



Town of Simsbury

933 HOPMEADOW STREET

SIMSBURY, CONNECTICUT 06070

Office of Planning and Community Development

To: Simsbury Zoning Commission

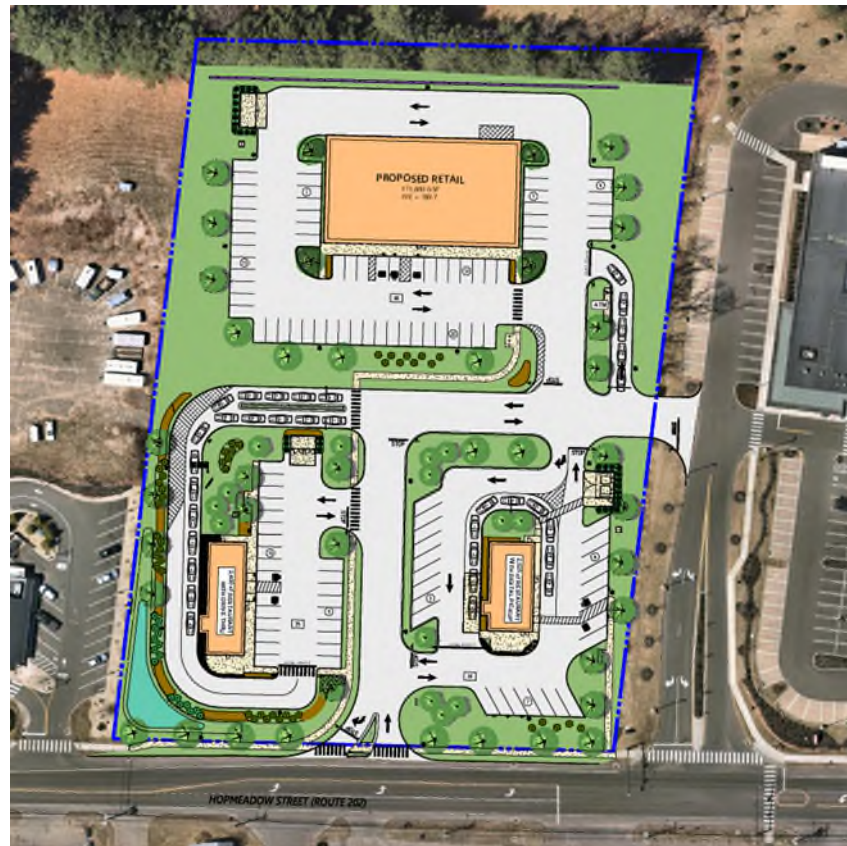
From: George K. McGregor, AICP

Date: June 21, 2023, REVISED September 6, 2023

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

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

Telephone (860) 658-3245
Facsimile (860) 658-3206

An Equal Opportunity Employer
www.simsbury-ct.gov

8:30 - 7:00 Monday
8:30 - 4:30 Tuesday through Thursday
8:30 - 1:00 Friday

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 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, and revised August 23, 2023, a stormwater report, architectural details, and a Traffic Impact Assessment.

The primary unresolved issue relates to access from Hopmeadow. The Police Department and the Town Engineer recommend a condition limiting access to Hopmeadow to right-in, right-out only. From the Staff memorandum dated June 7, 2023:

Vehicles travelling 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 and increases the potential for conflicts.

The Applicant contends that this access is critical to serve the future businesses and disagrees with Staff's conclusions.

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 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. The Applicant has responded to the comments with a full resubmission dated on August 23, 2023. The great majority of those items have been resolved. There are a few technical points that will be resolved prior to the meeting.

Staff has requested a public access easement to accommodate a portion of the sidewalk that is depicted outside of existing right of way. The Applicant has agreed to provide the easement.

The access issue from Hopmeadow Street remains outstanding.

