



PLANNING
COMMISSION
EXHIBIT 101

MEMORANDUM

TO: Mr. Robert McIntyre, Chairman
Old Saybrook Planning Commission

FROM: Mr. Robert L. Doane, Jr., P.E., L.S.

DATED: February 14, 2011

RE: River Sound Development LLC

This memorandum is a response to the January 31, 2011 memorandum received from Geoffrey L. Jacobson, P.E. regarding the review of the plans submitted on behalf of River Sound Development, LLC. The following are numbered in accordance with the comments from the aforementioned memorandum:

A. Pianta Parcel - Conceptual Standard Plan

1. Roadway Layout

- a. The location of the roadway layout is consistent with the original design to the cul-de-sac. Beyond the cul-de-sac, the road has been adjusted to the southwest to accommodate Lots 3 and 4. The relocated roadway has the same profile as proposed in 2005. The 2005 design has proposed roadside grading to the 140 contour at the southwest corner of Lot 4. The revised layout also requires grading to the 140 contour. The roadway cuts will not adversely affect the placement of the house and sanitary system on Lot 4, although, some of the grading will occur on Lot 4. The shifting of the roadway will not adversely affect the economics of the proposed roadway extension. There are several thousand cubic yards of material required for the fill adjacent to the railroad crossing. The additional roadway cuts will provide a closer balance between the cuts and fills required for the roadway extension through the Pianta parcel.
- b. We have revised the cul-de-sac and the driveway locations for Lots 3 and 4 to accommodate the snow storage area.
- c. No revisions required
- d. The cul-de-sac has been revised to a symmetrical cul-de-sac to accommodate the adjustment for the snow storage area and the driveway locations.

2. Individual Lots

- a. No revision required
- b. The MABL has been adjusted for Lot 1 so that no slopes in excess of 20 percent are included in MABL.
- c. The house location on Lot 9 has been rotated as suggested and a portion of Lot 8 has been added to Lot 9 to make more useable area. The use of low impact development techniques and careful attention to erosion control measures during construction are typical requirements for the designs prepared by our office. These details will be addressed in the plans prepared for the final subdivision review. The area available on Lot 2 for development is approximately 38,000 sf, which exceeds area requirements of the majority of Open Space lot sizes required in the Old Saybrook Regulations. The area is sufficient to accommodate the house, sanitary system, well and associated grading, which will be demonstrated when detailed subdivision plans are prepared.
- d. No revisions required

B. Pianta Parcel - Preliminary Open Space Subdivision Plan (Modified)

- 1. No revisions required.
- 2. No revisions required.
- 3. No revisions required.
- 4. No revisions required.
- 5. No revisions required.
- 6. The cul-de-sac has been modified to be a symmetrical cul-de-sac to accommodate the snow storage area and the driveways to Lots 3 and 4.
- 7. No revisions required.
- 8. No revisions required.
- 9a. The driveway locations and future extension of the roadway has been modified to provide a 50 ft right of way width at the end of the cul-de-sac.
- 9b,c. As described in paragraph A.1.a, the relocation of the roadway actual benefits future construction economies and the grading for the roadway will not adversely affect the construction on Lot 4.

- 9d. The horizontal curve has been revised to meet the 200 ft centerline radius requirement
- 9e. The cul-de-sac has been modified and the snow storage area has been accommodated.
- 9f. The MABL areas have been modified so that there are no 20 % slopes within the MABL on the lots.
- 9g. The connection to the Piontkowski property has been revised and the approximate location of the lots on the Piontkowski property are shown. The Piontkowski subdivision did not anticipate a connection to adjoining property.

C. Ingham Hill Road Lots - Preliminary Open Space Subdivision Plan (Modified)

- 1. The athletic fields in the active Open Space area are in locations that accommodate the existing topography and provide the potential of access to all fields with reasonable grassed slopes and driveway access. A preliminary sketch of such grading is attached hereto.
- 2. Open Space has been modified to include the trailhead parking.
- 3. No plan revision required.
- 4. No plan revision required.
- 5. The 20 % slope areas for Lot 7 have been modified and the MABL adjusted so that only Lot 8 contains 20 % slopes with approximately 6 %.
- 6. Additional test data for Lot 7 has been provided and no plan revisions are required.
- 7. No plan revision required.
- 8. No plan revision required. Additional plan/profiles have been provided for the modified "T" intersection between Ingham Hill Road and the proposed cul-de-sac.
- 9. The detention basin has been moved to the northern side of the proposed roadway at approximate Station 4+0. This detention basin and associated water quality control structures will outlet to the southern side of Lot 2.
 - a. The storm drainage from the high point of the proposed roadway (Station 7+02) to the cul-de sac will outlet through appropriate groundwater recharge structures and stormwater quality control structures to the western side of Lot 8. Details of the

stormwater management system will be provided with the final subdivision design.

- b. The short cul-de-sac accommodating Lots 12 and 13 has been eliminated.
- 10. Lots 12 and 13 and the proposed access have been eliminated.
- 11. No plan revision required.
- 12. No plan revision required.
- 13. The necessity of realigning Ingham Hill Road has been eliminated with the proposal of a "T" intersection, which provides appropriate sightline and establishes an appropriate traffic control situation.

D. West PRD - Preliminary Open Space Subdivision Plan (Modified)

- 1. The length of the proposed roadway has been reduced to meet the 1,000 ft length to the center of the cul-de-sac.
- 2. The location of the driveway has been revised to accommodate the possible extension of the future roadway, while keeping the driveway at a 10 % grade. If the future roadway is extended and the cul-de-sac is eliminated, the driveway/roadway intersection will be at Station 13+50. The proposed driveway grade at Station 13+50 is the same as the originally proposed road grade for the through road. Therefore, the future economies of the road construction are not compromised with the proposal.
- 3. No plan revision required.
- 4. The sanitary system areas proposed for Units 1, 2, & 3 can be accomplished and incorporated with the driveway grading and will not be adversely affected by the proposed driveway or roadway grades.
- 5. The proposed trailhead parking has been revised as requested and is included in the Open Space.

End of Memorandum