

**CESHIRE INLAND WETLANDS AND WATERCOURSES COMMISSION
PUBLIC HEARING
THURSDAY, NOVEMBER 7, 2013
TOWN HALL 84 SOUTH MAIN STREET
COUNCIL CHAMBERS AT 7:30 P.M.**

Members present: Robert de Jongh, Charles Dimmick, Kerrie Dunne, Dave Brzozowski, Earl Kurtz, and Will McPhee.

Member absent: Thom Norback.

Staff: Suzanne Simone.

I. CALL TO ORDER

Chairman de Jongh called the public hearing to order at 7:30 p.m.

II. PLEDGE OF ALLEGIANCE

All present recited the pledge of allegiance.

III. ROLL CALL

Ms. Dunne called the roll.

Members in attendance were Robert de Jongh, Charles Dimmick, Kerrie Dunne, Dave Brzozowski, Earl Kurtz, and Will McPhee.

IV. DETERMINATION OF QUORUM

Chairman de Jongh determined there were enough members present for a quorum.

Chairman de Jongh said we have two items on the public hearing tonight the first is a permit application for the Town of Cheshire – West Main Street and Jarvis – construct of the Farmington Canal Greenway.

Chairman de Jongh said for those members of the audience who have not had the pleasure of being at a public hearing before this Commission we will allow the applicant to make their presentation and give Commission members and staff the opportunity to pose any questions following that will allow the audience to ask questions and then we'll hold comments pro and against after all of that has been commenced.

Chairman de Jongh said if it's necessary to continue the public hearing we will do so and it will be noted.

Ms. Dunne read the notice of the public hearing – notice is hereby given that the Cheshire Inlands in Watercourses Commission will hold a public hearing on Thursday, November 7, 2013 at 7:30 PM at the Town Hall 84 South Main Street Cheshire CT 06410 to hear the following:

1. The permit application of the Town of Cheshire c/o Matthew Sanford, MSPWS Milone and MacBroom, Inc., 99 Realty Drive, Cheshire CT 06410 for a construction of the Farmington Canal Greenway from West Main Street to Jarvis Street, Cheshire Connecticut 06410 and is generally shown on assessor's map number 36, lot numbers RR and 57 in an I-1 and I-1, I-2 zone; the application is on file and available for public inspection at the Cheshire Planning for 84 South Main Street Cheshire CT 06410.
2. The permit application of John Romanik, Jr. care of Darin Overton Milone and MacBroom, Inc. 99 Realty Drive, Cheshire Connecticut 06410 for a site plan – house property located at Whispering Hollow Court Cheshire CT 06410 as generally shown on assessor's map the number 76 lot 78 in an R-80 zone. The application is on file and available for public inspection in the Cheshire Planning Department, 84 South Main Street Cheshire, CT 06410.

V. BUSINESS

1. Permit Application	APP	#2013-026
Town of Cheshire	DOR	10/01/13
West Main and Jarvis Street	PH	11/07/13
Construct Farmington Canal Greenway	MAD	12/12/13

Chairman de Jongh said the first item is the permit application for the Town of Cheshire West Main Street and Jarvis Street to construct the Farmington Canal Greenway.

Chairman de Jongh asked if there was someone representing the applicant.

Tom Sheil of Milone and MacBroom was present on behalf of the applicant. Matt Sanford and Shelley Plude from Milone and MacBroom were also present.

Mr. Sheil addressed the Commission.

Mr. Sheil stated that they were here to give our presentation to start the public hearing for the section of Farmington Canal Greenway

from West Main Street to Jarvis and then proceeding northerly of Jarvis a short distance.

Mr. Sheil said with me is Matt Sanford (of Milone and MacBroom).

Mr. Sheil said so tonight we're going to give a presentation to the public and to you walk you through the proposal for a section of trail – I'll be giving just a brief overview so to get you orientated and to get everybody up to speed with what we're trying to achieve.

Mr. Sheil said Matt is a wetland scientist who you walked the site with - he's going to walk you through the regulated activities - the issues that are associated with the canal itself and what we'd like to do with the trail and in Shelley Plude our structural engineer is going to talk about constructability and will also handle questions and comments and explanations about some of the drainage on the site and what's happening with the trail.

Mr. Sheil said they have a series of graphics to give an overview of the project and our trail - he said he knew to a great extent you are familiar with the project but because it's a public hearing will start at square one and give the general discourse for the public so they can come forward and ask questions and comment as well but we do have a full comprehensive site plan package in front of you to discuss.

Mr. Sheil said we have and aerial mapping - we have some wetland mapping - we have some photographs we have some enlargements and we have some of their supplemental material to show you tonight but this first graphic which is an aerial.

Mr. Sheil said over here my side to the right – this is West Main Street and as you go down West Main Street there's a constructed island in the middle of West Main Street – that's sort of the start of the southern part of our section of trail.

Mr. Sheil said so the railroad right of way parallels generally speaking the blue which is the Farmington Canal – the remnants of the Farmington Canal and it proceeds a distance of 8100 feet to Jarvis Street where we'll be passing through a series of beautiful environmental conditions - will be passing neighborhoods - we've got some views and got some ecological areas of interest - we've got some historical areas of interest –we'll walk you through those.

Mr. Sheil explained the trail reaches Jarvis Street and there was a lot of discussion about what was going to happen with this trail in terms

of the overall planning through Cheshire - our section which is 8100' plus with another 500' north of Jarvis is going to dovetail ultimately with the section to the north which goes to the town line which meets up with Southington and from West Main Street south to Cornwall and as you know the Department of Transportation is designing those two projects - they'll have the public information meetings - they'll be in front of you as well in the public so you can speak to that as well.

Mr. Sheil said so there's a three part process to actually complete the trail through the town.

Mr. Sheil explained it was decided that Milone and MacBroom would take care of designing a piece of the trail north of Jarvis Street and what we're doing that for is because we're going to be building a parking lot for 69 spaces - hopefully - we're going to review that with you and that parking lot will services the community to provide them an area to come and park and go on and walk across a bridge and joined up with the trail and proceed ultimately north or south on the trail.

Mr. Sheil said we have looked for opportunities for access to the trail at numerous points - there will be informal neighborhood connections - nothing formal no parking constructed adjacent to the neighborhoods and residential areas.

Mr. Sheil said there will be activity associated with what's happening on West Main Street all the businesses will benefit but at this time there's really not a lot of time a lot of opportunity to access the trail with parking in the West Main Street area - you really have to go to Cornwall and that's about 3500' away from West Main Street so the plan was to try and create a facility of people were going to need to access the trail - they would come and park north of Jarvis and be able to get on the trail if not at Cornwall.

Mr. Sheil said so that's the overall policy and planning for the trail.

Mr. Sheil said before I turn it over to Matt I'd like to talk specifically about some of the own the wetland assessments and characteristics and go into detail with you about the regulated activity before we get to Shelley and talk about constructability and drainage.

Mr. Sheil said this will be a little bit of a reminder for what the trail actually looks like as you walk it - so as you proceed clockwise from the upper left there are beautiful views - there's the canal and a portion of the trail goes by open water and Matt will describe that

section which is a critical section relative to the impacts associated with the trail.

