

03/03/05 THU 11:13 FAX 8606599368

BRANSE&WILLISLLC

001

PLANNING
COMMISSION
EXHIBIT #M

TELECOPY COVER SHEET

Branse & Willis, LLC
41-C New London Turnpike
Glen Lochen East
Glastonbury, CT 06033-2038
Telephone: 860.659.3735 or Facsimile: 860.659.9368

If there is a problem with transmission or if all pages are not received, please call for retransmission.

TO: Christine A. Nelson, AICP, Town Planner **FAX #:** 860 395-1216

COMPANY: Old Saybrook Planning Commission

FROM: Mark Branse **DATE:** March 03, 2005

RE: Old Saybrook PC - Preserve RS Open Space

Number of pages including this cover page: 5

Comments: Dear Christine: Attached is a version of the February 28th Board of Selectmen's Memo with one paragraph redacted. I have also attached the redaction language itself in case this fax is not legible and you want to paste the redaction language onto your original document. As per our previous discussions, I am prepared to allow the Commission to see this document, as redacted, in that it originates with another Town agency and merely addresses issues and information previously presented and discussed while the public hearing was open.

As always, if you have any questions, please do not hesitate to contact me.

Mark

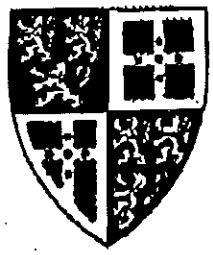
This message is intended only for the use of the individual or entity to which it is addressed, and may contain information that is PRIVILEGED, CONFIDENTIAL and exempt from disclosure under applicable law. If the reader of this message is not the intended recipient, or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by telephone, and return the original to us by mail without making a copy. Thank you.

03/03/05 THU 11:14 FAX 8606599368
Feb 28 2005 10:41AM HP LASERJET FAX

BRANSE&WILLISLLC

002
p. 2

PLANNING
COMMISSION
EXHIBIT # M



TOWN OF OLD SAYBROOK
Office of the Board of Selectmen

302 Main Street • Old Saybrook, Connecticut 06475-2384
Telephone (860) 395-3123 • Fax (860) 395-3125

To: Robert J. McIntyre, Chairman, Planning Commission

From: Michael A. Pace, First Selectman

Date: February 28, 2005

Re: Roads on "The Preserve" Open Space Plan
Ingham Hill and Bokum Roads (Map 55, 56 & 61 / Lots 6, 3, 15, 17, 18)

This memorandum serves to report on the preferences of the Board of Selectmen with regard to the conceptually layout, ownership and standards to which roads and associated infrastructure is planned and constructed at the proposed development known as "The Preserve".

PATTERNS OF CIRCULATION. Generally, the Board would like to see a minimum of two (2) points of access to and from the development within the existing road patterns that most safely and efficiently convey the incoming residents of the proposed development to the commercial, municipal and transportation points. The term "minimum" should be interpreted as that more points of access are desirable to distribute the load/volume of traffic and to provide locational ingress and egress to minimize distance traveled to arrive at the point of destination.

ROUTE 153. The Board of Selectmen understands that River Sound Development proposes the primary means of ingress/egress for The Preserve to be via Connecticut Route 153 in Westbrook. This is appropriate as a gateway to the community because it is a State road with the most direct path to larger transportation corridors, such as Interstate 95 in Westbrook and Connecticut Route 9 in Essex. However, Route 153 should not be the only road accessed by the future residents of this project because first and foremost, we must acknowledge that they will be residents of Old Saybrook, who will need to travel to our centralized municipal and commercial amenities. Therefore, it is essential that the Commission consider all routes proposed in light of others that may be feasible and prudent alternatives to those proposed. The Board of Selectmen believes it is imperative to have these new residents provide an added economic energy to Old Saybrook via access and use of our commercial/retail businesses. This would also allow for these residents to be fully integrated into our community.

