

Regarding Appl. 20-02P, Kilkenny Heights II Subdivision- request from Mannarino Builders Inc

Rajan, Kumararajan 3W3A [Kumararajan.Rajan@Cigna.com]

Sent: Tuesday, September 08, 2020 8:08 PM

To: PlanningZoningComments

From

KumaraRajan Rajan and Anuradha Rajan
239 Maskel Road,
South Windsor, CT 06074

To
The Planning and Zoning Commission
South Windsor
CT 06074

Subject:

Regarding the application Appl. 20-02P, Kilkenny Heights II Subdivision- request from Mannarino Builders Inc. for a Special Exception to Section 7.14 and Site Plan approval for an Open Space Subdivision of 21.5+ acres, to create a total of 12 new lots, on property located at R024 and 420 Abbe Road and 248 Maskel Road, A30 and RR zones

Respected Sir / Madam,

I am speaking on behalf of the application requested by Mannarino Builders. When we bought the house in Maskel Road we were well aware that the CuldeSac was not permanent. We understand that the town has the rights to make the appropriate decisions. We were thoroughly enjoying it though. The kids use the culdesac to play and they enjoy the wooded areas. The privacy of the wooded areas were not only a benefit for kids and adults. It was also a living area for birds. It was quite pleasant here. Taking it away from us is a big decision making us believe that the happiness of the public is not being considered.

Whenever builders construct properties in these areas they don't consider public safety leaving debris and dust around which affects the neighboring properties. What measures are taken to prevent or mitigate the issues?

I am also speaking on behalf of town and the new buyers. I am not sure if the town realizes that it is the same builders who had been careless with quarry like JJ Mottes due to which we are stressed out every day not knowing if we are affected by the crumbling foundation issues. What is the guarantee that these builders have taken good consideration on pyrrhotite issue? Is the town taking steps to put them on check so that they don't get away easily?

What measures have they taken for putting existing homeowners in a deep stress like this? Has the town considered to help us with issues like this?

Thanks,
Rajan and Anu
Home owners

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Maskel and Abbe Roads new home development

Shari Tenzer-Urtz [stenzerurtz@yahoo.com]

Sent: Wednesday, September 09, 2020 10:52 AM

To: PlanningZoningComments

To Whom It May Concern;

I am writing as a concerned resident who lives on Abbe Rd. It seems to me that there are enough new homes built in this general area already. Traffic is only getting worse along with the noise that comes with it. I realize we, as current residents, don't pull much weight unfortunately, but nevertheless, felt the need to express my opinion.

Thank you,

Shari Tenzer-Urtz
Concerned resident

Maskel Rd cul-de-sac

surinder singh kainth [surinderskainth@gmail.com]

Sent: Thursday, September 10, 2020 5:47 PM

To: PlanningZoningComments

Dear planning and zoning commission,

I am a resident that has lived in South Windsor and have been living at 215 Maskel Rd, South Windsor, CT 06074 since I moved to South Windsor in 2013.

I hate the fact that financial gains being the driving factor for the developer to want to tear down the natural woods and destroy current property value by wanting to make smaller homes and taking away the cul-de-sac privacy and minimal traffic that we currently see just to make money on a few homes.

There is no regard for those of us who have been paying taxes on our homes for 13 years to most probably have to take a hit on property value..will the town of south windsor be willing to reduce my taxes on my home because I am sure the property value won't stay where it is when you have small lot and smaller homes built. Since these are new construction they impact directly the value of existing homes, especially like mine which is one of the larger ones.

I am not in favor of the builder removing the woods and making additional homes.

Thank you,
Surinder Singh Kainth
215 Maskel Rd
South Windsor CT

Maskel Road Project Opposition

Laurie and Mark Smith [marklas6@aol.com]

Sent: Monday, September 21, 2020 11:42 AM

To: PlanningZoningComments

Attachments:IMG_3610 (1).JPG (549 KB) ; IMG_3612.JPG (512 KB) ; IMG_3617.PNG (2 MB) ; IMG_3619.PNG (2 MB)

Dear Planning and Zoning Commission,

This email is in opposition to the development at the end of the Maskel cul-de-sac.

We were able to listen in on only the second half of the September 8th meeting and have many of the same concerns the public spoke about.

One concern we did not hear during the meeting was around runoff from the project onto Abbe Road. Have you taken into consideration the storm runoff from the new development?

