AGENDA

Inland Wetland Agency

SPECIAL MEETING

Monday, November 19, 2012

Council Chambers, Audrey Beck Building

THIS IS A SPECIAL MEETING. NO OTHER BUSINESS WILL BE CONDUCTED.

Call to Order: 7:00 PM

Old Business:

W1504 - Kueffner - Rte 195 - Aerial Treescape

W1507 - (W1452/W1339)Shifrin- Mansfield Hollow Hydro Project

Adjournment:

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Memorandum: November 13, 2012
To: Inland Wetland Agency
From: Grant Meitzler, Inland Wetland Agent
Re: Kueffner/Stoddard - Aerial Forest Ropes Course - Route 195

plan reference: dated 9.25.2012
storm water management report: dated September 2012
Wetland Delineation Report: date December 14, 2011
Statement of Use: September 2012

This application is for a strongly tree oriented project providing aerial rope courses through different levels of the tree canopy. The operation has been placed on an approximately 10 acre portion of a much larger parcel owned by the applicants. The site wetlands have been mapped by a soil scientist and are shown on the plans.

The wetlands here can be separated into three distinct areas, as follows:

1. along the Route 195 frontage of the parcel there are wetland areas that run almost the full frontage along the base of fill along the Rte 195 southerly edge. On adjacent land to the east this area appears to drain to the Nelson Brook system.

   On the east edge of the parcel this wetland becomes less and less obvious with underground water flow accounting for flow along the parcel frontage. The access drive to the site has been placed at the point where the soils mapping shows a complete disappearance under ground. At this drive location there are no signs of an eroded brook bed or obvious wetland plants. The plan shows a 15 inch pipe under this proposed drive to control possible flooding conditions in an extreme storm.

2. from the proposed access drive which crosses into the site over a non-wetland area (with small areas of wetlands on each side, and a 15" pipe underneath to handle rare runoff events) a wetland area continues parallelling Rte 195 to a point near the northwest property corner. At this point the flow parallelling Rte 195 is piped under rte 195 to wetlands on the north side of Rte 195 in the Rockridge area.

3. located near the northwesr property corner there is an excavated area remaining from the 1965 construction of this section of Rte 195. This excavation was dug down to the groundwater level so there is now wetlands at its lowest levels.

   Runoff from this wetland area flows to the same pipe under Rte 195 carrying surface flow to the Rockridge area as noted in 2. above.

The proposed driveway entrance to this site is placed at a location where the wetlands mapping shows a break in otherwise continuous wetlands. Wetlands are located on each side of the drive but not at the drive centerline. A 15" pipe has been indicated at the low point to maintain flow conditions through the drive location.

This drive has been shown as 24' wide from the Rte 195 entry throughout the proposed parking areas. The portion of the driveway within the Rte 195

right of way is to be paved while the remainder on site is to be a gravel surface intended to take advantage of the subsurface drainage conditions below the proposed parking area.

Drainage calculations submitted by the applicant have used an assumed runoff from the gravel parking lot areas of 98 percent. This is very conservative and treats the runoff from the parking lot surface as if it were paved. These calculations show flows that are extremely low and certainly support the project.

Runoff from the parking surfaces has been directed to "drainage swales". These are shown in a detail on sheet CD-502. At the edge of each drainage swale location there is a 2 foot wide 4 inch deep layer of stone, a grassed slope leading into the swale and a central stone filled area 2 feet wide and 2 feet deep. Both these stone zones are to be wrapped in geotextile fabric to maintain viability. These swales are placed at specific points based on the breakdown of internal drainage areas, and are sized to contain the "first flush" flow representing one inch of rainfall.

I recommend adjustment to the parking lot placement to provide for between 50 and 25 feet separation from the mapped edges of wetlands. From my discussions with the applicants, I believe this separation can be achieved. I have particular concern for areas nearest wetlands at both the east and west ends of the parking areas where existing slopes and construction of the drainage swales will result in construction equipment having to move into these wetland areas.
Maintaining a 25' minimum naturally vegetated area has been a recommendation we have used in the past.

The plans indicate a tracking pad at the proposed drive entrance.
Silt fencing is indicated along the sides of the drive entrance and downhill of the parking lot areas throughout. Earth slopes 3:1 or greater are indicated to be protected with mats to minimize sediment movement.
In the longer term the drainage swale areas will require maintenance to remain functional. An outline for the long term maintenance requirements is appropriate.

Discussion with the applicant indicates they are expecting 100 to 150 people for a high use day. Based on 3 people per car this suggests a need for 33 to 50 customer spaces. The plan shows 85 spaces in two phases. The current parking plan is a revision of an earlier draft showing a single rectangular area in the same location. The current plan represents effort to use trees as a feature within the parking lot.

This is very much a tree oriented project. The applicant has placed a Phasing line showing 280 feet of parking in Phase 1, and 200 feet of parking in Phase 2. The applicant's wish is that Phase 2 only be constructed on an as needed basis for the obvious reason of avoiding an area of stumps at the project's front door. The need for Phase 2 parking should be apparent within the 5 year permit limit but should more time be needed, a renewal of the approval for Phase 2 parking should be sought from the wetlands agency.

I suggest flexibility be allowed within the final parking lot design to allow saving a notable tree that may fall within planned parking spaces to be saved by relocating one or two spaces within the parking layout.

Recommended Conditions:

1. modification to the parking lot placement at its east and west ends to provide 50 to 25 feet of clearance between wetlands and the construction area required adjacent to the parking lot edge

2. An outline for long term maintenance requirements of the drainage swale structures is appropriate.

3. In the event that Phase 2 parking is not constructed before the five year permit expiration date, a renewal of the approval for the Phase 2 parking should be sought from the wetlands agency.

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Memorandum: November 15, 2012
To: Inland Wetland Agency
From: Grant Meitzler, Inland wetland Agent
Re: W1507 - Shifrin - Mansfield Hollow Hydro Project

plan reference: dated revised April 26, 2010
erosion control plan details: dated January 31, 2006 rev. March 6, 2006

This application is for re-instatement of the permit for the Mansfield Hollow Hydro Project that was approved April 3, 2006 (W1339) and modified May 3, 2010 (W1452). The Shifrins have submitted a new application form, fee, notice to abuttors.

This re-instatement is needed because of recent changes to the wetlands statutes dealing with permit terms. The statutes now say any permit issued before July 1, 2011 that had not expired before May 9, 2011 is valid for 9 years and can't be extended beyond a total of 14 years from date of original issue. A permit issued before July 1, 2011 that expired before May 9, 2011 is expired and a new permit is needed.

There is no change from the April 26, 2010 plan for the modification approved May 3, 2010.

The original application submission included:

- Statement of Use
- Initial Consulting Package
  - Preliminary Head Gate Layout
  - Flow Duration Curve
  - 65 year average flow curve
  - Fisheries Assessment
  - Site plan
  - Project location map
  - Project Boundaries

Detailed information was also submitted at the hearing for W1339 consisting of manufacturer's information on non-intrusive coffer dam, proposed exterior views of the building housing the turbines (a design based on the original 1880's appearance).

The applicant has provided a year to year listing of what has been going on with the various agencies involved with this project.

Copies of the approval letters for the original permit W1339 and the modification W1452 are attached together with the earlier staff review.

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