

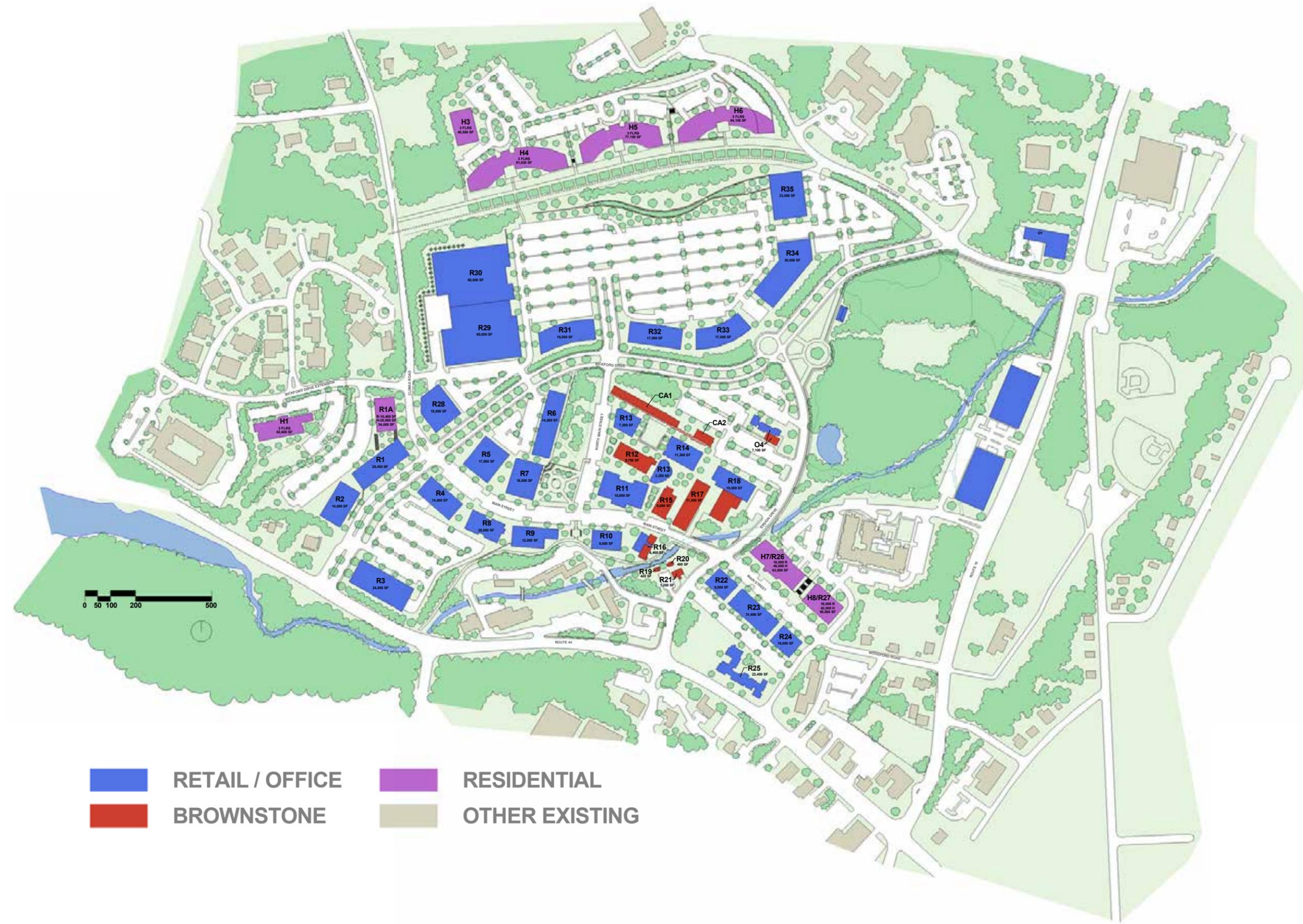


Response to Memoranda + Design Adjustments

October 20, 2015

TRO JB

Carpionato
GROUP



- | | | | |
|---|-----------------|---|----------------|
|  | RETAIL / OFFICE |  | RESIDENTIAL |
|  | BROWNSTONE |  | OTHER EXISTING |

Carpionato Application # 4744

Response to Hiram's Memoranda of 10.13.2015 + 09.10.2015

Memorandum of 10.13.2015

1. Specific Differences/Variations of Carpionato Plan and 2012 ATC Plan

Avon Zoning, Section VI.I.6.c: MUPD Requirements

1) Encompass and plan for the entirety of all property.

Response:

The purpose of the Carpionato Master Plan is to enjoin the Community's expectations as expressed in the New Avon Town Center Zoning and enhance the sense of Avon as a very special place to be. The foundation of "place-making" that thrives by creating an environment where the following questions are answered: Is there a place there? Do I want to spend time there? Will I have a memorable experience there? The Carpionato new Avon Town Center is, for those who live here, a thoughtful development that is a sustaining place where people can come to live, work and play in a unique Historic New England Town Center. Achieving this goal depends upon careful, intentional design that creates quality environments with sound, sustainable economic underpinnings that support continuous success for the new Town Center.

All of the submittals made by the Carpionato Team have been inclusive in their design of all of the property in the Master Plan area of approximately 97.5 acres, as delineated in the Application.

Integrated design of the entire property is essential to creating the New Town Center imbued with the values expressed in the Zoning.

2) Provide for a direct traffic connection that links all ACDD's with "traditional Main Street"

Response:

"Main Street" is the corner stone of the street layout in the Carpionato Plan. The main retail street runs the length of the development from Woodford to Climax, coupled with and expanded Main street section connecting south to north to Bickford Drive along the new Village Green. This network of streets has convenient on-street parking, wide landscaped sidewalks with street trees, public spaces, outdoor seating arrangements and retail buildings with no front yard, thereby activating the new Main Street. These two Main Streets, when combined with Bickford and Ensign Drives, connect all of the ACDD's.

3) Provide a general conceptual site development plan.

Response:

The site plan review process working with Town officials and the Commission has been very rewarding. We have evolved what we believe is an exciting and appropriate plan through five different submittals. Each plan has improved with neighborhood/ community and official Town department input.

4) Provide maps, plans and graphic illustrations that identify the general layout and organization of individual development blocks.

Response:

There have been four formal submittals to the Commission in this process.

- 09.02.2015 Application
- 07.28.2015 Master Plan Design Book
- 09.29.2015 Master Plan Design Supplemental Book
- 10.20.2015 Response to Town Planner Memorandum

Each submittal has contained maps, plan and graphic illustration that identify the general layout and organization of the individual development blocks. Each submittal has sought to be directly responsive to the inquiries and interests expressed at the Hearings and at supplemental meetings with the community, Town officials and many invested residents who have sought us out.

