

APPROVED

**INLAND WETLANDS AGENCY  
REGULAR MEETING MINUTES**

**January 4, 2010**

Meeting Room A, Town Campus

The regular meeting of the Madison Inland Wetlands Agency was held Monday, January 4, 2010 at 7:30 p.m. in Madison Town Hall, Meeting Room A.

**MEMBERS PRESENT**

C. Thomas Paul, Glenn Falk, Barbara Yeager, Rodney Bascom, John Mathieu, David Newton,

**ALTERNATES PRESENT**

Barry Nann

**MEMBERS ABSENT**

Lee Schumacher

**ALTERNATES ABSENT**

Bill Freeman

**OTHERS PRESENT**

Robert Kuchta, Inland Wetlands Enforcement Officer; Michael J. Ott, Public Works Director/Town Engineer

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Chairman C. Thomas Paul called the regular meeting of the Madison Inland Wetlands Agency to order at approximately 7:32 p.m. Agenda items were taken in the order prescribed in the minutes.

**PUBLIC HEARINGS:**

**09-31: 29 & 35 BRADLEY ROAD. Senior Center.** Map 38, Lots 9 and 10. Owner/ Applicant: Town of Madison. Regulated Activity Permit for demolition of existing buildings and construction of new Senior Center with removal of sediment within inland wetland review area and minor filling of an inland wetland.

Motion to open public hearing- seconded and approved.

Mike Ott Public Works Director/Town Engineer presented.

Request to approve regulated activity for 29 & 35 Bradley Road. Drawings presented. This is the current site of Madison Grange, current ambulance association, and adjoining to American Legion (#43 to the east). Demolition of Grange building and ambulance association building. The work will be done in phases, the demolitions will be about a year apart. The purpose is to redevelop site for town's new senior center. There will be parking on the parcel that Grange and ambulance association owns today. New parking will be constructed on American Legion site, subject to easement agreement and cross easement. All the storm water runoff either comes

directly into this constructed storm water wetland or out to Bradley Road into Bradley road in the drainage system and into constructed wetland. Also includes improvements to a small parking area on the south side of Bradley Road however, this is not a wetlands issue. All that runoff goes into the playing fields.

Because this is a public hearing Mike Ott would like to answer any questions and continue this matter to next month to allow time for other items to be entered into the record.

They do not have a planting plan yet. An architect is preparing this, planting plan to include wetland plants. Waiting a month will not hold anything up, the next wetlands meeting will be before this goes before the public hearing before planning and zoning.

Will they be saving any existing trees? Virtually none. Mike Ott did a Site preparation plan, only a few existing trees being saved. Planting plan should be pretty extensive and will include trees.

Barbara Yeager expresses concern as to the shading of the pavement. Not much will be shaded.

Are there any amphibians? Unsure, have seen turtles, ducks, snakes, and a variety of birds.

Will this be permanent wetlands? Yes, constructed storm water wetland adjacent to existing wetland. All storm water runoff will have to be directed to the constructed storm water wetland before it enters the adjacent existing wetlands. They have monitoring wells in, monitoring ground water table. There will not be standing water year round, but there will be water right below the surface and at times standing water.

Most storm events, low depth of rainfall will be held in the constructed wetland and the berm will not be overtopped.

#### **Site visit report read.**

**Upon a motion by John Mathieu, seconded by Barbara Yeager, the Madison Inland Wetlands Agency voted unanimously to continue the Public Hearing to February 1, 2010.**

**09-33: 16 FORT PATH ROAD & 8 BRIDGE STREET. Public Works Garage and Salt Storage Facility.** Map 37 & 47, Lots 6 & 2. Owner/Applicant: Town of Madison. Regulated Activity Permit for demolition of existing buildings and construction of new building and site improvements within 100 ft. wetland review area.

Motion to open public hearing- seconded and approved.

Mike Ott Public Works Director/Town Engineer presented.

Request for approval for regulated activities associated with the redevelopment of the current highway garage site on Fort Path road as well as the site of the current animal control facility on Bridge Street. Most of the commissioners have walked the site. The proposal would be to discontinue Bridge Street so that is no longer public highway, remove a portion of its pavement, the westerly portion down to Forth Path road, approximately 250 feet. The pavement will be removed and the area will be seeded, trees will be planted in that area. Then reconstruct the remaining easterly portion of Bridge Street for it to become a driveway on town land and it will access the proposed salt storage building. The site is broken into two separate drainage areas. The salt storage shed area - this driveway will be curbed. All the runoff that comes down the driveway and the cul-de-sac will go into a sedimentation chamber at the end of the cul-de-sac the outlet pipe from that will go into a subsurface infiltration system 4x4 concrete gallery. The soils