03/03/05 THU 11:14 FAX 8806599368

BRANSE&WILLISLLC

003

Feb 28 2005 10:41AM HP LASERJET FAX

P. 3

- **INGHAM HILL ROAD.** The Board of Selectmen understands that the applicant proposes the development's access to Ingham Hill Road as "gated" or for emergency access only. This may need to be revisited due to the fact that it is the most direct route to U.S. Route 1, which serves as one of the principal commercial corridors in Old Saybrook. Additionally, Ingham Hill Road provides access to Interstate 95 Eastbound; thus an alternative to route 153. Therefore, it may be prudent to consider Ingham Hill Road as a point of access and that the developer mitigates any impact on Ingham Hill Road prior to opening of the development. This mitigation would safeguard the integrity of this road's "Local Scenic Road" features and status.

This paragraph has been redacted on advice of the Commission's counsel, Mark K. Branse, because it contains material that raises an entirely new issue that was not presented during the public hearing. Interested parties would have no opportunity to comment on, or respond to, this material, thereby raising an issue of procedural due process that should be avoided. Therefore, it should not be considered by the Commission in its deliberations.

OWNERSHIP. The Board of Selectmen recommends that all roads be public roads to allow for the ease and the right of all citizens to travel said development. The acceptance of only Road A brings with it all the significant maintenance/upkeep responsibility to the Town while leaving the secondary roads, of which there is minimal comparable upkeep, as private for the benefit of only the projects residents. We do not believe this is desirable, having such access of "free will" travel denied to Town residents. It would promote an economic exclusivity to those residents and a barrier to others; one which is not part of what we believe to be in the best interest of the Town, nor does it promote "community" as an element of character of and for Old Saybrook. Additionally, there needs to be adequate areas for school bus/student pickup as well as cul-de-sacs with sufficient radius for safe bus turn-arounds. Should all the roads not be public roads, then there needs to be design standards set for pick-up areas at each intersection of the public roads and the connecting private road(s). There would also need to be a safe off-road turn-around for the buses to exit the Preserve without having to go through Westbrook or double back on Bokum Road.

ROAD DESIGN AND CONSTRUCTION SPECIFICATIONS. In general, the Board of Selectmen approves the use of alternate road design standards concerning overall reduction of roadway width, curbing, catch basins and illumination, all of which are helpful in minimizing damage to the environment.

ALTERNATE DESIGN STANDARDS. Specifically, the Board of Selectmen does not approve of waiving design standards as proposed to be used for Road A; agreeing that

03/03/05 THU 11:14 FAX 8608599388

BRANSE&WILLISLLC

004

Feb 28 2005 10:41AM HP LASERJET FAX

P. 4

Road A should be considered as a Feeder Street with the following Alternate Standards as recommended by our consulting traffic consultant:

- a. The maximum grade is to be no greater than 6% (per the Subdivision Regulations).
- b. Horizontal curves are to have a radius at the center of the road that is no less than 350 feet (per the Subdivision Regulations). A design waiver for a lesser radius (no less than 250 feet) may be pursued where exceptional conditions exist. It is the Applicant's responsibility to document and quantify the benefits that would result from the waiver.
- c. The tangent distance between reverse curves is to be 250 feet (per the Subdivision Regulations). A design waiver for a lesser distance between reverse curves may be pursued where exceptional conditions exist. It is the Applicant's responsibility to document and quantify the benefits that would result from the waiver.
- d. The road width a Road A is to be 24 feet in keeping with the Board of Selectmen Policy.

The intersection of Road A at the Private Road in the Central Village is problematic. For the most part, Road A is a "spine" or through-road and needs to have characteristics that guide drivers along the desired route. However, the Board of Selectmen recognizes the developer's intention to treat the Central Village and Country Club as a destination for which we believe modifying the plans to create a (3) three-way STOP controlled intersection at the location is acceptable. For all the other roads, the Board of Selectmen will need to see more specific construction details at the time of application for the subdivision of the land "and reserves the privilege" to advise the Planning Commission at that time.

AMENITIES AND OFF-SITE IMPROVEMENTS. The Board of Selectmen does not believe that there is a need for sidewalks on any streets within The Preserve other than those within and between the villages and where there is planned safe school bus stops for loading and unloading of children. All other non-motorized routes should be either trails or paths in keeping with the rural nature of the northern part of Old Saybrook. The bicycle path proposed along Road A should be extended southerly along Road H to Ingham Hill road. We would like to see the installation of a bike path along Ingham Hill Road, as well. The Board of Selectmen believes that street lighting should be omitted from proposed roads except at intersections and sharp turns for identification and clarity of sight, as well as within the village areas where low lights along sidewalks would be more appropriate. The Board of Selectmen would request input as to the location of the Auxiliary Fire House.

