



Memorandum

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

Date: December 11, 2023

Project #: 42149.04

From: Paul Vitaliano – VHB
T.J. Donohue – Killian & Donohue,
LLC

Re: Simsbury South – MSDP Response to Comments

The following are responses to your November 6, 2023 Planning Referral letter for ZC 23-38 regarding 200 Hopmeadow St. (Hartford South):

Comment 1: Size and Scale. The total size and scale of the project is significant for the Town of Simsbury and raises potential capacity issues for many of our public service partners such as police, fire, ems, public schools, and parks & recreation. It is acknowledged that Hartford South was anticipated to accommodate a large development project; however, the capacity of our community facilities must be evaluated to ensure acceptable levels of service can be achieved and/or continued. This department reserves the right to provide additional comments once the community service providers have had the opportunity to submit referral comments.

Response: The Size and Scale of the project is large and this is an appropriate comment. The site, project, zone, and history of the site are totally unique in Simsbury. The scale and scope were established in 1980 when the town acquired this site for an industrial park and then responsive to market sold it to the Hartford to build a 900,000 square foot office campus with over 2,000 parking spaces and over ½ mile of interior access drives. When the concept of suburban headquarters buildings failed, it was the Hartford and the town who commissioned the Hartford Form Based Code to set zoning entitlements to attract a major developer and investor to reclaim the site. This was successful and the present applicant stands ready to make the significant investment to facilitate adaptive reuse of the abandoned and derelict property.

It is important to note that the proposed impervious service is within the disturbed limits of the Hartford development and that impervious coverage will be reduced under the proposed plan by approximately 6%, which is 7 acres. Also, the scope of the development is within the parameters of both the prior development and the HFBC.

The proposed plan includes features which mitigate any overburdening of Simsbury facilities in several ways:

- The site has significant community amenities which include a club house with common areas and recreational facilities,
- The site has design features of sidewalks throughout and a multi use trail with offsite access as well as a common lawn and other areas which make it a true walkable community. In the North site these walks and ways are in frequent popular use.
- The developer has and will assure will work with the town agencies to provide access areas to the river for a landing or similar facility to assist fire and police protection.



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- And of course, the project will have significant grand list and revenue impacts which will be detailed and demonstrated in the course of our presentation. Its fiscal effects will be positive and significant enabling town officials and policy makers to continue to enhance Simsbury of one of the best communities for public recreational facilities.

VHB is submitting a report analyzing impacts to schools and preparing a report discussing housing trends and project impacts and assessment of housing stock.

Comment 2: Viewshed. The protection of the public viewshed to the ridgeline and Heublein Tower to the east of the project is paramount and a priority public policy goal. Staff requests a viewshed study.

Response:

The developer is very aware of this concern and staff has highlighted the “viewshed” from our earliest meetings. In response the applicant has revised its approach to the site. It is important to note that the proposed buildings are located further from the street than the building in the Northern development. They are also generally oriented perpendicular to the road whereas on the North they are parallel to the road. Additionally, on the Northern development the closest retail building is 140’ to the streetline and the closest stacked flat and assisted living building are approximately 285’ from Hopmeadow Street. For the proposed southern development, the closest buildings are approximately 300’ to 340’ from Hopmeadow Street, which is the length of a football field.

While the existing north development is set back 100’ from Hopmeadow Street and sited with full visual access to the street, The South development will be 200 feet back from the Street and significantly screened. A small portion of the neighborhood will be visible from Hopmeadow Street. To design this site the developer directed VHB to conduct a visual analysis and utilize GIS data to identify key observation points from the surrounding area of the site frontage along Hopmeadow Street. While there are several locations where the ridge and tower are currently obscured by trees, the photo sims were prepared at vantage points where the tower and ridgeline are visible and most prominent. VHB utilized detailed methodology to prepare photo simulations to ensure visualizations accurately depict how the Project will appear once constructed. This scope incorporated a BIM/AutoCAD model of the architect’s proposed buildings. The results are depicted in the attached before and after simulations of the two site entry points on Hopmeadow Street. Both instances demonstrate visibility of the ridge and tower.