5) Provide a preliminary utilities plan showing the general location of and type of stormwater management facilities; and the water distribution system.

Response:

This plan will be forthcoming once the overall master plan is approved and the design of the initial infrastructure commences. This plan will evolve through working closely with Town Officials, Boards and personnel.

6) Provide a preliminary parking and traffic circulation plan.

Response:

Each submittal that has been made (4) has sought to refine as directed the parking and circulation plan for the Master Plan area. We are all at the beginning of a very exciting process that only starts with Master Plan Approval. Developing exciting traffic and parking problem solving will be a key component of working through the details as the infrastructure and individual building site plans are developed for each ACDD.

7) Provide and ownership, maintenance and management plan for all internal streets and roads.

Response:

Please see Appendix Two of this document.

8) Provide a text-based narrative that lists and discusses:

- a. The potential mix of uses in the proposed development;

Response:

Avon Town Center as shown in the revised master plan is a Town Center-Village Oriented mixed-use development. The broad categories of use are retail, residential, office and recreation. The Phase One focal point of the new Avon Town Center centers around a new Village Green and Main Street. The new development builds upon the existing base of retailers and office tenants residing in the classic brownstone buildings. The shopping experience will be extended along a new Main Street with restaurants and boutique style retail stores capturing a street retail-open air experience. Intentionally located public spaces will punctuate the Phase One development including the establishment of a new 15 acre town park. The development will

offer a highly curated, very detailed shopping experience that offers users much more than just showing up to shop and leaving. The overall design will motivate people to stay and enjoy an extended experience. Carpionato’s intent is to have people come, shop, recreate and explore the various elements of the village environment. Portions of Carpionato’s Phase One development in the Village will include residential over retail, a new mixed-use retail and residential development area west of Climax and residential/office offerings along Simsbury Road.

The mix of uses in Phase Two will include a mix of small, junior anchor and anchor retail woven together through by a new efficient surface street network and multiple pedestrian and bike connectors. Overlooking and adjacent to the Phase Two retail will be luxury age targeted residential units.

b. Descriptions and estimates of the total square footage of each use;

Response:

There will be a rich blend/mix of uses in the New Town Development. The commercial center will be populated with retail establishments, restaurants, smaller commercial office space, professional and healthcare related offices and housing. It is also possible that in the future, District #8 may see the development of a hotel as a replacement for some of the office use now projected for that site. The following table summarizes the estimated square footage of those uses in the development.

District/Name	Total Area	Retail	Housing	Office	Other	Est. Land SF	Est. Acres
1. Park	1,800				1,800	659,746	15.1
2. Green	127,000	117,000		10,000		475,240	10.9
3. the Square	240,000	240,000				1,219,680	28.0
4. the Brownstones	127,236	100,070		7,100	20,066	601,128	13.8
5. ACDD # 5	200,000	113,000	87,000			305,816	7.0
6. Climax Road	136,400	52,800	83,600			270,072	6.2
7. the Knoll	293,400		293,400			531,445	12.2
8. Simsbury Road	66,050			66,050		194,949	4.5
Total Town Center	1,191,886	622,870	464,000	83,150	21,866	4,258,076	97.75

c. Total number of dwelling units (where applicable);

Response:

The Carpionato Master Plan illustrates the development of 314 housing units in eight buildings distributed in different locations in the development. On sites number 6 & 7 housing is used as a buffer between existing housing and new commercial space development.

The following chart illustrates the distribution of the 314 housing units in the Carpionato Plan.

HOUSING:

Bldg. #	Phase	Gross Area	First Floor	Second Floor	Third Floor	ACDD #	Est. Units
H1	1	63,600	21,200	21,200	21,200	6	42
R1A	1	20,000	2,000	9,000	9,000	6	14
H3	2	11,000	11,000			7	0**
H4	2	101,470	33,824	33,823	33,823	7	61
H5	2	86,991	28,997	28,997	28,997	7	51
H6	2	93,939	31,313	31,313	31,313	7	56
H7	1	45,000	1,500	21,750	21,750	5	24
H8	1	42,000	1,500	20,250	20,250	5	22
Subtotal Housing		464,000	131,334	166,133	166,133		314*

*@ 1,478 sf average per unit

** Common areas: Fitness Center, Lounge, Game Room, Pool, Support Facilities

d. Public and private amenities included as part of the proposed development;

Response:

The New Town Center will have a large number of public amenities, among them:

- The Village Green – 17.89 acres
- The Park with Performance Area – 15.2 acres
- The Brownstone District Performance Space + Smaller Spaces – 12,000 sf
- Preservation of Brownstones – 10 Buildings
- Landscaped Outdoor Spaces Between Buildings
- Wide Landscaped Sidewalks
- Extensive Open Space – 39.5 acres
- Extensive Pedestrian Pathways
- Extensive Bike Paths and Bike Racks
- Sustainable Design Practices
- Extensive Tree Plantings – over 600 trees.

e. Any mitigation actions that may be required;

Response:

To our knowledge, there will be mitigation in the areas of traffic and allowable levels of wetlands alterations. There may be some sewer mitigation in the form of new agreements or supplemental system installations.

f. General information regarding site lighting, signage and other site furnishings and amenities.

Response:

It is the developer's intent to employ sustainable dark sky lighting design techniques and practices in the construction of Avon's New Town Center. See Carpiionato Book Submission 09.29.15, pages 44 + 45.

9) Provide reports or studies conducted by qualified third-party professionals to address potential impacts in the areas of traffic, the environment; the provisions for and utilization of public services, and surrounding property values.

Response:

Please see Appendices:

- Traffic Analysis by Fuss + O'Neill - 09.02.2015 Application; 09.29.2015 Commission Presentation
- LID Strategies Presentation by Fuss + O'Neill - 09.29.2015 Commission Presentation
- Economic Analysis – Fiscal Impacts of Development - 09.29.2015 Commission Presentation

2. MUDP Requirements: Streets and Connections

Avon Zoning, Section VI.I.6.b: Main Street

Main Street – The primary roadway bisecting and MUD, whether public or private, along and around which the proposed land uses and building are designed in a manner that provides a traditional "village center" or downtown atmosphere. "Main streets" also generally include on-street parking, ample pedestrian infrastructure, buildings and uses directly oriented toward the street itself, and properties with either very limited front yard setbacks or no front yard setbacks at all.

Response:

The new Main Streets (Main + North Main) are designed so that all of the buildings have direct sidewalk frontage without setbacks. This is designed to animate the pedestrian shopping and overall pedestrian experience. The Carpiionato Plan integrates on-street parking, widened landscaped sidewalks and ample pedestrian infrastructure, which is expanded by pedestrian pathways between buildings. The integration of the "Village Green" into the middle of Main Street's length, as well as the pedestrian only streets of the Brownstone district provide increased pedestrian safety, a more civil experience and a relief from vehicular noise. See Carpiionato Book 07.28.15 Section 8, Streets, Parking + Pedestrian Pathways.

