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INTEROFFICE MEMORANDUM

December 15, 2022

To: Vineeta Mathur Principal Planner

From: Willetta Capelle P.E. - Coordinator of Site Plan Reviews and Inspections

**Subject: 29 Intervale Road
131 & 139 Turn Of River Road - Karen Kennedy Woodcock Trust
Planning Application No. 4046**

The Engineering Bureau received a Subdivision Application for the construction of a private 11 lot residential subdivision. The proposed development will require the consolidation of three existing residential lots.

The following documents were reviewed:

-SE-1 through SE-9 "Depicting 131 & 139 Turn of River Road and 29 Intervale Road Prepared for TH1, LLC & HB Capital LLC." by Redniss & Mead dated 10/28/22

-"Preliminary Subdivision Map Depicting 131 & 139 Turn of River Road and 29 Intervale Road Prepared for TH1, LLC & HB Capital LLC." by Redniss & Mead dated 10/28/22

-"Property & Topographic Survey Depicting 131 & 139 Turn of River Road and 29 Intervale Road Prepared for TH1, LLC & HB Capital LLC." by Redniss & Mead dated 10/28/22

-"Site Engineering Report Prepared for TH1, LLC & HB Capital LLC (Contract Purchaser) 131 & 139 Turn of River Road and 29 Intervale Road " by Redniss & Mead dated 10/28/22

-"Aerial Exhibit 131 Turn of River Road" by Redniss & Mead dated 11/3/22

The Engineer of Record Ted Milone, P.E. stated, "Based on the above information, the proposed improvements are designed in accordance with the City of Stamford Stormwater Drainage Manual and will not adversely impact adjacent or downstream properties or City-owned drainage facilities."

The Engineering Bureau previously reviewed Zoning Text Change documents proposing to amend Section 4.B.1e (RA-3, RA-2, RA-1 Single Family Districts, Very Low Density) and 4.B.2.d (R-20, R-10, R-7 1/2 Single Family District, Low Density) regulations on lots created by subdivision exclusively accessed by private rights-of-way where the overall property is impacted by FEMA flood zone, inland wetlands, steep slopes (incline of 15% or greater) or other natural features to allow front yard setbacks on such private rights-of-way to be 50% of the requirement.

The Engineering Bureau does not support the above Text Change since there are other alternatives that have been implemented in other locations that allowed private residential development on lots with the aforementioned constraints, such as cluster subdivisions, smaller building footprints and Zoning Variance requests. Other alternatives should be considered.

The following additional questions, comments and considerations were provided for the Text Change plan review in the event that in light of the Engineering Bureau's reservations, the Zoning Board determines that the proposed Text Change is acceptable:

- 1) Although the Project Narrative discusses reducing impacts to wetlands or increasing the distance of homes from the shore and flood zones as benefits to the front setback reduction, under this amendment, building footprints could be expanded up to the buffer and flood zone limits, which could potentially negate the benefits indicated in the Project Narrative.
- 2) Reducing the front yard setback will reduce driveway lengths which may force on-street parking. Proposed developments with narrow roadway widths are not suitable for on-street parking and pose potential safety concerns due to limited emergency vehicle maneuverability.
- 3) Reducing front yard setbacks may create an adverse grading condition and lead to steeper slopes due to less distance available for driveways, as an example.
- 4) If regulatory setbacks can be maintained with the current setback or a setback reduction less than 50% can be maintained, what criteria controls the establishment of such a reduction? The proposed setback reduction percentage seems to be based on a singular project and warrants further review.
- 5) Based on the varying alignments of watercourses, wetlands, steep slopes or "natural features," uniformity of setbacks is a concern, since front setbacks could differ from lot to lot based on which lots have the aforementioned constraints.
- 6) "Other natural features" is a broad term and needs to be clarified to determine potential Engineering impacts as a result of the proposed amendment.
- 7) The Engineering Bureau reserves the right to make additional comments.

The proposed subdivision under review utilizes a reduced front setback, therefore, the Engineering Bureau comments above apply in addition to the following comments:

- A) Provide a roadway profile showing existing and proposed conditions.
- B) The required WQV calculation for 26S Bypass is incorrect. The proposed impervious area should be 0.1923 acres (according to the HydroCAD report) which results in a required WQV of 1,073 cf. Correct the calculation and the total WQV calculation. Verify all totals on the WQV table on p. 6 of the Site Engineering Report. Also, the footnote references on all WQV calculations should be a and b, not c and h.
- C) If the front setback reduction is permitted and the setback is reduced to less than 40 ft, there may not be sufficient space for the Cultec systems in the front lawn areas. Additional test pits will be required if Cultec units are shifted.
- D) Perform a saturated hydraulic conductivity test for Proposed Lot-6 (Infiltration System # 9) since it is very close to the Class "C" soils border. Adjust the draw down calculation accordingly.
- E) Increase the pipe diameter to 15 inches from MMH #1 to DMH #1.
- F) Extensive tree removal is indicated on the plans. Provide a landscape plan showing new trees to be planted.

G) The Engineering Bureau will determine the pavement restoration limits and requirements in the field. Turn of River Road is newly paved.

H) Show sanitary lateral inverts at all dwellings.

I) Provide a driveway apron and sidewalk pedestrian ramps at the private drive entrance. Confirm pedestrian ramp requirements with the Traffic Department.

J) Reference CT DOT Form 818 and the appropriate sections for the following details: Pavement Detail, PVC/RCP Pipe Trench Bedding, Storm Manhole, Catch Basin, Meter Manhole and the Dog House Storm/Sanitary Manhole.

K) The rim elevation on the Meter Manhole Detail should be 164.75.

L) Check/revise the grades behind Lot-3 and Lot-4 to ensure runoff is pitched away from the patios.

M) Relocate the transformer callout on sheet SE-3 since it is covering the location of Test Pit #17.

N) Reference Mayor Caroline Simmons on p. 6 of the Draft DMA.

O) The Engineering Bureau reserves the right to make additional comments

Please contact me at 203-977-4003 with any questions.

CC: Lou Casolo
Bob Clausi
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Ted Milone

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