# Town of Watertown Connecticut

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Suite 502, Watertown Connecticut 06795-2200
Planning and Zoning, Zoning Board of Appeals, Conservation Commission/Inland Wetland Agency
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**MINUTES**
**CONSERVATION COMMISSION/**
**INLAND WETLANDS AGENCY**
**WATERTOWN, CONNECTICUT**

**PUBLIC HEARING**
**Brass City Hyundai**
**674 Straits Turnpike, Watertown, CT**

**Time:** 7:00 P.M. (7:06 P.M.)
**Date:** Thursday, August 11, 2011
**Place:** Watertown High School Lecture Hall
324 French Street
Watertown, Connecticut

**1. Call Hearing to Order**

Chairman, Mr. Edwin Undercuffler called the public hearing to order at 7:06 P.M.

**2. Roll Call**

Secretary, Mr. Thomas Murphy executed the roll call.

**Present:**
Chairman, Mr. Edwin Undercuffler
Vice Chairman, Mr. Donato Orsini
Secretary, Mr. Thomas Murphy
Mr. Michael Genovese
Mr. Joseph Polletta
Ms. Martha Sturgis

**Absent:**
Mr. Richard Sarandrea
Mr. Todd Robinson
Ms. Dorota Habib

**Also Present:**
Wetlands Enforcement Officer, Mr. Moosa Rafey
Town Engineer, Mr. Chuck Berger
Land Use Secretary, Mr. Chuck Bezio

Chairman, Mr. Edwin Undercuffler read the ground rules for public hearings into the record.

## GROUND RULES
## CONSERVATION COMMISSION INLAND/WETLAND AGENCY

1. The applicant or his representative will make his formal presentation to the Commission stating the proposed regulated activities, the wetland impacts, and the alternatives which were considered by the applicant.

2. All comments, discussion and observations shall be made through the Chairman after proper recognition by the Chairman. This is necessary to ensure that only one person at a time speaks on any issue, thus making it easier for everyone to understand and for clearer legal transcription.

3. All persons addressing the Commission shall begin by first clearly stating their name and address for the record. If necessary, the person may be asked to spell his name for the record.

4. Following the presentation of the application, the Conservation Commission Inland Wetland Agency will ask specific questions of the applicant.

5. After the Commission has asked its questions of the applicant, I shall then allow any members of the public who wishes to speak either in favor of this application or against it to address the Commission.

6. I shall then allow the applicant to respond to the comments of the members of the general public.

7. I shall then allow any members of the general public who wish to present any additional information or clarifying discussion to do so.

8. I shall then provide an opportunity for the applicant to respond to these additional remarks if he or his representative so wishes.

9. The Conservation Commission/Inland Wetland Agency has thirty-five days from the date the public hearing commences to complete the public hearing. The Commission may ask the applicant for a thirty-five day extension of the public hearing period if the Commission requires any additional information or wishes to schedule a site walk to observe the situation for themselves.

10. The Conservation Commission/Inland Wetland Agency has thirty-five days from the date when the Public Hearing is closed to render its decision.

## 3. Hearing of Applications

### A. Continuation of the Public Hearing from July 14, 2011 – Application #763 of Brass City Hyundai for construction of an addition to an existing building and additional parking at 674 Straits Turnpike, Watertown, CT.

**Recess or adjourn the Public Hearing must be closed by August 18, 2011 unless applicant grants an extension of time.**

Mr. Pustola — We just received the Town Engineer comments and have not had time to respond. We have reviewed the Comments from Sean Hayden from The Northwest Conservation District. We feel that they are all addressable. We will grant an extension of the public hearing to next month.

Mr. Hayden — Sean Hayden from The Northwest Conservation District was present and reviewed the following reports

June 8, 2011

Moosa Rafey
Assistant Wetlands Enforcement Officer
Depot Square Business Center, Suite 502
Watertown, CT 06795

Re: Proposed Brass City Hyundai LLC Automobile Dealership 674 Straits Turnpike
Watertown Conservation Commission and Inland Wetland Agency Application #763

Dear Mr. Rafey:

As requested by the Watertown Conservation Commission / Inland Wetland Agency (CC/ IWA), I have started my review of the project mentioned above. The Northwest Conservation District (NCD) is using the following resources to create an outline of information that will be contained in a complete site plan review. As of June 8, I was able to complete the wetland delineation verification (see discussion on following page). My full report will contain an environmental setting description, comments and recommendations on the Soil Erosion and Sediment Control Plan and the Stormwater

Quality Management Plan.