Mr. Sheil said the trail runs next to open water in about an 800' stretch and it's fairly low - it does flood in the had planned a technique for building the trail through this section that floods quite often.

Mr. Sheil said we have examined alternatives and we'll be going through with those.

Mr. Sheil said we have a summer and a winter picture so in the winter as we're coming down - closing down foliage is falling and you'll see the characteristics of the trail changes visually all year but there is an area where will we have utilities that we have to deal with - there's a Kinder Morgan pipeline that crosses the trail - there's a beautiful wetland system associated with that - there are some vernal pools that we're going to talk.

Mr. Sheil said about to the north of Jarvis there's a wetland system - there's a vernal pool - there's an upland area passed the wetlands which is where we're going to put the parking lot but it's a very pretty area.

Mr. Sheil said over on Jarvis Street as you look south you can see the open water of the canal - you can see the ducks - the Mallards floating through there on seasonal basis - the trail is going to run alongside that.

Mr. Sheil said Matt will talk about the vernal pools which are several in nature on the trail - the Wood Frogs and amphibians - the life of the marsh is quite evident along the trail and the trail also has for the majority of the lengthy nice upland dry characteristic - it was the railroad bed obviously - it passes through really a lot of undeveloped land - we have a characteristic land association with the trail from the busy West Main Street area backing up onto businesses and the traffic of West Main and then you start to past into a sort of the beauty of the woodlands - you have neighbors which are pretty well screened - you have Lyon and Billiard and you have the of Strollo they are on kind of an uphill the water drains down to the canal from the west of the east - you come on the back of the Deepwood Condominiums and then across the trail there's properties of the neighborhoods associated with Dodd Middle School - Lincoln Drive - Taylor - Dogwood Drive - you come on my neighborhood actually which is all Sheridan - Spruce and Sycamores - homes that back up - we've had meetings with the neighbors on

Saturday - we'll go over some of our discussions about screening because the homes come up in reasonable proximity to the trail and there's concerns about - you know the visual impact of people walking back and forth across the properties.

Mr. Sheil said and then we come up into and always once we hit up into the neighborhood of Chestnut - the land of the State Department of Corrections is on the east of the woodlands - the great woodlands of five hundred or some odd acres of the Department of Corrections.

Mr. Sheil said there are homes along Peck that border the western side of the trail but there's also always the remnant of the canal as you're passing by - it's very pretty.

Mr. Sheil said and then we come back into a little bit more of the busier - a tighter neighborhood coming up on Sloper - are we are talking to the neighbors - then coming into a parking lot and then there's a very nice characteristic for the whole trail.

Mr. Sheil said so there are a lot of wetlands along here - there's a lot of regulated activities but we think we're handling it in a proper manner and I'd like for Matt to have a chance to talk with you about all the environmental conditions and what we're going to be doing for the trail in those areas.

For the record - it's Matthew Sanford, professional wetland scientist, professional certified soil scientist with Milone and MacBroom.

Mr. Sanford said I think one of the things that Tom forgot to talk about was that we probably get tasked with one of the most difficult segment that's left in terms of the greenway or trail because of the environmental issues that are associated with it and that primarily with the wetlands, the vernal pool - the natural diversity database issues that are on this particular segment of the trail.

Mr. Sanford said what I'd like to do because my presentation will probably be a little length because we have a lot of things to cover - what I'd like to do is start off with existing conditions - what we've done to date in terms of existing conditions - go into regulated activity activities as it relates to direct wetland activities impacts and then go into alternatives for some of those - alternatives that were explored as part of those regulated activities

Mr. Sanford said so I'm going to start with the existing conditions as Tom pointed out - there's the main Farmington Canal that runs along the eastern side of the existing former railroad bed.

Mr. Sanford said what we did originally was look at the NRCS soil survey mapping to determine what soil types would be out on the site – obviously you see the open water areas on the soil survey map – but you are also looking for the poorly drained and very poorly drained soils that could be on the site but not in this case that in some cases alluvial floodplain soils.

Mr. Sanford said so that was the first thing that we did - than myself and Bill Root - another one of her certified soil scientists actually went out flagged and delineated the wetlands in accordance with this Town's regulations and State regulations and Federal regulations.

Mr. Sanford said I should mentioned earlier early on it that we do have permits with of Connecticut DEEP for 4-1 quality certification for this project pending and we also have an Army Corps of Engineer category 2 permit for this project pending.

Mr. Sanford said so all the wetlands were flagged in accordance with both Local and State and Federal regulations.

Mr. Sanford said from there and when we did our initial site assessment - as we were walking the site - we could tell that some of the wetlands that we're on both sides - both the west and east side of the existing railroad bed looked as if they could support amphibian breeding and so we want to take a closer look to see if any of those particular wetlands wouldn't fact deemed a vernal pool.

Mr. Sanford said and so the critical time to actually collect that particular data is during the spring - preferably March or April is your best time to look at these particular areas for amphibian so that's what we did back in March and April of 2012.

Mr. Sanford said we completed the vernal pool assessment along the corridor - the methods that we used was actually walking the corridor - walking in the wetlands themselves with chest waders on looking for signs of amphibian breeding and those signs are typically for Wood Frogs and Salamanders you're looking for egg masses – you are also for Salamanders you're looking for sphmataphores that are deposited along the a particular wetland - looking for a Fairy Shrimp or Fingernail Clams so those are the are the things that we're looking for the in the wetlands to determine whether not we had vernal pools on site.

Mr. Sanford said so based on their early spring assessment and then going back in July to see if those pools were still persist - to see if

the actual critters that may have been in there were able to get out before they dried out was a second component that we did as part of our overall assessment.

Mr. Sanford said so based on our spring and late summer assessments we were able to determine that there are six vernal pools along the corridor.

Mr. Sanford explained those are highlighted in this orange hatch patch pattern there - this is formal pool one - this is vernal pool two and three - vernal pool four, five and six - so those are vernal pools along the corridor.

Mr. Sanford said I will say that the if vernal pools themselves don't support a very high population of amphibians whether its Wood Frogs or Spotted Salamanders - there are probably a couple theories as to why - just the habitat itself probably being relatively young in terms of wildlife development and this area being disturbed when they put the canal - a lot of these wetlands were actually created as part of the canal and railroad bed itself so when they decided to base the railroad bed above the water surface elevations of the canal they actually took material and made burro pits one along specifically the west side of the railroad line so what happened when they did that they created a lot of these depression that intercepted groundwater - became compacted and actually allowed water to sit there for a long period of time and then to support a wetlands system.

Mr. Sanford said in addition to that we have quite a bit of development along these corridors - residential development roadways which also usually diminish the ability for these organisms to actually have higher populations in these kinds of areas.

Mr. Sanford said the wetlands themselves really fall into three categories - we have palustrine forested wetlands - we have palustrine shrub wetlands and palustrine emergent wetlands.

Mr. Sanford stated the predominate wetland community out here is palustrine forested - we have some palustrine emergent wetlands along the gas line just off of Sycamore Lane that Tom had referred to earlier - it's located in this general area here (shown on the map) and we also have a merge wetlands located up on the north side of Jarvis Street the as well.

Mr. Sanford said the palustrine scrub wetlands for the most part are really located along West Main Street and north right to a long this point (shown on the map) is what we consider palustrine scrub

shrub - the canopy be is much more open and predominantly Speckled Alder and High Bush Blueberry is your dominant wetland type in that area.

