

## East Arm Boat Access Site Plans – Fact Sheet 12/20/24

Total property = 1.91 acres; area of proposed disturbance = 1.63 acres

### PAVING CHANGES

- Existing parking lot size (impervious area) = 4,499 SYD
- Proposed parking lot size (impervious area) = 5,317 SYD; and 1,031 SYD of pervious pavers

DNR submitted a concept that was reviewed by the township, we were asked to add more accommodations for stormwater management. The concept initially called for asphalt pavement for the full parking area (an impervious paving surface) and was updated to exchange some of the impervious surfacing and add pervious pavers – this allows stormwater to seep into layers of drainage stone and the existing ground below instead of draining directly into the adjacent surface water.

### PARKING CHANGES

- Existing trailer parking spaces: Total = 44; paved 10' x 40' = 32 spaces; unpaved ~ 12 spaces
- **Proposed trailer spaces: Total = 47**; 10' x 50' = 43 spaces, < 10'x50' = 2 spaces, and 11' x 50' = 2 spaces (accessible)
- Existing car parking = 10
- **Proposed car parking = 8** (one is accessible)

Q: If you are paving a larger area, why do you not have more parking spaces added?

A: DNR design for Great Lakes boating access sites considers up to 50' parking spaces as opposed to the 40' spaces currently on site. The existing turning radii within the site also does not support safe and functional design for vehicles with trailers typically using this facility. After applying design approaches, including the space needed to meet the latest Americans with Disabilities Act Standards, parking opportunity was maximized by adopting a one-way-in, one-way-out parking lot layout.

Q: So, the longer parking spaces mean you are building this site to accommodate large boats?

A: An average pickup truck is between 15'-20' long, leaving 30'-35' available for a trailer; a 20'-26' boat would likely be on the trailer. Approximately 95% of the boats registered in the state are up to 26' long. Furthermore, considering this is a Great Lakes access site, larger boats approaching that mid-20-foot length can be more common here compared what's launched at inland lake facilities. But there is no restriction for smaller trailers to park in these longer spaces.

### PLAN NOTES

- Exit drive added along East Shore Road, right turn only, to maximize area for parking spaces, and improve vehicle circulation within the site, particularly at the existing entrance where exiting traffic must cross-over the entering traffic
- Vault toilet moving to a central location
- Improved concrete sidewalks around the vault and to the launch
- Boat tie-down lane is added at south end of the access site
- Light near ramp will be upgraded with light pollution shield and timer. No additional lighting is planned

### ADDITIONAL COMMENTS

- The ramp will remain as is, no construction is planned for the concrete ramp
- After construction is complete a new Land Use Order will be enforced prohibiting vehicles without trailers from parking in trailerable spaces, this rule will only apply to weekends and holidays
- Improvements at Bowers Harbor are also planned to bring the site up to current DNR design standards; construction will be coordinated between the two sites so that one remains open