We experienced issues first hand when the first Kilkenny Heights (Maskel Road) project was developed. The storm runoff from Maskel Road was designed to run into a catch basin but we have noticed this is not the case. As a result, our driveway has been crumbling ever since. You are welcomed to look at our driveway to see the damage (please notify us first before driving up driveway as we have a dog on an electric fence). The cost to replace our driveway will be over \$10k as it is approximately 300 feet in length. Is the town willing to make these repairs? Water runs from the properties behind us down through our property and driveway. During storms large puddles form on the road in front of our home and these puddles run to the closest storm drain causing a hazard for drivers and pedestrians. In the winter, ice forms in these same areas and pose a hazard to drivers and pedestrians. The current condition of Abbe Road in front of our home is deplorable. The layers of asphalt are delaminating and detaching from the curbing, resulting in vegetation growing in the roadway. Is there a plan to prevent even more storm runoff on Abbe Road? When changing the natural barriers, the forests/trees, you not only affect the natural habitat but change how the ground water runs down the slope of the land. Right now, these storm drains can't handle the existing runoff. What will be done to ensure even LARGER puddles/ ice jams won't form on Abbe Road? We also have pictures that show what can happen to the catch basin next to our house. These pictures show the catch basin overflowing down into our neighbors' yard, across Abbe Road into the adjacent yard.

We are opposed of this new development and are very sure that the storm drains along Abbe will not be able to handle the storm runoff as proven from the water that collects on the street in front of our home. We ask that you research on improving and reconstruction of the entire stretch of Abbe before approval of this project.

Thank you for your time on this matter.

Mark and Laurie Smith
324 Abbe Road

New Subdivision - Kilkenny Heights Phase 2

Ajay Sharda [asz63@yahoo.com]

Sent: Monday, September 21, 2020 4:33 PM

To: PlanningZoningComments; Ajay Sharda [asz63@yahoo.com]

Dear Sir/Madam

We live at 240 Maskel Road and own the property. We attended the last public hearing earlier this month and have some questions to share, post that event. Hoping we get answers during the next call scheduled for tomorrow night.

1. In last hearing when someone asked to check on Eli Terry elementary school capacity and impact due to this new subdivision, the lady on town committee shared the figures taken a more than a year back. Were these checked again, since the Toll Brothers complex on Graham road got completed ? These were about 45 new homes built recently.
2. Our daughter is also an Asthma patient, takes albuterol and besides has severe dust allergies. We are concerned about her general health during the construction in our neighbourhood
3. If subdivision approval is eventually given, can we please request that the builder to reconsider leaving the current treeline as is or stand up a new proposed treeline adjacent to our lot shared with lot # 13 ? Initially the probable house on lot #13 would have been behind our house after the high voltage power lines so we did not have to worry but now based on redesigned lot #13, we literally would have no natural privacy. We have some nice small buffer to the right side of our property that provides good privacy to our backyard and would love to see it intact, if the builder can make a provision or consider leaving it as is.

Ajay Sharda
Zahra Mansouri
@860-644-0509

Re: Kilkenny Heights II Subdivision

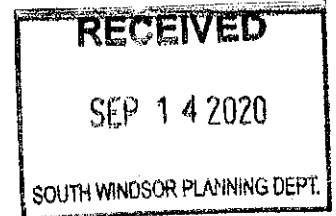
Dear Planning and Zoning

Should the project get accepted which I hope it doesn't, I request that the builder or the town end the side walk at the end of the builders property line and not run down the side of my property creating a liability for me and I would have to maintain it in winter months. Also I would like the builder to provide me with some sort of privacy barrier, trees or shrubs or a fence of my choosing.

Just one other note I listened about the traffic study and thought that how could a true study of the traffic situation be made when about eighty percent of the people are working from home during the pandemic.

Thank you

Edward Michalski
416 Abbe Road
South Windsor Ct



9/22/20 7:49 PM

Yes, my name is Mr. Michalski at 416 Abbe Road, South Windsor. I understand that if they plan on putting a sidewalk along my property, the Parks and Recreation Department will maintain that sidewalk and there will be no liability on me for as long as I live there. Now. This is awful to transfer to the new owners if I ever decide to sell my property. If not, that means my property value will go down. Are they going to compensate me for the loss of that revenue? They should be able to end the sidewalk at the builder's property line. Thank you.

