



MINUTES

November 10, 2011

PRESENT: Frank Wong, Chair, John Hall, Elizabeth Craig, Dennis Delaney, Elisa Pollino, Richard Reiter

ALSO PRESENT: Patricia Sesto, Director of Environmental Affairs; Liz Larkin, Recording Secretary; Jim Murphy, Gregory & Adams; Mark Blitzer, co-owner 190 Danbury Road Associates; Jeff Gordon, Codespoti & Associates; Robert Wheway, Codespoti & Associates; Gary deWolf, Gary deWolf Architects; Otto Theall, Soil & Wetland Science; Matt Popp, Environmental Land Solutions; Ed Schenkel, Gregory & Adams; Tony Ramadani, owner, Portofino's; Criss Busnel; Robert Sherwood, Robert Sherwood Landscape Architect

I. CALL TO ORDER

Mr. Wong called the meeting to order at 7:31 p.m.

II. PUBLIC HEARINGS

A. WET#2053(S) – 190 DANBURY ROAD ASSOCIATES – 190 Danbury Road – construct new car showroom in an upland review area (cont.)

Ms. Sesto read the new documents into the record. Mr. Murphy handed out revised plans and materials to support his presentation.

Mr. Murphy reminded the commission that this public hearing opened on September 8th. Several questions came from that meeting so the team met and put a better plan together which took some time. He indicated that this new plan will better improve the site from the previous plan. Mr. Murphy requested that the commission come to resolution at the next meeting in December. He stated that if there are any questions or concerns, to please let them know tonight, so they can address in a timely manner.

Mr. Murphy read excerpts from the Wilton Inland Wetlands Regulations and stressed that they paid great attention to the key concepts of the regulatory standard. He noted that the new proposal is a significant improvement from an erosion, turbidity and thermal pollution standpoint. He added that there are no alternatives that have less impact, as this proposal has no impact.

Mr. DeWolf reported that the footprint of the building has been reduced from the original plan by 700 sq. ft. He confirmed that the front of the building will be the new car showroom while the back will be filled with service bays. In addition, the existing canopy will be removed but a new one will be constructed in a different area. This canopy area is not included in the square footage as it is just a roof, not floor space. Mr. DeWolf confirmed that the canopy area is 600 sq. ft.

Mr. Gordon reported that the footprint has been reduced, and the building has been pushed to the north and west of the original location so it is out of the review area. The vehicle storage has been moved to the south side and there was a cut back on the eastern side of the building to allow better circulation for trucks. Mr. Gordon is proposing a partial interior mezzanine to make up for this lost space. Some existing pavement and a catch basin that goes directly to Bryant's Brook will be removed and replaced with a bio-filtration system with a low stone swale. He added that the site coverage is decreased with this proposal from 76.4% to 73.5%. Mr. Gordon confirmed that plantings will be indigenous and invasives will be addressed. He added that there are additional details on the basins from the roof drains on the new plans.

Mr. Gordon noted that Alternate Plan 1 is the previously presented plan, which includes pervious pavement. The pervious pavement benefits the watercourse as it keeps the water cooler which will lessen impact. This plan includes removing asphalt but the building and the vehicle storage would be within the wetland limits.

Mr. Gordon showed that Alternate Plan 2 has the building moved as far north as possible. The vehicle storage in this scenario will be to the southeast of the building. This alternative creates a fire issue, the building footprint is larger, and the trucks will not be able to maneuver properly at the site.

Mr. Gordon described Alternate Plan 3 with the building re-worked to get the distance between the buildings decreased but this would force the canopy to the south side of the building which would not work for their operations. The canopy is best on the north side of the building near the service department.

Mr. Gordon reviewed Alternate Plan 4 which has a reduced footprint. The roof drainage on this alternate would be to a bio-filtration basin with buffer plantings.

Mr. Hall raised concern relating to vehicle storage as there will be many existing cars displaced with the new building. He wants to ensure that the use of the site is not changing. He questioned the spacing of the parking spaces on the plans. Mr. Gordon confirmed that the parking spaces are 9 ft. x 18 ft. modulars which would provide enough room for cars to be able to get in and out without dings from opening adjacent doors. Mr. DeWolf confirmed that they have a fixed amount of parking so that they can move around on the site. The dealer does not want more inventory than the site will allow. Mr. Hall confirmed that they would not be parking these displaced cars in the buffer area. Ms. Sesto suggested boulders in these areas to discourage the idea of using the buffer in tight times.