Mr. Sanford said so those are the wetland communities - the vernal pools and then lastly we had from existing conditions we had to inquire about Natural Diversity Database issues because we did have some hits specifically in this particular area (shown on the map) here a north past Jarvis Street so from this area here north there were hits for Natural Diversity Database.

Mr. Sanford explained we made an query into the DEP - that came back with three species of concern - that being the Eastern Box Turtle - the Wood Turtle and Eastern Ribbon Snake.

Mr. Sanford said so as part of our yearlong study of the wetlands and the vernal pools we also conducted a surveys looking for the habitat conditions that would be indicative of the Box Turtle - a Wood Turtle and Eastern Ribbon Snake.

Mr. Sanford said what I can tell you as part of that study is that we determine that the habitat is really not conducive for the Wood Turtle out here - there is habitat available for the for both the Box Turtle and the Eastern Ribbon Snake.

Mr. Sanford said I will talk about some of the measures that we are we're going to be implementing to protect those particular critters during construction.

Mr. Sanford said I want to show you a couple of pictures of the communities that we're going to be talking about in term of impact areas that we're going to we talking about in a second - this is really are primarily impact area (shown on the plans) and that is located and I'll get into the numbers in a bit - located right in this area where we have two little open water systems - when we were on the sidewalk you guys saw - you went through an area that at one time was a raised railroad bed - once the railroad bed was abandoned in 1994-5 we believe that it subsided because of the water on both sides and lowering the ballast area and as a result of that that lowering it allowed wetland vegetation to actually grow upon the existence ballast and organic soil that kind of moved in - in that area based on the flows of both these two open water sources systems.

Mr. Sanford said so in fact that area became even though it looks like a railroad bed - looks like a trail - in fact it became the wetland from both a state level and federal levels in terms of criteria.

Mr. Sanford said this is a typical picture of what the open water systems look like around a canal - when you're out there in the summer they look like the green sheen over the top of the entire top - it's Duck Weed did that covers these particular open water systems - the emergent marsh systems with the gas line - that here is showing you that emergent marsh wet meadow community in this area.

Mr. Sanford said this is a typical trail section or photo so you can what the old railroad bed looks like runs through - you can see that it's forested on both sides of the railroad bed.

Mr. Sanford said areas north of the Jarvis Street - this is the palustrine forested north of Jarvis Street - this is the emergent marsh - north of Jarvis Street and this is the canal just on the south side of Jarvis Street - this area here you can see that it's a very open water flat water system with again with Duck Weed and other submergent aquatic vegetation present.

Mr. Sanford said so now I want talk a little bit about the impacts - as part of your application package we have identified in a table in the executive summary the specific wetland impacts that are proposed by the project and those really fall into thirteen categories or thirteen impact areas.

Mr. Sanford said I don't think I want to spend the entire time going through all thirteen of them because I think they can't be classified really into three general types - the first one being the cross culverts that are being placed underneath the existing greenway to convey stormwater runoff from the west side of the trail under the trail to the side eastside so really that's one of the criteria - one of the big impact in areas that we have.

Mr. Sanford said the second one is actually providing the additional culverts at existing stream crossings and those are being provided because they have to meet the twenty-five year event conveyance in those locations so we have to add culverts because the existing culverts are undersized.

Mr. Sanford said and then the third component is really - I don't want to say the major but a one but the primarily wetland impacts and those really have to do with the major wetland crossing that I talked about a second ago about having to raise the railroad bed in that depressed area and then secondly under that criteria the parking lot itself and those impacts associated with the access road to the parking lot and the parking lot.

Mr. Sanford said so that's kind of what I'm going to kind of talk about in general sense so in terms of the cross culvert culverts - they range from anywhere those impacts anywhere from 30 square feet upward to 400 square feet per culvert crossing and those occur in spots all the way along the this particular greenway.

Mr. Sanford said the primarily impact associated with that is when we actually install the cross culvert beneath the greenway we have to get the downstream end of that culvert to discharge into the canal and so when we do that - we kind of call our outlet - our invert has to be at a certain elevation and when we do that we end up impacting through the construction of the headwall and through the construction of a dissipated device - a scour plunge pool at the end of it - it ends up being an activity within the wetland in order to get that to work.

Mr. Sanford said and so that's what you'll see in your regulated activities chart - there several different activities that have that function and there's spelled as to what the impact is on your chart and so that occurs in multiple locations along the trail but again in a relatively small nature and the really to convey water underneath the trail and to make sure that area we do disturbed is stabilized long-term with the scour pads.

Mr. Sanford said in terms of some middle size activities is the cross culverts on some of the perennial watercourses and intermittent watercourses that we have - there are several intermittent watercourses that are conveyed underneath the existing former railroad bed currently.

Mr. Sanford explained on the sidewalks of some of us got to see what condition that had walls are and what condition the pipes are in and we also got to see what size pipe are.

Mr. Sanford stated that based on our engineer calculations for conveyance the stormwater for the twenty-five year storm event we found that several of those particular culvert crossings were undersized - they wouldn't provide the conveyance volume needed at those locations so in order to meet the twenty-five year storm criteria we had to add additional culverts adjacent to the existing culverts so that requires reconstructing the headwall - adding culverts alongside of existing culverts and then providing erosion control measures upstream and downstream also some in-stream stabilization measures in terms of natural round boulders on both the downstream side and upstream side to protect the culverts

themselves and also to prevent the existing stream bed from eroding - and those occur at several locations along the trail.

Mr. Sanford said I now want to get to kind of the major impacts that are here the big numbers and those are that that crossing where we have to raise the grade in order to make the greenway dry and that is the first impact area here and that are shown with all the little plantings along here and that is an impact of about 19,500 square feet so it's not a small impact.

Mr. Sanford said again that is an area that's existing or currently a former railroad bed and is currently of low quality wetland if you are looking just at the railroad bed itself - it's a low quality - we have to fill that into actually get the greenway into a condition that we will be dry long-term.

Mr. Sanford said one of the things that we're also doing along that section greenway is installing three culverts - box culverts - 4' by 4' box culverts - those culverts are going to be two-fold - one they are going to provide hydrologic connectivity between open water body one so long-term hydrologic connectivity between the two water bodies - secondly they're acting as a wildlife critter crossing as well because we do know that wildlife just based on our site investigations and the tracks we can find along that existing trail and we do know that they do actively moved back and forth between both open water bodies so we wanted to provide that critter crossing connectivity between both open water bodies so there's three culverts to provide that mitigation measure to provide both the hydraulic connectivity and wildlife connectivity.

Mr. Sanford said in addition to that what will happen in that particular area once the grade comes up there will be shoulders on both sides of the trail - those shoulders are going to get planted with a variety of native vegetation wetland vegetation - if you're out there today and in these pictures you'll know notice that predominant shrub is Speckled Alder, High Bush Blueberry, Sweet Pepper Bush, Silty Dogwood was proposed in our mitigation plantings for that particular spot and that will be restored to a similar condition that what you see out there today - it's going to take a few years for it to get back on to the size in terms of the height of the shrubs - there generally about 12' to 15' high now but over time Speckled Alder will grow 1' to 2' in a year so that will - that same feel - that same function as you move through there today will occur in a relatively short period of time after its installed.

