



# Town of Simsbury

933 HOPMEADOW STREET

SIMSBURY, CONNECTICUT 06070

Office of Planning and Community Development

To: Simsbury Zoning Commission

From: George K. McGregor, AICP

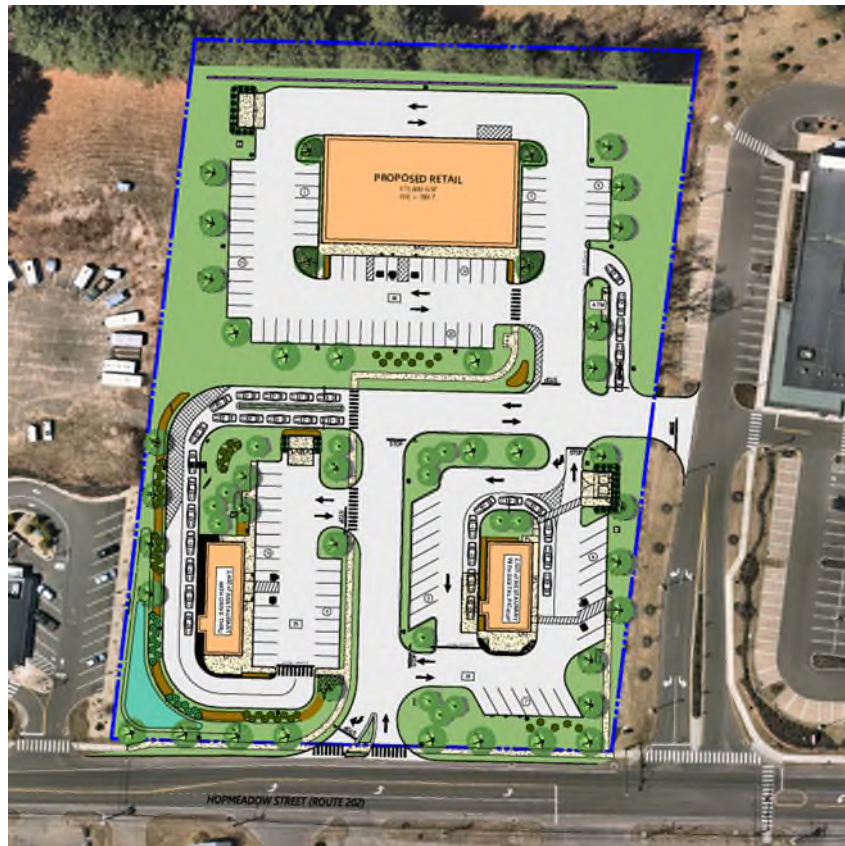
Date: June 21, 2023

RE: **ZC 23-24, 1263 Hopmeadow St. Site Plan and Special Exceptions**

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## Summary of Application

**Application ZC# 23-24** of Prospect Enterprises, LLC, Owner; Paul Vitaliano of VHB, Applicant, for a Special Exception pursuant to Section 4.4 to allow up to a 50% increase to the maximum coverage allowed in the B-2 zone and Special Exceptions pursuant Section 4.5 to permit a  $\pm$  2,400 sq.ft. restaurant, a  $\pm$  2,325 sq.ft. restaurant as part of a site plan along with a  $\pm$  11,600 sq.ft. retail building and a drive-up ATM at 1263 Hopmeadow St. formerly Wagner Ford (Assessor's Map I05 Block 403 Lot 018), zone B-2.



1263 Hopmeadow St. Proposed Site Plan

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## **Site Plan Summary**

On the former Wagner Ford parcel, the applicant is proposing a comprehensive re-development consisting of two drive-thru fast service restaurants, a stand-alone banking ATM, and a separate retail tenant building. Access from Hopmeadow St. is planned along with an inter parcel connection to the Big Y. Landscaping and stormwater management facilities are also proposed as shown on the illustrative plan on page one of this report. The Applicant has submitted a plan set prepared by VHB dated May 26, 2023, a stormwater report, architectural details, and a Traffic Impact Assessment. These items are included for the Commission's review as part of the Agenda packet.

## **Special Exceptions**

1. Section 4.5, the Permitted and Special Exception use list, places *Restaurants* as a special exception use in the B-2 zone.
2. Section 4.4, Exceptions to Dimensional Requirements, allows up to a 50% increase to the maximum impervious coverage allowed in any commercial zone. Coverage allowed in the B-2 zone is 40%; a special exception is required to increase maximum impervious coverage to 60% on site.