Comment 3: General Site Layout. In the event that the viewshed study proves that the ridgeline and tower are protected, Staff recommends consideration to separate Apartments #11 and #12 and placing them each at the end of the internal loop street which currently terminate into a parking lot. Placing the buildings at the termination point allows an internal architectural vista instead of a parking lot.



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In addition, Staff wonders if there is any opportunity to include some amount of ground floor retail/commercial/personal service in #11 & #12? Markets are unpredictable. As part of the two Silverman properties, as proposed, there would be almost 900 units and perhaps as many as 2,000 or more people. There are no walkable, nearby commercial services available. This requires all of these residents to get in their vehicles and drive to obtain neighborhood convenience goods such as coffee, or deli sandwiches, or other services.

Response: VHB prepared a photo sim depicting Apartment #11 relocated to the northern parking lot. The result is attached and demonstrates that the modification may encumber the views to the ridgeline and tower. The Zoning for this site as approved by the town is a Form Based Code, which advances the building and structural forms of building and layout over the considerations of use. The applicant proposes a form within the Code that is a viable buildable usable plan in context of the town, the market, and the times. If the market changes to demand alternate uses the applicant would be open to working with the town to modify the plan to accommodate appropriate and compatible commercial uses in the South site. As the Commission is well aware, the applicant has worked diligently without success for several years to find commercial tenants on the North site.

Comment 4: General Site Layout. Staff recommends that Apartments #1 and #2 be replaced with duplex units to provide for a more diverse mix of unit types. The duplex units are offered in limited number at only 24. In addition, duplex units on both sides of the high-rise core helps balance the site and provides transition in both directions (one side to a residential development, the other to an environmental area). This design change would also eliminate an awkward parking/road configuration adjacent to those units.

Response: The intent of the development is to reduce in scale from north to south. Therefore, the stacked flats are located along the northern portion of the site and transition to duplexes to the south and then single family rentals further south. The single family units to the east are transitions from the stacked flats by the clubhouse and large greenspace.

Comment 5: Affordable Units. The proposal includes a pledge to provide 10% of the total units as affordable, consistent with state guidance (half at 60% median income, half at 80%). Staff recommends that the units be provided pro rata across all unit types and be constructed/provided in a fashion concurrent with market rate units.

Response: The applicant is committed to provided 10% of total units as affordable. For greater flexibility they are proposing that the affordable units be located within the stacked flats.

Comment 6: Multi-use trail. The project proposes to reduce the width of the multi-purpose trail along for a distance of approximately 780' due to self-described wetlands adjacency. What are the impacts on the wetlands if the width remains at 12' over this section? Is there a possibility of a full 12' section comprising a different material such as board



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walk? Please consider alternatives to the proposal which maintains 12'. Staff is also concerned with how close the multi-purpose path gets to Hopmeadow St. What safety measures will be employed in this event? Staff also recommends continuing the multi-use path along Hopmeadow all the way to the south property line. Or, in the alternative, connecting the path back to the project sidewalk network in the area of the southern single-family residential area. This would provide a comprehensive full loop of the property.

Administratively, the narrative on page 8 speaks to a reduction from 12' to 8'. However, the Master Site Development Plan depicts a reduction from 12' to 9'. Please clarify.

Response: A 12' path supported by a boardwalk was approved by the IWWC in April of 2017. This trail was located completely outside of the state right of way and spanned the wetlands, requiring tree clearing and support piles into the wetlands. The current proposal is to locate the trail within the state right of way but to narrow to 9' for a limited distance in order to minimize impacts to the wetlands. A wall would be required and while the impacts to the wetlands have not been determined at this time they are expected to be less than what was originally approved by IWWC, while the impacts within the upland review would be greater. If the trail was expanded to 12' and moved away from the edge of road as recommended by staff, the direct impacts to the wetlands are still expected to be less than what was originally approved, while the impacts to the upland review would be greater. The applicant is open to exploring the possibility of increasing the width of the trail but is cautious to propose a solution during the Master Plan process that may be rejected by the IWWC during the site plan approval process. We recommend language within the MSDP that provides flexibility in the event a new proposal is modified or denied by IWWC.