9/22/20 8:17 PM

Yes, I am calling again. My name is Edward Michalski at 416 Abbe Road. I understand if they do come through with sidewalks alongside my property that the Parks and Recreation Department will maintain them for as long as I live on this property now. Is that also transferable if I decide to sell my property? If this is not transferable, that means my property value will go down and who's going to compensate me for that? Thank you.



Memorandum

To: Jeffrey Doolittle, P.E.
Town Engineer
Town of South Windsor

Date: September 17, 2020

Project #: 42598.00

From: Charles Baker, PE, PTOE

Re: One Buckland Center Access Review

As requested by the Town of South Windsor, VHB has performed an independent traffic engineering evaluation of the proposal to install a new traffic control signal on Buckland Road at the existing driveway for the One Buckland Center retail development. VHB's evaluation was based on a review of the following technical documents submitted by Bubaris Traffic Associates (Bubaris):

- "Evaluation of Improved Access Provisions" technical memorandum, dated August 27, 2020
- Buckland Road Improvement Plan (C-SP1), dated August 28, 2020

It should be noted that the technical memorandum referenced above is an update to a previous memorandum prepared by Bubaris (dated December 30, 2019) for submittal to the Town of South Windsor. The current technical memorandum has been updated to account for the proposed Costco development at Evergreen Walk and to account for the proposed signal improvements by the Town of Manchester at the intersection of Buckland Road at Pleasant Valley Road and Buckland Hills Drive.

VHB's focus on this review was to assess the accuracy and content of the technical information provided to the Town and to evaluate the proposal for compliance with Town, CTDOT, and industry standard traffic engineering practices. This review is intended to assist the Town in making an informed judgement of the proposal on a conceptual level. This document presents a summary of VHB's review.

Overview of Proposed Access Modifications

Access to One Buckland Center is currently provided by one right-in/right-out driveway on the west side of Buckland Road, which is only accessible by southbound traffic entering and exiting the site. A raised median island on Buckland Road physically prevents left-turning movements entering or exiting the site. Therefore, motorists approaching the site from the south must make a U-turn at one of the intersections north of the site to enter from the southbound direction.

The current proposal involves the installation of a new traffic control signal at the site driveway, installation of a northbound left-turn lane with 150-feet of storage, and a break in the median to allow northbound left-turns into the site. The proposed traffic control signal would operate with three phases: a northbound/southbound through phase (matching free flow conditions that exist presently); a northbound left-turning phase; and an eastbound phase for right-turns exiting the driveway. This operation would allow northbound through traffic to operate freely at all times (uncontrolled by proposed signal), while southbound traffic on Buckland Road would be stopped during the latter two phases.

100 Great Meadow Road
Suite 200
Wethersfield, CT 06109-2377
P 860.807.4300



Memorandum

Technical Memorandum Review

In general, the technical analysis memorandum prepared by Bubaris in support of the proposed traffic control signal was prepared in a professional manner consistent with transportation industry standards. Key findings from VHB's review of the technical analysis memorandum are noted below.

- Bubaris notes that safety concerns have been raised regarding motorists making an illegal U-turn (northbound to southbound) at the end of the median island on Buckland Road north of the site. The proposed traffic signal at One Buckland Center would provide a legal alternative for this U-turn movement. VHB has researched the latest three-years of crash records at this location using the UConn Crash Data Repository website. According to these records, there were no crashes reported at the end of this median in the past three years (2017 – 2019). It should also be noted that the new median opening under this proposal would provide the potential for illegal U-turns in the southbound to northbound direction.
- Bubaris conducted a trip generation analysis to forecast the traffic volumes generated by One Buckland Center. VHB has conducted a cursory review of the trip generation forecast, and the methodology used to forecast the volumes appears to be reasonable and consistent with industry standards.
- VHB has conducted a cursory review of the background traffic volume networks, and it appears that Bubaris has appropriately accounted for the additional traffic volumes to be generated by the proposed Costco development.
- The capacity analyses conducted by Bubaris indicate that the proposed traffic control signal would not have a significant adverse impact on traffic operating conditions along Buckland Road. VHB has independently verified these capacity analyses using the Synchro model developed by VHB for the Buckland Road corridor and concurs with Bubaris' conclusion. If the new signal is properly coordinated with the intersection of Tamarack Avenue to the north, as suggested by Bubaris, then it is expected to have minimal impacts to vehicle progression along southbound Buckland Road.
- Buckland Road currently provides dual left-turn lanes in the southbound direction at the intersection with Pleasant Valley Road and Buckland Hills Drive in Manchester. The proposed median modifications would reduce the storage capacity of the left-most left-turn lane from approximately 610-feet under current conditions, to approximately 340-feet under proposed conditions. Based on the capacity analysis submitted by Bubaris and verified by VHB, vehicle queue lengths under normal traffic conditions are not expected to exceed the 340-feet of storage that would be provided under this proposal.
- The Bubaris memo does not provide traffic signal warrant analysis in accordance with the requirements in the Manual on Uniform Traffic Control Devices (MUTCD). Based on VHB's review of the projected traffic volumes documented in the technical analysis memo, this location does not meet the signal warrants outlined in the MUTCD.