Thank you for your consideration of these matters.

03/03/05 THU 11:15 FAX 8006599368

BRANSE&WILLISLLC

005

This paragraph has been redacted on advice of the Commission's counsel, Mark K. Branse, because it contains material that raises an entirely new issue that was not presented during the public hearing. Interested parties would have no opportunity to comment on, or respond to, this material, thereby raising an issue of procedural due process that should be avoided. Therefore, it should not be considered by the Commission in its deliberations.

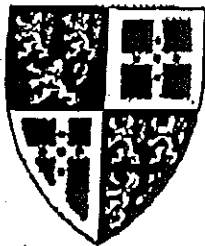
G:\WP60\Old Saybrook\PC\Preserve BOS Memo Redaction language.wpd

03/03/05 THU 11:14 FAX 8806599388
Feb 28 2005 10:41AM HP LASERJET FAX

BRANSE&WILLISLLC

002

p. 2



TOWN OF OLD SAYBROOK

Office of the Board of Selectmen

302 Main Street • Old Saybrook, Connecticut 06475-2384
Telephone (860) 395-3123 • Fax (860) 395-3125

To: Robert J. McIntyre, Chairman, Planning Commission

From: Michael A. Pace, First Selectman

Date: February 28, 2005

Re: Roads on "The Preserve" Open Space Plan
Ingham Hill and Bokum Roads (Map 55, 56 & 61 / Lots 6, 3, 15, 17, 18)

This memorandum serves to report on the preferences of the Board of Selectmen with regard to the conceptual layout, ownership and standards to which roads and associated infrastructure is planned and constructed at the proposed development known as "The Preserve".

PATTERNS OF CIRCULATION. Generally, the Board would like to see a minimum of two (2) points of access to and from the development within the existing road patterns that most safely and efficiently convey the incoming residents of the proposed development to the commercial, municipal and transportation points. The term "minimum" should be interpreted as that more points of access are desirable to distribute the load/volume of traffic and to provide locational ingress and egress to minimize distance traveled to arrive at the point of destination.

ROUTE 153. The Board of Selectmen understands that River Sound Development proposes the primary means of ingress/egress for The Preserve to be via Connecticut Route 153 in Westbrook. This is appropriate as a gateway to the community because it is a State road with the most direct path to larger transportation corridors, such as Interstate 95 in Westbrook and Connecticut Route 9 in Essex. However, Route 153 should not be the only road accessed by the future residents of this project because first and foremost, we must acknowledge that they will be residents of Old Saybrook, who will need to travel to our centralized municipal and commercial amenities. Therefore, it is essential that the Commission consider all routes proposed in light of others that may be feasible and prudent alternatives to those proposed. The Board of Selectmen believes it is imperative to have these new residents provide an added economic energy to Old Saybrook via access and use of our commercial/retail businesses. This would also allow for these residents to be fully integrated into our community.

03/03/05 THU 11:14 FAX 8606599368

BRANSE&WILLISLLC

003

Feb 28 2005 10:41AM HP LASERJET FAX

P. 3

- **INGHAM HILL ROAD.** The Board of Selectmen understands that the applicant proposes the development's access to Ingham Hill Road as "gated" or for emergency access only. This is may need to be revisited due to the fact that it is the most direct route to U.S. Route 1, which serves as one of the principal commercial corridors in Old Saybrook. Additionally, Ingham Hill Road provides access to Interstate 95 Eastbound; thus an alternative to route 153. Therefore, it may be prudent to consider Ingham Hill Road as a point of access and that the developer mitigates any impact on Ingham Hill Road prior to opening of the development. This mitigation would safeguard the integrity of this road's "Local Scenic Road" features and status.

This paragraph has been redacted on advice of the Commission's counsel, Mark K. Branse, because it contains material that raises an entirely new issue that was not presented during the public hearing. Interested parties would have no opportunity to comment on, or respond to, this material, thereby raising an issue of procedural due process that should be avoided. Therefore, it should not be considered by the Commission in its deliberations.

