

**STAFF REPORT
SUPPLEMENTAL COMMENTS**

**Petition 12-11 Subdivision Development – Public Hearing – 7-13-11
Petition 13-11 Open Space Subdivision – Public Hearing – 7-13-11**

The following supplemental comments are submitted to the Commission and applicant, Toll Brothers, for the proposed 71-lot open space subdivision planned for the 73 acre Balf Company property, Russell Road.

1. Section 3.6 Street Classification and Improvements – Residential Access Street

The Town Planner and Town Engineer concur that the design standards for Residential Access Street are appropriate for this proposed single-family development with cul-de-sacs.

One (1) public street access onto Russell Road is consistent with the Town's regulations which require two (2) accesses only when the total number of lots exceeds 75 homes.

Cul-de-sac radii for proposed roads B and C should meet the standard for permanent radius of 55 feet pavement.

Proposed roads A and D, which could have possible future connections to Old Highway, could be designed for temporary radius at 40 feet pavement. (Section 3.6.17)

2. The revised subdivision plan presented at public hearing June 22, 2011, reduces the number of lots from 71 to 64 and increases dedicated open space to approximately 44 acres. The revised roadway plan reduces impacts on slopes over 15% and Old Highway greenway. The area at the end of road B has slopes in excess of 15% that impact proposed lots 30, 31, 32 and 33. What changes in lot layout design and grading is proposed to comply with the 15% slope standard in this location?
3. The revised plan relocates the proposed MDC pump station to the northeast corner of the development with frontage and access to Russell Road. This is a better location than the original layout plan. Information on the appearance of the pump station building and compatibility with adjacent residential uses should be presented.
4. Location for public access trails from Old Highway greenway connecting to existing trails within the 44 acres of proposed open space and trailways connections to the proposed subdivision roads should be shown.
5. The potential single-family lot yield for a R-20 conventional subdivision based on the net buildable area of the parcel, discounting wetlands and slopes over 15%, as compared to the proposed Special Permit open space plan with R-12 minimum lot size should be presented.

6. Tree preservation plan and cutting limits should be prepared consistent with the grading plan. Locations where existing large trees can be preserved, such as abutting Old Highway greenway and Russell Road frontage, should be shown on the Landscape Plan Sheets.
7. Staff Comments relative to the applicant's traffic report have not been addressed. Projected Site Traffic Volumes, Figure 4, shows a distribution of 20% for the new trips from the proposed subdivision arriving and departing through the East Cedar/Route 175 and Russell Road/SR424 intersection. This seems too low a distribution given the expectation that single family homes would be oriented toward Newington services and community organizations.

The Traffic Report cites 60 accidents near the Russell Road (SR424) and East Cedar/Wells Road (Rte. 175) intersection. Conn DOT reports an additional 7 accidents for the same 3 year period coded as "Town of Wethersfield Road/Route #175." The data shows that 60 of the 67 recorded accidents, 90%, were rear end occurring at the intersection. Will Mr. Greenberg explain his traffic report assumptions and address this accident data?

Cc: Anthony Ferraro, Town Engineer