- Eight pages of engineered design sheets prepared by Pustola & Associates, titled Proposed Automobile Dealership, 674 Straits Turnpike (Route 63) Watertown Connecticut prepared for Brass City Hyundai LLC dated April 4, 20 II.

- Bound document (2 inch binder) titled Storm water Management Report prepared for Brass City Hyundai LLC, 674 Straits Turnpike (Route 63) Watertown Connecticut revised May 12, 20 II.
- Town of Watertown Conservation / Inland Wetlands Agency Regulations.
- Site visit and wetland delineation verification accomplished from 4:00 pm to 7:00 pm on June 8, 2011.
- 2002 Connecticut Guidelines for Soil Erosion and Sediment Control (CT DEP, 2002)
- 2004 Stormwater Ouality Manual (CT DEP, 2004) (http://www.dep.state.ct.us/wtrlstormwater/strmwtrman.htm ).
- Web Soil Survey of the United States (web based}, US Department of Agriculture (USDA, 2005 accessed June 7, 2011) www.websoilsurvey.nrcs.usda.gov
- Department of Environmental Resources, Prince Georges County Maryland, Bioretention Manual (PGC DER, 2002)

Wetland Delineation Verification
During my June 8, 2011 site visit I was able to verify the wetland delineation. The delineation for this project does not have wetland flag numbers (in the field or on the design sheets). However, I was able to find most of the wetland flags as they appear on the design sheets. To verify the wetland boundary, distances between the wetland boundary, property boundaries and land marks (ex. monitoring well, stormwater outfalls) were compared to the design sheets. The wetland delineation illustrated on the design sheets accurately represents the actual wetlands on site.

Soil Erosion and Sediment Control Plan / Stormwater Management Quality Plan
I have accomplished a preliminary assessment of both the Soil Erosion and Sediment Control Plan and the Stormwater Quality Management Plan. I will detail my comments and recommendation in my next report to the CC/ IWA.

The Northwest Conservation District appreciates this opportunity to work in a cooperative effort with the Commission, Town Staff and the applicants designing engineer to make this proposal more protective of on-site and down gradient wetlands and water resources. Currently, there is little management of stormwater runoff on the property. I look forward to detailing my comments and recommendations to ensure that the proposed redevelopment of this parcel improves wetland protection.

Sincerely,

Sean Hayden
Certified Soil Scientist - (Society of Soil Scientist of Southern New England)
Certified Professional in Erosion and Sediment Control - (CPESC # - 2181)

June 22, 2011

Moosa Rafey
Wetlands Enforcement Officer
Depot Square Business Center, Suite 502
Watertown, CT 06795

Re: Proposed Brass City Hyundai LLC Automobile Dealership 674 Straits Turnpike Watertown Conservation Commission and Inland Wetland Agency Application #763
Dear Mr. Rafey:

As requested by the Watertown Conservation Commission I Inland Wetland Agency (CC/IWA), I have completed my review of the project mentioned above. The Northwest Conservation District (NCD) used the resources listed below to complete this site plan review. This site plan review has provided a wetland delineation verification as well as comments and recommendations on the Soil Erosion and Sediment Control Plan and the Stormwater Quality Management Plan. Please note that the last four references also have design specifications for structures recommended in this review.

- Eight pages of engineered design sheets prepared by Pustola &' Associates, titled Proposed Automobile Dealership, 674 Straits Turnpike (Route 63) Watertown Connecticut prepared for Brass City Hyundai LLC dated April 4, 20 11.
- Bound document (2 inch binder) titled Stormwater Management Report prepared for Brass City Hyundai LLC, 674 Straits Turnpike (Route 63) Watertown Connecticut revised May 12, 2011.
- Town of Watertown Conservation I Inland Wetlands Agency Regulations.
- Site visit and wetland delineation verification accomplished from 4:00 pm to 7:00 pm on June 8, 2011, and site visit on June 21, 2011.
- Comment Letter to Moosa Rafey from Chuck Berger dated June 21, 2011.
- Web Soil Survey of the United States web based, US Department of Agriculture (USDA, 2005 accessed June 7, 2011) www.websoilsurvey.nrcs.usda.gov
- 2002 Connecticut Guidelines for Soil Erosion and Sediment Control (CT DEP, 2002)
- 2004 Stormwater Quality Manual (CT DEP, 2004) (http://www.dep.state.ct.us/wtrlstonnwaterlstrmwtrman.htm).
- Low Impact Development - A Design Manual for Urban Areas, published by the Arkansas University Press, 2010.
- Town of Plainville CT, Low Impact Development and Stormwater Management Design Manual, http://www.blainvillect.com/Downloads/plainviIIe-LID-1 0041 0-manual%20wo%20append-compressed-l 0-26-20 1 O.pdf

**Wetland Delineation Verification**
During my June 8, 20 II site visit I was able to verify the wetland delineation. The delineation for this project does not have wetland flag numbers (in the field or on the design sheets). However, I was able to find most of the wetland flags as they appear on the design sheets. To verify the wetland boundary, distances between the wetland boundary, property boundaries and land marks (ex. monitoring well, stormwater outfalls) were compared to the design sheets. The wetland delineation illustrated on the design sheets accurately represents the actual wetlands on site.