Fire Marshal—The Fire Marshal requested widening of internal traffic lanes to accommodate required minimums and raised concerns regarding internal traffic patterns. The Applicant has widened the lanes and inserted mountable curb in locations to ensure proper EMS access.

Police—The Town Police Department, in an email dated 6-21-23 made several internal traffic flow recommendations. The primary issue related access from Hopmeadow remain outstanding. The Police Department recommends a condition limiting access to Hopmeadow to right-in, right-out only. A full movement is available at the signalized interstation at the entrance to Big Y.

WPCA—Items are included in the Engineering referral.

Design Review Board

At a special meeting on June 21, 2023, the Design Review Board forwarded a positive recommendation to the Zoning Commission on the above referenced application, subject to the Exterior Design Package dated 6-20-23, prepared by BKA Architects.

The recommendation does not include the illustrative signage shown on the architectural drawings; they must be submitted and reviewed separately.

The recommendation includes direction to revise the Starbucks parapet roofline to include relief and articulation similar to the Chipotle design.



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 been met, as conditioned and modified. 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. The Applicant’s revisions to the stormwater management plans mitigates these concerns.

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

Public Safety—The primary safety issue, related to access to the site from Hopmeadow St., can be mitigated by a condition of approval limiting access to a right-in, right-out condition only.

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. A right-in, right-out only condition on Hopmeadow, recommended by the Police Chief and the Town Engineer, helps to mitigate traffic and access concerns.

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

Relationship to Utility Systems, Drainage Systems, and Impact on Community Facilities—The Applicant’s revisions to the stormwater management plans mitigates previous concerns regarding impact to community systems.

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.

The Applicant’s response submission coupled with Staff’s recommended conditions and modifications to the site plan, demonstrate the projects compliance with the Town’s site plan standards found in Section 11 of the Town regulations.

Staff Analysis

Due to land uses with notable vehicular characteristics (Drive-thru, ATM etc.), there is an increased 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 had reviewed 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.

The property has been the subject of blight complaints due its dilapidated condition; redevelopment is a welcome alternative in a B-2 zoning district prepared for commercial development.

On balance, and subject to the recommended modifications and conditions offered, the project is recommended favorably.

Note: The Applicant has extended the timeline for this application until September 6, 2023. Decision date for the special exception is October 1, 2023; October 28th for the Site plan.

Draft Motions

SPECIAL EXCEPTION

The Zoning Commission Approves 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, based upon the following findings:

That the specific considerations for special exceptions, as found in Section 12 of the Town of Simsbury Zoning Regulations, have been met, as conditioned and modified. 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. The Applicant's revisions to the stormwater management plans mitigates these concerns.

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

Public Safety—The primary safety issue, related to access to the site from Hopmeadow St., can be mitigated by a condition of approval limiting access to a right-in, right-out condition only.

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. A right-in, right-out only condition on Hopmeadow, recommended by the Police Chief and the Town Engineer, helps to mitigate traffic and access concerns.

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

And Subject to the Following Conditions and Modifications to the project:

1. The project shall be developed in substantial conformance with the plan set dated May 26, 2023, revised August 23, 2023, prepared by VHB.
2. The project shall be developed in substantial conformance with the architectural set dated June 20, 2023, prepared by BKA Architects.
3. The main site access point at Hopmeadow Street shall be limited to a right-in, right-out condition.

Or

Alternate motion

SITE PLAN

The Zoning Commission Approves 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, based upon the following findings:

That the specific considerations for site plans, as found in Section 11 of the Town of Simsbury Zoning Regulations, have been met, as conditioned and modified.

