

**Route 10 Steering Committee Meeting**  
***Simsbury Town Hall, Main Meeting Room***  
**Minutes of May 19, 2011, 7:00 PM**

**ATTENDEES:**

<u>Name</u>	<u>Company*</u>
Kirsten Griebel	Resident – SC
Alan Needham	Planning Commission Rep. – SC
Emil Dahlquist	Design Review Board – SC
Margery Winters	Conservation Commission / Inland Wetlands-SC
Steven Antonio (For Rick Wagner - SC)	Business Owner, North Gateway
Nancy Haase	Board of Selectmen - SC
Mark Deming	Economic Development Commission - SC
Sue Benardczyk	Resident
Julie MacKay	Resident – Stakeholder, Weatogue
Arnie Sholovitz	Stakeholder – North Gateway
Tom Evans	Landowner, South Gateway
John Lucker	SHARE & Resident
Harald Bender	Resident
Sara Batchelder	Resident
Emily Moos	CRCOG – PT
Jennifer Carrier	CRCOG – PT
Hiram Peck	Town – PT
Ted DeSantos	F&O – PT

\* SC = Steering Committee  
PT = Project Team

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Welcome

Emily Moos opened the meeting and gave a brief summary of the meeting objective: to review the format and context of the Draft Future Alternatives Matrix.

Public Comment

Sue Benardczyk stated that in her opinion, existing regulations and the POCD could encourage a “pave over” of many large properties in the corridor. She recommends that the Town proceed with caution.

Adoption of Minutes



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With a motion from Margery Winters and a second by Mark Deming, the minutes from the 4/28 Steering Committee meeting were adopted with several corrections noted by Kirsten Griebel:

- Item #2: Change the name to Chet (not Jeff)
- Betty Woollacott's remarks: impacts are specific to Nod Road realignment, not generic to the entire proposal.

Emily Moos provided a copy of the Motion from the Route 10 Land Use Sub-Committee to endorse the Suitability, Land Use and Transportation Analysis Tool as a valid planning tool for the RT 10 Corridor Study and to endorse the agreed upon buildout Scenario 6 to be presented to the full RT 10 Steering Committee and to be used for planning purposes in the CRCOG transportation model. The minutes included the Motion had passed unanimously by the Sub-Committee.

### Report on May 17<sup>th</sup> Sub-Committee Meeting

Emily Moos and Ted DeSantos explained the Scenario #6 buildout which resulted in 25% buildout in the North Gateway ( $\approx 500,000$  SF), 50% buildout in Town Center ( $\approx 700,000$  SF), 80% in Weatogue Village ( $\approx 60,000$  SF), and 20% buildout in South Gateway ( $\approx 155,000$  SF). Within Town Center and Weatogue, the bulk of new development is programmed as Mixed Use, while the North and South Gateway areas have 50-60% mixed use areas. In North Gateway, the remainder was suburban residential and commercial (as shown in the Dorset Crossing site plan) and in South Gateway, half of the potential new square footage is designated as "Light Industrial." Scenario 6 also Retained open space (20% in Town Center and Weatogue, 30% in North Gateway, and 40% in South Gateway).

Julie MacKay asked whether this scenario works within the context of the current POCD.

The project team stated that the buildout analysis was conducted with the current POCD in mind.

Emil Dahlquist asked about next steps for this buildout analysis.

The project team explained that this scenario, if endorsed by the full committee will be used in the CRCOG model to produce a 2030 build condition.

Emil Dahlquist made a motion which Alan Needham seconded to advance the subcommittee motion to the next level for use in planning purposes with the model; Should any new information be revealed through the modeling process scenario six can be revisited in the Suitability, Land Use and Transportation Analysis Tool if necessary. The committee voted unanimously to approve this motion.



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Draft Alternative Refinements & Draft Future Alternative Matrix Discussion

Ted DeSantos presented the Draft RT 10 Alternative Refinements and Draft Future Alternative Matrix. He walked through alternatives in the matrix one by one and presented refined alternatives. Committee members made the following comments:

Alternative 1A in the Southern Gateway:

Alan Needham questioned when a vehicle might take this road. Margery Winters and Kirsten Griebel stated that in their opinion this parallel connection has little purpose even if there is some development at the Chubb site.

Emil Dahlquist stated that in reviewing this matrix and alternatives for this study, it is important to weigh the value and cost of alternatives. Something of high value could also be high cost.

Kirsten Griebel questioned where the terminus of this alternative was and whether it was and whether it might terminate at The Hartford driveway.

Alternative 2 A-C:

Ted DeSantos presented a "2C" alternative for the Nod Road/East Weatogue Street area which he explained as a right turn only lane onto RT 185 from Nod Road with a roundabout replacing the teardrop intersection at RT 185 and East Weatogue Street. A bypass road will allow cars heading east on RT 185 from Nod Road and RT 10 to bypass the roundabout. Cars needing to turn left onto RT 185 from Nod Road would need to turn right and travel around the roundabout to go back to west toward RT 10.

Alan Needham stated that roundabouts make a gateway statement.

Mark Deming asked what the optimal solution is from a traffic standpoint in this area.

The question was asked whether volumes on Nod Road would decrease due to fewer cars being able to come off Nod Road to make a left.

Emil Dahlquist asked whether a roundabout at the end of Nod Road would be an option. Ted DeSantos stated that the bridge is a restricting factor in placing a roundabout at the end of Nod Road.

A question was asked about when the signal at Nod Road was introduced. It was established that the bridge underwent repairs 12 years ago.

Alternative 3:



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Kirsten Griebel asked whether the slip road off of RT 185 needed to be one way or if it could be 2 way. Ted DeSantos stated that the road must be one way or it would cause another point of friction on RT 10 with cars turning to utilize RT 185 at the peak hours.

Margery Winters stated that if it is possible to keep the pond that is shown on the east side of the slip road to the west of the road, it would be beneficial to the floodway. This shift would also save the potential roadway should the channel move in the future.

### Alternative 1 A-B, Northern Gateway

Steven Antonio questioned whether a roundabout had been considered at Hoskins & County Road intersection.

Emily Moos handed out a public comment referring to Northern Gateway alternatives submitted by Tim Lescalleet Senior Vice President to both Griffin Land and also to River Bend Associates, Inc.

### Next Steps

- CRCOG will incorporate the land use buildout scenario and will compute build condition traffic volumes.
- Fuss & O'Neill will use the build conditions traffic volumes to refine the build condition traffic model, and make resultant recommendations for revisions to the recommendations as needed.
- The project team will work to incorporate refine the Draft Improvement Matrix for further review and discussion