Mr. Sanford said in terms of the vernal pool - before I get to the parking lot in terms of vernal pools impacts we are not impacting vernal pools directly by this application - there's no clearing - filling activities within the vernal pools - we are in the vernal pools areas themselves but we are staying on the exist and former railroad bed so there's no additional clearing needed in an order for us to put the greenway in so we don't believe there's any significant impact of those vernal pools as part of this project.

Mr. Sanford said I want to talk about kind of the northern wetland impacts and I should say northern and north of Jarvis Street impacts and those are associated with the actual access road itself - located here (shown on the plan) and then the parking lot area.

Mr. Sanford said when we originally looked at this we were looking at parking areas south of Jarvis Street but then there were some issues with using the land south of Jarvis Street so we had to start looking on the north side and when we flagged of this particular area we did find a little spit of upland locate located right here between the canal and this existing forested wetland system emergent marsh area and then we also found that we had to cross an intermittent watercourse that conveys surface water runoff from the emergent marsh forested wetland westward into the canal and the in order to construct the 20' wide road on this existing upland spit of land here we'd have to fill in this particular spot of the wetland and we have to cross that intermittent watercourse and the resulting impacts of those combined are roughly 2,600 square feet.

Mr. Sanford said what we're doing at the actual intermittent watercourse crossing is providing a box culvert of 4' by 4' in size - the 1' of that box will be depressed of that box culvert and filled with native subsoil materials and topsoil in that area so that it looks natural.

Mr. Sanford said I will talk about alternatives that we looked at for that particular location as well.

Mr. Sanford said in terms upland review area activities - obviously we're in the upland review area almost the entire time way of the trail - you're 50' -our total regulated upland review area activities I think equates to about 4.7 acres of activity - we've tried obviously to limit our impacts to the existing former railroad bed however obviously up at the northern part of the project we do have the parking lot and the parking lot is going to have about a 69 spaces or approximately 69 spaces.

Mr. Sanford said one of the things that we went to the engineering department here in town was that they had some concerns about stormwater management - specifically up in the parking area in terms of how we were going handle it and one of the requests that the town engineers was made was that we would like for you to attenuate the hundred year storm on your site for the parking lot.

Mr. Sanford explained so the in order to address that particular comment one we had to design and these you do not have so I'd like to actually hand those out - there are 11" by 17" revisions to the sheet 36 that you have in your plan set - we brought some half scales so you can see what the revised plan looks like.

Commission members received the revised sheet 36.

Mr. Sanford said and so what we've made is a two-tier stormwater management area treatment system and that's going to be located on the south side of the parking lot - the parking lot configuration itself has not changed from what you had as the original application material - we've simply added the stormwater management system to the south - that obviously encroaches further into your 50' review area one.

Mr. Sanford said the basins themselves - this one here is the larger of the two basins will discharge the westerly into the smaller basin located here (shown on the plan) - we anticipate based on the elevations - the bottom at elevations of the basins themselves - they will be a saturated condition - we are going to be very close to the wetland elevation just to south and also very close to the elevations of the Farmington Canal so we will believe they will be saturated conditions based on the depths that we have to go in order to attenuate that water.

Mr. Sanford said as such we have designed a planting plan to accommodate that particular condition so on your plan and on your left side lower left hand corner we have planting plan for those basins - they include native wetland plugs - primarily plants that are either facultative or facultative wet not plants that are obligates for the most part so those plants can withstand some drying out periods if those basins did for some reason dry out - we don't think they're going to be very dry most of the time.

Mr. Sanford said in addition to that we are providing the New England Wet mix on top of the plugs - they are to stabilize the bottom of the basins.

Mr. Sanford said in addition to that the side slopes are going to be a planted with New England Wildlife and Conservation mix and then we took it one step further and because we are going to be encroaching within that review area we are actually providing supplemental trees and shrubs in that area to enhance the existing riparian zone and to increase the buffering the between that wetland in the stormwater management areas.

Mr. Sanford said so those are the upland review activities that I think are important - now I want to talk about the alternatives that were evaluated as part of the part of our plan.

Mr. Sanford said he now wanted to talk about is the area of our 19,500 square feet of the impact.

Mr. Sanford said with any application we have to go through an alternatives assessment and in here we looked at a variety of trying methods to try to get across this particular part of the former railroad bed.

Mr. Sanford said the first alternative was looking was constructing a boardwalk across 800 linear feet of the wetland area so there would be a boardwalk that would be about 18" high above the formal railroad bed.

Mr. Sanford said the cost to do that particular boardwalk was extensive and there really wasn't a lot of benefit to doing that other than showing no fill of a wetland because at 18" high and there's no light getting underneath that particular boardwalk to support any vegetation - so it would just be a muddy bottom across the entire 800 linear feet of boardwalk.

Mr. Sanford explained so that "a" cost in the resulting no fill impact really didn't make sense for that particular spot.

Mr. Sanford said in addition to that one of them a combination of boardwalks and islands being placed along that area.

Mr. Sanford said again the boardwalk would still be 18" high and then you have areas of fill in between the boardwalks and again the cost and the fact that you still wouldn't get any sunlight and you still have a muddy bottom underneath the boardwalk didn't make sense and also from a maintenance standpoint on both boardwalk cases would add considerable cost of the project.

Mr. Sanford said then we were asked to look at another alternative – that alternative was actually taking the trail and moving it west around this open water system here - on this very steep slope - and you can see that the contours are very, very close and actually banking in a trail in that area - it would require extensive clearing of the trees in this area which are very nice - if you've been out there – there's a lot of nice White Oaks – Black Oaks – Red Oaks in that area and it is also acts as a nice area for amphibians to move up and down into the upland habitat.

Mr. Sanford said and so we said now yes it is a feasible alternative but we don't think it's prudent because we're going to be destroying what we believe it's a critical upland habitat that supports this wetland system.

Mr. Sanford said and so that alternative was eliminated from further consideration.

Mr. Sanford said so we had three alternatives that we evaluated for that particular site.

Mr. Sanford said moving northward to the crossing located for the parking lot – we looked a of variety of methods of crossing that - could be just use a round reinforced concrete pipe – could we look at a three-sided box with an open bottom or could we go with a four-sided box.

Mr. Sanford said so the round culvert wasn't going to provide us much wildlife movement beneath that existing access road - so then we said let's look at a three-sides box for this area which would have an entirely natural bottom which would be three-sides and let's see how that will work - we started doing the cost analysis on having to do a three-side box here in terms of pouring the foundations and footings - it wasn't making a lot of sense to us so we said let's look at the four-sided box that we actually bury by a 1' and then place natural subsoil and topsoil in there to act as an natural intermittent watercourse bottom and so when we get a cost analysis for that it made the most sense for this particular area to actually use a four-sided box as opposed to three-sided box for this particular application.

Mr. Sanford said if our site would have had very shallow bedrock – a three-sided box would have made a lot of sense because we would just tie it into the bedrock but there it's all sand below this area it doesn't make a lot of sense because we would be chasing and would

be putting pilings in in order to get that three-sided box culvert to work.