are all sands and gravels here, per the test pits. That subsurface infiltration system, the bottom is at elevation 30 ½ which is about 10 feet above the wetland and is approximately 80 feet horizontally away from the wetland. The wetland is a pocket that remained after a railroad went through. There is a much larger wetland on the north side of the area. The sedimentation chamber proposed for a couple of reasons. There will be really high potential sediment load because of the big cul-de-sac, the same as in a residential subdivision, 100 foot. This is where the highway crew will mix sand and salt. There will be a lot of operations going on in the cul-de-sac. It is also there so the tractor trailers that deliver the salt can turn around, they need to back into salt storage shed. There will be high sediment load more than the normal sanding of a parking lot or road. A large sedimentation chamber is proposed here for high sedimentation. It will look like a normal catch basin on the surface. Extending behind the curb will be a large vault. It will be designed such to trap a large portion of the suspended sedimentation so that it does not go into the infiltration system and that will have to be maintained on a frequent basis. There is a manhole behind the curve.

What is the height of the curb and what is it made of?

It will be hit with plows and shovels? Will that be a problem?

Just like it is in a town road.

Is that sodium chloride in with the salt or any additives?

We are only using pure salt, rock salt. We may use magnesium chloride or calcium chloride some day. It is a bit more expensive.

That will dissolve and go right into the soils?

If it's in solution, not suspended, it will go right out with the runoff. That is why there is an infiltration system. There are concrete galleries below the ground that form a storage reservoir. It allows runoff from cul-de-sac and the full length of the driveway it gets stored, they are four feet high and four feet, eight feet long – there are twenty of them. There is a storage reservoir underground, sized in accordance with CT DEP sizing guidelines for subsurface infiltration system, sized for the water quality volume generated from the drainage area to the catch basin. It's very small, it's really a road.

Does that sizing vary on the quality of runoff? In this case, the runoff is a bit more extreme than it would be in a normal situation.

No. It is the volume of the storm water runoff that needs to be treated. The issue then is how to treat it. To my knowledge, infiltration is best in these type of soils, it is a higher sediment load and high sodium concentration and this high above wetland.

There is not a build-up in the soil then it filters through?

I do not know. I am only familiar with the treatment of storm water runoff.

Are there procedures in handling to reduce the amount of spills, to be careful?

The main thing is to get it into the building. Right now, it is partially inside and partially on the ground. The runoff from the current highway garage, the sediment load that gets carried in the storm water runoff and comes down Fort Path road is so extensive here at this discharge that it actually moved the wetland boundary in Center Village, fifty to seventy five feet from twenty five years ago. The sediment deposition was so deep that it knocked out of DEP criteria to be classified as a wetland. Yes, there are best management practices for salt storage. Keep it in a building and mix on paved surface not on ground as it is done today, and has been since 1946. Paved surfaces should be contained by curbing, collect storm water runoff and treat it. There are other ways to treat it. You can collect storm water runoff and put it in an open basin.

There were two separate water sheds; will the salt storage only affect the pocket wetland rather than the larger?

Yes. This wetland goes all through the Center Village, it's pretty extensive.

There is 2,000 gallons of sediment storage here is that just for the drains?

That is on the north side of the building, the ambulance facility is the same way because there are garages. Any vehicle washing or maintenance facility requires measures in place to collect that waste water. DEP has a general permit for such facilities and because we do not have a sanitary sewer system. We have to collect wastewater from washing, dripping and when they go out and plow the roads, from the trucks. There is a tank outside. The four drains in the garage exit the building and go into the separator, holding tank and has to be pumped periodically and disposed in accordance with the law. That is what the two tanks are. Technically the existing garage needs that system now. That is the salt storage part.

How is the sand loaded?

The truck, if we get enough money will be a high arch gambrel. It must be tall enough, has to be thirty feet and the loaders push it in.

It is going to be designed to store all the salt.

The only thing that will happen out here is mixing. The salt institute has a book on best management practices on for salt storage; I have tried to follow these guidelines. Number one thing is to keep it stored in a building and handle it on a paved surface.

Are there sweepers that can take residual stuff, to bring it inside?

The town has a sweeper. It can sweep the driveway and the cul-de-sac.

Where is it kept?

Outside the drive. We have been wanting to do this for years but haven't because of funding. A large part of the equipment is kept outside. As the town has acquired new equipment the facilities haven't grown with the need for equipment. If you look at the equipment, you can see the wear and tear from being outside. We just replaced the backhoe, you can tell it had been outside. This building will be large enough for all equipment to be inside.

Is there a significant increase of pavement but then treating water?

Yes, huge increase. Actually, 1.5 acres of impervious surface of pavement and building. This is the existing conditions plan.

Is the area not paved being used as if it were paved?

A small portion of it is where the outside equipment is but we are going even further.

Is there any screening or planting or just straight pavement?