And Subject to the Following Conditions and Modifications to the project:

1. The project shall be developed in substantial conformance with the plan set dated May 26, 2023, revised August 23, 2023, prepared by VHB.
2. The project shall be developed in substantial conformance with the architectural set dated June 20, 2023, prepared by BKA Architects.
3. The main site access point at Hopmeadow Street shall be limited to a right-in, right-out condition. No left turns from northbound Hopmeadow St. shall be permitted.
4. Prior to the issuance of a building permit for this project, the Applicant shall submit to the Town of Simsbury an Erosion & Sediment Control Bond, in a form acceptable to the Town, in the amount of \$25,000.
5. Prior to the issuance of a building permit for this project, the Applicant shall submit 2 sets of mylars and one paper set for signature and recordation.
6. Prior to the release of any bonds for this project, the Applicant shall submit an "As-Built" for the project.
7. Prior to the issuance of a certificate of occupancy, the plan shall be revised and easement documents submitted, to include a public access easement along the Hopmeadow frontage to accommodate the side walk, in a form acceptable to the Town.
8. Prior to the issuance of the first certificate of occupancy for the property, the Applicant shall replace and/or replace any damaged public sidewalk along the frontage, in a manner acceptable to the Town.

Or

Alternate motion



Town of Simsbury


933 HOPMEADOW STREET ~ SIMSBURY, CONNECTICUT 06070

Department of Public Works - Engineering Division

DESIGN REVIEW MEMORANDUM

August 30, 2023

To: George K. McGregor, AICP, Director of Community Planning and Development

From: Adam D. Kessler, P.E., Deputy Town Engineer 

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 August 23, 2023:

1. Site Development Plans set titled “Proposed Commercial Development – 1263 Hopmeadow Street”, prepared by VHB, Inc. revised August 23, 2023.
2. Stormwater Management Report prepared by VHB, Inc., revised August, 2023.

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. Original comments are in regular text, Applicant responses are in *italics*, and new Town comments are in **bold**:

General

1. The applicant shall provide all future correspondence with the State of Connecticut Office of State Traffic Administration (OSTA).
VHB contacted OSTA for preliminary feedback and received an email on May 26, 2023 (Attachment A) stating that “we consider the cross-access driveway with the Big Y as an access of convenience, since your site has a proposed driveway with Route 202. In this case, your site would not be looped into the Big Y certifiable area and OSTA review would not be required.” **This comment has been adequately addressed. This comment remains for any future correspondence.**
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. *Correspondence with CTDOT is attached. All future correspondence with DOT regarding encroachment permits will be provided to the town.* **This comment has been adequately addressed. This comment remains for any future correspondence.**

3. Review the plan set for readability and revise accordingly.
The plans have been reviewed and revised. This comment has been adequately addressed.

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.
A note on sheet C-2 'Layout and Materials Plan' calls out "Relocated street light; Easement to the Town likely required." Barring changes during the permit process, an easement will be provided to the Town. If approved, the Applicant shall prepare draft easement documents to the Town for review. This comment has been adequately addressed.
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.
VHB understands the town staff's position on revising the access drive to be right in/right out only. The plans submitted, however, reflect a full access in and right-out driveway as previously shown and will be discussed with the Zoning Commission. Maintaining full access to the site is an essential component to the success of the prospected tenants. Engineering's recommendation for a "right-in/right-out" driveway configuration remains.
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.
The basin is designed to infiltrate stormwater into the ground and therefore sheets have been revised to properly label the front basin as an infiltration basin. This comment has been adequately addressed.
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.
The ATM location as shown on the site plans was designed to allocate enough room for the anticipated 2 to 3 vehicle queuing based on the tenant's program. It is therefore proposed to remain as shown since it is not expected to generate a queue will impact the internal site drives. This comment has been adequately addressed.
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.
Section 502.3.4 of the Accessible Parking requirements notes "Access aisles shall be permitted to be laced on either side of the parking space except for angled van parking spaces which shall have an access aisle located on the passenger side of the parking spaces." Since the space is a standard accessible space it would not require striping on the passenger side. However, the parking was able to be revised to include an access aisle on the passenger side of the easternmost ADA space as requested." This comment has been adequately addressed.
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.
The detail on sheet C-6 'Site Details' was revised. This comment has been adequately addressed.

