

Environmental Review Team Report

Phelps Meadow Windsor, Connecticut

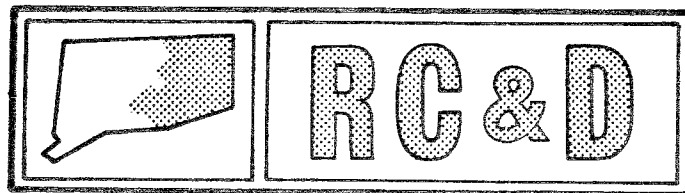


EASTERN CONNECTICUT RESOURCE CONSERVATION AND DEVELOPMENT AREA, INC.

Environmental Review Team Report

Phelps Meadow Windsor, Connecticut

September 1983

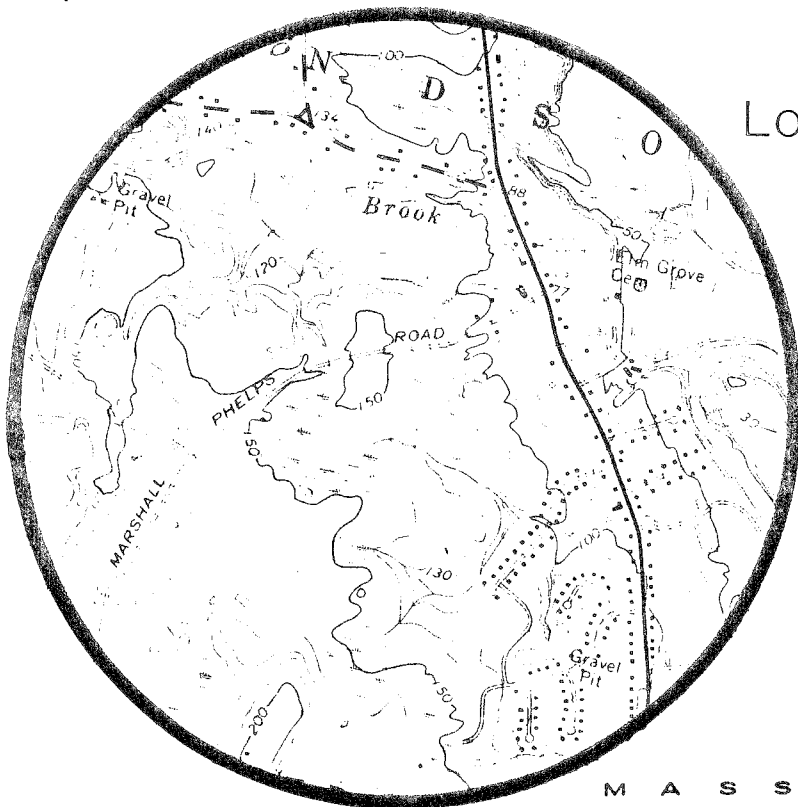


Eastern Connecticut Resource Conservation & Development Area

Environmental Review Team

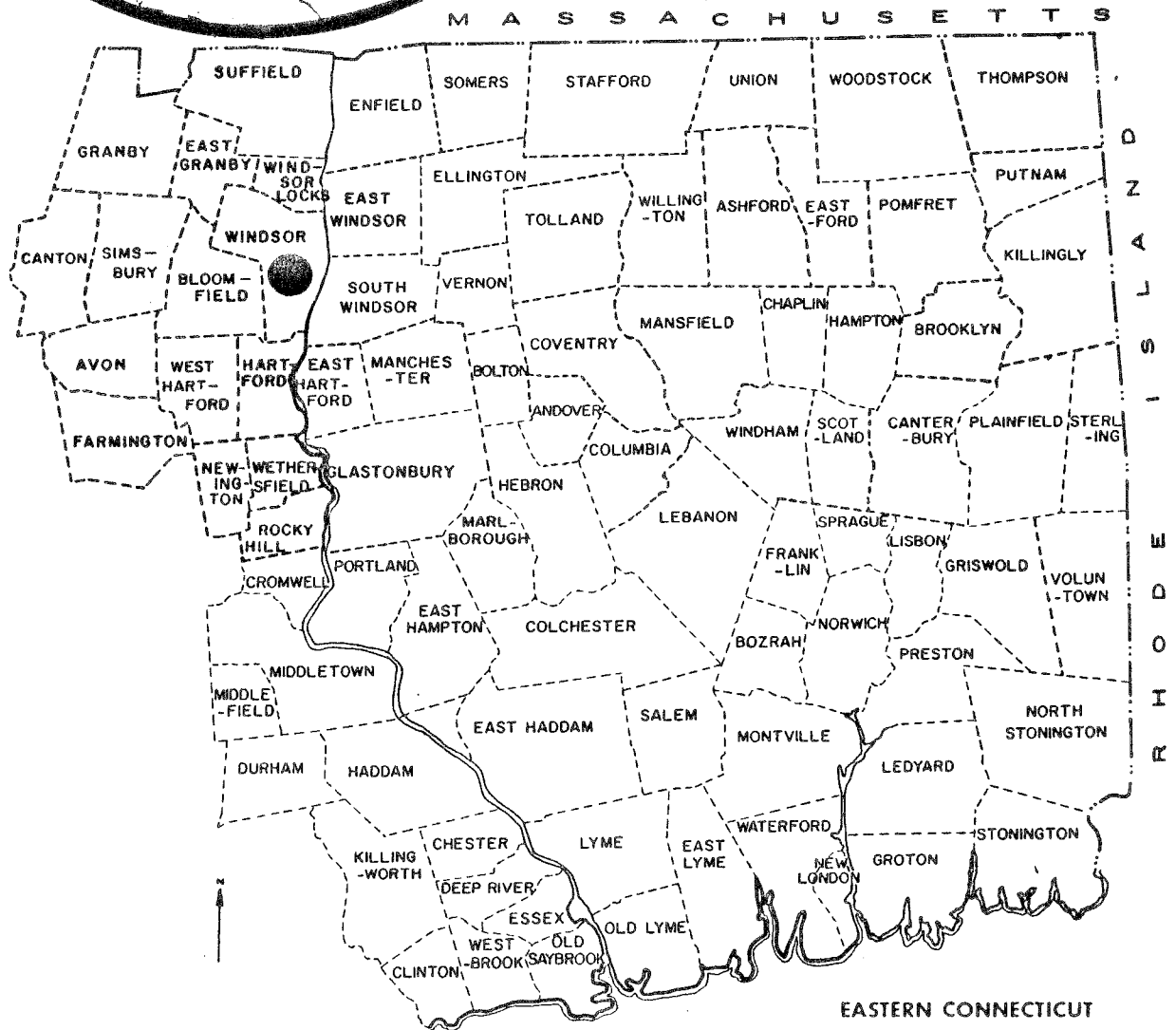
PO Box 198

Brooklyn, Connecticut 06234



Location of Study Site

PHELPS MEADOW
WINDSOR, CONNECTICUT



EASTERN CONNECTICUT
RESOURCE CONSERVATION AND DEVELOPMENT PROJECT

ENVIRONMENTAL REVIEW TEAM REPORT
ON
PHELPS MEADOW
WINDSOR, CONNECTICUT

This report is an outgrowth of a request from the Windsor Planning and Zoning Commission to the Hartford County Soil and Water Conservation District (S&WCD). The S&WCD referred this request to the Eastern Connecticut Resource Conservation and Development (RC&D) Area Executive Committee for their consideration and approval as a project measure. The request was approved and the measure reviewed by the Eastern Connecticut Environmental Review Team (ERT).