Mr. Sanford said we have our 26,900 square feet of impact - roughly 0.618 acres - we have to come up with mitigation for those activities and so during our sidewalks – the one things that really stood out to us in terms of what this trail does have - is that the wetlands that do boarder both sides of the trail have a lot of invasive species.

Mr. Sanford explained those invasive species include Multiflora Rosa, Winged Euonymus and Japanese Barberry for the primary invasive species.

Mr. Sanford said so we devised a plan to provide riparian zone enhancements at specific location that are identify on your plan - those equate to roughly 0.698 acres of invasive species management enhancement - what that includes is actually going in and removing - if it's a shrub - removing the shrub itself and all of its roots, grading which I say is just raking the area smooth after its been taken out - that can be taken out mechanical or it can be taken out by hand but we haven't specified one particular application - I think for the most part it would be easier to be taken out by mechanically because they can use and articulating thumb and just pull the at roots out relatively easily and the shrubs out.

Mr. Sanford said in its place we'd be putting in New England Wildlife Conservation seed mix down and then actually planting native shrubs and in those locations and those are spelled out on your plans and those occur – these are on our green hatched areas - here – here – one location there and you can see them spread out that the specific locations that we thought they would have the most benefit – those might be areas that we have existing stream crossings - areas that are bordering vernal pools that we though had a lot of invasive species near them and or other areas that we thought that would make sense to do some invasive species management.

Mr. Sanford state so that is the mitigation component of the project that we looked at.

Mr. Sanford said he thought that's going to conclude my part of the presentation – I think I'm going to turn it over to Shelley - she's a project engineer - to kind of go over some of the engineering components of it for the record.

Shelley Plude, the project engineer with Milone and MacBroom addressed the Commission.

Ms. Plude said Tom is going to give you a couple handouts and I have - there's a general construction sequence for the entire project - a more detailed construction sequence for the box culverts and wet section and then an image of a type of coffer dam that we are going to be proposing for the construction in the way areas.

Ms. Plude said so Tom already gave you a general overview of the project and Matt went into more detail on the wetlands impacts - what I'm going to be doing is talking in little bit more about the drainage and then they constructability of the project.

Ms. Plude said started down at the West Main Street end - the trail is going to impound runoff along the western edge and without any drainage in here that's going to build up on the western side of the trail and over top at a single low point.

Ms. Plude explained in order to prevent this - what we're proposing is a series of seven pipe crossings that will transport that runoff underneath the trail.

Ms. Plude stated the majority for water quality purposes - the majority of the runoff is going to be infiltrated through a grass swale along the western side of the trail before it crosses underneath.

Ms. Plude said moving north - north of that the two pond areas - we have five existing cross culvert.

Ms. Plude explained these have all been examined and assessed for their existing condition and analyzed for their capacity in a twenty-five year storm and we found through that analysis that two of those culverts are insufficient and need some additional capacity so what we're going to be doing is leaving that existing pipe in place and installing new pipe - new reinforce concrete pipe next to it.

Ms. Plude said in one of the cases we will be preserving the headwall of the existing pipe and just building the new pipe and the new headwall right next to that.

Ms. Plude said the other is a couple double - we have two pipes right next to each other and what we're going to be doing is we're going to be taking those existing pipes - realigned them and then when putting the two pipes next to that and redoing the entire the headwall for all four.

Ms. Plude said at each of the crossing where we are going to be adding piping we are going to be putting rip rap on the inlet and outlet to control erosion due to the exit velocity.

Ms. Plude said north of Jarvis we move on to the parking lot and we are going to be addressing all of the drainage issues about piping to avoid having any point discharge.

Ms. Plude explained the access drive – it's about 20' wide and we're going to be grading it to pinch away from the canal so the runoff will be sheet flow into a grass shoulder where it can start to filter and infiltrate into the ground.

Ms. Plude said we're going to be having this box culvert that Matt had discussed earlier – it will be oversized to adjust the flow there – there's very low flow under dry conditions and so the size is primarily to allow and the animals to access either side of the access drive.

Ms. Plude said in the in the parking lot - our drainage engineer took a look at the overall impact that this parking lot would have on the watershed - the watershed is about 31 acres - he found that the weighted runoff coefficient of the watershed increased by only one point – from sixty-one percent to sixty-two percent and based on comments that we received from the town - we will be impounding that increased runoff using these rain gardens so the runoff will come off of the parking lot into the rain gardens where it will sit and gradually infiltrate into the into ground.

Ms. Plude stated now I'm going to move on to some of the constructability of this project - like I said you have a general overview of the entire construction but I'm going to focus on some of the more sensitive areas that are going to be in the wetlands.

Tape change.

Ms. Plude said so we're going to start with three culverts that are in the wet section - this is between sections stations twenty-five in and thirty-nine fifty - we're going to be raising the trail on about 2' to keep it dry and then we'll be installing those three box culverts.

Ms. Plude said of the three culverts will be installed one at a time and what we'll do is they'll bring in a coffer dam around each end of the proposed culvert similar to the image that was handed out to you - it's kind of a looks like a giant reusable grocery bag where they can

fill of gravel or dirt and then it's that's easily moved around from site to site.

Ms. Plude said so they'll coffer dam at each location then they will pump out the water into a settlement basin that they can place right on the trail.

Ms. Plude said so they'll dewater it – they'll do their excavation – they'll place the process aggregate base and set the culvert - now because we're raising the trail it's actually helping to decrease the amount of excavation that we'll have to do.

Ms. Plude said for the trail of itself – we'll really only be skimming off the top to get some of the mucky material – the organic material out of there and the only excavation - the more substantial excavation which is still not all that significant and will be at culverts so once those culverts have been installed they'll be backfill and they will relocate the coffer dam to the next site and then to the next site as they proceed down the trail.

Ms. Plude said and throughout the entire process we'll also have a silt boom or a turbidity curtain on either side just to catch anything that stirred up during construction process.

Ms. Plude said also in this area we have – it's a small outlook structure where people using the trail can stop and they can go out and sit on it - we'll have a couple of benches they can just enjoy the general environment that you have here.

Ms. Plude said this will most likely be a pile supported structure at the preliminary design level we haven't designed the structure but that it will probably be supportive on piles and that can be installed from the trail but the contractor will probably have to build a bit of a ramp in order to get the pile equipment closer to the water so what they can do so they can take those giant sand bags that's the I had mentioned earlier – they can create wall along the edge of the trail - they can fill that in along the edge of the trail – they can fill that in a give themselves a flat area to work off from.

Ms. Plude said and then they can move the fill – or remove those sand bags and again a turbidity curtain or a silt boom will to be used to catch anything that's kicked up.

Ms. Plude said moving northward - we get to the culvert that's at the parking lot and that will be a much simpler structure to installed because the flow is in the dry – it's not very significant and in some

cases there's no flow at all so that will be much easier structure to handle - they can use silt fence to deal with the erosion - minor sandbagging if necessary and the excavation there will be fairly minor because it will be mostly fill over the top it over so excavation will be just to the place the process aggregate base and get it embedded enough to provide that and natural bottom.

Ms. Plude said after that we will move on to the pedestrian bridge which is located north of Jarvis and its connecting the greenway to the proposed parking lot.

