

Facts about the site

- 297 Acres
- Adjacent to **Bradley International Airport**
- 15 minutes from **Hartford** or **Springfield**
- 4,600 foot road frontage
- 2,000 foot sewer running through the property
- A 1 million gallon water tank nearby
- Fiber-optic cables
- Gas
- Railroad siding possible
- No ledge
- Open fields and woods
- Close to the **Airport Connector Route 20** and **Route 91**
- We'll sell all or part of the land
- Price of land negotiable up to \$45,000 per net-dry acre (price to depend on size and quality of development)
- Pure or partial sale depends on the location

**BRADLEY INTERNATIONAL BUSINESS CENTER
SITE SUMMARY
297 Acre Tract – aka Dewhirst Associates**

LOCATION AND CHARACTERISTICS OF THE SITE (General description, and acreage)

The site is located in the southern portion of the Town of Suffield, Connecticut, near the Town of Windsor Locks town line. It is located on the four-lane State Route 75.

Bradley International Airport, New England's second largest airport, is situated to the southeast of the site with a primary runway extending toward Route 75 just west of the site. Suffield Village is located ten minutes north of the site while the village of Windsor Locks is located approximately five miles to the southeast of the site.

ZONING

The parcel is zoned Planned Development Industrial Park (PDIP), permitting a large assortment of non-residential permitted development uses. Area and building standards established for the Planned Development Industrial Park district include:

	INDUSTRIAL (PDIP)
Lot Area – (sq.ft.)	60,000
Minimum front (ft.)	150
Maximum lot coverage of all buildings (%)	40
Maximum stories	2
Maximum height	50
Minimum yard front (ft.)	50
Minimum side yard (ft.)	25
Rear yard (ft.)	30

The Suffield Planning & Zoning Commission is conducting a comprehensive update of its zoning regulations. A proposed change is to have the maximum lot coverage to be 60% but would including buildings and all impervious surfaces such as parking lots.

SITE ACCESS (Describes the available access from the site to the nearest Interstate Highway.)

Primary vehicular access is provided by Route 75, which extends along the western edge of the site. Approximately three miles to the south it connects to

Route 20, which is the major arterial linking Bradley International Airport to Interstate 91.

Austin Street provides secondary vehicular access just north of the property. As it extends easterly from Route 75, it passes the entrance to New England Business Center. At this point, Firestone Drive leads south from Austin Street servicing two existing buildings.

Rail access could be provided by a spur off the Connecticut Southern Railroad track, which passes northwest to southwest through an adjacent site. This spur services facilities near the airport and two buildings at New England Business Center. It connects to a Conrail track approximately two miles north of the site which, in turn, links up to the major AMTRACK north/south line. The Connecticut Department of Transportation has indicated that this rail system is critical to the operation of the Bradley International Airport and the Army / Air National Guard units stationed at the Airport.

AIRPORT

Bradley International Airport is located less than one mile from the site. Terminal facilities for both passenger and general aviation traffic are approximately two miles from the proposed project site.

EXISTING STRUCTURES

The 297-acre site is presently undeveloped. Much of the site is open field or wooded.

ENVIRONMENTAL (wetlands, historic buildings, endangered species, etc.)

Subsurface drainage as determined by interpretation of soil characteristics by the U.S. Soil Conservation Service is grouped in three categories: Well drained, moderately drained, poorly drained. The poorly drained soils are considered Inland Wetlands. Inland wetlands come under the Town of Suffield's Inland Wetlands Commission. There are no known environmental or historical areas of concern associated with this site.

TOPOGRAPHICS (Describes the site terrain)

The site is characterized by slight to moderate sloping topography. Slopes in the steepness rate of 0-5 percent are predominant while slopes from 5-10 percent in gradient occur randomly throughout the site. An area with slopes greater than 10 percent occurs along the side of Route 75 approximately 250 feet in width.

GEOTECHNICAL

Soils occurring throughout the site as identified by the U.S. Soil Conservation Service include loam, sandy loam, and silt loam. These are deep soils, which are randomly distributed over the site. Soils with an impervious layer beneath the surface generally follow the lower elevations along the Little Brook corridor and other secondary drainage channels. Well-drained and moderately well drained soils occupy higher elevations.