The soils of the site were mapped by a soil scientist of the United States Department of Agriculture (USDA), Soil Conservation Service (SCS). Reproductions of the soil survey map as well as a topographic map of the site were distributed to all ERT participants prior to their field review of the site.

The ERT that field-checked the site consisted of the following personnel: Bill Warzecha, Geologist, State Department of Environmental Protection (DEP); Rob Cochran, Soil Conservationist, SCS; Wil Maxwell, Land Use Planner, Capitol Region Council of Governments; Mary Stoll, Transportation Planner, CRCOG; Paul Rothbart, Wildlife Biologist, DEP; and Jeanne Shelburn, ERT Coordinator, Eastern Connecticut RC&D Area.

The Team met and field-checked the site on Tuesday, August 9, 1983. Reports from each Team member were sent to the ERT Coordinator for review and summarization for the final report.

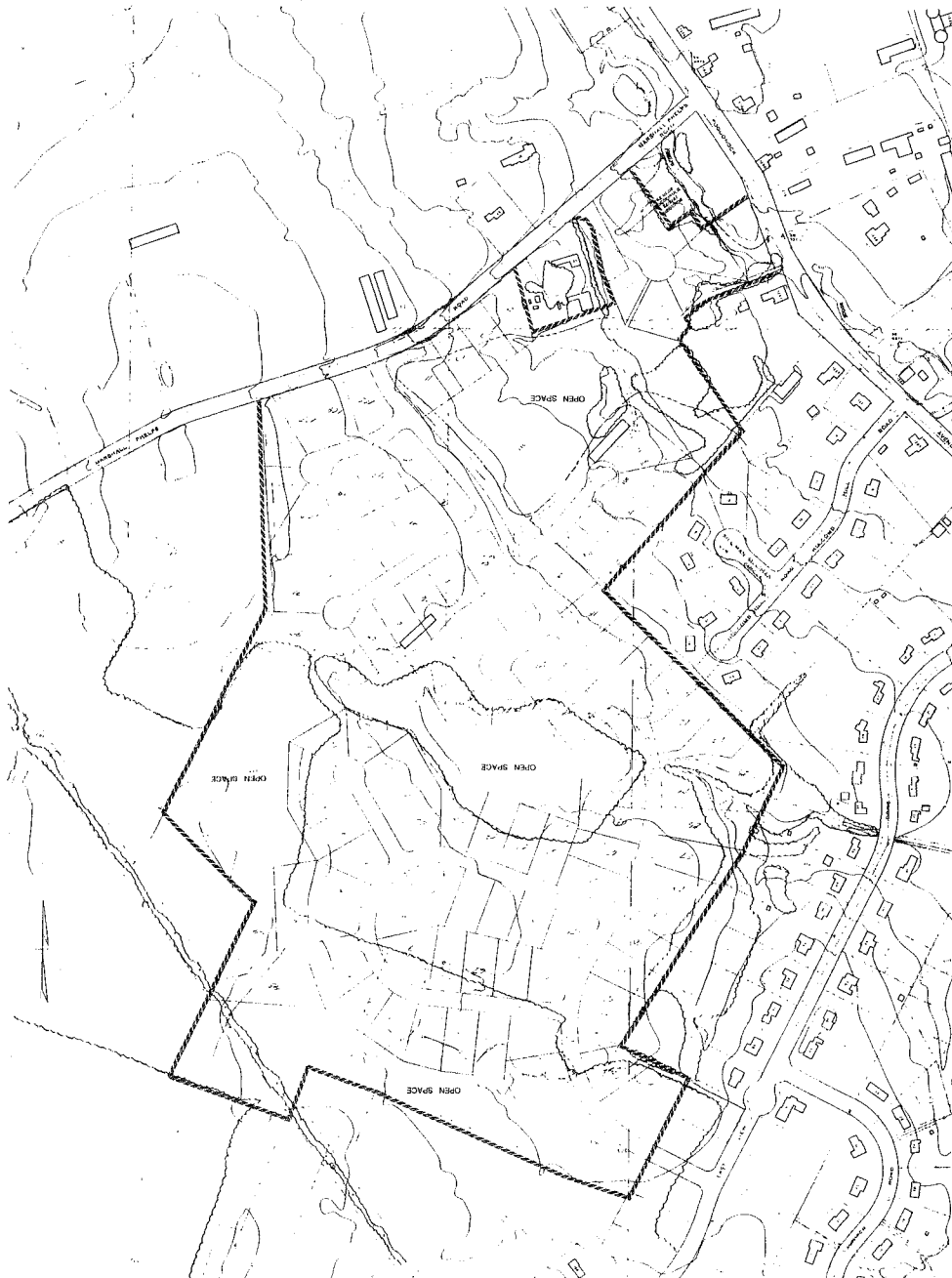
This report is not meant to compete with private consultants by supplying site designs or detailed solutions to development problems. This report identifies the existing resource base and evaluates its significance to the proposed development and also suggests considerations that should be of concern to the developer and the Town of Windsor. The results of this Team action are oriented toward the development of a better environmental quality and the long-term economics of the land use.

