tax benefits must be clearly reflected in the lease as accruing to the Applicant entity for at least the term of the abatement period.
4. Applicant must not be in violation of any law, regulation or agreement with town, state or federal government, notwithstanding any tax lien with governmental forbearance.
5. Applicants must be committed to make a significant investment in new or renovated real property in Simsbury.
6. Applicant's project must provide new employment opportunities or enhancement to the tax base or encourage technological innovation and/or investment and address a goal(s) or objective identified in the Town's adopted plans.
7. A statement is to be provided by the applicant as to the ownership structure of the real property, personal property and operating company including information as to the ownership of any applicable subsidiary companies.
8. There is a firm commitment to remain in the Town beyond the length of the abatement or other incentive period, if applicable.
9. All tax obligations to the Town by the applicant must be current except in the case when the applicant is seeking approval to purchase existing tax liens.
10. The project should meet goals and objectives identified in the adopted Plan of Conservation and Development and the adopted 1995 Economic Development Strategic Plan as it may be amended.
11. An agreement entered into pursuant to this Policy shall not be subject to assignment, transfer, or sale without the written consent of the Simsbury Board of Selectmen.
12. After approval of an application by the Board of Selectmen and approval of a final site plan by the Simsbury Zoning Commission, construction shall commence within twelve (12)



# Town of Simsbury

933 HOPMEADOW STREET

SIMSBURY, CONNECTICUT 06070

months and shall be completed within twenty-four (24) months unless otherwise extended by the Board of Selectmen in its sole discretion.

13. In the event that the applicant, during the period of its participation in this program:

- a. relocates its business from Simsbury,
- b. becomes delinquent in taxes or fees,
- c. closes its operation, or
- d. declares bankruptcy,

then any tax abatement or incentive benefit enjoyed by the applicant under this program shall be forfeited and the applicant shall be required to pay back all taxes that would have been assessed had the applicant not participated in the program.

14. If benefits were obtained fraudulently, the town may pursue any recourse allowed by law including prosecution and obtaining penalty fees.

## **TYPES OF ASSISTANCE AVAILABLE:**

### **Tax Abatement:**

The assessment of the real property and all improvements to be constructed thereon may be reduced for a period of time and under the conditions set forth in the above information chart.

The period of reduced assessment shall commence with the Grand List immediately following the issuance of a final certificate of occupancy for the new or expanded construction and upon the execution of an agreement satisfactory to the Town Attorney that will set the terms and conditions of the abatement/incentive based on the established parameters.

### **Waiving or Reduction of Any Town Permit Fees for targeted businesses and industries:**

The BDC Committee may recommend to the Board of Selectmen waiver of up to 50% of any Town permit fees or a smaller portion of such fee upon request and determination that such a fee waiver would encourage the development or expansion of quality businesses especially those of the targeted industries. The Board of Selectmen may upon recommendation of the BDC agree to waive a portion up to 50% of the entire fee as it may determine necessary to encourage the desirable development. The development must have been determined to meet the applicable desirable criteria as outlined herein. The Town and the applicant shall enter into an agreement which will set forth the terms and conditions based upon the established guidelines. The agreement shall be approved by the Town Attorney. Waiver of sewer fees should be directed towards the Water Pollution Control Authority.

### **Infrastructure Rebate Program:**

An applicant who is applying for a complying new or expanded existing business development that meets the criteria herein may also apply for a partial rebate for infrastructure which is located in the public right of way and approved by the appropriate Town Departments, Town Engineer, and the Board of Selectmen for the construction of infrastructure which the Town Engineer determines will serve a valid public purpose, be in the best long term interest of the Town and may also, in certain developments, clearly contribute to the creation of a more walkable, sustainable community. Note that only improvements that are public and are constructed in the public right of way are eligible for



# Town of Simsbury

933 HOPMEADOW STREET

SIMSBURY, CONNECTICUT 06070

any potential rebate. Parking facilities, for example, which are available to the public may be determined to be eligible for this program.

The percentage rebate which may be applied to any given development under this infrastructure rebate program is to be determined and recommended by the Town Engineer. The maximum percentage of rebate is to be 50% of the cost as determined acceptable by the Town Engineer. Certification of actual cost shall be made to the satisfaction of the Town Engineer. The actual approval of the infrastructure rebate including percentage shall be determined by the Board of Selectmen and also be based on available funding.

## Application Requirements and Procedures:

1. Applications shall be made to the Director of Planning and Community Development.
2. Applications shall be reviewed by the Town Manager.
3. Applications shall be referred to the Director of Finance and Town Assessor.
4. Applications shall contain at least the information specified herein as required by this policy.
5. For purposes of reviewing these Applications, there is established a **Business Development Committee (BDC)**. The Committee shall consist of five (5) members and one (1) alternate member appointed by the Board of Selectmen to two year terms. The Town Manager will serve as an ex-officio non-voting member of the Committee with full participation rights. The Town Manager will serve as the administrative chair and will make recommendations for Committee appointments to the Board of Selectmen. The five (5) members and one (1) alternate member of the Committee shall be as follows:
  - 1 member of the Board of Selectmen and 1 alternate member of the Board of Selectmen
  - 1 member of the Board of Finance
  - 1 member of the Zoning Commission
  - 1 member of the Economic Development Commission (EDC)
  - 1 member at large, who is an elector of the community with expertise related to economic and business development

Should a BDC member who is an elected official or EDC member resign from their post, not be re-elected, or be re-appointed prior to the BDC term expiring, they would not be able to continue to serve because they are in a BDC slot reserved for a designated board or commission.

6. The Town Manager shall refer applications that meet the minimum requirements as set forth in this document to the BDC for consideration and recommendation to the Board of Selectmen.
7. Upon receipt of a complete application the BDC shall report the findings and recommendations of the Committee to the Board of Selectmen for action.