3. Plan Justification Based Upon Current Regulation Requirements

If application proposes to change any of these sections or the included ratios, so state.

- a. Section VI.6.c – Modifications to the mix of uses in an ACDD of not more than 20% of the floor area changing from commercial to residential or vice versa.
- b. Modifications to the gross floor area of all uses in an ACDD shall not consist of a change of more than 20%.
- c. Modifications to the amount of useable open space.
- d. Reasons and necessity for the modifications to the number of "communication points" (from 6 to 3) Between the proposed Main Street and the other streets in the proposed street network.

Response:

The Carpiionato Plan does change these ratios between uses. That is fundamental to the presentations made to the Commission, Town officials and townspeople that has place required emphasis on developing a sequence of design and construction that starts with infrastructure, followed by retail development, followed by housing.

Once the Town adopts the Carpiionato Plan, then there is no anticipated change in this development criteria required.

As to item "d" above, the Carpiionato Plan does reduce the vehicular intersections from 6 to three. This is done to minimize disruption to the pedestrian nature of Main Street, reduce traffic accident risk and intersection congestion, and enhance the overall distribution and flow of traffic. The vehicular "communication points" being eliminated are converted to pedestrian walkways between buildings, connecting the parking that is behind the building to the shopping on Main Street. The 2012 Plan turned parking lots into roadways, which is not a recommended strategy. It promotes the likelihood of auto accidents and creates more congestion than is appropriate for a parking lot. The Carpiionato Plan separates out the flow of traffic to parking lots by channeling it away from Main Street to Ensign and Bickford drives.

4. Phasing: Explain how the 2 phase phasing plan complies or differs with the "Development phasing-land uses" in Section VI.I.i.3. Development Phasing

The intent of the AVC Zone regulations is to encourage cohesive mixed use developments with a balance of uses designed in a walkable, village center style. The phasing plan for any MUPD must take into account the need for a balanced approach for the development of individual uses. It is the Town's intention and desire that nay MUPD must be composed of a mix of land uses during all phases of its development, not just as an end product. The following sequence of requirements for pro rating the development of specific uses shall apply to all MUPD's.

Zoning certification for the following development constraints in any MUDP:

- Up to but not exceeding 25% of the residential units before 20% of nonresidential gross floor area is developed.
- Up to but not exceeding 50% of the residential units before 40% of nonresidential gross floor area is developed.
- Up to but not exceeding 50% of the residential units may be issue only if all of the parks, recreation and open space elements proposed in the MUDP also have been constructed and, when required, conveyed to the Town.
- The full number of residential units proposed in an MUDP only after 60% of nonresidential gross floor area has been certified.

Response:

We are of the understanding that this provision was written in anticipation of a developer(s) that would have a primary focus on residential development and not commercial development. Hence, the regulation was written to guarantee the Town Center had an appropriate level of simultaneous development of both commercial and residential uses. Since our development focus is on commercial uses first as a generator and amenity for residential users/occupants, we will be developing both product types simultaneously. Phase One will have 442,450 sf of commercial development and 171,400 sf of housing. Phase Two will have 293,380 sf of housing and 240,000 sf of commercial development.

5. Parking

Various statements have been made regarding the amount of proposed parking. Numbers of 6 spaces per 1,000 square feet – to 4 spaces per 1,000 square feet have been mentioned. Clarify.

Response:

Current shopping trends and planning norms are reducing the amount of parking required. This is due to changes in shopping habits and timing, store stocking and layout trends, and evolving developments in transportation. An appropriate amount of parking will be provided and constructed with provisions for parking expansion if required during intense shopping time frames. Determining the final appropriate parking levels will be a collective effort between the Carpionato Group, their consultants and the Town of Avon officials and board and commission members.

6. Residential

The original AVC adopted plan contemplated 400 – 500 residential units and 500,000 – 600,000 square feet of GFA. The current application proposes to change these adopted ratios. The applicant should point out where the proposed number of residential units and the amount of proposed GFA are located.

Response:

The table below outlines the size and location of the residential units by ACDD. For specific locations please see the colored Master Plan keys the housing as purple on the plan. That document is found in the Carpionato Book 09.29.2015, pages 8 + 9.

HOUSING:

Bldg. #	Phase	Gross Area	First Floor	Second Floor	Third Floor	ACDD #	Est. Units
H1	1	63,600	21,200	21,200	21,200	6	42
R1A	1	20,000	2,000	9,000	9,000	6	14
H3	2	11,000	11,000			7	0**
H4	2	101,470	33,824	33,823	33,823	7	61
H5	2	86,991	28,997	28,997	28,997	7	51
H6	2	93,939	31,313	31,313	31,313	7	56
H7	1	45,000	1,500	21,750	21,750	5	24
H8	1	42,000	1,500	20,250	20,250	5	22
Subtotal Housing		464,000	131,334	166,133	166,133		314*

*@ 1,478 sf average per unit

** Common areas: Fitness Center, Lounge, Game Room, Pool, Support Facilities

7. Performance Standards

- a. 15% of Developable Land dedicated to Open Space.

Response:

The property is made up of 4,258,075 square feet. There is 1,721,567 square feet or 39.53 acres of open space in the current master plan (09.29.2015). This plan is on page 41 of the Carpionato Book Submission 09.29.15. The open space represents 40% of the total land area. This area is supplemented by 152,790 sf or 3.51 acres of "gathering" open space in the plan – denoted in the olive green (darker) areas on the exhibit.

- b. Pedestrian Walkways

Response:

The development is intertwined with an intricate set of sidewalks and pathways that connect the various districts to each other and the buildings within each district. In addition, the Carpionato group is proposing to expand the reach of the development by building sidewalks that "reach out" into the surrounding neighborhoods. These would be located on Climax Road and Routes 44 and 10. These new and the proposed pedestrian walkways are illustrated in Appendix SIX of this document.

- c. Truck Circulation & Deliveries

Response:

As each ACDD is developed and presented building by building, an accompanying Truck Circulation and Delivery Plan for each ACDD will be presented. It is the intention that deliveries and pick ups be undertaken in a manner and at a time of day that will not disturb the quiet rural nature of the Town, nor create traffic disruptions for pedestrians and local vehicular use.

- d. Low Impact Development

Response:

Fuss + O'Neill presented LID strategic implementation strategies intended for The Avon Town Center development at the last Commission meeting on 09.29.2015. Those strategies will be applied to the specific requirements of the site development during the first -- the initial infrastructure design effort -- along with the Site Plan submittal process for each building and each ACDD development

- e. Environmental Impact

- Use of fire suppression systems.