Ms. Plude said we submitted a type study to the town within the last month or so where we recommend a pre-fabricated steel trust bridge which will be supported on cast en-placement abutments with a micro-pile foundation are preliminary design plans just show a spread footing but we had a series of borings done and due to some geotechnical considerations it's been revised from a spread footing to a micro pile foundation.

Ms. Plude explained that the abutments will be built outside the wetlands so we're anticipating just needing to use silt fence - dewatering shouldn't be an issue.

Ms. Plude said in terms of materials – the decking will have to be - you know we will coordinate with the town as to what the town prefers but generally what we're seeing more and more now is EPAY which is a Brazilian hardwood – it's very, very dense and naturally resistant so you avoid having those nasty chemicals that you associate with pressure treated.

Ms. Plude said we are going to have to do some selective tree clearing both for the actual bridge location and in order to install the bridge - this is going to need to be installed using a crane so they will need to clear enough to get that crane to get in there to swing in and install the bridge of what we 've done – we've gone out there surveyed 50' on either side of the bridge picking up all the trees that are in there so what we can do - is that we can be selective about where we place that bridge – try to go for - there are some trees that are dead already - some trees that are not in great shape - try to preserve the good specimens that are out there.

Ms. Plude said we also picked up a couple large trees closer to Jarvis so that we can swerve the trail east of those and try and keep as many of those big trees as possible.

Ms. Plude said and with that I thinking I'm handing it back to Tom to discuss the screening plantings that we're going to be doing along the trail.

Mr. Sheil said and what I'll do before we open it to your questions and to the public – I'll just sort of circle back to a couple of important items associated with the character of the trail and some of the coordination we've had with the town and the owners of the property that about the trail.

Mr. Sheil said we have had meetings with neighbors – on Saturday we met the with neighbors on two portions of the trail along Chestnut Street there were some homes that are close to the trail and then over at Jarvis Street we met with some neighbors that also had expressed interest in the trail and the impacts of the trail on their property.

Mr. Sheil said we also want to let you know that the character of the trail - it is paved - it is designed to be 12' wide - you know the current trail that we have in town is 10' wide but the town has requested that his trail be 2' wider because of the success the trail and the convenience it will provide for the users of the trail.

Mr. Sheil explained it will be a 2' stone shoulder on one side and a 3' grass shoulder on the other on the east side and that's consistent with the current trail in town.

Mr. Sheil said the amenities that are associated with the trail included as Shelley was mentioning - the small overlook the area by the wet area - we have two historical trolley crossings in two locations on the trail so we are going to highlight them plantings and with pavement treatments.

Mr. Sheil said we will have fences and rails – we'll have some benches - we would like to place some picnic tables in selected places - we have the landscaping associated and we will have some interpretive signage to talk about some of the historical elements associated with the trail.

Mr. Sheil said in addition to that we'll have a nice entry plaza at West Main at the trail head for this section and then of course we'll be working with the Department of Transportation as they designed a southern section and the northern section running through the town to coordinate the integration of their efforts with our efforts so it will be a comprehensive trail appearance as you go through the experience of going from one section of town to the other - so

there's lots of things happening and we spent a long time talking about the project – it is complicated - there aren't a lot of nice things about it and I know you're going to have a lot of questions.

Mr. Sheil said you don't have some of the screening improvements that we prepare for that meeting with the neighbors on Saturday and we'll give you copies of these for your record.

Mr. Sheil said in the vicinity of the neighborhood of where Sheridan Drive comes into Chestnut we met with a residences in this area and we have a supplemental planting of Evergreen shrub material - larger shrub material and Evergreen trees to plant and be incorporated with the wetland mitigation plantings because there's wetland in this area as well - which you do have a record - which is the Arrow Wood and High Bush Blueberry, the Alder and the **Amalanker** that would be planted in certain in select areas.

Mr. Sheil said but meeting with the neighbors we felt it was important to address their concerns about his viability of the trail so we have some additional plantings which are actually pretty substantial in certain areas – and in addition one thing that came out as a request from the town to also consider some portion of the trail along Chestnut to have some split rail fence added to give some definition to the trail since – to separate the trail even more definitely for the trail users from the residences so we're actually going to go back and add that in as the develop the plans.

Mr. Sheil said so we had a nice meeting with the neighbors - it was well attended by the council and members from the area.

Mr. Sheil said we believe we're in good shape with residents along Chestnut and will continue to have dialogue with them.

Mr. Sheil explained the residents at Jarvis Street - we met with them after we finished talking to the residents along Chestnut – but this is Jarvis Street (shown on the plan) as I'm leaving my hand over here and there were four houses north of Jarvis Street which backup on the trail and the property of course this is Department of Energy and Environmental Protection property that we're building the trail on – there right of way occurs and the you can see the bend and it brings us over to the parking lot so we're talking about this section to the north of Jarvis Street.

Mr. Sheil said so when we met with the neighbors we explained to them that what's happening is the actual railroad is running right adjacent to their property line but the canal is further to the east so

we decided to move that trail off the railroad bed and move it farther away from them and to add supplemental plantings – screening plantings where the actual railroad ran.

Mr. Sheil explained so we'll have the same combination of plantings that we talked about the Chestnut Street neighbors which are the Pine trees, the Holly trees, Rosebay Rhododendron shrubs, Mountain Laurel and **Acothaway shrubs** to create a under-story and over-story of Evergreens and give them some buffering - some additional buffer so I think they are appreciative of that so you know it's an ongoing process - we're here and it's an important step but we're here to respond to them to the community and create a nice project.

Mr. Sheil said and now we've spent quite a bit of time introducing the project and explaining it – it's probably best to take a step back and let you guys ask some questions and see what the public has to say.

Chairman de Jongh said just to - before we open up to questions I'm going to just make the general statement that we will continue this public hearing because there are a number of pieces that the Commission received a number of pieces of information tonight that we haven't had a chance to digest yet so we will continue this public hearing.

Chairman de Jongh said this will also give the public a chance to perhaps formulate questions or raised them again at the next meeting.

Chairman de Jongh said I just have a couple of things that could I would like to raise and I'm not sure who's going to address them - when did the site visit there was one particular pipe that we couldn't identify whether it was clay whether it was iron – did we figure out what that was.

Ms. Plude stated yes - we had our drainage engineer go back out and it is a cast iron pipe and we will not need to be replacing it - it had been labeled as clay and just for purposes of not having to go back out there - you know clay pipe - you know it's old and it probably would have lasted so we were anticipating replacing it for that reason but no we have gone back and it is cast iron and that won't need to be touched.

Chairman de Jongh said there were just a couple of other questions and then I'll let my other Commission members chime because I know that they've got some. – as we took the site visit we noticed

that there were a number of structures that were installed very close to the Farmington Canal - very close to that area that wetland area in fact if not in the wetland area – noticeably some fences and a shed and things like this so have you had conversations with the homeowners on who's properties whose structures might exist.

Mr. Sheil said we're going to be working with George Noewatne to have him really talk with the neighbors about what's happening with any particular encroachments – we've had them surveyed and that's a coordination item I think the town has to take the with the residences and I think they're fairly minor in nature but there are some where the neighbors really did know exactly where the property line – there might be an odd fence going over into the property line and in our previous trail experience with other projects the Department of Energy and Environmental Protection – the owners of the trail usually - they really don't like to keep those encroachments so what we like to do is deferred to the town to really come forward and contact directly the owners – let them know directly what the encroachment is and them know that it needs to be managed - taken away and becomes a process so that no one is really taken by surprise.