The applicant is open to extending the multi-use trail along the site frontage to the southern property line. However, a connection to the single family homes is limited due to wetlands, topography and existing vegetation which is proposed to remain as a buffer to the neighbors and Hopmeadow Street. However, the connection will be explored further.

The narrative on Page 8 of the MSDP discusses a reduction from 12' to 8' to provide flexibility if a 9' width cannot be achieved.

Comment 7: Traffic Generation. Please submit a copy of the original full OSTA north/south site traffic study which is referenced in the submission documents. This will be a helpful refresher to get a comparative understanding of the traffic generation and impact differences between the full Hartford Insurance office use and this residential project. Is the proposal recommending no new traffic mitigation?

Response: The Town was copied on all correspondence with the DOT during the original OSTA approval process, but a link will be provided with the approvals and plans.

In summary, the OSTA approval was for the northern development and a maximum buildout of the South that would match the traffic generated by the Hartford Insurance Company. The reason was to demonstrate the maximum development that could be supported by the existing roadway system. The resulting condition from the DOT was



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minor restriping and replacement of the existing signal. However, this will need to be revisited by OSTA because the proposed development for the South will generate less traffic during the weekday and more during the weekend (since the Hartford did not generate traffic on the weekend). Since traffic will not increase over what the current infrastructure can handle, no new traffic mitigation is proposed other than replacing the existing signal.

Comment 8: Inland Wetlands Agency/Conservation Commission. As a reminder, during the informal presentation of this project to the IWC/CC in June 2023, the Commission recommended that the 100-foot wetlands buffer be honored and that all new development pull back behind this boundary. It is noted by Staff that a great majority of the proposal remains within the development footprint of the Hartford Insurance (building parking, streets etc.). As such, new impacts within the 100-foot buffer are rare. Where practicable, Staff recommends, especially where development would expand beyond the original site impacts, keeping the buffer area free of development.

The Commission also recommends a strong commitment to native plants as part of the site landscaping plan and the removal of invasive species on site. Please address that concept in the landscaping section.

Response: One duplex, two garages, five single family homes, and a portion of road are located within the upland review area. However, these areas are currently occupied by parking lot which will be removed and partially restored with landscaping. Native plants and removal of invasive species will be incorporated into the final site plans. Staff also asked that the MSDP language be revised to address native plants and removal of invasives.

We recommend language within the MSDP that provides flexibility in the event a new proposal is modified or denied by IWWC.

Comment 9: Component Zone Explanation. Please enhance the description of the need for alternative compliance related to component zones. The intent of the Hartford Form Based Code contemplates a more mixed-use approach with some non-residential components. That is the reason for a Neighborhood Transition Zone—it is designed to transition between a Neighborhood Commercial Zone and Neighborhood Zones. As proposed, there are just two zones (yes, one denser than the other); what is the purpose of the transition zone with no commercial component? If there are certain market-based realities as play, this is a concept that should be discussed further as a part of this process.

Response: A Type 4 application is required for "alternative compliance". The only modification to the Neighborhood Transition Zone is to clarify the need to transition from other zones. Therefore, it was deemed simpler to make this one clarification rather than create a new zone.

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Comment 10: Plan of Conservation and Development. Please address how the project master plan is consistent with the Plan of Conservation and Development.

Response: The Form Based Code for the Hartford Insurance Company campus was created with the specific intention of developing this property. This project addresses specific rental needs within Town and introduces unique opportunities in the form of duplexes and single family rentals.

Comment 11: Alternative Section 7.B.vii.b. Generally, for the "Alternative" language, please provide a strike through or bold font, as appropriate to highlight the new language changes. See comment 3. Streets terminating into a parking lot is not a favored design element in the code. Staff recommends an alternative design element, such terminating at a vista such as a building or architectural feature.

Response: VHB's submission included a letter outlining the changes to the Form Based Code. A markup of the FBC is attached showing where these changes are located.