Soil Erosion and Sediment Control Plan Comments and Recommendations
Silt fences work well as a sediment barrier on exposed soils up to one half acre. This project could have as much as two acres of exposed soil in active construction areas. Therefore, it will be necessary to incorporate a temporary sediment trap(s) (TSP) into the soil erosion and sediment control (E+S) plan. If the detention basin is to be used as a TSP, the E+S Plan design sheet should indicate how construction area runoff will be diverted to the basin. I f the detention basin will be used for a TSP during construction it will intermittently receive large sediment loads. Therefore, the applicant should use a skimmer or outlet control structure that will drain the very top layer of water off the basin. The top layer is the best place to drain the water from because it contains the lowest concentrations of suspended pollutants. Post construction (when the entire site has been stabilized) the skimmer (modified outlet structure) can be removed so that the basin can function as the stormwater calculations have modeled. The left photo below illustrates a detention basin acting as a TSP during construction in dry weather. Note the 6 inch opening about 3 feet below the bottom of the weir. The right photo below is the same structure during a large rain event and the 6 inch opening has been covered to allow the water level to rise in the basin and skim the top layer of water off through the point of the weir. A redundant sediment banier should be proposed where silt fences are adjacent to wetlands. There are many alternatives to doubling up the sediment barrier and one method is pictured below. Other alternatives could include dirt-berm/silt-fence or woodchip-berrnlnsilt-fence or haybale/ silt-fence. There are erosion control blankets (ECB) proposed for fill slopes on parking areas. These are an important part of the E+S plan because fill slope are extremely susceptible to erosion. Before the parking areas are paved and curbed, they will generate silt laden runoff that will undermine the ECBs. When an ECB is undermined, rill and gully erosion will cause the blanket to fail. Undermined ECBs are unable to protect against soil erosion, and vegetation cannot establish. Therefore the E+S plan should include Top-of-Slope Diversions (and where necessary Slope Drains) to keep runoff-away from the faces of the fill slopes with ECBs. There is a paved parking lot just across State Street from the upper parking area. This parking area has no curbs or catch basins and it is sloped directly onto State Street. Therefore, all the storm water runoff from this parking area and State Street will come toward the site. I am mentioning this because there is a cut slope proposed adjacent to State Street (State Street has no curb along the southwestern potion of the property boundary) and the recommendations mentioned above on fill slopes apply to cut slopes also. There is a sediment barrier proposed above all areas of soil disturbance on corner of the property created by State Street and Straights Turnpike. It may not be necessary unless it is being used for a Limits-of-construction fence.

**Stormwater Quality Management Plan Comments and Recommendations**
The focus of this section of the report is to recommend alternatives that will protect wetlands and improve the quality of the water that leaves the site while at the same time minimizing the need for traditional stormwater infrastructure. This will be accomplished by incorporating concepts from the CT 2004 Stormwater Quality Manual as well as ideas associated Witll the design goals of Low Impacts Development (LID). My hope is that by using an array of LID structures discussed below, the reduction in pollutant loads and stormwater volumes will allow for more design flexibility in the detention basin (see basin discussion below), and make it possible to remove the proposed Stormceptor. When the upper parking lot is constructed it will be cutting