Response:

It is the Carpionato intent that all buildings have fire suppression systems as a sound management practice, even if they are not required in all buildings by State law.

- Installation and use of energy and water efficient building techniques.

Response:

Avon Town Center will be developed and managed following best business practices incorporating many of the initiatives put forth by the U.S. Green Building Council (USGBC) for LEED accreditation. The entire development and particularly the anchor-retail and residential components of Phase Two are designed to facilitate integration of various USGBC-LEED principles and business practices.

With construction of the Village and the new anchor retail and residential buildings there will be heightened "construction activity pollution prevention" measures enacted, priority on "open spaces" encouraging pedestrian-oriented recreation areas, use of green roofs, "reduced parking footprints" minimizing automobile dependency, land consumption and rainwater runoff, "light pollution reduction" to increase night sky access and reduce the light consequences of development for people and wildlife to an expanded emphasis on "bicycle facilities and focus on "green vehicles" with preferred parking set-asides and electric vehicle charging equipment for vehicle plug-ins.

Overall Avon Town Center is designed around storm water management principles that integrate "rainwater management" to better replicate the natural hydrology and water balance of the site, leading to "outdoor water use reduction" using irrigation system efficiency, alternative water sources and smart technology.

The existing Avon Town Center management and operations protocols will employ "indoor water use reduction", upgraded water metering, cooling tower water use conservation to building level energy metering, renewable energy production and the storage and collection of recyclables.

New construction and the renovation/expansion of the existing Brownstones will emphasize "construction and demolition waste management" including "building product disclosures and optimization in the sourcing of raw materials and environmental product declarations".

8. Peer Consultant Requested Information

Response:

Much of the information requested will be developed during the first phase of work and the initial infrastructure design effort along with the Site Plan submittal process for each building and each ACDD development.

- a. Stated need for revised traffic analysis

Response:

The traffic analysis developed to date will be supplemented, as required, to provide a full and complete understanding of the future flows and their impacts. This completed analysis will, then, become the basis upon which the traffic mitigation steps will be designed and implemented.

- b. Stormwater Management Plan

Response:

A complete stormwater management plan will be developed concurrent with the design of the overall phase one infrastructure design development, which will be developed with the full involvement and participation of the Town's appropriate staff and commissions and boards. This will be the initial step taken by the Carpionato Group at the outset of implementing the Avon Town Center Phase One plan.

- c. Sewer Capacity analysis

Response:

Any need for increased sewer capacity will be discussed with Town staff and boards. Any required increase in available sewer capacity may be subject to determination of other agreements and contractual obligations.

- d. Preliminary Earthwork analysis – cuts and fills.

Response:

The project goal is achieve the minimum amount of cuts and fills to enable, in the Developer's opinion, to achieve a successful development. The shared goal is to remove as little soil as possible from the overall site to offsite locations. The full cut and fill analysis will be developed in the earliest stages of the Phase I development design.

Memorandum of 09.10.2015

Overall, Comprehensive Issues to be addressed:

- A. Differences between Avon Village Center Regulation/Adopted Plan and Carpionato Plan Reference Avon Zoning Regulations VI.I.6 Mixed Use Development Plan

Response:

See Memorandum 10.13.2015 response, above, items 1 and 2.

- B. Change in focus from residential to retail between 2012 Plan and Proposed Carpionato Plan

Response:

The tables that follow outline

- Differences by Use between the 2012 Plan and the Carpionato Plan
- Gross Area Distribution by ACDD and Use
- Summary of Areas by Building, Use and Floors in Each Building

COMPARISON OF DEVELOPMENT AREAS

Residential Development:

PZC Approved Plan	683,724 (418 Units)
Carpionato Proposed Plan	464,000 (314 Units)

Retail Development:

PZC Approved Plan	264,830
Carpionato Proposed Plan	622,870

Commercial Office Space:

PZC Approved Plan	182,773
Carpionato Proposed Plan	83,150

Total Development

(Including Cultural Arts + Other)

PZC Approved Plan	1,155,363
Carpionato Proposed Plan	1,191,866

GROSS AREA DISTRIBUTION BY ACDD AND USE

District/Name	Total Area	Retail	Housing	Office	Other	Est. Land SF	Est. Acres
1. Park	1,800				1,800	659,746	15.1
2. Green	127,000	117,000		10,000		475,240	10.9
3. the Square	240,000	240,000				1,219,680	28.0
4. the Brownstones	127,236	100,070		7,100	20,066	601,128	13.8
5. ACDD # 5	200,000	113,000	87,000			305,816	7.0
6. Climax Road	136,400	52,800	83,600			270,072	6.2
7. the Knoll	293,400		293,400			531,445	12.2
8. Simsbury Road	66,050			66,050		194,949	4.5
Total Town Center	1,191,886	622,870	464,000	83,150	21,866	4,258,076	97.75

SUMMARY OF AREAS BY BUILDING, USE AND FLOOR

RETAIL:

Bldg. #	Phase	Gross Area	First Floor	Second Floor	ACDD #
R1	1	28,400	28,400		6
R1A	1	10,400	10,400		6
R2	1	14,000	14,000		6
R3	1	24,000	24,000		2
R4	1	14,000	14,000		2
R5	1	17,000	17,000		2
R6	1	14,000	14,000		2
R7	1	16,000	16,000		2
R8	1	20,000	10,000		2
R9	1	12,000	12,000		2
R10	1	9,000	9,000		4
R11	1	18,000	18,000		4
R12	1	9,750	9,750		4
R13	1	7,200	7,200		4
R14	1	11,200	11,200		4
R15	1	6,000	6,000		4
R16	1	6,400	4,900	1,500	4
R17	1	11,500	8,500	3,000	4
R18	1	19,000	16,000	3,000	4
R19	1	420	420		4
R20	1	400	400		4
R21	1	1,200	1,200		4
R22	1	8,000	8,000		5
R23	1	31,600	31,600		5

CONTINUED NEXT PAGE

Bldg. #	Phase	Gross Area	First Floor	Second Floor	ACDD #
R24	1	16,000	16,000		5
R25	2	23,400	17,400	6,000	5
R26	2	18,000	18,000		5
R27	2	16,000	16,000		5
R28	2	15,000	15,000		3
R29	2	60,000	60,000		3
R30	2	60,000	60,000		3
R31	2	18,000	18,000		3
R32	2	17,000	17,000		3
R33	2	17,000	17,000		3
R34	2	30,000	30,000		3
R35	2	23,000	23,000		3
Subtotal Retail		622,870	609,370	13,500	

OFFICE:

Bldg. #	Phase	Gross Area	First Floor	Second Floor	ACDD #
O1	2	12,650	12,650		8
O2	2	26,700	2,700	24,000	8
O3	2	26,700	2,700	24,000	8
O4	1	7,100	5,500	1,600	4
R9	1	10,000		10,000	2
Subtotal Office		83,150	23,550	59,600	

