



"The Bedding Plant Capital of Connecticut"

TOWN OF CHESHIRE

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Town of Cheshire
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Planning Dept.

DATE: July 6, 2020
TO: Planning and Zoning / Inland Wetlands
FROM: Engineering Department *BN WJG*
SUBJECT: Proposed Used Car and Body Shop Facility; Richard Chevrolet; 1405 Highland Ave.

- The existing conditions for storm water indicate flows entering from 1) Route 10 on the northwesterly corner of the site, and 2) Realty Drive on the southwesterly side of the site. In discussions with the Applicant's engineer he has stated that there has not been a detailed analysis of the storm drainage entering the site off of Route 10, and that to be conservative he has included drainage from Realty Drive, even though it is unclear if it discharges to this site. In order to accommodate these conditions, the Applicant proposes 1) improving the area where the state's 24" pipe currently enters the wetlands, and to 2) size the proposed detention basins to accommodate the Realty Drive drainage. There is no historical data to estimate the height of the stormwater that may accumulate in the wetlands located along the northerly border of the site. With a low point in the wetlands of 165.6, and the top of the berms in ponds 2 and 3 currently proposed at 168.0 there is concern that with as little as 2.4 feet of water in the wetlands, water will overflow back into the detention basins. It is strongly recommended that the elevation of the detention basin berms be raised to the maximum extent possible, at least 169.0 and if possible 170.0. The Applicant should also be comfortable that with a building FFE of 170.6 and no historical data on flood elevations in the wetlands, that a 5 foot flood will impact the building. The Pre and Post Summary Table should include the storm flows and elevations in each of the ponds for the proposed conditions and remove any reference to Carter Lane.
- The inspection and maintenance of the pretreatment filter strips should be added to the Stormwater Management Maintenance Schedule. Without a geofabric membrane placed at some depth beneath the top of stone there is an increased likelihood that the full-depth of pea gravel will clog and have reduced water quality improvement effectiveness over the years. Replacement of the top six-inches of stone as needed to maintain trench porosity might be more prudent.
- Where are the roof and footing drains proposed to discharge? Please note on the plans.
- We recommend the use of redundant siltation barriers for increased wetland protection.

- Please provide the test pit data for the locations shown on the plans. Were there any percolation tests performed? Is there a need to install an underdrain mechanism in the basins to prevent mosquito breeding, or infiltration during frozen ground conditions?
- We recommend that the parking lot area designated to contain accident damaged vehicles dropped off after hours by tow trucks be designated on the plan, possesses a curb instead of trench, with runoff directed into an oil separator prior to discharge to the storm water basins, or if the final discharge point is to the sanitary sewer, the drop off area needs to be covered to prevent storm water from entering the system, and the discharge should be routed through the oil water separator.
- An application for sewer feasibility has not yet been received by the W.P.C.A. Is a State General Permit required for the wash bay? Are there any floor drain connections proposed? WPCA will be interested in the method of preventing oils/solvents/gasoline/paint/chemicals from entering the town's sanitary sewer system.