## **Summary and Status of Issues, Staff Comments, and Referral Agency Review**

Individual Town Referrals and Applicant Responses are attached to this memorandum.

Town Engineering—The Engineering office has provided a lengthy analysis highlighting issues related to traffic and access from Hopmeadow St., internal parking and patterns, stormwater management, water pollution control, and other items. Staff will continue to work with the applicant on a resolution to the identified issues and will provide an update at the public hearing.

Fire Marshal—The Fire Marshal requested widening of internal traffic lanes to accommodate required minimums and raised concerns regarding internal traffic patterns.

Police—The Town Police Department comments will be provided under separate cover.

WPCA—Items are included in the Engineering referral.

## **Design Review Board**

DRB met on June 5 to review the design elements; the application will return to DRB on June 21, 2023. The Board made several recommendations related to building materials, color, and outdoor dining elements. The Applicant is expected to address those items on June 21, 2023.



Design Model for 1263 Hopmeadow

### Special Exception Criteria

Staff finds that the specific considerations for special exceptions, as found in Section 12 of the Town of Simsbury Zoning Regulations, have partially been met. Those considerations include:

**Orderly Development**—The impacts of the redevelopment of the site on the Hopmeadow Corridor is a point of discussion as is the increase of maximum impervious coverage.

**Property Values**—It is expected that the redevelopment will have a positive impact on area property values.

**Public Safety**—As it relates to traffic safety, revisions to the proposal as detailed in Staff referral comments are necessary.

**Traffic Considerations**—The project, as proposed, is expected to have a negative impact on traffic in the Hopmeadow Corridor adjacent to the site. The Applicant's Traffic Study show a level of service decrease for certain turning movements.

**Landscaping and Buffers**—The applicant has provided a robust landscaping plan.

**Relationship to Utility Systems, Drainage Systems, and Impact on Community Facilities**—Although several issues related to this topic have been identified by Town Staff, it is expected that they will be resolved and/or appropriate development conditions can be included in a final site plan.

### Site Plan Criteria

Staff continues to work with the Applicant to resolve outstanding issues related to the Site Plan, primarily depicted in the Town Engineering referral memorandum.

### Staff Analysis

Due to land uses with notable vehicular characteristics (Drive-thru, ATM etc.), there is an extraordinary amount of commercial activity proposed for the site, especially related to both on and off-site circulation patterns. This portion of the Hopmeadow corridor is congested at times, with impacts generated north and south of the proposed site. Nearby land uses have directly impacted the corridor.

Increasing impervious surfaces from 40% to 60% is a substantial matter; Staff is reviewing the impacts of this increase on stormwater facilities and adjacent properties. It is acknowledged that the Wagner site has historically contained a significant amount of impervious surface.

Design Review has raised a number of design related questions on the architectural design.

For these reasons, and due to the outstanding issues identified, Staff recommends continuing the application to the July 17, 2023 meeting.

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#### Draft Motions

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**The Zoning Commission MOVES to Continue the public hearing on ZC 23-24, 1263 Hopmeadow St., for a site plan and special exceptions at its July 17, 2023 meeting.**

**Or**

**Alternate motion**



# Town of Simsbury

933 HOPMEADOW STREET ~ SIMSBURY, CONNECTICUT 06070

*Department of Public Works - Engineering Division*

## DESIGN REVIEW MEMORANDUM

June 7, 2023

**To:** George K. McGregor, AICP, Director of Community Planning and Development  
**From:** Adam D. Kessler, P.E., Deputy Town Engineer *AK*  
**Subject:** **Engineering Comments – Proposed Commercial Development  
#1263 Hopmeadow Street**

The Engineering Department has reviewed the documents submitted as part of a Site Plan Application for development of 1263 Hopmeadow Street received by this department on May 30, 2023:

1. Site Development Plans set titled “Proposed Commercial Development – 1263 Hopmeadow Street”, prepared by VHB, Inc. dated May 26, 2023.
2. Stormwater Management Report prepared by VHB, Inc., dated May, 2023.
3. Traffic Impact Assessment prepared by VHB, Inc., dated May 2023.
4. Soil Investigation Report Letter from Matthew Glunt of GEI Consultants, Inc. to Mr. Gregg Nanni of Prospect Enterprises, LLC, dated April 22, 2021.