It is straight pavement. Actually down, a foot lower than the road and further it is five to six feet lower than the road. There is a chain length fence across.

Where the road gets taken up, 40% of the road will be gone, do you have a planting plan?

No, not in these drawings but we can. The basic thing we do is remove the pavement, regrade it, and just topsoil it and seed it. We talked about putting some evergreens in. We can add that to the plans.

There is a lot of impervious surface that is going to be added but you will be taking some away. We are adding a lot more than we are taking away. The redevelopment of this site is a really good example of a need of a storm water management system. The fact that it is a public works facility, the function of the site, requires that it be paved and requires that there be a lot of pavement. We have to do something to mitigate that. We are going into where there are woods now. This is forty scale, over four hundred feet across. This building is over one hundred

seventy five feet long, it must be paved. To mitigate this we are going to build subsurface storm water detention system under the pavement.

In the winter when you get snow, all that is not plowed? Is there a plan of what to do with all that snow?

I created shoulders. There is a 10 foot high slope. I left a significant shoulder for snow storage. To mitigate the effect of this, there is virtually no green space, the site is graded so that all the storm water runoff will be collected and directed into a subsurface detention system.

We cannot do a constructed wetland, cannot do something on the surface. The function of the site does not allow it. We have to put circular pipes underneath the pavement to create a storage reservoir. This allows for the infiltration of the water quality line almost 5,000 cubic feet, this site is good for infiltration, it is all sand and the water table is deep.

Is above where these pipes are going to be macadam?

It will be pavement. If there is a problem we will dig it up. There are ways to get at it from the ends, but if a major problem it will have to be dug up.

When this is done, if implemented, the area we looked at, all the way to the south to the right, the abutting property what will happen then when it rains? Will it get any siltation?

What this should do, is collect the storm water runoff, treat it prior to discharge so there isn't any sediment discharge. It will go into the system and out of the pipe.

This is going to have the effect of a much more constant flow than the present?

It will have the effect of attenuating the peaks. If it is not changed and rained there would be a river of water coming down Fort Path Road and the discharge rate would be really high. The way this is designed the discharge rate will be much lower. It mitigates the effect of paving this. Today when it rains the water infiltrates, there is microtopography, when we pave this it just runs off.

Would anything be needed in there for good design?

Yes. There is an outlet protection. We are going to retrofit this outlet with outlet protection. I have to come back to you for this because I have to go to Center Village for their permission because it is on their property. You may want to wait until next month to act on this application.

Does this increase the volume of water entering the wetland?

Yes. It takes the water quality volume out and puts it in the ground but in a big storm, increases the volume.

Do you have a mechanism to clean this out- the sand, etc.?

Yes. This will be an unusually high sediment load.

This will decrease the amount getting pushed into Center Village?

It should almost stop it, we shouldn't see much come off the site. What is going to come off is what is in solution.

I will try to get approval from Center Village prior to next meeting.

Hypothetically, what happens if you don't get permission from Center Village?

We (the Town) have the right to discharge. However, that is a question for a lawyer and other issue could arise.

Is there an easement?

Not a formal one.

Any other questions? Or questions from the public?

No.

**Site Visit Report Read.**

**Upon a motion by David Newton, seconded by Barbara Yaeger, the Madison Inland Wetlands Agency voted unanimously to continue the Public Hearing to February 1, 2010.**

**REGULAR MEETING AGENDA ITEMS:**

- 1. 09-32: 9 OLD ROUTE 79. Ambulance Center.** Map 48, Lot 2. Owner/Applicant: Town of Madison. Regulated Activity Permit for demolition of existing building and construction of new building and site improvements within 100 ft. wetland review area.

Mike Ott, Public Works Director/Town Engineer presented.

Request for approval of regulated activity to redevelop site at 9 Old Route 79. Most of the Commissioners walked the site. Drawings presented. The way this site drains today, all the pavement in the front comes out to Old Route 79 and goes down to catch basin to east of the site at intersection to Yankee Peddler Path and goes north into the wetlands and then back under and heads south. What they are proposing is to take the new buildings roof water, put it in a filtration system and let the new pavement come out to the road as it does today and flow down gutter line as it does today and remove the catch basin and put in a storm water structure. There will be some treatment of the runoff from the pavement from the ambulance site, portion of the path of Old Route 79 and a portion of Yankee Peddler Path. The drainage area is very small, only a couple of tenths of an acre. This will be improving the situation as there is currently no treatment. In redeveloping the site, they will be retrofitting the drainage structure and provide water quality treatment. No wetland activity.

How does the HS36 work? The stormwater treatment structure. It is a small manhole, a hydrodynamic separator. The pipe enters the structure and there is a stainless steel circular structure that the water enters to from the side. It forces water around in swirls, creates a vortex and drops the sediment. It removes floatables, large particles (i.e. paper cups), also particles that are in suspension to a certain size. It has an efficiency removal rate to remove 80% of suspended particle. This site does not trigger any permitting requirements, it is just a good idea to do this. It is relatively inexpensive.