Chairman de Jongh said in the vernal pool areas – Matt do you have to raise the railroad beds at all in the work you're doing in that area and if you do does that have any disturbance in that - and I guess I'm thinking more around the vernal pools one and two - the two larger vernal pools way you identify.

Mr. Sanford said so the pools that Bob's referring to is vernal pool one and the vernal pool two and three – two and three are very close to one another but they are separated slightly but for illustrated purposes we've just combined into one polygon.

Mr. Sanford said in this particular area - it's mostly at grade - if anything there's a very slight increase in grade but that doesn't mean we're taking material and having to push or feather horizontally towards the vernal pools - as so either at grade or very slight increase in that area - there's no clearing of vegetation going on in terms of the trees that are existing there – if there's some overhanging Multiflora Rosa and other things that are on the trail those would be cut and managed and in some of those cases we actually have supplemental plantings going in those areas in terms of the mitigation plan.

Chairman de Jongh said finally and at the edge of the parking lot - do you plan on having almost like a crushed stone apron to allow for the

runoff or to mitigate the runoff of oil or gas or something leaky from the cars on the southerly side of that parking lot - I didn't see anything on that that might have addressed that.

Mr. Sheil said I think we're going to have to address that at the next meeting because I think what we've got - we're not any in the curbing so we'll be sheet clear draining across the parking and will go into - right now we're scheduled to go I think directly into the rain garden itself but I think that filtration strip is a good idea so I don't think that's on the plan right now.

Chairman de Jongh said I didn't see it and that is why I asked a question.

Mr. Sheil said we can check on that and see if that makes sense and we can come back with that for you.

Dr. Dimmick said he has some things more of asking for a clarification because when our steno goes over the tapes - you Matt talked rather fast at certain points and while I caught what you said - it's not going to come out right on the tape when you were talking about the palustrine shrub swamps - it came a 'p*%tin' and she's going to listen to that and say what the heck was that - so you used the word palustrine eight times swallowed it eight times - if you'd spell that for her so when she hears the tape.

Mr. Sanford stated "palustrine" p-a-l-u-s-t-r-i-n-e and we talked about just for clarification we talked about three communities within the palustrine system again that was the palustrine forested system and the palustrine scrub shrub system and the palustrine emergent marsh system.

Dr. Dimmick asked Mr. Sanford to clarify for the general audience what meant by palustrine.

Mr. Sanford said in terms of palustrine - those are wetland communities that are - well let's talk about what palustrine in terms of how it developed - Dr. Cowardin developed a system where we can identify wetlands universally across the U.S. and even the world's for that matter into certain categories - one of them being palustrine wetlands - that's typically are smaller wetland system that we find especially the wetlands systems you may find in your backyard well it's a forested system, a scrub shrub system and an emergent system or in some cases an open water system - open water systems that are typically shallow - typically less than 6' to 8' would be classified into the palustrine system - in addition to that

there are other categories that go with that particular Cowardin system - that lacustrine systems which are large lakes - when you think of Lake Erie - you think Lake George - big lake systems then there's also additional ones - riverine systems and those systems are more of our large river systems - Connecticut River which is just teetering on being riverine system but even our larger river systems like the Mississippi River would classify more into the riverine type wetland systems and typically in those riverine systems you can also have that palustrine systems associated with that as well.

Dr. Dimmick said thank you – you and I both probably have a habit both for your own terminology and forgetting that not everybody knows what's going on - thank you.

Mr. McPhee said he had a couple questions and I'm sure it's here somewhere so I apologize if I'm missing it - what is the direct inland impacts square footage wise.

Mr. Sanford said in your permit application package - if you go to attachment 'a' which is the executive summary - the second page of the executive summary has a table E-S 1.

Copies of the executive summary information were handed out to Commission members.

Mr. Sanford said in that particular table - that table's called the wetland and watercourse regulated impacts table and it specific goes by plan sheet – by station number – by the square footage and it's all spelled out in total at the bottom - total wetland impact in square feet 26,920' convert that to acres - its approximately 0.61 acres of impact.

Mr. McPhee asked if he had the percentage of that for the entire project.

Mr. Sanford said actually I believe I do - if you go to attachment E of that permit application under the mitigation plan - page E-2 we have a table which is table 1-1 that provides a summary of the wetland inventory of the project site - total wetland acreage on the site is 34.4 acres - wetland areas to be altered or lost equate to about 1% of that.

Mr. McPhee said you mentioned on the north side of Jarvis how you're moving it off the existing rail bed – is that pushing in to the wetlands more.

Mr. Sheil said that is not moving into wetlands - that is an upland.

Mr. McPhee said so I guess I'm confused - where is that fill area of the finger area that you're talking about in order to get to that area.

Mr. Sheil said that will show up on the enlargement we have - so what's happening is on the north side Jarvis and Matt can correct me if I'm wrong - we have to build the driveway to the parking lot and there's a wetland system to the east of the canal and there's upland between the wetland and the canal - that upland area is where the drive driveway is going to go but there's a little part of the wetland system easterly of the canal that we cannot avoid - that dips into the drive so that's hatched on one spot - in addition we have a culvert crossing - there's a release - there's like a thirty-four acre drainage area east of the parking lot and east of the canal - so that feeds down into a little crossing so we have to put a culvert in there and there's an impact associated so north of Jarvis we have spots of impact.

Mr. McPhee asked about the cubic yards you think you'd be filling.

Mr. Sheil said he see if Matt has that number - if we don't have that are fingertips will bring that for the next meeting - that's going to be fairly minor but there is an impact (Matt did not have that number) so we'll calculate that for the specific area and we'll bring that to the next meeting.

Chairman de Jongh asked if there were any other questions from Commission members or from staff.

There were no questions from Commission members or staff.

Chairman de Jongh said at this point we'll open up to questions from the audience again we're just we're dealing with questions at this point - no comments about whether not you're in favor of or against the project - and again the public hearing will be continued so we will not close the public hearing for questions should they come up of the next meeting.

Chairman de Jongh said if you can please come up to the microphone and identify yourself and your address.

Vivek Nigam of 420 Chestnut Street addressed the Commission.

Mr. Nigam said you had mentioned that there's going to be some passageways from the neighborhood - formal or informal - I think he said informal but I would like to get some more information on passageways to the trail from the neighborhoods particularly from Chestnut Street.

Mr. Sheil said there are no there's no construction activity associated with connecting the trail to Chestnut Street - there are some residents that have built little foot bridges on their properties that they actually come across from their house over to the trail so - we're not going to touch those - so if residents want to use those they are available but we wouldn't control that and they are on private property - there is a paper street - the extension of Sheridan which comes from Chestnut and it actually touches the that the DEEP property where the trail's going.

Mr. Sheil stated that there's no plan at all to make any connection at all there so the connections would be informal for instance - Deepwood Condominiums has I don't know how many residents there but the kids have built trails on the property and you can actually walk along the trail and see the little dirt connections to the trail so those are the kind of connections we're talking - their existing and we wouldn't control them but we didn't want build any formal connections to the neighborhood - there was a lot of concern on their part relative to bringing traffic into the neighborhood that shouldn't be that they should come to the parking lot and they should come to public areas where can be managed - I didn't mean to mislead you on that.