Please note that streets terminating into a parking lot was also addressed similarly on the North by eliminating parking at the end of the sight line and buffering the lot with landscaping.

Comment 12: Alternative Section 7.B.vii.e. The proposal asks for an alternative to the requirement to set the garage back from the single-family house. This section intends to prevent "snout houses" where the garage becomes inappropriately the dominant architectural feature. Staff recommends protections against this possibility.

Response: The proposed language change is to allow for flexibility of design at the single-family homes. Two single family home designs have garages in line with or slightly projected from the front façade in order to maintain overall symmetry and balance in the design. In no case do the garages project beyond 3'-0" from the front façade.

Comment 13: Alternative Section 7.D.2.b. See comment 6 regarding width reduction clarification.

Response: Please refer to the response to Comment 6.

Comment 14: Alternative Section 7.D.2.c. See comment 8 regarding 100-foot wetlands buffer.

Response: Please refer to the response to Comment 8. We recommend language within the MSDP that provides flexibility in the event of modifications or denial by IWWC.

Comment 15: Scale. The Master Site Development plan appears to be submitted at a scale of 1"=120'? Please provide the plan in a more standard scale.

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Response: This scale was used to depict the entire site on one plan with the exception of the trail crossing Minister Brook. Please let us know if staff requires the MSDP at another scale. The site plans will be at 20 scale resulting in 19 sheets to encompass the entire site.

Comment 16: **Site Visit.** Staff requests a site visit with members of Town Staff and the Applicant team, based on availability, before December 1, 2023.

Response: A site visit was conducted with the town Planning Department staff, VHB, the property owner and their permitting attorney on November 29, 2023. In the field the size, disrepair, and remoteness of the "Hartford" are enormously apparent. It is a derelict site which is an anomaly in Simsbury and calls out for a great design and massive investment Site visits provide a greater understanding regarding the scale, privacy and condition of the site and we are hopeful that the Commission will visit the site. We will coordinate any mutually convenient time to have a site walk.

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Comments from Building Official's November 9, 2023 email comments:

Comment 1: Address footing drains for single homes and duplexes.

Response: This will be addressed at site plan development not MSPDP.

Comment 2: Homes bordering flood elevation would not allow for patios, decks or intrusion into flood areas.

Response: Work is not proposed within the 100 year floodplain. Portions of the eastern side of the site with single family are located within Flood Zone X which is considered outside of the 100 year floodplain. These structures will be located above the flood levels in Zone X.

Comment 3: Review power demand for EV charging.

Response: Coordination with the power company will take place during the site plan approval process.

Comment 4: Parking at multifamily with EV charging must include one accessible space that has a charging station.

Response: This will be incorporated into the final site plans.

Comment 5: Include pull boxes and transformers on site plan.

Response: This will be addressed at the site plan development stage of the project.

Comment 6: Single family home that have garages, a parallel or double wide drive is suggested without stacking of vehicles.

Response: Driveways as currently depicted on the Master Plan are 18' wide and 25' long to the edge of sidewalk. This will allow for two cars to be parked in tandem behind the garages.

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Comments from Parks and Recreation emailed on November 27, 2023:

Comment 1: Regarding the multi-use path constructed as part of the project. Will the property maintenance/management company be responsible for the post construction and long term maintenance of this trail?

Response: The owner will be responsible for maintenance of the multi-use trail.

Comment 2: Regarding the number of proposed units to be constructed. The additional residents, both children and adults, will very likely necessitate the need for additional athletic fields in Simsbury. Additionally, after all proposed units are constructed and occupied, the population growth resulting from the development may require the Town of Simsbury to add an additional Parks Maintenance position to aid in the care of parks and recreation facilities in town that would likely see increased usage due to the population growth.

Response: An economic impact assessment is being prepared.

Comment 3: I see that the proposed landscaping plan includes native trees, shrubs and plantings. Will the post construction property management be held to these same standards with their replacement plantings (annuals) and tree replacements?

Response: The owner has onsite personnel to monitor and coordinate maintenance.