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From: Charles Baker, PE, PTOE
Ref: 42598.00
September 17, 2020
Page 3



Memorandum

- It should be noted that the proposed traffic signal could potentially induce additional U-turning traffic for motorists traveling to the Plaza at Buckland Hills shopping center. These induced U-turns would generate additional traffic through the Town of South Windsor that currently turns at the Pleasant Valley Road intersection in Manchester. The traffic volume networks in the Bubaris memo for the combined condition (including the full build out of One Buckland Center and construction of the proposed signal) assume 25 – 74 U-turns per hour at the proposed traffic signal during the peak traffic periods. However, the Bubaris memo does not include a narrative discussing the assumptions used to forecast these volumes. Understanding the volume of U-turning traffic is essential to evaluating the potential operation of the proposed traffic signal. Therefore, additional information should be provided to support the U-turning volume projections.

Conclusions and Recommendations

The analysis provided by Bubaris and verified by VHB indicates that installation of a new traffic control signal at One Buckland Center would not have a significant adverse impact on surrounding traffic operating conditions. However, the traffic volumes forecast for this location would not meet the traffic signal warrants outlined in the MUTCD unless the signal induces a significant volume of U-turning traffic, which would be undesirable.

Installation of a new traffic control signal in the state of Connecticut must be approved by the Office of the State Traffic Administration (OSTA). Research has shown that installation of unwarranted traffic signals can increase crash frequency, delays, and potentially lead to driver disobedience. As such, OSTA generally requires analysis documenting that any new traffic control signal meets the Four-Hour or Eight-Hour Volume Warrants outlined in the MUTCD, except under special circumstances for which engineering judgement is used to justify installation of the signal.

Bubaris notes that installation of a traffic control signal at the driveway would alleviate safety risks caused by illegal U-turning maneuvers that occur at the end of the median north of the site. However, based on VHB's research, no crashes involving illegal U-turns have been reported at this location within the last three years. As such, there does not appear to be evidence that accommodating this relatively low volume of U-turning traffic would address a safety issue significant enough for OSTA to consider the installation of an unwarranted traffic control signal.

VHB does not recommend approving the installation of a traffic control signal at One Buckland Center without additional analyses demonstrating that the development generates sufficient traffic to meet the signal warrants outlined in the MUTCD.

100 Great Meadow Road

Suite 200

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P 860.807.4300



Town of Manchester

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BRIAN MARSH
DENNIS SCHUBERT

Exhibit D

September 14, 2020

Ms. Michelle Lipe, Town Planner
Town of South Windsor
1540 Sullivan Ave
South Windsor, CT 06074

**Re: One Buckland Center, LLC
1 & 25 Buckland Road**

Dear Ms. Lipe:

Our office has reviewed the proposed median break and signalized right turn only exit from the subject property as shown on the plan entitled "Buckland Road Improvement Sketch" as revised by project engineer Jim Bubaris on August 10, 2020. The Town of Manchester has no objection to the proposal. Although currently permitted, the Town of Manchester reserves the right to prohibit U-turns at the southbound approach of Buckland Street and Pleasant Valley Road.

Sincerely,

Jeff LaMalva, P.E.
Town Engineer

C: Scott Shanley, General Manager
Tim Bockus, P.E., Director of Public Works
John DiBiasi, P.E., Assistant Town Engineer
Jim Mayer, P.E., Traffic Engineer
Brian R. Smith, Robinson & Cole