



SUNWOOD DEVELOPMENT CORP.
CUSTOM BUILT HOMES AND ADDITIONS
LAND DEVELOPMENT

March 4, 2011

Senator Andrew M. Maynard, Representative Tony Guerrero
Members of the Transportation Committee
Legislative Office Building, Room 3000
Hartford, CT 06106-1591

Dear Senator Maynard, Representative Guerrero and Members of the Transportation Committee:

I want to take this opportunity to thank you for raising and urge you to support SB 824 and SB 825 to fix a serious permitting issue at the State Traffic Commission (STC). While many of my projects are too small to trigger the need for STC approval, I have had several problems with reviews by DOT. I would like to briefly explain two of these situations below.

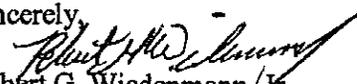
The first was the redevelopment of an existing apartment complex in Wallingford containing 39 units in three buildings. Access to the property was from 3 existing driveways entering from State Route 150 (Center Street), one block from the center of Wallingford's downtown. What we proposed was a perfect example of "Smart Growth" development. Our proposal was to convert the existing 39 apartments into 28 condominium units and reduce the number of curb cuts from 3 to 2 for better traffic flow. Even though we reduced the number of units and presumably the amount of traffic, the DOT requested that we widen Center Street so a bypass lane could be added. This required utility and storm drainage work and remarking of the traffic lanes cost approximately \$25,000. The bypass lane would only function if the existing on street parking was eliminated in this area, yet DOT insisted that the parking remain. This work provided no benefit yet was still required at considerable expense.

The second situation involved an existing retail site of approximately 1.8 acres improved with 18,000 sq. ft. of building space on Route 5 in Wallingford (its' main retail area). Our plan was to remove the existing buildings and replace them with a new 15,000 sq. ft. building. Even though we were reducing the size of the development and traffic, DOT again requested road widening and storm drainage work to solve existing problems not caused by our development. In part, because of these requirements and added cost (estimated at over \$40,000.) this project remains dormant and providing no benefit to the community.

In both situations there were no published codes or policies stating what was or was not required only subjective review by DOT staff. There was also no appeal process for review of decisions we disagreed with. Although frustrated, we accepted the conditions imposed on both projects because we knew future dealing with DOT would only be more difficult if we took a stand against them.

Your consideration to support this bill is most appreciated.

Sincerely,


Robert G. Wiedenmann, Jr.

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