HOUSING:

Bldg. #	Phase	Gross Area	First Floor	Second Floor	Third Floor	ACDD #	Est. Units
H1	1	63,600	21,200	21,200	21,200	6	42
R1A	1	20,000	2,000	9,000	9,000	6	14
H3	2	11,000	11,000			7	0**
H4	2	101,470	33,824	33,823	33,823	7	61
H5	2	86,991	28,997	28,997	28,997	7	51
H6	2	93,939	31,313	31,313	31,313	7	56
H7	1	45,000	1,500	21,750	21,750	5	24
H8	1	42,000	1,500	20,250	20,250	5	22
Subtotal Housing		464,000	131,334	166,133	166,133		314*

*@ 1,478 sf average per unit

** Common areas

CULTURAL ARTS + OTHER:

CA1	1	17,586	existing
CA2	1	2,480	existing
Subtotal Cultural/Arts		20,066	
Park Pavilion		1,800	
Total Cultural Arts/Other		21,866	
TOTAL DEVELOPMENT		1,191,866	

A. Overall Fiscal and Economic Impact to the Town of Avon

Response:

See Traffic Study in Appendix Two of this submission.

See Economic Impact Assessment, Carpionato Book Submission 09.29.15, pages 11, 12+13.

Technical Issues To Be Addressed:

1. Roadway layout, existing, approved plan and proposed.

Response:

See Carpionato Book Submission 09.29.15, pages 14, 15, + 16.

2. Cut and Fill Analysis

Response:

The project goal is achieve the minimum amount of cuts and fills to enable, in the Developer's opinion, to achieve a successful development. The shared goal is to remove as little soil as possible from the overall site to offsite locations. The full cut and fill analysis will be developed in the earliest stages of the Phase I development design.

3. Traffic, Transportation and Parking Aspects.

a. Traffic Study Comments by Town Staff

Response:

These questions were addressed in the Traffic presentation made to the Commission and contained in Appendix of this report.

b. Bickford Drive Realignment

Response:

This was addressed in the Traffic presentation made to the Commission by Fuss + O'Neil and TROJB on 09.29.2015. That material is located on pages 16,17 + 18 of the Carpionato Book Submission 09.29.2015.

c. Inclusion of Traffic Calming

Response:

The traffic calming measures were discussed and their locations illustrated. See Carpionato Book Submission 09.29.15, page 17.

d. Additional Traffic Modelling Techniques

Response:

As the project proceeds, once the Carpionato Plan is adopted, additional traffic study, analysis and modelling will be provided as required.

e. Appropriate Parking Levels

Response:

See response to Memorandum 10.13.20115 above, item #5, above.

f. LID Implementation

Response:

This was presented and discussed at the 09.29.20115 Commission hearing.

g. Farmington Valley Greenway Bike Trail

Response:

The reorientation of the FVBT through the New Town Center development was presented and discussed, along with bike rack locations and additional bike path development at the 09.29.2015 Commission hearing. That material is partially contained in the Carpionato Book Submission 09.29.15, page 22. That discussion has led to a further expansion of the bike trails as illustrated in Appendix Three of this document, the attached exhibit: Bike Path Expansion.

1. Building Facades and Site Lighting

Response:

This was included in the 09.29.2015 Carpionato Book Submission, pages 44 + 45. Sustainable and dark sky lighting techniques will be employed throughout the project. At each stage of design it will be a major topic of discussion and presentation to the Town official and Commission as part of the design review process for the overall infrastructure, road and sidewalk design, as well as, each independent buildings and district's design. The notion is to set standards for each type of lighting and then implement that strategy to create an aesthetically pleasing, attractive, unified, safe environment for users.

Architectural and Landscape Development

Response:

As has been stated several times at Commission hearings, The Carpionato Team congratulates the Town of Avon on its development of excellent design standards as expressed in Appendix B – Design Guidelines and Recommendations for the Avon Village Center Zone of the Zoning; and, the Revised February 07, 2012 Style Book. It is the developer's intention to both rely and implement these guidelines in the development of the Avon Town Center's infrastructure, architecture and landscape.

October 13, 2015

To: Attorney Robert Meyers
 From: Hiram Peck, Director of Planning and Community Development
 Re: Carpionato; Avon Village Center Modification application #4774

Attorney Meyers:

Thank you for discussing this matter with me on Oct 9. The Items we discussed are noted in the following memo. I have also attached my September 10 memo for your team's reference, in order for the Commission to determine the application and the specific differences between the Commission's adopted Village Center Plan and your client's proposed Plan, I suggest you consider the following requests for information or clarification. I believe this would give your client the strongest position and allow the Commission to make a favorable determination.

Please note that if any of these items have already submitted or addressed please let me know specifically where it the submitted materials they can be found.

Items needed include the following:

1. A specific list of differences or variations from the originally adopted plan for the AVC as compared to the proposed plan. Just to be clear, this list should specifically reference the sections of the adopted zoning regulation Section VI.I. Avon Village Center in its entirety.
2. MUDP Requirements: Streets and connections. Please offer a written narrative on how the proposed Main Street complies with the Main Street proposed in the most recent Carpionato Group plan. The suggested basis for this description is to use Section VS.I.6.b.
3. Please ask the applicant's team to clearly explain and justify their plan on the basis of the following (current) regulation requirements. If the application proposes to change any of these sections or the included ratios it should be stated:
 - a. Section VI.6.c.: Modifications to the mix of uses in an ACDD of not more than 20% of the floor area changing from commercial to residential or vice versa.
 - b. Modifications to the gross floor area of all uses in an ACDD shall not consist of a change of more than 20%.
 - c. Modifications to the amount of useable open space.
 - d. Reason and necessity for the modification to the number of "communication points" (from 6 to 3) between the proposed Main Street and the other streets in the proposed street network.
4. Explain how the proposed (2 phase) phasing plan complies or differs with the "Development phasing-land uses" in Section VI.I.i.. It is suggested that the applicant explain the basis for any differences, if any, between the required percentages and those proposed by the latest application. It is understandable that the applicant may not know these detailed ratios at this point. If that is the case then a simple statement to that effect and the applicant's agreement to present those ratios at a future date with the understanding that the Commission would consider them at that time, may be acceptable.
5. Various statements have been made regarding the amount of proposed parking. Numbers of 6 spaces per 1,000 square feet - to 4 spaces per 1,000 square feet have been mentioned. I suggest that the applicant simply state that "an appropriate amount of parking will be provided and constructed or provided for as potential future parking" be made at this time. In fact all the proposed impervious areas should be worked into a detailed stormwater management plan for each ACDD as it is proposed. The parking and stormwater management plan will both be looked at in detail at that time in the future.