The Eastern Connecticut RC&D Project Committee hopes you will find this report of value and assistance in making your decisions on this particular site.

If you require any additional information, please contact: Ms. Jeanne Shelburn, Environmental Review Team Coordinator, Eastern Connecticut RC&D Area, P.O. Box 198, Brooklyn, Connecticut, 06234, 774-1253.

Preliminary Site Plan

0 600
scale



INTRODUCTION

The Eastern Connecticut Environmental Review Team was asked to prepare an environmental assessment for a proposed cluster subdivision in the Town of Windsor. The project site is approximately 85 acres in size and is located in the central section of the Town on Marshall Phelps Road. The Derekseth Corporation of Suffield are the developers for this project. Ed Lally and Associates have prepared the preliminary design proposal.

Preliminary plans indicate that the parcel will be subdivided into 105 lots of approximately 1/3 to 1/2 acre each. The designer told the Team at the pre-review meeting that this plan will be undertaken in two phases. Single family homes are proposed for all lots. Each home will be served by municipal sewer and water systems. Access to the site will be provided by a road constructed to connect Marshall Phelps Road and Eastview Drive. A number of cul-de-sacs will extend from this main road, providing access to seven to twelve lots each. Three large open space areas are also proposed in the schematic design.

The Team is concerned with the effect of this proposal on the natural resource base of the site. Although severe limitations to development can be overcome with proper engineering techniques, these measures are often costly and can make a project financially unfeasible. Due to availability of municipal sewer and water supply to this site and the few development limitations of the soils present, the major Team concern with this proposal was the adequacy of the storm water retention measures proposed. After careful examination by the Team Hydrologist, it would appear that the project designer has allowed for ample control of stormwater runoff. A detailed sediment and erosion control program was also submitted with the proposal. If it is installed and maintained as planned there should be few environmental concerns with this development. Team members' specific concerns are addressed in detail in the following sections of this report.

ENVIRONMENTAL ASSESSMENT

TOPOGRAPHY

The study site, which is 85 acres in size is located in central Windsor between Marshall Phelps Road and East View Drive. Gentle to moderate slopes characterize the topography of the land throughout the site. The topography rises from northeast to southwest with a low elevation of about 70 feet above mean sea level in the northeast section of the site and a high elevation of about 140 feet above mean sea level along the western border of the property. One perennial stream traverses the site west to east, draining to the Farmington River. There is a small farm pond in the north central portion of the site.

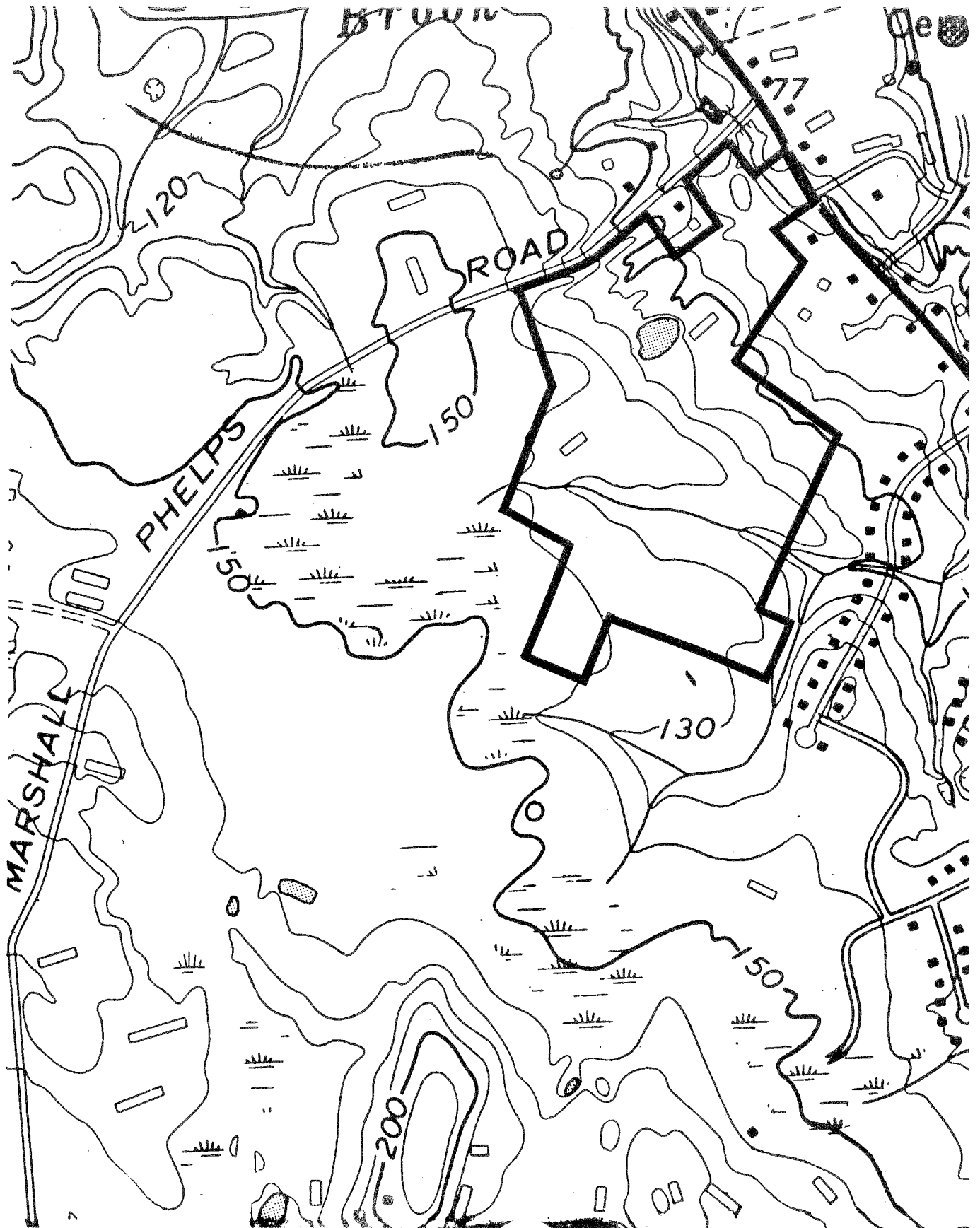
GEOLOGY

The surficial geology of the Windsor Locks topographic quadrangle has been mapped and published by the United States Geological Survey (GQ-137, by Roger B. Colton). Till is the predominant unconsolidated material overlying bedrock on the site. It was deposited directly onto the bedrock by a sheet of glacier ice approximately 12,000 years ago. The till is generally reddish brown and consists of round