The applicant has submitted plans to construct a commercial development on the 4.5-acre site located at 1263 Hopmeadow Street including a 2,400 square foot restaurant with a drive thru, a 2,325 square foot restaurant with a drive thru, a 11,600 square foot retail building, a drive-up ATM, parking lots and driveways with associated stormwater management facilities and appurtenances.

The following comments are based on a review of the submitted materials and respectfully request that the applicant responds to all comments in writing with revised documents:

### General

1. The applicant shall provide all future correspondence with the State of Connecticut Office of State Traffic Administration (OSTA).
2. The applicant shall provide all future correspondence with the State of Connecticut Department Transportation regarding encroachment permits to the Town of Simsbury Engineering Department.
3. Review the plan set for readability and revise accordingly.

### Site Layout and Traffic

4. Provide a permanent easement along the frontage in favor of the Town for the relocated street lights and future replacement or repair of the proposed sidewalk.

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5. Revise the “Full In Access Curb Cut” to right-in only. Vehicles traveling north on Hopmeadow Street and turning left into the proposed driveway will queue in the existing left-turn lane for the existing signal at Big Y. A queue vehicle for the proposed development effectively reduces the left-turn lane for the signal from 230 feet to 120 feet and increases the potential for conflicts.
6. Coordinate sheets C-2 and C-3 and L-1 so that all sheets correctly label the front detention basin as a “detention basin” as noted on L-1 rather than a “rain garden.” Typically, rain gardens are 6” – 12” depressions with the primary function of filtration rather than flow attenuation. The proposed basin is 18” deep with an outlet structure and is designed and planted as a detention basin.
7. Consider shifting the proposed ATM island to the west to provide additional queue space and reduce the potential for the queue to impact the internal site drive.
8. The two accessible parking spaces to the north of the 2,325 square foot restaurant share an access aisle. Per the ADA Accessible Parking Spaces requirements: “*An access aisle can be place on either side of the parking space (except in angled parking where it must be located on the passenger side of the parking space).*” Revise these parking spaces to have access aisles on the passenger side of both parking spaces.
9. Revise the Accessible Parking Space detail to show the striping for accessible parking spaces to be striped white with the exception of the 4’x4’ detail, which should remain as proposed.
10. Note on the plans that all line striping shall be epoxy resin or a slip-resistant material to avoid potential slip hazards at crosswalks and/or crossings.
11. Maple Trees have a shallow and aggressive root system which can be damaging to shallow facilities such as sidewalks. (8) October Glory Maple Trees are proposed along the frontage of the property in close proximity to the proposed concrete sidewalk within the State of Connecticut Right-of-Way. It is suggested that alternative plantings are proposed along the frontage to avoid near-term damages and/or conflicts with the new sidewalk.
12. The Vehicle Data for the Turning Template should incorporate the Simsbury Fire Truck with the following dimensions:
 

Overall Length:	48.170 feet
Overall Width:	8.330 feet
Overall Body Height:	10.489 feet
Min Body Ground Clearance:	0.920 feet
Track Width:	8.330 feet
Lock-to-lock time:	6.00 seconds
Max Wheel Angle:	45.00 degrees
13. The Truck Movement Plan appears that vehicles have conflicts with the curb at several locations. Revise the Truck Movement Plan to accommodate all turns for the vehicles.
14. A proposed driveway connection and associated curbing and grading is located on the adjacent property (MBL 105-403-016, N/F Big Y Foods, Inc.). This proposed work shall be agreed upon with the adjacent property owner and a letter shall be provided stating this work is allowed
15. Identify the location(s) of discharge for the underdrain of the proposed retaining wall.

16. The dumpster pads appear to be pitched in close proximity towards adjacent catch basins. This poses a potential direct source of contamination to the stormwater management system. Revise the plan set so the dumpster pad is pitched and directed to overland flow for natural screening and infiltration of this runoff.
17. Revise the Zoning Table to include Directly Connected Impervious Area (DCIA).