Depending upon the amount of wetlands that may be disturbed, the Army Corp of Engineers may have jurisdiction. Affecting less than 5000 s.f. of wetlands can be regulated by the local jurisdiction. From 5000 s.f. to 1 acre of wetlands, Corp approval can occur in one to three months. If more than one acre of wetlands is affected then the approval process typically takes 6 months to a year.

HYDROLOGY (Flood plains, creeks, etc.)

Hydrology consisting of surface and ground water is influenced by topographic and soil characteristics. Little Brook is the site's major surface water body and flows in a northerly direction through the eastern portion of the site. A secondary drainage channel containing an intermittent brook passes under Route 75 into the site and extends southeast then northeast before joining Little Brook. Other small pockets of standing water and drainage channels with water elevations fluctuating seasonally in response to precipitation and groundwater levels exist on the site.

PERMITTING

The Town of Suffield locally controls all permitting with the exception of a State Traffic Control permit, which is issued by the State of Connecticut Department of Transportation, as well as any required Army Corp of Engineers permits.

Permitting will be required from the Suffield Water Pollution Control Authority, the Suffield Conservation Commission, the Suffield Zoning and Planning Commission, the Suffield Building Department, and the State Department of Transportation.

FIRE AND POLICE PROVIDER

Fire, police and ambulance service are all provided locally by the Town of Suffield. The Town was cited in the recent past as "the safest Town in Connecticut" by Connecticut Magazine.

PUBLIC UTILITIES (Describes the location and size of water and sanitary sewer services.)

Water supply consists of a 12" main owned by the Connecticut Water Company, which terminates in Suffield Street at its crossing with the railroad tracks 2000 feet northeast from the site. Another 16" water main also terminates 1000 feet south of the site in Route 75 at the Suffield/Windsor Locks town line. The Town of Suffield developed a 1,000,000 gallon, 200 foot high water tank less than 1 mile from the site, which will guarantee a minimum flow rate of 3,500 gallons per minute, at pressures above 50 psi for the entire project.

A 20' wide sanitary sewer easement runs through the northern portion of the site and sewer main sizes range from 8" to 15" providing ample capacity for the most demanding user. The present capacity of Suffield's treatment plan is anticipated to have sufficient capacity to handle the demand from the proposed development.

There is no existing storm water system to service the site, on site detention will be required prior to release to the Little Brook.

PRIVATE UTILITIES (Describes the location and size and capacity of electrical, natural gas and telephone services)

Yankee Gas has an 8" main along Route 75 and also along Austin Street, Yankee Gas has adequate reserves to meet the entire 63-acre project buildout.

SBC has phone and fiber optic lines existing along Route 75 and Austin Street.

Northeast Utilities Connecticut Power & Light will provide electricity to the project.

ENCROACHMENTS

Runway Clear Zone – This area restricts the maximum height of structures within the landing and takeoff zone at the eastern end of the runway at Bradley International Airport. Although the clear zone extends in a northeast direction over the site, only a small triangular area may actually place limitations on the height of structures. Existing ground elevation in this zone along Route 75 is 160 feet and the maximum permissible height ranges from 197 feet to 211 feet from south to north. This means that the maximum structure height ranges from 37 feet at the south and 51 feet at the north, at the property line. Federal Form 7460 – Notice of Proposed Construction or Alteration is required by all developers or those wishing to erect structures within five miles of a public use airport.

Connecticut Light and Power Easement – This easement is 80 feet in width. It bisects the north central portion of the site extending 500 feet southeast from Route 75 then turns northeast. At the turn in the easement, a “guying area” 50 feet wide and 200 feet long exists.

Restrictions on crossing the power line easement by road, railroad tracks and utilities effect the encroachment and placement of development within the easement.

Sanitary Sewer Easement – A 20' wide sanitary sewer easement runs through the north of the property and sewer main sizes range from 8” to 15” providing ample capacity for the most demanding user.