Mr. Reiter inquired about the activity going beyond the property line on the plan. Mr. Gordon confirmed there is minimal activity happening on this adjacent site but it is owned by the same people. Ms. Sesto noted that this adjacent property should be added to the application documents.

Mr. Hall inquired about parking inventory cars on the roof of the building. Mr. DeWolf confirmed that this would require heavy materials and a ramp that would add 5,000 additional square feet to the footprint. Mr. DeWolf added that they wanted to make an improvement to the site that is appropriate for Wilton. He stated that a parking structure would not be desirable in this location. The proposed building gives a friendly presence and effectively screens their inventory.

Mr. Gordon advised that little topsoil will be harvested but that gravel will be harvested for the pervious pavement. There will be some temporary fill placed on site to be able to safely construct the new building so that the pervious areas will not be disturbed prior to installation.

Ms. Sesto questioned if the existing limit of the gravel parking lot is consistent with what was originally approved. She will check the previous permit to make sure this commission does not approve something inconsistent with the previous application.

Mr. Wheway reported that the stormwater management plan has not changed from the original proposal. They still wish to use pervious pavement for the new construction area. The pervious pavement allows the ground water to recharge and reduces the sediments that flow into the watercourse. The lighter coloring of the pervious pavement assists with thermal pollution as well. This system is considered active mitigation as it receives roof runoff and existing pavement runoff along the southern end of the property. He described the pervious pavement as a 6 in. layer of pervious concrete on a 12 in. bed of broken stone. Mr. Wheway handed a sample around of a core of pervious pavement which had a 20% velocity. He confirmed that the lack of sand makes a coarse texture which stores the runoff.

Ms. Pollino inquired about the life-span of pervious pavement. Mr. Wheway confirmed that the application has been around a long time and it is used predominantly in the south. He stated that it is being used in colder climates for the last ten years.

Mr. Wong asked Mr. Wheway about the grading and elevation of the completed activity. Mr. Wheway responded that it will be very similar to existing but they have not calculated the cubic yards required for the grading. Mr. Hall commented that he thinks the area that will be filled, at 18 in. down for material is a massive number. Ms. Sesto confirmed that 2.5 ft. of fill will be in the floodplain. Mr. Wheway stated that he would provide volumes at the next meeting. He added that typical pavement is 11 in. – 12 in. deep and this is not much more. Mr. Hall confirmed that he was trying to avoid fill in the buffer area. Mr. Wheway added that the pavement should be flat to maximize the storm water storage area. Mr. Wong added that fill in a flood plain will decrease the storage capacity of the floodplain.

A discussion ensued relating to the FEMA flood lines being inaccurate. The elevations on the FEMA maps are impossible based on the topographic information. Mr. Wheway noted that there is a 3 ft. elevation near wetland flag #1 and no flood water would be able to get that high. He confirmed that work would be outside of the 155 elevation line.

Mr. Wong asked about the long-term impacts and maintenance of the pervious pavement. Mr. Wheway confirmed that the maintenance is very similar to impervious concrete with a life span of 20 – 25 years.

Mr. Theall reviewed his findings from the wetlands soil investigation. He noted that the property has Bryants Brook flowing from north to south. He labeled the current parking area and building as urban land. He reported on the impact and current conditions of the property. He noted that there are invasives present such as Japanese knotweed, burning bush, and bittersweet. He is targeting removal by cutting and spraying which is a 3-year process. They will use a material without surfactant. He noted that pervious pavement has benefits over concrete as existing gravel is compacted and ponds during a rain event which will raise the temperature which flows to the wetland. The current catch basins discharge to Bryants Brook with no renovation. He added that the buffer area would remain the same, but they are improving this buffer by removing invasives and planting more desirable plantings. Ms. Craig inquired if any trees will be removed for this construction. He confirmed that there would be trees removed but they are outside the regulated area.

Mr. Popp explained the discharge to Bryants Brook and the existing invasives. He noted that the wetland functions and habitat were checked for this application. The building is outside the 100' regulated area and the gravel border will be maintained. The proposed bio-filter collects sediments and reduces thermal pollution by trapping it prior to entering the brook. He suggests 50 plantings, such as maples, that will be added to the buffer near the parking area. He then showed the area where the invasive plants will be removed, some by hand. There was a discussion about removing a Norway Maple as it drops seeds. Mr. Popp confirmed that these seeds do not impact the watercourse or wetlands.

