

To the China Selectboard -

The South China Boat Launch was the top-ranked project in the recent CRP survey. I believe the site can be remediated in a way that addresses environmental, economic and social considerations. This is a real opportunity for the Town of China to put its best foot forward and tackle a long-standing issue.

Speaking of tackling... If we were to think of China Lake as a football team, it would have offensive and defensive units, each with their respective plays. The South China boat launch is a defensive play, one that could result in a "Pick Six" victory if executed properly. By making the site a carry-in only launch and investing in erosion and NPS pollution remediation to handle phosphorus run-off/algae blooms, the improved water quality will provide long-term benefits to the region, i.e. #winning

It would also *immediately* reduce disruption to those residing in South China and maintain that community's cultural atmosphere.

A.E. Hodsdon's proposal outlines several erosion/NPS remediation measures that would produce a Pick Six result.

In terms of the material used for the "roadway," I am NOT in favor of *impervious asphalt*. I do; however, think further analysis of a wider range of available materials should be conducted before a final decision is made regarding this point. As such:

1. Model costs to install *permeable* pavement options: concrete, pavers and asphalt.
2. Model costs to maintain the above in addition to the two options already presented over 1, 5, 10 and 25 year periods, assuming poor, average and favorable environmental/usage conditions.

I would also like to offer the following to expand on A.E. Hodsdon's "playbook":

1. Install stanchions 50' from the intersection of Village St. and Town Landing Rd. to prevent vehicle access to the remainder of Town Landing Rd.. Vehicles could pull into Town Landing Rd. to off/load watercraft within the initial 50'. Place signage at the stanchions noting the site is carry-in only and make communal handtrucks/trolleys* available to assist with transport to/from the water's edge.
2. *Narrow* the existing road beyond the initial 50' to footpath width, all the way down to 20' from the water's edge – this would reduce the amount of "roadway" material (and cost) necessary to install/maintain this part of the site.

3. Convert the remaining area of Town Landing Rd. into a vegetated buffer (minimum 100' ft. in length, to follow water quality best practices).

As to the Fire department's request for a dry hydrant, I would recommend a location other than Town Landing Rd., in order to retain the integrity of the carry-in plan outlined above.

Thank you for your time and consideration. I'm confident we can get a solid victory under our belts for China Lake!

Sincerely,

Jen Syer, Fire Rd. 9

**I recognize the potential for theft of handtrucks/trolleys. That doesn't mean the idea couldn't/shouldn't be attempted.*

P.S. The following references regard permeable materials, which – I believe – would be better options than impervious asphalt due to: reduced long-term maintenance costs, better NPS remediation and user convenience.

- [Stormwater Best Management Practice: Permeable Pavements](#) - EPA
- [Nutrient Removal Rates of Permeable Reactive Concrete](#) - National Science Foundation
- [Minnesota Stormwater Manual: Design criteria for permeable pavement](#) - State of Minnesota
- [Virginia Cooperative Extension: Best Practice Management Practice Fact Sheet 7: Permeable Pavement](#) - Virginia Tech

P.P.S. All views expressed here are my own, not those of China Lake Association, of which I've been serving on the Board of Directors since January 2023.