Topography

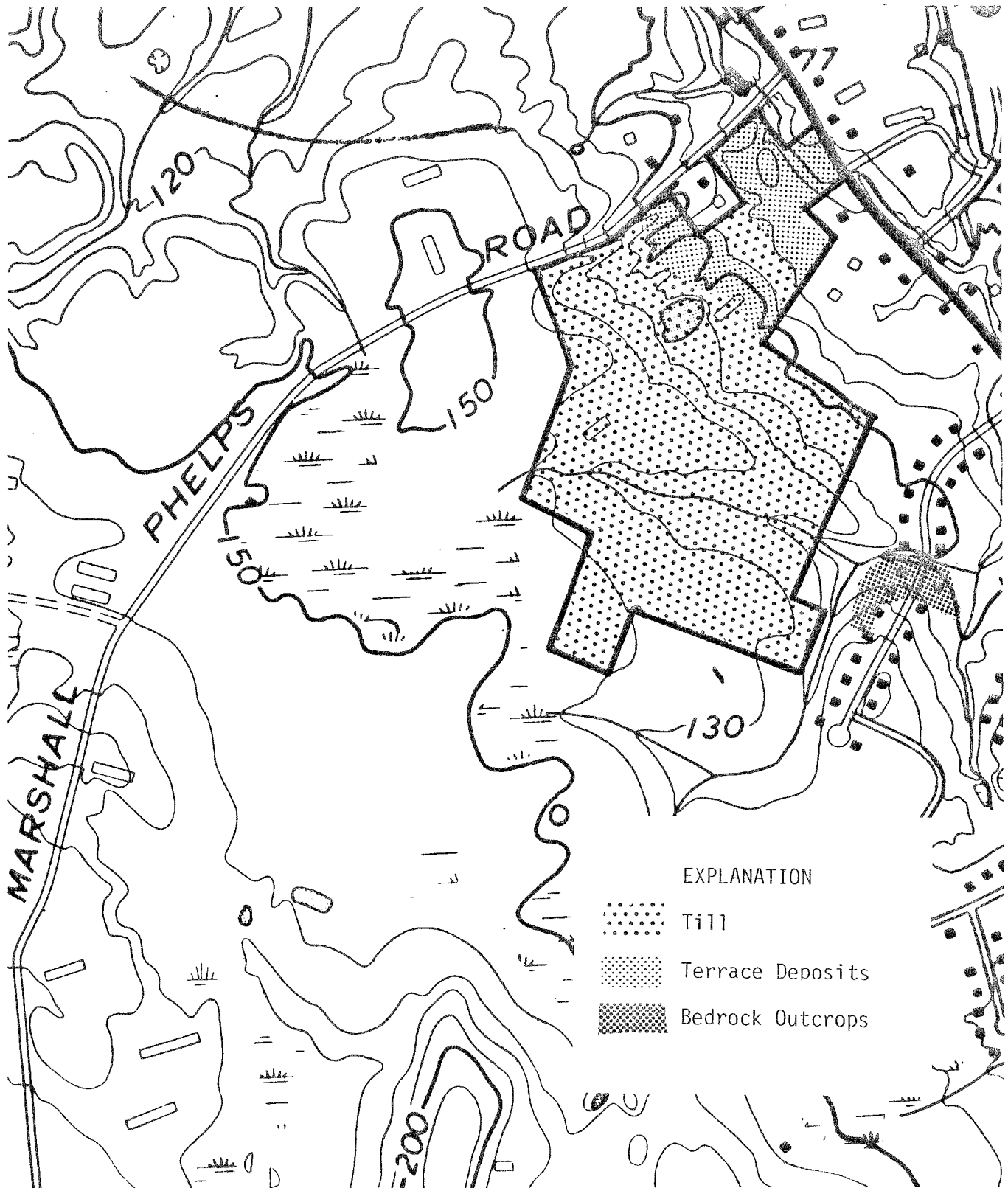
— Site Boundary

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scale






Surficial Geology

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scale



EXPLANATION

-  Till
-  Terrace Deposits
-  Bedrock Outcrops

to angular rock fragments of widely varying sizes. The percentage of silts and clays in the till is often greater at depth (below +3 feet) than it is near the surface. As a result, till is often considerably more compact at depth and is therefore a poor transmitter of groundwater. These conditions probably account for the wet soil conditions in some parts of the site.

Another glacial deposit which overlies till and/or bedrock in the northeast section of the site are terrace deposits. These surficial deposits are composed of a yellowish brown, fine-grained sands, silts and clays. They were formed by the lateral cutting of the prehistoric Farmington River. As the glacial ice retreated from the area, the Farmington River began cutting down through these deltaic (sand, silt and some gravel) deposits which were deposited when preexisting glacial streams emptied into a glacial lake in the northern Connecticut Valley. These deposits are believed to be as much as 20 feet thick. (See accompanying surficial geologic map.)

No bedrock outcrops were observed on the site. The nearest outcropping of bedrock occurs south of the property. The bedrock underlying the site, as mapped from surrounding outcrops, has been identified as Portland Arkose in the Bedrock Geologic Map of the Windsor Locks Quadrangle by Robert W. Schnabel and John H. Eric. The rock is mostly a reddish brown arkosic siltstone with some beds of reddish-brown arkose. Arkose is a sandstone in which quartz is the most abundant mineral and feldspar is commonly second in predominance. Depth to bedrock probably ranges anywhere from 10 to 50 feet below land surface. Underlying bedrock should pose no problem with respect to the proposed subdivision.