Ms. Sesto requested a plan for the invasive removals and plantings. She added that there should be a 40' distance of the buffer on the south side and 35' on the west side. Mr. Reiter asked about the maintenance of the pervious pavement when cars are parked. Mr. Wheway confirmed that a detailed maintenance plan will be created but they can use leaf blowers, commercial vacuums and occasional power washing to rejuvenate the pavement. Ms. Sesto confirmed that the maintenance plan that was previously submitted is conceptual and a site specific plan will be required.

The applicant's team requested an extension of the hearing to the December 8, 2011 meeting.

Mr. Wong MOVED to grant the requested extension, SECONDED by Mr. Hall and CARRIED 6-0-0.

B. WET#2060(S) – Lee – 15 Walnut Place – additions to residence within a regulated area including B100a (cont.)

Ms. Sesto reported that the applicant sent a letter requesting that the hearing be continued to allow the commission time to obtain a third party review.

Mr. Wong MOVED to grant the extension, SECONDED by Mr. Hall and CARRIED 6-0-0.

III. APPLICATIONS READY TO BE REVIEWED

A. WET#2057(I) – Ramadani – 10 Center Street – construction of an addition 25 ft. from the Norwalk River

Mr. Sherwood presented a new planting plan. He stated that they will heavily landscape the rear

of the building. He noted that the side of the building is already landscaped. They propose to remove the asphalt terrace and replace with permeable pavers. This asphalt area is 4 ft. x 20 ft. Top soil will be placed which creates a depression much like a rain garden. This sizing is for a 6 in. rain storm. He reported a 220 ft. net loss of impervious material.

Mr. Sherwood also reported that 500 sq. ft. of asphalt will be removed behind the salon, whereas the proposed addition is 230 sq. ft. He stated that they can replace the impervious terrace closest to the watercourse with pervious pavers and add landscaping here as well. The plantings in the front will be ornamental such as boxwoods, red maple and flowering shrubs. The side will be planted with oak leaf hydrangeas. Ms. Sesto confirmed that Planning and Zoning did not factor in parking in the rear of salon as part of their minimum requirement.

Mr. Sherwood proposed having evergreens and woodland/wetland species such as aster and rhododendron to block the utility panels in the back of the building. There is a slope in the back where a Norway Spruce sits which may need to be removed to unblock the bridge. Ms. Sesto raised concern about plantings being too shaded and suggested ferns. Mr. Sherwood added that the below grade area will have sheet flows. Ms. Sesto requested roof leaders be cut back to eliminate the direct discharge to the river. Mr. Sherwood stated that a level spreader can be installed to avoid erosion.

Mr. Wong MOVED to approve WET#2057 with General and normal Special conditions and the additional Special Conditions to provide the details of construction of the pervious pavement patio by November 30, 2011, provide a detailed plan to cut back the roof drainage to allow overland flow, plantings must be installed by May 1, 2012, the approved plan is the alternate showing the garage doors with sensors, provide a landscape plan for plantings in the area of the removed pavement, SECONDED by Mr. Hall and CARRIED 6-0-0.

B. WET#2068(I) – LIPSCOMB – 58 Glen Hill Road – “emergency” repair of a septic system 25 ft. from a wetland and watercourse

Ms. Sesto described the emergency nature of this application and noted that an emergency permit was granted and the work is completed. The application was required as the septic pump chamber is in the regulated area.

Mr. Wong MOVED to APPROVE WET#2068, Mr. Delaney SECONDED, and it CARRIED 6-0-0.

IV. APPLICATIONS TO BE ACCEPTED - None

V. APPROVED MINOR ACTIVITIES

A. WET#2067(M) – ZARESKI – 91 Longmeadows Road – driveway construction within a regulated area

VI. CORRESPONDENCE - None

VII. OTHER APPROPRIATE BUSINESS - None

VIII. APPROVAL OF MINUTES

Tabled as minutes have not been distributed

IX. ADJOURN

Mr. Wong MOVED to ADJOURN at 9:47 p.m., SECONDED by Mr. Hall, and CARRIED 6-0-0.

Respectfully Submitted,
Liz Larkin
Recording Secretary