Comment 4: Is there any opportunity to create a public Farmington River access point for fishing or non-motorized boating as part of this project?

Response: The owner is open to discussion regarding easements to the town for emergency access to the river.

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Comments from Assistant School Superintendent emailed 11/27/23

From a school district perspective, I do have some concerns about the magnitude of this project. Right now, the current Ridge at Talcott Mountain complex (300 units) is home to 51 students in the Simsbury Public Schools. As you probably know, we actually zoned the complex for Central School at the elementary level in order to avoid overcrowding at Latimer.

This proposed complex not only calls for 580 units, but many of them are actually single family rental homes that will surely fill with some families. I would anticipate that this complex will bring in anywhere from 100-130 school-aged children. At the middle and high school levels, it would not be that big a deal, but this will certainly have an impact on our new Latimer Lane elementary school, bringing it more quickly to capacity than we had planned for.

Beyond the sheer numbers, it's also impossible to predict the cost of specialized services if/when any students with IEP's that call for intensive programming or outplacement establish residency in this complex. It's certainly a large increase in housing stock available to families who might be seeking to establish residency for educational purposes.

Response: Attached is a school impact assessment report prepared by VHB.

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Comments from Town Engineer's November 29, 2023 letter

Comment 1: Stormwater and E&S Controls. It is understood the site plan design and permitting process will occur in 2024. As such, the design shall conform to the Connecticut Stormwater Quality Manual, published September 30, 2023, and Connecticut Guidelines for Soil Erosion & Sediment Control, published September 30, 2023.

Response: Final Site Plans will conform with the 2023/2024 Stormwater Quality Manual and E&S Guidelines where practical.

Comment 2: Bicycle Circulation Standards. Current guidance for new multi-use paths with two-way traffic require a minimum width of 10 feet with a preferred width of 12 feet. If a path or sidewalk coincides with a road curb, the width of the path should be increased for safety and comfort of cyclists and pedestrians.

Paths along the frontage shall be bituminous pavement.

Connections to the North and Farmington Canal Heritage Trail that crosses Latimer Lane are important. Additional study and design should include safety improvements for the Hopmeadow Street crossing at Latimer Lane.

Applicant should consider a sidewalk or multi-use path connection along the frontage to the south property line.

Response: See response to Planning Department comment #6.

Paths will be bituminous pavement.

The Latimer Lane crossing was discussed with the Town and DOT during permitting of the North site. Please let us know if there are specific concerns.

The proposed multi-use trail will be revised to extend to the southern property line.

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Comments from WPCA November 30, 2023 letter

Comment 1: The Water Pollution Control Authority (WPCA) approved the sanitary sewer flow allocation for the site at the WPCA meeting on June 8, 2023.

Response: A subsequent administrative approval was provided via a letter on October 16, 2023 to correspond with the number of units depicted on the Master Plan.

Comment 2: There is currently a 50-foot sanitary sewer easement that exists on the property. All existing requirements of the easement documents shall be maintained unless a new agreement is made with the WPCA and the Town of Simsbury.

Response: The Master Plan has been designed to avoid impact to the existing sewer line and no buildings are proposed within the easement.

Comment 3: The developer is advised that a facility connection charge (FCC) will be due prior to the issuance of a Certificate of Occupancy. This FCC will be calculated upon review of final building plans and layout.

Response: Understood.



The Ridge at Talcott Mountain - South

Town of Simsbury, CT
North Entrance Existing Conditions



The Ridge at Talcott Mountain - South

Town of Simsbury, CT
North Entrance Proposed Condition



The Ridge at Talcott Mountain - South

Town of Simsbury, CT
South Entrance Existing Conditions



The Ridge at Talcott Mountain - South

Town of Simsbury, CT
South Entrance Proposed Condition



Intersection of Hopmeadow Street and northern site entrance.

This sim was created in response to the Planning & Community Development Director's November 6, 2023 comment 3 asking about the visual impact to relocating Bldg 11 to the northern parking lot. This sim demonstrates that the view to the ridgeline and tower would be obstructed. This sim DOES NOT reflect the building location depicted on the proposed Master Plan.