HYDROLOGY

Runoff from the northern half of the site flows generally eastward into Phelps Brook, which parallels Route 75. The southern half of the property drains (See drainage area map.) into an unnamed, southeast flowing stream. This stream is tributary, to Phelps Brook, which in turn is tributary to the Farmington River.

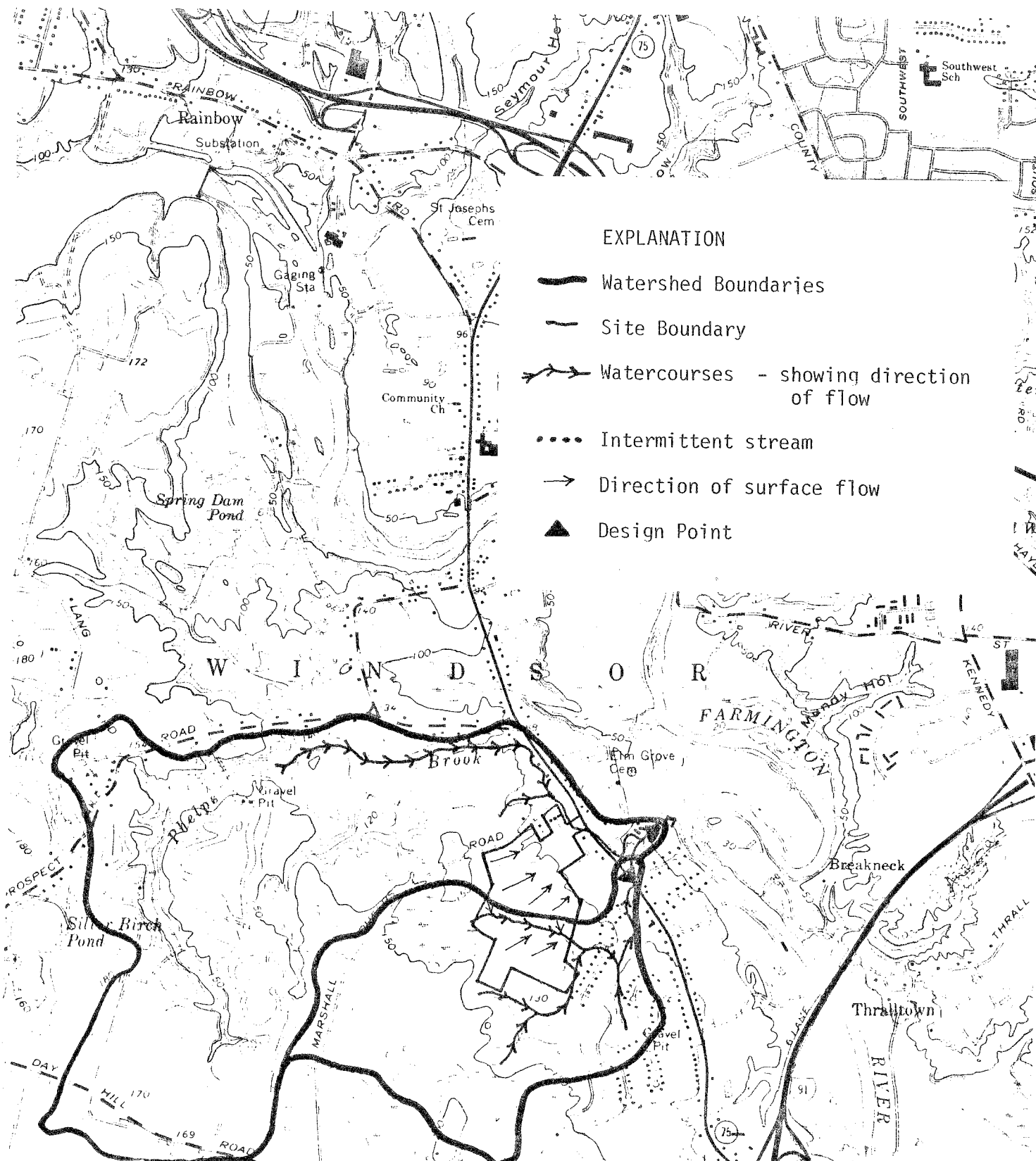
Development as proposed would generate additional runoff from the site, causing an increase in peak flows in the brooks during periods of precipitation. These increases, which underscore the importance of a carefully designed stormwater management plan, would result largely from the removal of vegetation and from the covering of pervious soils by impermeable surfaces, such as rooftops and pavement, (i.e., roads, driveways, etc.). The added runoff could cause increased overland and stream-channel erosion and/or increase the peak flood flows of the stream on the property as well as Phelps Brook.

The developer has proposed a storm drainage management system for only Phase I of the Phelps Meadow Subdivision. A storm drainage management plan for Phase II of the Phelps Meadow Subdivision was not available for review by Team members at this time. Therefore, the following comments are directed primarily at the proposed storm drainage management plan for Phase I. Prior to the approval of a Phase II development plan, it is recommended that the applicant be required to submit detailed hydrological information on pre- and post-development runoff volume and peak flows from this second section of the property. Estimates should be provided for a 10, 25, 50 and 100 year design storm. Detailed design specifications for all stormwater control facilities (including ponds) should also be submitted.

Phase I includes the construction of single family homes on forty-seven (47)

Drainage Areas

0 660'
SCALE



lots ranging in size from +18,000 to +32,000 square feet. Since the Town has a regulation which requires that increased runoff be retained to pre-development flows, present plans are to construct a retention area designed for a 25 year storm* and to utilize an existing Town-owned retention area in the central portion of the site.

