



September 16, 2020

Michele R. Lipe, AICP  
Director of Planning  
Town of South Windsor  
1540 Sullivan Avenue  
South Windsor, CT 06074

Re: Mannarino Builders – Special Exception/Subdivision Application  
Kilkenney Heights II – Open Space Subdivision  
248 Maskel Road & R024 Abbe Road

Dear Michele,

In response to Commissioner comments from the last public hearing regarding the above referenced application, and your subsequent guidance, we have enclosed for your review a redlined grading plan dated 9/16/20 showing the following alternatives:

1. Current lot 6 would be eliminated to reduce the project density from 12 new lots to 11 new lots plus the existing lot to comprise a 12-Lot Open Space Subdivision.
2. Three gravel parking spaces would be added in the area of current Lot 6 for open space parking.
3. The size of lots on the east side of Maskel Road (current lots 7-13 would become lots 6-12) would be reduced slightly to increase the width of the open space access from 20' to 25'.
4. The detention basin on the Town Parcel A would be reconfigured to include portion of the previous Lot 6. This reconfiguration would allow us to increase the buffer from the abutters to the west from 10' to 25'. The reconfiguration may also allow us to eliminate some if not all of the grading and tree clearing behind lots 2 & 3 and increase the conservation easement accordingly. The final basin configuration would be subject to staff review and approval.
5. The redline plan also shows arborvitae buffer plantings along the boundaries with existing lots on Maskel Road, Lot 1 and Lot 12 (formerly Lot 13). The previously proposed arborvitae along the open space access will also be adjusted to accommodate the widened access width.

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There were two other questions raised which the redline plan does not address:

- a. We asked our traffic engineer to respond in writing to the question about residents on Frazer Fir also using Maskel Road extension to travel north. Her email response is attached for your reference.
- b. A question was raised about a dust control plan. Dust control is part of the erosion control plan. The notes on sheet 14 of 18 include a description of the recommended dust control (DC) practices which are based on the CT Erosion Control Guidelines. These include regular street sweeping, watering and soil tackifiers as needed.

If the Commission prefers this redline alternative, the applicant agrees to incorporate these changes into a final revised plan set subject to staff review of final basin configuration. We look forward to concluding the hearing process. If you have any additional questions, please contact our office at 860-623-0569 or email me at [dsteele@jrusso.com](mailto:dsteele@jrusso.com).

Sincerely,



Dana Steele, P.E.  
J.R. Russo & Associates, LLC

## Robert Mannarino

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**From:** Tess Schwartz <tschwartz@tesseraengineering.com>  
**Sent:** Wednesday, September 16, 2020 12:10 PM  
**To:** Dana Steele  
**Cc:** Robert Mannarino  
**Subject:** Traffic Distribution

Hi Dana,

As discussed, with the construction of the intersection of Maskel Road at Abbe Road those driving from Frazier Fir Road onto Abbe Road will likely continue to do so. Some number of these trips will be made using the Maskel Road intersection instead of the Garnet Lane Intersection.

Assuming 50% of trips from Frazier Fir Road will travel west to Abbe Road, this would be about 25 vehicle trips in the morning and 32 in the afternoon. These trips would then be divided between the Garnet Lane and Maskel Road intersections. Given the generally low traffic volumes in the area, the low number of potential trips from Frazier Fir Road, and the reconstruction of Abbe Road to provide acceptable sight lines, it is my professional opinion that constructing the new intersection of Abbe Road at Maskel Road will not have a significant impact to traffic operations on the surrounding road network.

Best,

Theresa Schwartz, PE, PTOE  
Tessera Engineering  
52 Norton Road  
Broad Brook, CT 06016  
860 698 1230  
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