#### Stormwater Design and Analysis

18. Revise the Conduit Table to include structure rim elevations.
19. Add a detention area table to the report with pertinent information for each storm event analyzed such as, top of pond, bottom of pond, maximum water elevation, etc.
20. Add a detailed cross-section of each detention facility. Include inlet elevations, outlet structure elevations, and all maximum water elevations for each storm analyzed.
21. Revise the report to define the surface detention area as a “Detention Basin” rather than a “Rain Garden” as noted above the design plans.
22. The time of concentration flow path for Drainage Area 1 is not consistent with the proposed grades on the design plans. Additionally, a slope of 0.005 ft/ft over a 35-foot length run of “Woods: Light Underbrush” is not consistent with the proposed condition of the site. Revise this time of concentration flow path and calculation, and revise the stormwater management report as appropriate.
23. A minimum 1-foot of freeboard at the Rain Garden / Detention Basin should be provided for the 24-hour 100-year storm event.
24. The 15” pipe out from CB 117 has 1.25’ cover and the 18” pipe out from CB 118 has 1.35’ cover. Section 5.2.1.g of the Town of Simsbury Highway Construction and Design Standards states “A minimum cover of 1.5 feet shall be provided for all drain pipes unless special designs, as approved by the Town Engineer, are utilized.” Revise the plan set accordingly.
25. Identify the invert of the 12” HDPE at CB 100 on the plan set.
26. The schematic and conduit table in the Stormwater Management Report identifies Node 109 and Node 119 connected via 12” pipe with inverts of 178.60 and 174.90, respectively. The schematic and conduit table in the Stormwater Management Report identifies Node 119 and Node 120 connected via 15” pipe with inverts of 174.90 and 173.80, respectively. The Plan Set identifies CB 109 flowing to CB 120 through a 12” HDPE with inverts of 178.60 and 173.80, respectively. The Plan Set also identifies YD 119 flowing to CB 122 through a 6” HDPE with inverts of 175.60 and 175.40, respectively. Revise the report and plan set accordingly.
27. The Conduit Table in the Stormwater Management Report shows Node 120 has an invert of 173.90 and Node 125 has an invert of 172.00 whereas the Plan Set has invert at CB 120 of 173.80 and invert at WQU 125 has an invert of 171.80. Revise the report and plan set accordingly.
28. The Conduit Table in the Stormwater Management Report is missing a structure (Node 121) whereas the Plan Set Identifies DMH 121 connected to CB 105, OCS 132, and CB 106. Revise the report and plan set accordingly.



29. The Conduit Table in the Stormwater Management Report has Label CO-26 Node CB-26 with Invert 177.50 whereas the corresponding CB on the Plan Set has invert 177.00. Revise the report and plan set accordingly.
30. The Conduit Table in the Stormwater Management Report has Label CO-29 Node 130 with Invert 173.80 and Node 124 with Invert 173.60 whereas the Plan Set identifies CB 130 with Invert 174.90 and CB 124 with Invert 174.50. Revise the report and plan set accordingly.
31. The Conduit Table in the Stormwater Management Report identifies Label CO-31 as a connection between Node 132 and Node 106, whereas the plan set has DMH 121 between OCS 132 and CB 106. Revise the report and plan set accordingly.
32. Page 11-P3-3 of the 2004 Connecticut Stormwater Quality Manual (CTSWQM) states that “*Test pits or soil borings should be excavated or dug to a depth of 4-feet below the proposed bottom of facility*” and “*Infiltration tests, soil borings, or test pits should be located at the proposed infiltration facility to identify localized soil conditions*” and “*For infiltration basins, one field test and one test pit or soil boring should be performed per 5,000 square feet of basin area. A minimum of three field tests and test pits or soil borings should be performed at each basin. The design of the basin should be based on the slowest rate obtained from the field tests performed at the site.*” The nearest test pit to the proposed rain garden appears to be TP2, which is over 250-feet away from the proposed rain garden. Additionally, the nearest test pit to the STC-310 chambers is TP4, which is over 200-feet away from this proposed facility. Provide additional test pits at the location of the proposed stormwater facilities in accordance with the CTSWQM requirements and revise the report and plan set as needed. Alternatively, analyze and design the stormwater system without infiltration.
33. The dimensions on the Flared End Section with Stone Protection Detail show the length and width of the energy dissipation bowl as “X” and “Y”. Identify the length and width of this area on the plan set, as well as the size stone to be installed.