Mr. Nigam said so the follow-up to that is - I have the same concern about the people in neighborhood - some people come through the neighborhood thinking there's a trail there and asking is this the path to the trail through my property so is there any plan to limit that - limit people wandering through the neighborhood trying to get to the trail.

Mr. Sheil said there's no plan for policing the neighborhood right now so you know - its public streets and what the town would like us to do is - when we went with the neighbors on Saturday we talked about the additional screening - the town asked us to add a split rail fence along the trail so people would see that separation so we're going to add that but we're really not a position where we can control all the street in the town and I think it's reasonable for that policy because we really what know how to stop someone from driving to see the neighbors or their friends or what have you - we just wouldn't know how to manage that.

William Braunsdorf of 320 Chestnut Street addressed the Commission.

Mr. Braunsdorf said he was just curious – I'm one of the closer houses to the trail and I wasn't contacted in anyway - I've been there for 30 years and I haven't talk to anybody - my concern is the present - how much higher or how much will be added to level that trail off - you talked with people Chestnut street.

Mr. Braunsdorf said he's concerned about the trail – he said he's close to it - my concern is the grade of the trail behind my property if it keeps coming up – we're very close and no one contacted us at all - I haven't heard from any of the neighbors - I don't know when you talk to.

Mr. Sheil said well what I think we will do for the hearing is we have a profile that we created for the trail so we'll look in the vicinity of 320 Chestnut and will give Mr. Braunsdorf and you a precise answer - my off the cuff answer is we may not be raising the trail at all in adjacent to his property but I have to go back to the profile and actually check across his width and verify that so probably the smart thing to do is to just to go back and study that and then come back and tell you and once we look at the plan in detail because you know we really don't have to raise the trail and a significant fashion other than where we are going through the wet areas on both sides - we have to elevate that for drainage so we have blending in that area and then we have very minimal impacts with filling and raising the trail but I think the wisest thing to do is just go back - look at the profile in our office and study right adjacent to 320 Chestnut to what's really happening.

Mr. Sheil said as far as Mr. Braunsdorf not being contacted - I don't know how to respond to that. He said we've had a public information meeting this past winter and all the neighbors were on the list for the mailings and then the town was certainly a contact and a number of the residence for the meeting on Saturday so we're happy to come out and meet with Mr. Braunsdorf at any time - it's really not a problem.

Chairman de Jongh said what I would suggest Tom is after you've make that determination relative to the profile that your evidence be entered into the record when we have the public hearing at the next meeting and so that way we have an answer on the record as to what that was.

Mr. Sheil said yes that would be good.

Chairman de Jongh asked if there were any other questions of the audience.

James Sipperly of 21 Case Street, Orange, Connecticut addressed the Commission.

Mr. Sipperly said he wasn't planning to speak but I feel compelled to – he said back when I worked for the town back in the early nineties when we first applied for the funding for the trail I remember the town manager saying don't spend a lot of time on that grant application and we got grant and the build the first section and the same concerns that you have now are the same concerns they then - drainage was an issue - my question is - is there any flood plain associated that the filling that's going to be done along the 800' section and Tom mentioned earlier that there was some historical significance but he did mention specifically what any historical significance was along the corridor so I'm kind of just questioning that and one of the things that is very important to the success of this trail that we even think about years ago was parking and I'm wondering about the parking - is that city owned land - I know it's not a wetland issue but I'm just curious.

Mr. Sanford said I'm going to address two of the comments that Mr. Sipperly brought up – first one being flood plain issues - there is no FEMA regulated flood plain or flood way on the Farmington Canal so that doesn't exist.

Mr. Sanford said there's a localized flood plain but it's not a recognized flood plain by FEMA.

Mr. Sanford said second comment regarding - I believe was the location of the parking lot and who owns that particular property at this time - right now the property is owned by the State of Connecticut Correctional facility - the town is in negotiations with receiving that land at some point down the line - there is negotiations that are on-going right now for approximately five acres of usable land to accommodate a parking lot so it's currently owned by the Correctional facility and again the town is in negotiations with obtaining that section of land.

Mr. Sheil said just to touch base on Mr. Sipperly's comment on what are the areas of historical interest - really the major ones are the trolley crossings and we have here if you see the rather unusual formation of the shading on the map – that's an indication of an abutment that exists because of the Meriden-Waterbury trolley crossed the trails here – there's a concrete pier and abutment on each side so there's some historical significance there.

Mr. Sheil stated the canal itself is historic - the Farmington Canal - that's the great historical interest of our facility but there is a second trolley crossing remnant of the trolley crossing in the northern part of this section from West Main to Jarvis so there's that history of what really happened in here with the site and is a fourth component which is the barite mines that are in the vicinity where the subdivision - the expansion of Chestnut Street and the construction of Cambridge Drive - the former Skabackus property - so in the wetlands there's tailings of the barite that the miners left spoils - were not touching those - there covered over earth at this point - you can kick them - skip the dirt aside and sometimes uncover some nice pieces of barite and that's what Cheshire is famous for that activity - when the Welch miners were brought over back in probably the 1800s and mined a couple of parts of the town - there's that rich history associated with this area so there are few things here which are really interesting for the community to have that acknowledged - that's what we have intended to do - is to incorporate that into the plan.

Dr. Dimmick said a minor correction it was mostly Cornish miners as opposed to Welch miners.

Dr. Dimmick said the other thing is that the barite mine there did have a loading dock at the railroad at one point - it's all gone now - I couldn't find any trace of that but there's record there used to be a loading dock at the railroad where that barite is.

Chairman de Jongh asked if there were any questions from the audience with this point.

Chairman de Jongh said in the interest of moving forward with the second item on our agenda for public hearing and our regular meeting do I'm going to suggest that we suspend any further conversations about this particular item tonight - again the public hearing will be continued to our next meeting which is November 19 - so we appreciate all the information and again will allow the audience to gather their questions and present them at that time.

2.	Permit Application	APP	#2013-028
	John Romanik, Jr.	DOR	10/15/13
	Whispering Hollow Court	PH	11/07/13
	Site Plan - House	MAD	12/12/13

Chairman de Jongh said item number two is John Romanik, Jr. for Whispering Hollow site plan house.

Chairman de Jongh said we did receive a letter dated November 7, 2013 addressed to myself as the chairman: Inland Wetlands and Watercourses Commission of the Town of Cheshire, 84 South Main Street, Cheshire, Connecticut:

Dear Mr. de Jongh, on behalf of the applicant we are requesting that the public hearing scheduled for this application tonight be continued to the next regular meeting on November 19, 2013. No information will be presented tonight. We appreciate your consideration of this request. Should you have any further questions please do not hesitate to contact me. Very truly yours, Milone and MacBroom – it's signed by Darin Overton, PE.

Chairman de Jongh said so say nothing else to come before us tonight at the public hearing will move right into and will close the public hearing at 8:53 p.m. and move right into our regularly scheduled meeting.

VI. ADJOURNMENT

The public hearing was adjourned at 8:53 p.m. by the consensus of Commission members present.

Respectfully submitted:

**Carla Mills
Recording Secretary
Cheshire Inland Wetland and
Watercourse Commission**