What is the net change in permeable surface? Unsure, but it is less. Review drawings.

The east side of the building is within 100 feet of wetland review area? Yes, the drainage ditch.

Any questions? No.

**Upon a motion Glenn Falk, seconded by Bill Freeman, the Madison Inland Wetlands Agency unanimously voted to approve as submitted, application 09-32: 9 Old Route 79, Ambulance Center, property of the town of Madison.**

**2. SECTION 13 APPROVALS:**

**09-30: DEAD HILL ROAD.** Map 164, Lot 10. Owner/Applicant: Town of Madison. Request for Regulated Activity Permit to allow clearing and grading area to accommodate ten (10) new parking spaces within 100 ft. wetland review area. **Approved December 3, 2009.**

IWO Kuchta explained the application. This is a Town activity at the North end of Dead Hill Road, North end entrance to Rockland preserve. Existing dead hill road is essentially a forest road.

This road comes in from Durham? Yes.

There was a small gate to control traffic. Now that the property itself is getting used more, there is a desire and need to provide additional parking – 10 spaces. A cut on one side and fill on the other, with gravel from the site. No paving is going to happen at this point. A bit of clearing of trees on eastern side of the road, cut into the hill to do this but only the width of a car space. Five spaces on the west side and five on the west side. Spaces will be south of the existing gate. There will be a repositioning of the gate. This is a heavily wooded area, and they are taking some precautions to attempt to prevent vandalism or deposition of abandoned cars. They are building a the parking lot into the slope of it so squad cars cannot get around the barriers, which is a bit of an issue. They are not going into wetland areas. IWO Kuchta and Scott Erskine, Director of Parks and Recreation reviewed plans; and IWO Kuchta and Mike Ott reviewed site. They are moving the gate.

Is this parking for hikers? Yes and others.

They will not have to enter though gate, they will park their car outside the gate and then they will have to pass under the gate on foot. But in an emergency, vehicles can enter through gate to access.

### **3. ELECTION OF OFFICERS**

Members of the nominating committee – Rodney Bascom, Barbara Yeager, Dave Newton, and John Mathieu.

John Mathieu read the report of the Madison Inland Wetlands Nominating Committee which proposes following Slate of officers for 2010 – Chairman: Barbara Yeager, Vice-Chairman: Lee Schumacher, and Secretary: Bill Freeman

When will this start? Should have been this meeting, but will start next meeting per current chair and new slated chair.

The Slate is unanimously approved.

### **4. APPROVAL OF BILLS**

Mr. Paul summarized the bills.

Total \$219.95: \$100.00 clerk expense, \$77.70 office supplies and Town car \$41.00 three months

**Then, upon a motion by Dave Newton, seconded by John Mathieu, the Madison Inland Wetlands Agency unanimously voted to approve the bills as submitted.**

- ### **5. APPROVAL OF MINUTES**
- Regular Meeting, December 7, 2009
  - Special Meeting, December 19, 2009

Chairman Tom Paul had comments regarding Griswold airport. It was stated that there is freshwater wetlands on DEP property right on the property line, northeast side of property.

-Yes, this was said.

-IWO Kuchta clarified that the apparent wetlands are wetlands on adjacent property to the northwest.

\*Make note to add in “other wetlands on adjacent property, to the northeast.”

**Upon a motion Dave Newton, seconded by Barbara Yeager, the Madison Inland Wetlands Agency unanimously voted to approve the regular meeting minutes of the December 7, 2009 as amended.**

What was special meeting on 19<sup>th</sup> ? It was a site walk. IWO Kuchta explains that he does minutes. Commissioners did not receive minutes, would like to of these and in the future. They will need to be read into record for the application.

**Upon a motion Dave Newton, seconded by Barbara Yeager, the Madison Inland Wetlands Agency unanimously voted to approve the regular meeting minutes of the December 19, 2009 as submitted.**

**6. LITIGATION: Executive Session As Required**

Is it necessary to go into executive session?

-No.

IWO Kuchta, updated the Agency on pending litigation. They are still in process. They have filed their briefs. The two cases have been consolidated. Nothing to discuss

**7. REMARKS – INLAND WETLANDS CHAIRMAN  
- INLAND WETLANDS OFFICER**

**ADJOURNMENT**

**ADJOURNMENT**

With no further business before it, **upon a motion by Glenn Falk, seconded by David Newton, it was unanimously voted to adjourn the regular meeting of the Madison Inland Wetlands Agency at approximately 9:00 p.m.**

Respectfully submitted,

Sarah Judge  
Recording Secretary, Inland Wetlands Agency