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.

*A note was added to sheet C-2 'Layout and Materials Plan'. **This comment has been adequately addressed.***

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.

*The plans have been revised to remove the large maple trees per request. Additional shrubs and a sandstone wall has been added to the frontage in place of the trees. **Identify the height of the wall, top of wall and bottom of wall elevations. Additionally, confirm the proposed wall will not impact sight lines for the driveway.***

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

*The Simsbury Fire Truck was created in the AutoCAD vehicle tracking software using the criteria provided above. An additional sheet TT-2 was added to the planset to show the fire truck maneuvers around the project site without any conflicts. **This comment has been adequately addressed.***

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.

*There are a few areas on the plan with mountable curbs to allow for the delivery trucks to maneuver around the site. This may graphically appear as though the truck is hopping a curb. Additional notes will be added to the Truck Movement Plan to avoid confusion. **This comment has been adequately addressed.***

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.

*Attached is a cross access agreement between the applicant and Big Y. **This comment has been adequately addressed.***

15. Identify the location(s) of discharge for the underdrain of the proposed retaining wall.

*The plans have been revised to show an underdrain from the proposed retaining wall to drainage structure 104. **This comment has been adequately addressed.***

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.

*The dumpster pad areas have been revised to pitch runoff away from nearby catch basins. **This comment has been adequately addressed.***

17. Revise the Zoning Table to include Directly Connected Impervious Area (DCIA).
*DCIA has been added to the zoning table. **Provide the DCIA for pre-development conditions as well as post-development conditions.***

Stormwater Design and Analysis

18. Revise the Conduit Table to include structure rim elevations.
*A structures chart has been added along with the conduit table within the Stormwater Management Report showing the rim elevations of all proposed catch basins and manholes. **This comment has been adequately addressed.***
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.
*A table noting the details of the pond has been added to the Stormwater Report. **This comment has not been adequately addressed.***
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.
*A Detailed cross-section of the underground systems and outlet control structures including elevations were previously included on Sheet C-8 'Site Details'. An additional table has been added to the details for the underground systems to show the peak water elevation at each storm event. **This comment has been adequately addressed.***
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.
*The basin is designed to infiltrate stormwater into the ground and therefore the report has been revised to properly label the front basin as an infiltration basin. **This comment has been adequately addressed.***
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.
*The time of concentration was revised for Drainage Area 1. The area in the western portion of the site will remain a dense woodland area with mature trees so the model has been revised to "woods with dense underbrush". The remaining time of concentration was revised in the HydroCAD model and shown on the proposed drainage figure. **This comment has been adequately addressed.***
23. A minimum 1-foot of freeboard at the Rain Garden / Detention Basin should be provided for the 24-hour 100-year storm event.
*The pond has been revised to show 1-foot of freeboard. **Spot grades and/or contours have been added to the east and southern boundary of the infiltration to show 1-foot of freeboard, although spot grade(s) are required to the north of the infiltration basin to show the minimum 1-foot of freeboard.***
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.
*The drainage system has been revised to provide a minimum of 1.5' of cover as required by town design standards. **This comment has been adequately addressed.***

25. Identify the invert of the 12" HDPE at CB 100 on the plan set.
Plans have been revised to include the 12" pipe invert at CB 100. This comment has been adequately addressed.
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.
The StormCAD model has been revised to show the current schematic as shown on the site plans. The revised Stormwater Management Report is included in the submission. This comment has been adequately addressed.
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.
The inverts have been revised to be consistent between the report and plans. This comment has been adequately addressed.
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.
The report and plans have been revised to be consistent. This comment has been adequately addressed.
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.
The report and plans have been revised to be consistent. This comment has been adequately addressed.
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.
The report and plans will be reviewed and revised to be consistent. This comment has been adequately addressed.
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.
The stormwater model has been revised to include DMH 121 as per the site plans. This comment has been adequately addressed.
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.