6. The original AVC adopted plan contemplated 400 to 500 residential units and 500,000 to 600,000 square feet of GFA. The current application proposes to change these adopted ratios, The applicant should point out where in the application the proposed number of residential units and the amount of proposed GFA are located. The basis for the difference and the reason should be noted in writing so that there is no future misunderstanding. Small variances from these ratios are permitted by the current regulation.
7. PERFORMANCE STANDARDS: The performance standards are contained in the current regulation. Please ask the applicant to comment on each of them as to compliance or variation and the reasons:
 - a. 15% of Developable Land are as Useable Open Space.
 - b. Pedestrian walk ways. Consider the comment made as to connecting existing public buildings to the development. In addition i suggest considering for future construction, walkways to areas outside the AVC are so as to make the entire AVC area more walkable and so as to allow others to gain access to the retail and residential opportunities the development presents.
 - c. Truck Circulation and deliveries. Consider how to isolate these necessary but potentially annoying areas from existing residential developments.
 - d. Low Impact Development. At this time a simple statement as to the applicant's intent to use state of the art stormwater drainage methods should be adequate.
 - e. Environmental impact. At this time I recommend the applicant provide a written statement indicating that state of the art environmental controls and applications will be used to the maximum extent possible. These may include items such as:
 - i. Installation and use of fire suppression sprinklers in buildings, and
 - ii. Installation and use of energy and water efficient building techniques such as green roofs on some buildings and highly energy efficient construction techniques.
8. Information requested by peer review consultant include:
 - a. Stated need for revised traffic analysis
 - b. The applicant also needs to provide at the concept level a stormwater management plan that shows they can (or cannot) meet water quality criteria at each phase of development. This also includes their approach to LID that is included above.
 - c. Sewer capacity analysis
 - d. Preliminary Earthwork analysis regarding cuts and fills.

If the details of these items cannot be provided at this time, the applicant should indicate why this is not possible and a proposed timeframe to provide them. For example, it should be able to be stated at this time that “cuts and fills should be balanced unless approved otherwise by the Commission.” In addition it should be able to be stated, in writing by the applicant that any need for increased sewer capacity will be discussed the proper staff and boards in the Town of Avon. However is should be understood that an increase in available sewer capacity may be subject to determination of other agreements and contractual obligations.

End: Memo of September 10, 2015.

September 10, 2015

To: Attorney Robert Meyers
 From: Hiram Peck, Director of Planning and Community Development
 Re: Carpionato; Avon Village Center Modification application #4774

Attorney Meyers:

In order to help your client as the applicant, make the best use of his consultant’s time and efforts and in order to help get the information necessary for the Commission to act in a positive fashion I would like to recommend the following items be prepared and presented to the Planning and Zoning Commission (PZC) at the earliest possible time.

I am not trying to rush you or your client’s team members with regard to timing, but I do feel that the more time the PZC members, staff and Town Consultants can spend reviewing the requested material, the better the result will be for the application decision. In addition, I would like the Carpionato Group to understand that I truly believe the following items will help the PZC members to better understand some aspects of the application and the proposed development.

In some cases I am also suggesting a specific format for the information. This is the result, based on my experience, of how the PZC members will best be able to clearly understand the details of the proposal as it exists at this time.

Overall, comprehensive issues to be addressed:

A. Differences between adopted Avon Village Center Regulation and adopted plan and current application. It may be very helpful to the PZC as it compares the requested Zone Change Modification to simply list the specific items or areas in which these two differ. Another significant requirement are the specific details of the Avon Zoning Regulations, § VI. 1.6. Mixed Use Development Plan. It is recommended that a brief submission detailing how each section of these requirements are addressed by the application will be helpful to the PZC as it reviews the application. These requirements are found beginning on pages CDD:54.3 of the Avon Zoning Regulations. The Commission “Review Criteria” basis is as stated in the Regulations.

Are any specific sections of the adopted regulation not met by the current application, and hence the basis for the current zone change modification?

B. Change in focus from residential to retail. The applicant has submitted information contained in the binder dated July 2, 2015 which states at Tab # I that the focus of the development has been revised to retail. It would be very helpful to submit any information, documentation, studies or articles pertaining to Connecticut or the Farmington Valley as to why this shift is necessary for the success of the development. This back ground could be helpful for the PZC to view this shift in a positive light.

Suggestion: One simple graphic way to show the details of the proposed development would be to create a chart showing:

Residential development:

PZC approved plan, number of units

Carpionato proposed plan, number of units

Retail development:

PZC approved plan, number of square feet

Carpionato proposed plan, number of square feet

Commercial office space:

PZC approved plan, number of square feet

Carpionato proposed plan, number of square feet

It is also suggested, to the extent possible at this stage that a simple chart be created which shows each building's size and use by floor if possible. It is understood that variations from this chart may change slightly at the site plan stage, but a general accounting at this time based on the submitted, most current plan will be very helpful to the Commission.

C. Overall Fiscal and Economic Impact to the Town of Avon.

- a. I recommend submission of a fiscal impact analysis using any one of several standard methods for this report.
- b. I recommend submission of an economic impact analysis using any one of several standard methods for this report.

I believe this information will greatly help the PZC in its decision making process.

Technical Issues to be addressed:

1. Road layout, existing, approved plan and proposed.

- a. A diagram of the existing and proposed network was submitted to the Commission after the July 28, 2015 public hearing session. I also understand that some of this information is contained in the Master Plan Document dated 7.28.15 and submitted to the PZC.

I suggest a way to make this matter clear for the PZC would, as your Architect suggested, be to use a PowerPoint presentation and show the existing road layout and using a "fade in" technique, show the PZC approved plan, the existing and the proposed road system. This will help everyone visualize the changes proposed.

- b. At the same time you could also fairly easily, using this same or similar technique, show the new road sections themselves clearly using different colors. This will help the PZC members compare the alternatives.
- c. It may be helpful for the Carpionato Group's civil engineering consultant from Fuss & O'Neil to explain the existing and proposed road system based on this graphic illustration.
- d. I suggest including a Phasing Plan for the road construction and include a General overall Infrastructure Phasing Plan for the project.

2. Cuts and Fills for the earthwork for the project. It is acknowledged that a map showing general areas of cuts and fills is shown on page 28, "New Contouring" and on page 28 "Cut Areas" and "Fill Areas". My suggestions for making this aspect of the development clearer to the PZC members is as follows. I also suggest using the same PowerPoint overlay technique described above but freely acknowledge that final choice is up to your client.

- a. Amount of proposed cut for earth materials on the subject property?
- b. Amount of proposed fill for earth material on the property?
- c. How will the distribution of the balance be allocated/acquired?
- d. The maps provided to date do not indicate any contour elevations so there is no way to judge impact. I suggest providing some map, perhaps a simple alteration of an existing map, which shows the requested general contours.