# Town of Simsbury

933 HOPMEADOW STREET

SIMSBURY, CONNECTICUT 06070

## APPLICATION PROCEDURE:

### STEP 1:

Applicant submits a written report, application and Economic Development Impact Statement to the Director of Planning, who will then suggest to the BDC, a Business Development Incentive, based on the report, the development's direct and indirect economic and fiscal impacts and compliance with the overall Business Development Policy.

The applicant's request should include at least the following types of information:

1. Specific Assistance Requested and rationale for the request.
  - a. Tax assessment reduction specifics on a year to year basis, estimated as closely as possible.
  - b. Waiving or reduction of any Town permit fee, specifying the amount of requested waiver
  - c. Any infrastructure rebate request specifically the amount of request with all construction details.
2. Description of the project including an estimate of the number of jobs to be created and their wages.
3. Description of the applicant's business including a listing of its officers.
4. Description of the application and its products or services.
5. An estimate of the value of the proposed improvements.
6. An estimate of employment provided, full-time and part-time.
7. An anticipated project construction schedule.
8. Identification of any other public incentives, financial or otherwise, which have been requested and are included in the project financing.
9. A statement of the benefits to the Town for granting an incentive including an estimate of local taxes to be paid on a year to year basis for as long as the requested incentive lasts.
10. All other information requested by the BDC and /or per the Minimum Criteria/Information of this policy.

### STEP 2:

1. The Town Manager shall refer the application to the Business Development Committee (BDC) for review and recommendation to the Board of Selectmen.
2. The BDC shall review and discuss the application. Questions of fact shall be answered by the applicant or the appropriate town staff.

### STEP 3:

The BDC shall make a recommendation to the BOS on the application.

### STEP 4:

Upon preliminary approval by the Board of Selectmen, the Town Manager will work with the applicant, and the Town Attorney to draft a legal contract that assures that all provisions of the



# *Town of Simsbury*

933 HOPMEADOW STREET

SIMSBURY, CONNECTICUT 06070

Business Development Incentive program as preliminarily approved by the BOS will be met. Contract details will be on a case by case basis depending on the project specifics.

## **STEP 5:**

In order for the incentives to become official, the Board of Selectmen must approve the final Business Development Incentive(s) in contract form by majority vote.

## **STEP 6:**

The BOS shall also authorize the Town Manager to sign the proposed contract once approved as to form by the Town Attorney.



# Town of Simsbury

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## Appendix A:

### **Town of Simsbury Business Development Assistance Application**

Application should be completed in full, including original signatures, before submitting to the Director of Planning & Community Development at the Simsbury Town Offices, Planning Department, 933 Hopmeadow Street, Simsbury, Connecticut 06070.

Applicant Name: \_\_\_\_\_

Name of Authorized Agent: \_\_\_\_\_

Business's Officers: \_\_\_\_\_

\_\_\_\_\_

Name of Business: \_\_\_\_\_

Property Address: \_\_\_\_\_

Property is Located within Simsbury Center Zone: ☐ Yes ☐ No

Assistance Requested:

☐ Tax Abatement ☐ Reduction of Fees ☐ Infrastructure Rebate

\$ \_\_\_\_\_

\$ \_\_\_\_\_

\$ \_\_\_\_\_

Number of years: \_\_\_\_

Number of years: \_\_\_\_

Number of years: \_\_\_\_

Other Requested Public Incentives (state, federal, other municipal): \_\_\_\_\_

\_\_\_\_\_

Description of Business, Including Products & Services: \_\_\_\_\_

\_\_\_\_\_

Signature of Applicant: \_\_\_\_\_ Date: \_\_\_\_\_

Signature of Agent: \_\_\_\_\_ Date: \_\_\_\_\_

### Project Details:

Acquisition \$ \_\_\_\_\_ acres \_\_\_\_\_ sq ft existing buildings  
New Construction \$ \_\_\_\_\_ sq ft of proposed building  
Rehabilitation \$ \_\_\_\_\_ sq ft of existing building  
Equipment \$ \_\_\_\_\_  
Personal Property \$ \_\_\_\_\_  
Total Value \$ \_\_\_\_\_

Estimate of Duration of Construction Activities: \_\_\_\_\_  
\_\_\_\_\_

Has the project received approval from the Zoning Commission: ☐ Yes ☐ No

If so, date of approval: \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_

Employment Details: Present # Future # Temp. Construction Jobs #

Full Time Employees \_\_\_\_\_

Part Time Employees \_\_\_\_\_

Proposed Project Type (Select all that apply):

- |  |   |
|--|---|
| <input type="checkbox"/> Manufacturing             | <input type="checkbox"/> Professional Office                    |
| <input type="checkbox"/> High Technology           | <input type="checkbox"/> Wholesale/Warehouse                    |
| <input type="checkbox"/> New Retail in Center Zone | <input type="checkbox"/> Residential Development in Center Zone |
| <input type="checkbox"/> Mix Use/ Other:           |   |
- \_\_\_\_\_

Statement of Benefits to Town: \_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Estimate of Local Taxes to be Paid on Year-to-Year basis for as long as the requested incentive lasts:

\_\_\_\_\_  
\_\_\_\_\_

*Internal Use Only*

☐ Planning Director \_\_\_\_\_

Date:

☐ Finance Director \_\_\_\_\_

Date: \_\_\_\_\_

[ ] **Town Manager** \_\_\_\_\_ **Date:** \_\_\_\_\_

*Please Note: The Town Manager, Business Development Committee and Board of Selectmen reserve the right to request supplemental documentation which supports the request. It is recommended that documents, such as business plan, appraisals, construction proposals, etc., are included with the application in order for the request to be fully reviewed.*