off a surface water supply to the wetland area at the center of the property. The upper parking area is currently designed to connect to the stonnwater piping network feeding to the detention basin, bypassing the wetland on site. The alternatives discussed below would remove the need for underground stormwater structures that service the upper parking area, and allow for this area to continue to feed to the wetland. One alternative would be to create a vegetated bioswale that diverts and filters the runoff from the parking area to the wetlands (see example design and photo below). This LID type structure could be installed where there is wetland filling proposed for the upper lot. A grass filter strip also could be used for the upper lot. Properly sized grassed filter strips work well to reduce pollutants in stormwater runoff. The photo at left illustrates how effective a grass filter strip can be at removing traction sand form stormwater runoff. The photo below is of a parking lot of similar size to the proposed upper lot. The design requirements along with a filter strip installed here in CT can found in the LID Design Manual for Urban Areas. An additional alternative to reduce stormwater runoff volumes to the detention basin would be to consider infiltration trenches). These structures are designed to infiltrate the first few inches of rainfall, and the infiltration trench picture to the left and below is designed as a level spreader and overflows to the woods during larger rain events. All underground storm water infrastructure can removed from the upper parking area if pervious pavement (asphalt or concrete) is considered. I do not think pervious pavement is an option anywhere else on this project because cars are a large source of many different kinds of pollutants found in stormwater runoff. However, because the upper lot will only be used for new car storage, there is little chance that stormwater will carry pollutants to the shallow ground water. To further reduce the stormwater volume being diverted to the detention basin, the main parking area could be graded so a portion of the parking area runoff could follow a flow path that currently exists on the property. Currently there is a forested/vegetated swale that carries surface water runoff along the northern border of the property and empties to the wetland. The plan could include a similar flow path to manage some of the stormwater run off from the main parking area. The roof of the building will generate stormwater runoff with much lower pollutant load as compared with storm water runoff from the parking areas. Roof water does not necessary need to be treated through the detention basin. The roof runoff could go directly to an infiltration gallery under and parking lot or any location that soil conditions are able to support this type of stormwater management measure. The photos below illustrate roof runoff infiltrator galleries being installed under a lawn in dense glacial till soil, to manage the stormwater from buildings that contain 12 townhouse units. The proposed detention basin should have the following characteristics to better renovate pollutants from storm water (see example photo on following page).

I) Stormwater runoff should be diverted to the basin above ground as much as possible through vegetated swales and filter strips

2) A forebay with length to width ratio of 3:1 with a bottom 3 to 4 feet below the bottom of the basin with road access for periodic maintenance (page II-PI-5, CT DEP2004)

3) A long circuitous path stormwater must take to get through the basin

4) A sequence of "shallows" and "deeps" or dry and wet to provide for a diversity of plants and environments that works to improve water quality. There is a parking island just north of the proposed 2 story building. This island could be used for an LID structure knows as bioswale.

There is a catch basin and pipe network proposed on the property cornel; created by State Street and Straights Turnpike. A simple grass lined s'Yale (or a bioswale) could divert stormwater runoff to a slightly raised structure near the south side of the existing building (see graphic above.). For all the stormwater management measures discussed above it will be important to test the soils permeability (percolation test) at the location proposed for the measure. This will be important to assess if an underdrain (see drawing above) is needed. This could be accomplished when addressing item #6 of the Charles Berger letter dated June 21, 2011. If all the stonnwater management plan recommendations discussed above are incorporated into the design, it has the potential of removing the follow impervious areas from feeding directly to the detention basin.
1) The upper lot (15,045 sf)
2) The building roofs (17,800 sf)
3) A portion of the main parking area (est. one quarter of the main parking 21,000 sf)

Together, this would remove approximately 53,845 sf from feeding to the detention basin, which is more than halfofthe impervious area on site (102,800 sf). The LID type structures discussed above will not only improve the water quality of runoff leaving the site, they will also help mitigate flooding problems that regularly occur just down gradient of the site.

**Recommendation Summary**
Soil Erosion and Sediment Control Plan
1) Include temporary sediment trap in soil erosion and sediment control plan
2) Add redundant sediment barrier near wetlands
3) Include detention basin modification to skim cleaner water from top layer
4) Add top-of-slope diversion and slope drains for cut and fill slopes with ECBs Storm water Quality

**Management Plan**
1) Chose one or more of the following measures for the upper lot
    a) filter stripes)
    b) infiltration trenches)
    c) vegetated swale(s)
    d) porous pavement
2) Continue to use the existing vegetated swale at northern boundary of site
3) Infiltrate roof runoff
4) Incorporate bioswale into main parking area
5) Detention basin modifications
    a) Add forebay
    b) Create flow path with shallows and deeps
    c) Divert water to basin with surface diversion where possible
    d) Create longer winding flow path
6) Add grass lined swale to southeast corner of the property
7) Test soil permeability in areas proposed for infiltration structures

The Northwest Conservation District appreciates this opportunity to work in a cooperative effort with the Commission, Town Staff and the applicants designing engineer to make this proposal more protective of on-site and down gradient wetlands and water resources. Please do not hesitate to contact me if you have any questions.