*The geotechnical engineer, GEI, was back out on the project site to field test within the proposed areas of infiltration. Infiltration rates were determined to be 20+in/hr in the area of the underground infiltration at the retail and below the existing material at the location of the infiltration basin. The area at the NE underground system is estimated at a field infiltration rate of 5+in/hr. Results are included in the stormwater report. Since the rear of the site (area of 20+in/hr) is proposed to be lowered approximately 5-6 feet, it is proposed this soil be used to replace the top layer of silty soil (as noted in the Geotech report) in the area of the northeastern underground system and in the footprint of the infiltration basin. Notes have been added to the Grading and Drainage Plan. **The design infiltration rate should be 50% of the lowest field measured rate within the footprint, which is from Test 10A (50% of 5.33 in/hr = 2.67 in/hr). Revise and resubmit the stormwater management report and plan set accordingly.***

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.

*The detail has been revised to show the Stone Protection sizing. **This comment has been adequately addressed.***

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.

*Conversation and coordination is on-going with Aquarion Water and details will be provided prior to construction. **This comment has been adequately addressed. A revised plan and/or details shall be provided to the Engineering Department prior to construction.***

35. Confirm that the restaurant buildings do not require a fire protection service.

*The architect does not anticipate that fire protection service is required for the restaurants. **This comment has not been adequately addressed. Engineering defers to the Building Official or Fire Marshal, as appropriate.***

Simsbury Water Pollution Control

Comments numbered 36-42 from Simsbury WPCA shall be adequately addressed prior to the issuance of any WPCA permits for the proposed development. It is recommended that the Applicant contact the WPCA soon after land-use approvals and prior to the intended start of construction.

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-foot 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.

Archived: Wednesday, August 30, 2023 11:26:35 AM

From: [Davis Chris](#)

Sent: Wed, 21 Jun 2023 18:46:40

To: [McGregor George](#)

Cc: [Boulter Nicholas \(SPD\)](#)

Subject: Wagner property traffic Impact comments

Importance: Normal

Sensitivity: None

George,

In reviewing the proposed development plan at the former Wagner property, our concerns include the following;

- Traffic turning from Route 10 into restaurant entry-way (not via Big Y access road) should only be allowed to turn in as they travel south (No left turn from northbound traffic)
- Moving the proposed driveway entrance to the northernmost restaurant (Chipotle), further west so that it does not create a traffic backup either onto rte 10. Either vehicles exiting that parking lot or waiting in queue to enter the restaurant could cause potential issues with the way it is currently configured.
- The northernmost restaurant (Chipotle) allows for exit east and west between the restaurants. Maybe exiting traffic should only turn west.
- We have similar concerns about how close the drive-up ATM entrance/queue is to the entrance to the parking lot – if it's possible it might be more prudent to move the ATM further west in the parking lot.

Please let me know if you have any questions or if you need further clarification on anything.

Thank you!

Chris

*Christopher A. Davis
Deputy Chief of Police
Simsbury Police Department
(860) 658-3104*

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



Town of Simsbury

933 HOPMEADOW STREET

SIMSBURY, CONNECTICUT 06070

Office of Planning and Community Development

MEMORANDUM

TO: File ZC 23-24, 1263 Hopmeadow St. Wagner Property Redevelopment

FROM: George K. McGregor, AICP, Director

DATE: June 22, 2023

SUBJECT: Design Review Board Action

At a special meeting on June 21, 2023, the Design Review Board forwarded a positive recommendation to the Zoning Commission on the above referenced application, subject to the Exterior Design Package dated 6-20-23, prepared by BKA Architects.

The recommendation does not include the illustrative signage shown on the architectural drawings; they must be submitted and reviewed separately.

The recommendation includes direction to revise the Starbucks parapet roofline to include relief and articulation similar to the Chipotle design.

Attachments

1. BKA Architects Exterior Design Package, 6-20-23