#### Site Utilities

34. Confirm via coordination with Aquarion Water that the proposed 8” water main requires or does not require a blow-off assembly at the end of the service main given the elevation in relation to the Hopmeadow St watermain.
35. Confirm that the restaurant buildings do not require a fire protection service.

#### Simsbury Water Pollution Control

36. All abandoned pipes must be taken out and removed from the job site – it cannot be reused.
37. For all 6-inch laterals, a minimum of 2% slope is required.
38. The grease traps shall meet the requirements of the State of CT General Permit for the Discharge Associated with Food Service Establishments. Submittals for the grease traps must be approved by the WPCA prior to installation.
39. All pipes shall be designed to withstand an HS-20 highway loading and existing sub-surface conditions. For rigid pipes, the desired minimum cover to sub-grade in unpaved locations shall be 42-inches (1.1-M). For rigid pipes, desired minimum cover to sub-grade in locations where the pipe is subject to vehicular loads is 4-feet (1.2-M). Where the depth of the public sewer main is such that the 4-feet minimum depth below the top of grade elevation cannot be attained, the sewer shall be covered with at least 4-inches



(10.1-cm) of concrete or shall be Ductile Iron Pipe Class 52 or Reinforced Concrete Pipe, Class V with an approved coating.

40. Details: The Sanitary Manhole, Drop Manhole and Trench Detail are not to standards. These can be supplied upon request. The Frame and Cover detail is missing.
41. The developer is advised that a facility connection charge (FCC) will be due for each building prior to the issuance of a Certificate of Occupancy.
42. Will the 8-inch sanitary sewer be maintained by the Town? If so a sanitary sewer easement must be granted prior to the start of construction.

The favorable recommendation is subject to resolution of these outstanding comments to the satisfaction of the Engineering Department prior to final sign-off of the project.

# Simsbury Fire District

871 Hopmeadow Street • Simsbury, Connecticut • 06070

Patrick Tourville  
Fire Marshal

Phone 658-1973  
ptourville@simsburyfd.org

June 12, 2023

George K. McGregor, AICP  
Planning & Community Development Director  
Town of Simsbury  
933 Hopmeadow Street  
Simsbury, CT 06070

To whom it may concern,

With regard to the proposed development for 1263 Hopmeadow Street in the Town of Simsbury Ct the following concerns need attention.

1. The turn lane from Hopmeadow St indicates a 15-foot road width. A minimum of 20 feet is required for fire dept. access.
2. The main driveway from Hopmeadow Street and the intersection point to the northern restaurant will cause traffic congestion and confusion for exiting the complex. This design will possibly contribute to traffic congestion from Hopmeadow Street.
3. The exit lane from the property indicates 16 feet in width. 20 feet required for fire department.

All three items were brought to the design team previously, however the final plan did not reflect these changes.

Yours in Safety,



Patrick Tourville  
Fire Marshal  
Simsbury Fire District



June 12, 2023

Ref: 42810.00

George K. McGregor, AICP  
Planning & Community Development Director  
Town of Simsbury  
933 Hopmeadow Street  
Simsbury, CT 06070

Re: 1263 Hopmeadow Street – Response to Fire Marshal Comments

Dear Mr. McGregor,

The following is a response to comments provided by Simsbury Fire Marshal Patrick Tourville in a letter dated June 12, 2023.

**Comment 1:** The turn lane from Hopmeadow St indicates a 15-foot road width. A minimum of 20 feet is required for fire dept. access.

**Response 1:** The driveway includes a mountable concrete island as detailed on sheet C-6 'Site Details'. This will allow additional room for fire trucks. It is preferable to keep the driveway width as shown so it is not assumed to be two lanes. We expect this to be the DOT's preference as well.

**Comment 2:** The main driveway from Hopmeadow Street and the intersection point to the northern restaurant will cause traffic congestion and confusion for exiting the complex. This design will possibly contribute to traffic congestion from Hopmeadow Street.

**Response 2:** The exiting lane from the restaurant will be stop controlled while the main plaza drive will be free flowing. Also, there is a secondary egress in the rear of the restaurant which will be used for vehicles traveling northbound on Route 10. Additional signage can be added to direct northbound traffic to use the Big Y signal.

**Comment 3:** The exit lane from the property indicates 16 feet in width. 20 feet required for fire department.

**Response 3:** See response to Comment 1 above.

Please let me know if you have additional comments or would like to discuss further. Thank you.