

From: strinkaus@earthlink.net
To: [DeCarli, Jeremy](#)
Cc: [Cox, David](#); [Walsh, Matthew](#); [Hall, Jeremy](#)
Subject: RE: Sears Park
Date: Monday, September 30, 2019 4:25:28 PM

Hi Jeremy,
Please see responses below in Bold.
Steve

From: DeCarli, Jeremy <jdecarli@easthamptonct.gov>
Sent: Monday, September 30, 2019 1:20 PM
To: strinkaus@earthlink.net
Cc: Cox, David <dcox@easthamptonct.gov>; Walsh, Matthew <mwash@easthamptonct.gov>; Hall, Jeremy <jhall@easthamptonct.gov>
Subject: Sears Park

Hi Steve,

After the IWWA meeting last week, the Agency had a few questions and comments about the proposed wet swale and pervious pavers proposed for Sears Park. Here is a summary of their questions/comments:

- General concern about the volume of stormwater reaching the swale running off the paved area – are there calculations to support its dimensions? **Yes, the bioswale is relatively flat and has a full flow capacity of 5.88 cfs. I can provide a summary of the hydrologic design**
- Are there other areas to be able to direct stormwater to, such as the island in the middle of the parking lot? **Kevin, originally had the idea of a larger island to use for stormwater, but his grading would not work with this idea as the site would have to be graded to make the island a low point. When I looked at this, it was going to require a lot of site grading to happen, also if the soils would not likely be suitable for infiltration as they have been driven over for years. By directing runoff the perimeter bioswale, I can capture all of the redesigned paved parking lot.**
- Concern over maintenance of pervious pavers – Would these be better suited for parking stalls rather than having some of the overland flow directed to them at the launch area which could potentially add to clogging of the system. **The PVC pavers with gravel were utilized for boat ramp to prevent runoff from reaching the lake, the pavers which are filled with pea gravel will be set on a gravel base which will allow infiltration to occur and then move through the soils toward the lake. If the parking areas were on the downhill side of the site, then the use of pavers would make sense for parking spaces but as the parking is configured, it does not make sense to use them for the parking spaces.**
- Are there examples in other parts of the State where pervious pavement has been used at a boat launch? **I am not aware of any.**

In addition, DPW Director Matt Walsh has reviewed the plans and has the following comments:

1. In the upper left hand corner of the plan there is note that states “Test holes shall be done in

the area of the bioswale and the open cell paver system by Trinkaus Engineering, LLC at the commencement of construction to confirm soil conditions in these areas”. It could be advantageous to the project to perform the test holes prior to selecting a final design and going out to bid with it. This could avoid potentially costly change orders and delays while a new design is developed to accommodate any unforeseen soil conditions. **We can dig the holes prior to going out to bid to confirm the soil conditions. It will not change the design as the treatment of the runoff is to occur within the swale and media and any infiltration is a bonus.**

2. There is a call out at both ends of the swale that states that the “longitudinal slope of grass swale to be determined in the field”. Existing topography is lacking in the area of the bioswale, spot grades existing and proposed, as well as contours would be useful in constructing the swale to ensure its limits remain within the intended area, and do not encroach upon the neighbors property to the north or the pavers to the south. I suggest additional topography in these areas to eliminate any guess work by the contractor and to ensure the swale will work as intended. **this note was added as there is no topographic information provided by Anchor in these areas, I can obtain topographic spot elevations in these areas and then define the slope prior to bid. We can do this work at the same time as the test holes.**
3. The location of the south end of the bioswale/grass swale is in close proximity to the paver system for the boat ramp. I have two concerns with this. One will boat trailers backing down the ramp as they try to navigate that radius be potentially backing into the swale, causing damage to both the swale and potentially the paver system. Two is there a structural soil stability issue with the paver system being located so close to the cut slope of the swale? Spot grades and contours may help alleviate this concern as well. **There are no ways in my opinion to get a boat to the ramp at the lake edge. 1. Drive in forward and put into paver area near pavilion and then back up to the ramp. After unloading boat pull ahead and park in the lot. This is the simplest way to do it. OR 2. Turn partially around in parking lot and then back up all the way to the ramp. This would more difficult in my opinion, but possible. #1 is the most common approach and my experience watching people load and unload boats is that they are really good at backing up the trailers as they do it all the time. to address Matt’s concern, we could show 4” x 4” wood posts in the gravel strip above the bioswale at 8’ on center spacing to provide what would be a barrier for a trailer without affecting the functionality of the system.**

Thank you,
Jeremy

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M, W, Th: 8:00AM – 3:00pm
T: 8:00AM – 6:30PM
F: 8:00AM – 12:00PM

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