The developer's engineer has addressed storm drainage for Phase I in a plan that was made available to Team members subsequent to the field review. The storm drainage proposal for the project indicates that surface runoff created by impervious surfaces (i.e., roof tops, paved surfaces, etc.) will be artificially collected and released. Storm drainage emanating from catch basins #20-23 will be released to a wetland at the rear portion of Lot #38. From the outlet of the pipe, stormwater will flow overland into an existing detention pond owned and maintained by the Town. Catch basins 1-6 will be released to land designated as open space south of Lot #11. From the discharge point, the stormwater runoff will flow overland via a natural swale to the proposed detention area. It should be noted that runoff emanating from Lots 8-11 will not be collected in a storm/drainage system, but will be graded to a man-made swale running parallel to the rear property lines which will carry runoff into the proposed retention area. Runoff from catch basins #8-17 will also be released into a man-made swale and allowed to flow overland into the proposed retention area. Lastly, stormwater drainage emanating from catch basins #18 and 19 will be piped and discharged directly into Phelps Brook northeast of the site. Since the proposed retention area will retain post-development runoff from the drainage area above the pond, there will be a decrease in runoff volumes and peak flows from this portion of the property into Phelps Brook. This difference will enable the developer's engineer to discharge drainage from catch basins 18 and 19 into Phelps Brook, thereby maintaining pre-development flows from the site as required by Town regulations. Special attention should be focused on controlling the runoff discharge into the wetlands and swales to ensure that scouring is minimized. Also, maintenance measures should be included in the runoff plan in case a significant building of sediments occurs at discharge points.

The developer's engineer has prepared drainage calculations for the project (Phase I) which will help ensure that pipes are properly sized. The stormwater plan indicates the installation of splash pads/energy dissipators for all discharge points. In order to prevent erosion beneath the splash pad it is recommended that 18" of coarse gravel be installed beneath the modified rip-rap. This will help prevent the scouring of underlying material.

The Town asked the Team to comment on a proposed wetland road crossing in the Phase II portion of the property. This road would cross a wetland area west of East View Drive in the southern portion of the site. Wetland road crossings are feasible provided they are properly engineered. Provisions should be made for removing unstable material beneath the roadbed, backfilling with a permeable road base fill material and installing culverts as necessary. The construction of roads through wetlands should preferably be done during the dry time of year and should include provisions for effective erosion and sediment control.

* A "25 year storm" is a storm which has a one chance in every 25 years (4% chance) of occurring in any single year. However, any storm event may occur more than once in any given year or may occur several times within a period equal to its average recurrence interval.

The proposed project is to be serviced by public sewers. As a result, this should effectively eliminate the risk of substantial groundwater contamination. It is recommended, however, that the application of road salt for roads, driveways, and parking areas be minimized. Also it should be noted that the proposed subdivision will be served by a public water supply.

Flood Hazard Areas

It should be noted that the rear portions of Lots 1 and 4 which border Phelps Brook may infringe upon "flood hazard areas" as identified by the Department of Housing and Urban Development Flood Hazard Boundary Maps. These maps are available at the Department of Environmental Protection's Water Resource Unit.

SOILS

The soils on this parcel as mapped on the Hartford County Soil Survey are as follows:

WELL DRAINED SOILS - These soils have a depth to the water table of greater than six feet.

- MmB - Melrose sandy loam 3 to 8 percent slopes
- MyA - Merrimac sandy loam 0 to 3 percent slopes
- MyB - Merrimac sandy loam 3 to 8 percent slopes
- PuB - Poquonock sandy loam 3 to 8 percent slopes

MODERATELY WELL DRAINED SOILS - These soils generally have a depth to the water table of between 1.5 and 3.0 feet.

- BhA - Birchwood fine sandy loam 0 to 3 percent slopes
- EoA - Elmwood very fine sandy loam 0 to 3 percent slopes
- EoB - Elmwood very fine sandy loam 3 to 8 percent slopes
- EnB - Elmwood sandy loam 3 to 8 percent slopes
- NnA - Ninigret fine sandy loam 0 to 3 percent slopes
- RaA - Rainbow silt loam 0 to 3 percent slopes
- SsA - Sudbury fine sandy loam 0 to 3 percent slopes

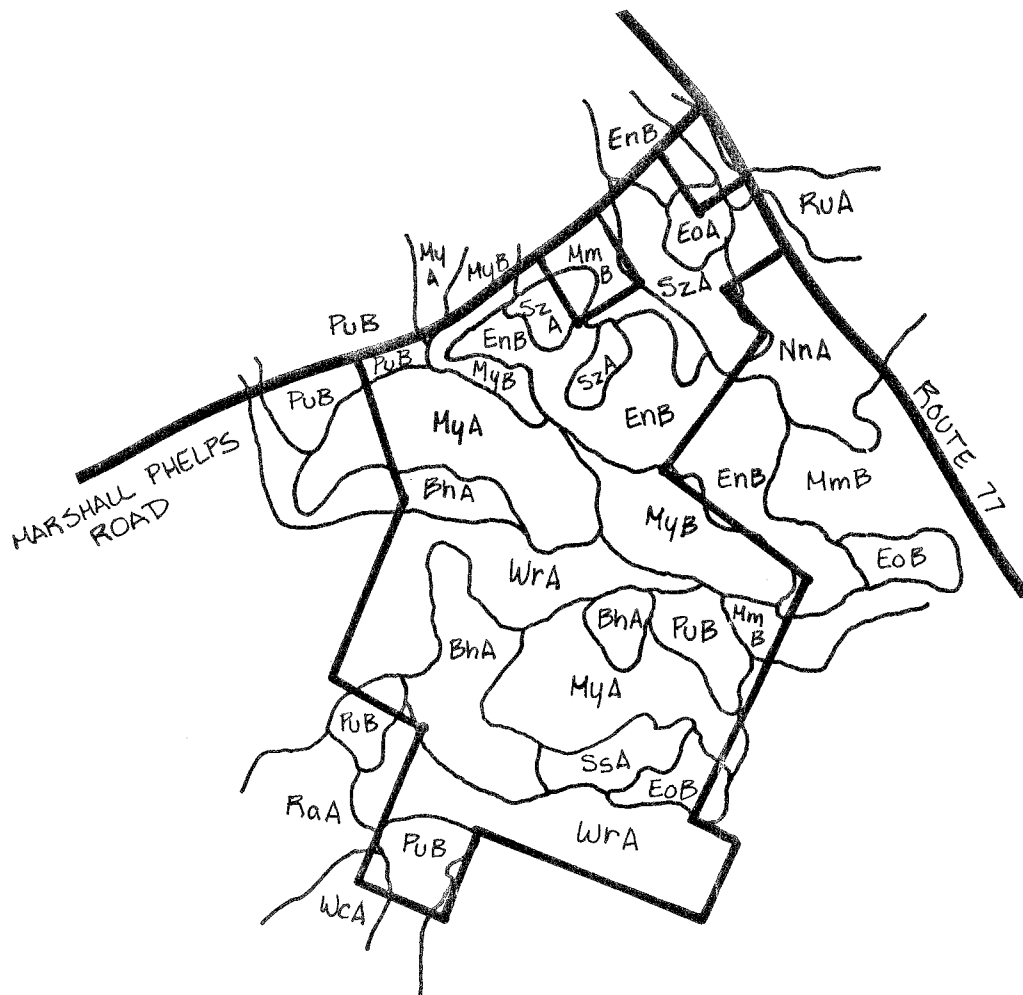
POORLY DRAINED SOILS - These soils generally have water at or within 12 inches of the surface most of the year.