Town of Simsbury

WATER POLLUTION CONTROL
36 Drake Hill Road Simsbury, Connecticut 06070

October 16, 2023

SL Simsbury LLC
788 Morris Turnpike
Short Hills, NJ 07078

Re: Updated Sanitary Sewer allocation for South Site, 200 Hopmeadow, Simsbury, CT

Dear sir:

The sewer allocation for the South Site, 200 Hopmeadow, Map Block lot F17-154-009-2, Simsbury, CT was approved by the Simsbury Water Pollution Control Authority (WPCA) at its June 8, 2023 meeting. This allocation was based on the 124.64-acre site with an underlying zoning of I1. This acreage is based on the Town of Simsbury assessor's cards and submitted development plans. A wetland survey completed in 1997 was used to determine usable acreage.

The new proposed development of 580 units, comprising of 216-1 bedroom, 296-2 bedroom, 32-3 bedroom, and 36-4 bedroom units would require an estimated flow of 121,576 gallons/day of the 334,880 gallons/day available from the site.

A facility Connection Charge (FCC) for each building will be determined upon submittal of plans. The FCC compensates for infrastructure investment that has and is being made to provide sewer service. Simsbury's wastewater collection and treatment systems are solely supported by customer fees. The FCC is due when the sewer connection permit is obtained.

Please call, 860-658-3258, if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Anthony Piazza".

Anthony Piazza
Superintendent

Enclosure

Cc: P. Gilmore, Chairman WPCA
T. Roy, Director Public Works
G. McGregor, Director of Community Planning & Development
H. Miga, Building Official

Stewards of the Environment™

November 16, 2023

Katie Eannotti
VHB
100 Great Meadow Road, Suite 200
Wethersfield, CT 06109

Re: Request for Water Service – 200 Hopmeadow Street, Simsbury, Connecticut
Proposed Residential Development

Dear Ms. Eannotti,

This letter confirms that Aquarion Water Company of Connecticut (Aquarion) has sufficient water supply to meet the following estimated residential water demand for the proposed development at the above referenced property.

- Average Day Demand: 157,200 gallons per day
- Maximum Day Demand: 314,400 gallons per day
- Irrigation System Demand: 7,860 gallons per day
- Hydrant Demand: 1,250 gallons per minute at 20 psi
- Fire Sprinkler Demand: 350 gallons per minute at 65 psi


Please note that Aquarion has instituted conservation measures in Simsbury that limits the operation of irrigation systems to two (2) times per week. Please visit our website for additional information (www.aquarionwater.com).

The attached fire flow test report indicates an available fire flow of approximately 4,452 gallons per minute at 20 psi. Please note that fire flow tests are indicative of the available flow at a specific time. Available flow and pressures will vary throughout the day and year based on system demands, which may result in lower available flow and pressure. It is your engineer's responsibility to design accordingly to achieve the required flow and pressure while considering all the building demands and system demands.

This service commitment is valid for 12 months from the date of issuance. If your proposed project is not ready for water service (intended usage) within 12 months of this letter, then Aquarion's ability to serve your project will have to be re-evaluated.

While this letter serves as a service commitment, it is not an approval how or when to connect (tap) to our water main. You must complete the Main Extension Process, including obtaining additional approvals that are required, payment of required fees, etc. Additionally, you must complete the New Service Process for final building connections and meter installation. If you have any questions regarding this letter, please feel free to contact me at 203.362.3067. If you have questions regarding the main extension process and next steps required to connect (tap) to our system, please contact Carlos Vizcarrondo at cvizcarrondo@aquarionwater.com.