OWNERSHIP. The Board of Selectmen recommends that all roads be public roads to allow for the ease and the right of all citizens to travel said development. The acceptance of only Road A brings with it all the significant maintenance/upkeep responsibility to the Town while leaving the secondary roads, of which there is minimal comparable upkeep, as private for the benefit of only the projects residents. We do not believe this is desirable; having such access of "free will" travel denied to Town residents. It would promote an economic exclusivity to those residents and a barrier to others; one which is not part of what we believe to be in the best interest of the Town, nor does it promote "community" as an element of character of and for Old Saybrook. Additionally, there needs to be adequate areas for school bus/student pickup as well as cul-de-sacs with sufficient radius for safe bus turn-arounds. Should all the roads not be public roads, then there needs to be design standards set for pick-up areas at each intersection of the public roads and the connecting private road(s). There would also need to be a safe off-road turn-around for the buses to exit the Preserve without having to go through Westbrook or double back on Bokum Road.

ROAD DESIGN AND CONSTRUCTION SPECIFICATIONS. In general, the Board of Selectmen approves the use of alternate road design standards concerning overall reduction of roadway width, curbing, catch basins and illumination, all of which are helpful in minimizing damage to the environment.

ALTERNATE DESIGN STANDARDS. Specifically, the Board of Selectmen does not approve of waiving design standards a proposed to be used for Road A; agreeing that

03/03/05 THU 11:14 FAX 8808509368
Feb 28 2005 10:41AM HP LASERJET FAX

BRANSE&WILLISLLC

004
p. 4

Road A should be considered as a Feeder Street with the following Alternate Standards as recommended by our consulting traffic consultant:

- a. The maximum grade is to be no greater than 6% (per the Subdivision Regulations).
- b. Horizontal curves are to have a radius at the center of the road that is no less than 350 feet (per the Subdivision Regulations). A design waiver for a lesser radius (no less than 250 feet) may be pursued where exceptional conditions exist. It is the Applicant's responsibility to document and quantify the benefits that would result from the waiver.
- c. The tangent distance between reverse curves is to be 250 feet (per the Subdivision Regulations). A design waiver for a lesser distance between reverse curves may be pursued where exceptional conditions exist. It is the Applicant's responsibility to document and quantify the benefits that would result from the waiver.
- d. The road width a Road A is to be 24 feet in keeping with the Board of Selectmen Policy.

The intersection of Road A at the Private Road in the Central Village is problematic. For the most part, Road A is a "spine" or through-road and needs to have characteristics that guide drivers along the desired route. However, the Board of Selectmen recognizes the developer's intention to treat the Central Village and Country Club as a destination for which we believe modifying the plans to create a (3) three-way STOP controlled intersection at the location is acceptable. For all the other roads, the Board of Selectmen will need to see more specific construction details at the time of application for the subdivision of the land "and reserves the privilege" to advise the Planning Commission at that time.

AMENITIES AND OFF-SITE IMPROVEMENTS. The Board of Selectmen does not believe that there is a need for sidewalks on any streets within The Preserve other than those within and between the villages and where there is planned safe school bus stops for loading and unloading of children. All other non-motorized routes should be either trails or paths in keeping with the rural nature of the northern part of Old Saybrook. The bicycle path proposed along Road A should be extended southerly along Road H to Ingham Hill road. We would like to see the installation of a bike path along Ingham Hill Road, as well. The Board of Selectmen believes that street lighting should be omitted from proposed roads except at intersections and sharp turns for identification and clarity of sight, as well as within the village areas where low lights along sidewalks would be more appropriate. The Board of Selectmen would request input as to the location of the Auxiliary Fire House.

Thank you for your consideration of these matters.

03/03/05 THU 11:15 FAX 8808500308

BRANSE&WILLISLLC

005

This paragraph has been redacted on advice of the Commission's counsel, Mark K. Branse, because it contains material that raises an entirely new issue that was not presented during the public hearing. Interested parties would have no opportunity to comment on, or respond to, this material, thereby raising an issue of procedural due process that should be avoided. Therefore, it should not be considered by the Commission in its deliberations.

G:\WP60\Old Saybrook\PC\Preserve BOS Memo Redaction language.wpd