- RuA - Rumney sandy loam, 0 to 3 percent slopes
- SzA - Swanton very fine sandy loam, 0 to 3 percent slopes
- WcA - Walpole loam 0 to 3 percent slopes
- WrA - Wilbraham silt loam 0 to 3 percent slopes

The well drained soils and moderately well drained soils on this parcel are prime farmland soils. Prime farmland has the soil quality, a growing season and moisture supply needed to economically produce sustained high yields of crops when treated and managed, including water management according to acceptable farming methods. The proposed development of this parcel will result in an irreversible land use change. Consideration could be given to retaining this area as prime farmland.

Soils

0 660'
scale



The poorly drained soils on this parcel are designated inland wetlands under Public Act 155 and are regulated by the Inland Wetlands Agency of the Town. Any activity in these soils will require a permit from this Agency.

The moderately well drained soils present moderate economic limitations for development because of the seasonal high water table. The use of footing drains around homes with basements is usually needed. The poorly drained soils present severe economic limitations for development. Fill material and footing drains are needed to lower the high water table.

The plans submitted propose extensive use of haybales to contain sediment at critical areas. Information on seeding dates, permanent and temporary seed mixtures, individual lot grading plans, a construction schedule and special provisions for wetlands protection is also contained with this proposal. These measures along with retention areas, if properly installed and maintained, should provide erosion and sediment control for this proposal.

It should be noted that this proposal may be subject to the Connecticut Water Diversion Policy Act which became law as of July 1, 1982. Dennis Cunningham at the Water Resources Unit of the Department of Environmental Protection should be contacted at 165 Capitol Avenue, Hartford, CT, 06106, phone 566-7220.

WILDLIFE HABITAT

Presently the study site (+85 acres) may be divided into two major wildlife habitat types. These are open land and red maple swamp. In addition, there is a small ($\frac{1}{4}$ to $\frac{1}{2}$ acre) pond on the site.

Open Land

This habitat type consists of several old agricultural fields reverting to forest cover. One field has been planted with rye grass as cover, while the other fields are naturally reverting. The fields are bordered by tall grass, grapes, elderberry, alder, and forest. This border vegetation is valuable to numerous wildlife species.

During the field inspection song sparrows, rufous-sided towhees, mourning doves, and a few unidentified songbirds were observed along the field edges.

Red Maple Swamp

This habitat type is dominated by red maple with scattered ash, elm, and red oak. The understory consists of spicebush, viburnum, and poison ivy. Forest edges consist of alder, grapes, and tall herbaceous vegetation. A small brook (approximately 3-4' wide x 2-3" deep) traverses a portion of this habitat.

During the field review mourning doves, a rufous-sided towhee, a cardinal, and raccoon tracks were observed. This habitat type typically is utilized by a rich variety of wildlife.

Pond

A small ($\frac{1}{4}$ to $\frac{1}{2}$ acre) farm pond is located on the site. Water surface is 100

percent covered with duckweeds. The bank cover consists of grape, other vines, and tall herbaceous vegetation. The immediate surrounding habitat is open land dominated by shrubs.

During the field review a turtle and several frogs were observed. Other species typically utilizing this area include ducks, raccoons, skunks, and various amphibians and reptiles.

Habitat Management

If the site is developed as planned, there will be an immediate negative impact on wildlife. The primary impact would be a direct loss of habitat due to roads, buildings, driveways, bicycle paths, and walkways. Another impact would be a change in habitat where forest and fields are cleared for lawns. A third impact will be the increased human presence, vehicular traffic, and a number of roaming cats and dogs. This will drive the less tolerant (shy) wildlife species from the site, even in areas where it has not been physically changed.

A number of measures can be implemented to minimize the adverse impacts of the project on wildlife. When developing the road, bicycle, and walkway networks every effort should be taken to keep erosion (silt) out of the remaining wetlands. Culverts should have devices installed to discourage beavers. Retention impoundments could possibly be designed to benefit waterfowl. Beaver nuisance control devices should be installed at impoundments.

To actively encourage wildlife at the site one could:

1. Plant perennial vegetation beneficial to wildlife for food and cover.
2. Leave as many snag/den trees as possible throughout the forest lands (5 to 7/acre) for cavity nesting wildlife.
3. Exceptionally tall trees are utilized by nesting raptors and should be encouraged.
4. Mast trees (oak, hickory, beech) are food sources for a large variety of wildlife and should be encouraged.
5. Trees with vines (which produce berries) should be encouraged.
6. Any impoundments could have control structures designed to regulate water levels favorable for waterfowl. Beaver control structures should be installed.
7. Leave buffer strips (50 to 100 feet) of natural vegetation along wetland areas to help filter and trap silt and sediments which might otherwise reach the wetland areas.

In summary, the proposed project will negatively impact existing wildlife populations. However, the project can be expected to attract more urban adapted wildlife species to the property (i.e., robins, house sparrows, raccoons, skunks, squirrels). Additional information and assistance is available through the Wildlife Biologist's office at the DEP Western Region Headquarters, in Harwinton, 485-0226.