Very truly yours,
Aquarion Water Company



Hannah P. Swearsy
Planning Engineer

cc: New Services, Carlos Vizcarrondo, File
Attachment: Fire flow test at hydrant 1600 dated 6/26/2023
Will Serve Letter Application dated 9/19/2023

Aquarion Water Company Fire Flow Test

Test Location: Simsbury, CT

Test Date: 06/26/2023

Test Time: 09:00 PM

Flow Hydrant: 1600 Location: Hopmeadow @ Old Canal

Flow Hydrant Parameters:

Main Size: 10" PVC
Pipe/Nozzle Diameter: 4.5" inches
Pito Pressure: 28.5 psi
PSI Before: 106 psi

Residual Hydrant: 1610 Location: Hopmeadow Rd @ Private driveway

Residual Hydrant Parameters:

PSI Before: 108 psi
Residual During Flow: 88 psi
PSI After: 108 psi
PSI Drop: 20 psi

Test Results:

GPM Available: 2,000

GPM @20 psi: 4,452

Test Performed By: MFARRELL

NOTE: Static Pressure readings are actual, and test results are not corrected for elevation differential.

Test Method: Calibrated Orifice

Disclaimer: This data represents system conditions on the date and time that the test was performed. System conditions may vary significantly throughout the year. The design of new water service installations and the identification and gathering of all necessary data is the sole responsibility of the Developer or his representative. In all instances, the water service designer should apply engineering judgment to ensure proper design. Aquarion Water Company does not guarantee the accuracy of this data.

Aquarion Water Company

WILL SERVE LETTER APPLICATION

APPLICATION DATE: 9/19/2023

PROJECT / SITE INFORMATION

Project Name: Proposed Residential Development
 Location / Address: 200 Hopmeadow Street, Simsbury, CT

Proposed Use : Commercial / Industrial Building Size (s.f.): _____
 Residential Building Size (s.f.): Apt = ±44,000sf or ±56,000sf ; Duplex = ±2,200sf-3,000sf
(listed as per bldg) Single family homes = ±2,000sf-2,500sf
 Site Elevations: High: ±182 ft. Low: ±169 ft.

Datum Elevation (USGS): NAVD 1988

Length / Size (Dia.) of Proposed Service: TBD

Site Plan Attached: (Must show Elevation Contours)

DEMAND INFORMATION (To be determined by the applicant's project plumbing consultant)

| Commercial / Industrial Use | Residential Use |
|--|---|
| <u>Comm./ Industrial Demand</u> Average Day _____ gal/day Maximum Day _____ gal/day Irrigation System Demand _____ gal/day <u>Fire Demand</u> Hydrant _____ gal/min. Building Sprinklers: Yes <input type="checkbox"/> No <input type="checkbox"/> Required Sprinkler Flow: _____ gal/min. Residual Pressure: _____ psi | <u>Domestic Demand</u> No. Units <u>580 units</u> No. Bedrooms/Unit <u>1-4 bedrooms</u> Total No. Bedrooms <u>1,048</u> Total Average Day Demand <u>157,200</u> gal/day Total Maximum Day Demand <u>314,400</u> gal/day <small>(Total Ave. Day Demand x 2)</small> Irrigation System Demand <u>7,860</u> gal/day <u>Fire Demand</u> Hydrant <u>1,250</u> gal/min. Building Sprinklers: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Required Sprinkler Flow: <u>350</u> gal/min. (per apt bldg) Residual Pressure: <u>65</u> psi (per apt bldg) |
| | <div style="border: 1px solid black; padding: 5px; width: fit-content;"> 216 - 1 bedrooms 592 - 2 bedrooms 96 - 3 bedrooms 144 - 4 bedrooms </div> <p>(estimated at 5% of Avg Day Demand)</p> |

CONTACT INFORMATION

Applicant (or Agent) Name: Katie Eannotti
 Address: 100 Great Meadow Road, Suite 200
 Tel. No.: 860-807-4402
 Email: keannotti@vhb.com

SIGNATURE:  PRINT NAME & TITLE: Kaitlyn Eannotti, P.E., VHB

Instructions: Please submit this form along with the site plan and a fire flow test:
 Mr. Carlos Vizcarrondo, Utility Service Coordinator
 Aquarion Water Co. - Engineering & Planning Dept., 600 Lindley Street, Bridgeport, CT 06606
 Off. No. (203) 337-5950 Fax. No. (203) 337-5839 e-mail: cvizcarrondo@aquarionwater.com