3. Traffic, Transportation and Parking aspects.

- a. The Staff and the Town's consultant, Milone and MacBroom have raised questions (3 page report dated July 28, 2015) regarding the F&O traffic study dated June 2015. These comments should be addressed in detail by the F&O traffic engineer at this time as they are critical to the overall development acceptability.
- b. As has been expressed by Staff (Kushner comments dated July 22, 2015) the proposed configuration and development of the redesigned Bickford Drive is important to the Town. I would urge F&O traffic engineer and the developer to consider how to get the configuration back more to the configuration shown on the adopted Master Plan. I believe this potential compromise could have a significant impact on the overall acceptability of the development as it will dictate in large part how the traffic in and through the new development will integrate with the existing and proposed road network and its current and future residents and businesses.
- c. The inclusion of the traffic calming techniques and the inclusion of the roundabouts bears reconsideration by the applicant. It should be clearly explained in as much

detail as is possible at this primary phase of the application process how these important elements of the original plan can be worked into the design at this time. If these compromises are not possible, it should be clearly stated with factual backup, as to why this cannot be done.

- d. If it possible, the traffic consultant from F&O should employ a graphic traffic model for the main roads through the site so the Town has some basis to compare the results of different alternatives in terms of time of travel to and through the site.
- e. Mr. Carpionato stated at the 9.8.15 PZC meeting that 4 parking spaces per 1,000 square feet of GLA was sufficient for the development. Please confirm the amount of parking shown on the plans. Staff considers the creation of parking which is not needed to be an unnecessary expense to the developer. It is likely that as long as appropriate areas for parking are preserved that the creation of excess parking may be deferred if found acceptable by the PZC. It could certainly be recommended by Staff.
- f. In addition it is suggested that the applicant's consultants provide a bit more explanation as to how the LID aspect of the development would be implemented. It is acknowledged that mention was made of the possible LID technique for the center median in Bickford Drive.
- g. The PZC members are also interested in how the Farmington Valley Greenway Trail will be accommodated as it passes through the Village Center. Any details you are able to provide on this important recreational facility at this time would be helpful to a positive view of the development.

4. Building Facades and Site Lighting.

- a. It is understood that it is very early in the detailed design process for this development. In that light some ideas of building facades and lighting for the actual buildings proposed should be highlighted for the PZC. Precedent architecture may not be extremely helpful in this matter.
- b. At the July 28, 2015 presentation, the architect presented a range of architectural styles that could be included in the project. Based on the Commission's line of inquiry at the last hearing, the applicant needs to refine the architecture and prepare a "style book" to address such things as variety of building types, building character, height ranges, major facade materials, pavement materials pallet, etc.

Attorney Meyers, I am not able to offer further comments on the plans shown to the Commission on September 8, 2015 as none of those materials were left with the Commission.

I would just like to emphasize the need to get any revised material as soon as possible to allow the Town to review and formulate comments. This will make the meeting on September 29 as productive as possible.

If you have any questions on any of the requested items, please feel free to let me know.

Carpionato Application # 4744

Carpionato Group LLC
Revised July 2, 2015; October 19, 2015

Overall Management

Ownership

Carpionato Group LLC, upon closing of the real estate transaction with Ensign Bickford Realty Corporation will be the private owner of 97 acres of land within "Avon Town Center". Exceptions would include: The land to be deeded to the Town of Avon as a public park (ACDD #1) Any rights-of-ways for Ensign Drive, relocated Bickford Drive, Climax Road, Fisher Drive and Woodford Avenue.

Overall Management

As the master developer and anticipated long-term owner Carpionato Group will professionally manage and program "Avon Town Center". Management of the existing buildings and new development will utilize key elements of the US Green Building Council "LEED" designated practices. Specific areas of focus shall include: storage and collection of recyclables, construction and demolition waste management planning, use of low emitting materials, advanced energy metering, fundamental refrigerant management, renewable energy production and indoor water use reduction.

Carpionato Group is a New England based-fully integrated development company (marketing, leasing, management, construction and finance) established over 50 years ago headquartered in Rhode Island. Carpionato Group owns a vast portfolio in excess of six (6) million square feet of mixed-use property types that include retail centers, professional office buildings, restaurants, hotels, housing and affordable housing units. Distinct operating divisions within Carpionato Group include:

Greene Construction

- Consolidated Management
- National Investments
- Carpionato Hospitality Corp.
- Chapel Grille
- Carpionato Subsidized Housing Corp.
- Carpionato "Chateau" Luxury Housing Division

Maintenance of Streets and Other Improvements

The Town of Avon will continue to be responsible for the maintenance of the travel-way portions of Ensign Drive, Bickford Drive, Fisher Drive and Climax Road. Along these public roads, Carpionato Group will be responsible for maintenance of the on-street parking, striping and sidewalks.

Maintenance of the Farmington Valley Greenway will be the responsibility of the Town.

For the other internal streets within the "Village" and access ways, Carpionato Group will be responsible for the maintenance of the travel-way (including snow removal), on-street parking areas and sidewalks. An easement or other legal device will be prepared and implemented to permit public access along the new streets.

Carpionato Group will be responsible for the maintenance of other areas (Village Green, common areas and associated community).