Sincerely,

Sean Hayden
Certified Soil Scientist - (Society of Soil Scientist of Southern New England)
Certified Professional in Erosion and Sediment Control- (CPESC # - 2181)

August 4, 2011
Moosa Rafey
Wetlands Enforcement Officer
Depot Square Business Center, Suite 502
Watertown, CT 06795

Re: Proposed Brass City Hyundai LLC Automobile Dealership 674 Straits Turnpike
Watertown Conservation Commission and Inland Wetland Agency Application #763

Dear Mr. Rafey:
As requested by the Watertown Conservation Commission I Inland Wetland Agency (CCI IWA), I have completed my review of the project mentioned above. The Northwest Conservation District (NCD) used the resources listed below to complete a site plan review report which was submitted on June 22, 2011. The June 22, 2011 site plan review provided a wetland delineation verification as well as comments and recommendations on the Soil Erosion and Sediment Control Plan and the Stormwater Quality Management Plan. The applicant revised the first two documents listed below (dated July 12, 2011) in response to comments and recommendation provided at the July 14, 20 II Watertown Inland Wetland Commission Meeting.

- Eight pages of engineered design sheets prepared by Pustola & Associates, titled Proposed Automobile Dealership. 674 Straits Turnpike (Route 63) Watertown Connecticut prepared for Brass City Hyundai LLC dated April 4, 2011.
- Bound document (2 inch binder) titled Stormwater Management Report prepared for Brass City Hyundai LLC, 674 Straits Turnpike (Route 63) Watertown Connecticut revised May 12, 2011.
- Town of Watertown Conservation I Inland Wetlands Agency Regulations.
- Site visit and wetland delineation verification accomplished from 4:00 pm to 7:00 pm on June 8, 20 II, and site visit on June 21, 20 II.
- Comment Letter to Moosa Rafey from Chuck Berger dated June 21, 2011.
- Web Soil Survey of the United States web based, US Department of Agriculture (USDA, 2005 accessed June 7, 2011) www.websoilsurvey.mcs.usda.gov
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- 2004 Stormwater Ouality Manual (CT DEP, 2004) (htt:p:llwww.dep.state.ct.us/wtr/stormwaterlstrmwtrman.htro).
- Low Impact Development - A Design Manual for Urban Areas, published by the Arkansas University Press, 2010.
- Town of Plainville CT, Low Impact Development and Stormwater Management Design Manual, http://www.plainvillect.comlDownloads/plainville-LID-100410-manual %20wo%20append-compressed-l 0-26-20 1 O.pdf

NCD compared the revised site plans with the comments and recommendations provided in our June 22, 2011 letter to the commission. The revised plans incorporated all the soil erosion and sediment control comments, and most of the stormwater quality management recommendations. Our original site plan review letter report recommended that stormwater runoff from the upper parking lot be allowed to sheet flow through filter strips and grass lined swales to the wetlands. However, it was decided that piping the upper lot to the water quality basin was the best option to both minimize down gradient flooding and renovate pollutant from stormwater runoff generated by the upper lot.

The Northwest Conservation District appreciates this opportunity to work in a cooperative effort with the Commission, Town Staff and the applicants designing engineer to make this proposal more protective of on-site and down gradient wetlands and water resources. Please do not hesitate to contact me if you have any questions.

Sincerely,
Sean Hayden
Certified Soil Scientist - (Society of Soil Scientist of Southern New England)
Certified Professional in Erosion and Sediment Control - (CPESC # - 2181)

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| Mr. Undercuffler | I do not think it is wise to make a decision conditional the Town Engineers comments. Once we close the hearing the applicant would not have an opportunity to respond to the Town Engineers comments. |
| Mr. Hayden | The applicant has adequately addressed all the concerns I had. I agree with the comments that The Town Engineers had. |
| Mr. Berger | We have all sat down and reviewed my comments. The applicant has stated they are all doable. |
| Mr. Rafey | Could you please provide a written statement to show all the changes have been made in addressing Sean Hayden's comments. |

MOTION: Mr. Michael Genovese moved to accept the request from the applicant for a 35-day extension and continued the public hearing to the next regularly scheduled meeting on 9/15/2011.

SECOND: Ms. Martha Sturgis.

VOTE

AYES: Chairman, Mr. Edwin Undercuffler; Vice Chairman, Mr. Donato Orsini; Secretary, Mr. Thomas Murphy; Mr. Michael Genovese; Mr. Joseph Polletta; Ms. Martha Sturgis.

NAYS: None.

MOTION UNANIMOUS PASS T 6-0.

Attest:

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Tom Murphy, Secretary
Conservation Commission
Inland/Wetland Agency