Revised ACDD #1 The Park with Large Performance Space

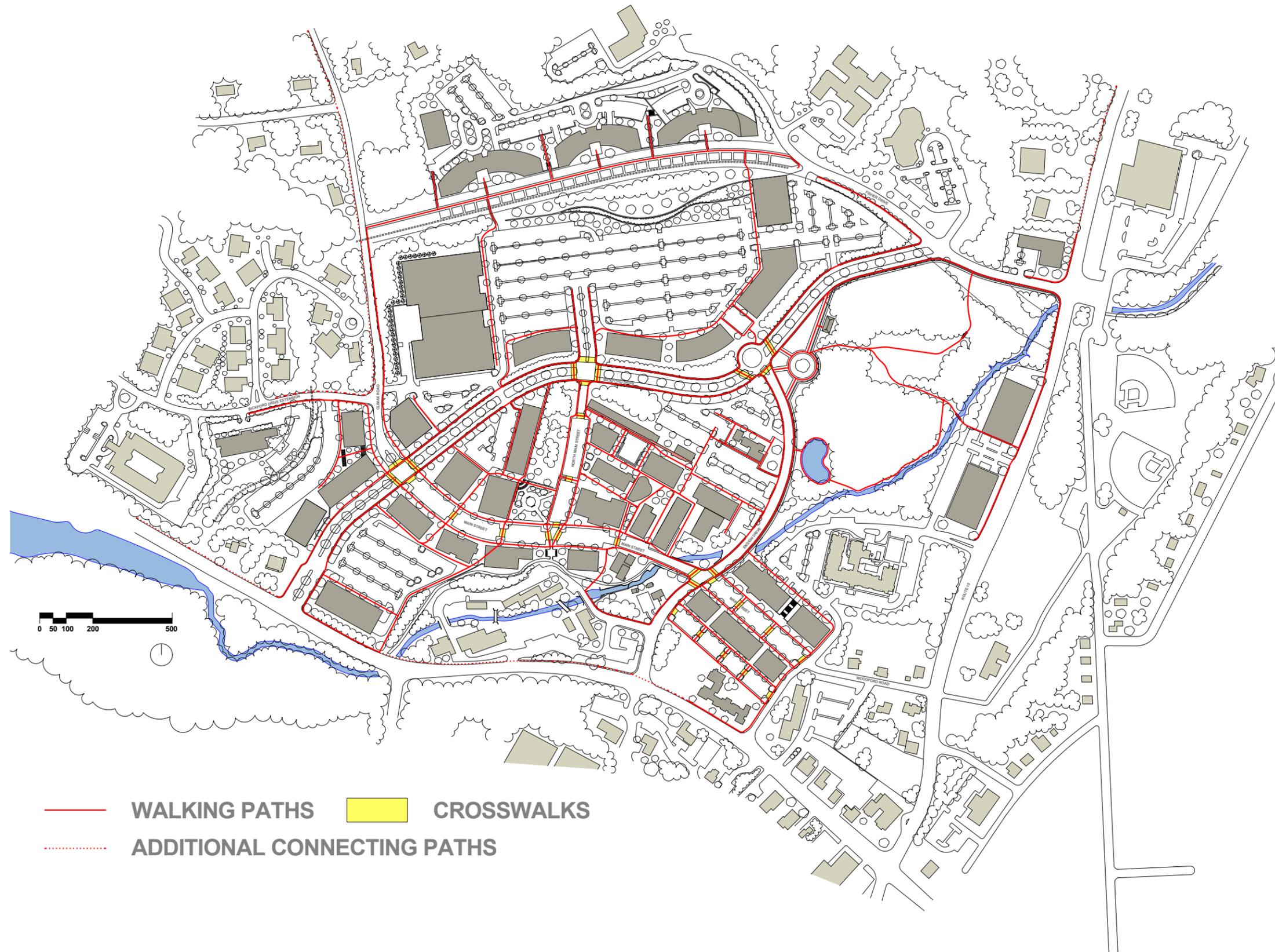


Revised ACDD #7 The Knoll

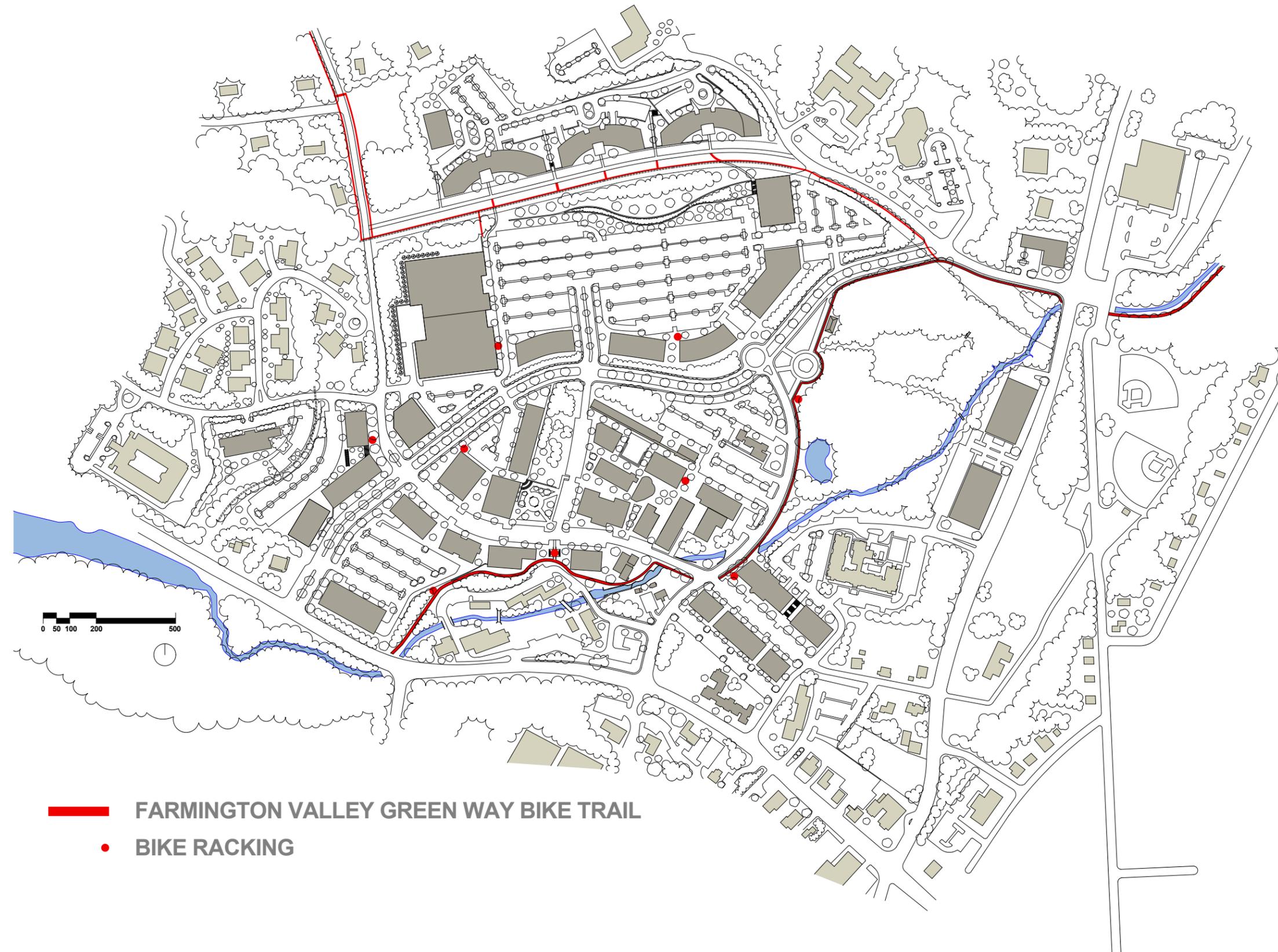
- Revised Northern Edge with One-Story Buffer Buildings and Landscape Buffer
- Emergency Egress for Fire and Police
- Expanded Bike Path System
- Expanded Sidewalk System



Walking Path/Sidewalk Expansion Into Adjacent Neighborhoods



Farmington Valley Greenway Bike Trail Extensions



-  FARMINGTON VALLEY GREEN WAY BIKE TRAIL
-  BIKE RACKING

Alternate ACDD #3 Buildings Elevation