PLANNING CONCERNS

Open undeveloped fields are located west of the study site. Directly to the south there is substantial existing residential development. On the northern side

of Marshall Phelps Road there is also substantial open land and a new residential subdivision is under construction.

From information passed on to the Review Team by the developer's engineer, this property was recently rezoned from an agricultural zone to an A.A. residential zone. The former agricultural zone required a three acre lot for a single-family residence. The present A.A. zone requires a minimum of 27,500 square feet for a lot and a minimum frontage of 125 feet for conventional development. It appears, however, that this proposed residential development was designed under Windsor's cluster regulations, thus permitting a reduction in the lot size while at the same time preserving land for open space purposes. Based on a density requirement of 1.3 units per acre, the maximum number of lots permitted is approximately 110.

The plans for the development of this property call for a subdivision to occur in two stages, according to Ed Lally, the engineer and designer for the developer Derekseth Corporation. The preliminary plans which were reviewed show 105 lots, ranging from 1/3 to 1/2 acre each. A distributor access road crosses the site from Marshall Phelps Road on the north to East View Drive on the south and is the major spine from which some four cul de sacs and a loop road located at the southern end of the proposed subdivision plan will be constructed. A short cul de sac is also located off the loop road and it may provide needed access to the abutting property to the west. For the most part the cul de sacs are not lengthy and provide accommodations for approximately 7 to 12 lots. The area is served by public water and sewer lines. Open space areas are woven into the subdivision design and apparently will remain natural and undeveloped, being utilized as retention areas for surface water runoff.

Subsequent to the orientation meeting at the Town hall, a site inspection as well as a review of the Town's zoning regulations, subdivision standards and other documents, it appears that there is very little in the way of physical impediments or constraints which will hamper the development of this property as proposed by Derekseth Corporation. As noted earlier, open space, apparently a continuing concern of the community, has been woven into the plan. There appears to be no excessively steep topography on the site and the designer/engineer has noted there will be minimum cut and fill for street grades which will be somewhat moderate. The town Planning and Zoning Commission very recently carved this parcel of land from an Agricultural Zone to permit this proposed A.A. Zone cluster development, apparently in harmony with current residential development patterns in the surrounding area. The traveled portion of Marshall Phelps Road may require some future improvements, such as widening with the completion of this subdivision and the potential for additional development in this area of the Town. On the matter of streets the preliminary plan which was reviewed shows only one proposed street providing ingress and egress to the property which lies to the west of this proposal. It may be desirable, therefore, to consider additional street access points or perhaps walkways to the developable land to the west. Also it may be advisable to consider the possibility of a street connection from Holcomb Hill Road to the proposed distributor road, perhaps at least a paved walkway to connect the two areas.

It is noted that many of the proposed streets have an east-west orientation. This may be an opportunity to take advantage of southern exposures to the maximum and utilize solar access. The Town of Windsor has zoning regulations which require consideration by the developer of the use of passive solar energy techniques. Such regulations cover house orientation, street and lot layout, vegetation, natural and man-made topographic features, and protection of solar access within the development.

The engineer for the development was not questioned on this particular matter, but undoubtedly the local commission will promote the use of these regulations.

TRAFFIC CONCERNS

The proposed subdivision of 105 units is to be constructed on an 85 acre parcel of land located southwest of Poquonock Avenue, between Marshall Phelps Road and East View Drive. Access to the new homes is to be from Marshall Phelps Road and, as Phase II of construction is begun, East View Drive.

East View Drive is a cul-de-sac with single-family residences. The street is 30 feet wide, has curbs and drains but no sidewalks.

Marshall Phelps Road is 24 feet wide in the vicinity of the proposed subdivision streets, has drains at the edges of the pavement and has no shoulders, curbs or sidewalks. The roadway has a slight slope in this area and has a gentle horizontal curve northeast of the point where the subdivision's main street will intersect. Two sections of the road have recently been rebuilt: from Day Hill Road northerly 2500 feet, and from Poquonock Avenue southwesterly 300 feet. The road between these two sections has been oiled, upgrading some of it from gravel.

The streets within the subdivision, while not designed to the Institution of Transportation Engineers width standards (the proposed streets are to be 24 feet and 26 feet wide), will be as wide or wider than Marshall Phelps Road but not as wide as East View Drive. The new streets will have curbs. The Town has approved the widths of the new roads.

Safety issues have been addressed in designing the subdivision's streets as evidenced by the following:

1. a drainage system is to carry runoff from the roadway to eliminate ponding and icy spots in winter.
2. the locations of the subdivision's streets termini will provide adequate sight distance for motorists entering the existing roads. (Required sight distances increase from 200 feet at 20 mph to 400 feet at 40 mph.*)
3. sidewalks will be provided on one side of selected new streets to join with a six foot wide bituminous path along certain lot lines. The sidewalks and paths will act as a system to give access for pedestrians and bicycles through the subdivision and to the open spaces.

The proposed subdivision is expected to generate approximately 1000 vehicle trips per weekday, according to trip generation statistics for this type of development.** Assuming access to the houses built in Phase I of construction to be via Marshall Phelps Road and to houses of Phase II to be via East View Drive, approximations for peak hour traffic generated by this subdivision are given as follows.

* Institute of Transportation Engineers: Transportation and Traffic Engineering Handbook, Prentice-Hall, Inc., 1976.

** Institute of Transportation Engineers: Trip Generation, 2nd edition, 1979.

Location	Peak Hr.	Entering (Average)	Exiting (Average)	Total Average Ent. and Exit*
7 units by cemetery	AM	1-4 (2)	1-12 (3)	5
37 units of Phase II**	AM	4-22 (11)	7-63 (22)	33
57 units of Phase II	AM	6-34 (17)	11-97 (34)	51
7 units by cemetery	PM	2-13 (5)	1-8 (3)	8
37 units of Phase I**	PM	11-67 (26)	4-44 (15)	41
57 units of Phase II	PM	17-103 (40)	6-68 (23)	63

*calculations are on table following

**does not include 4 units located on Marshall Phelps Road

Traffic within the subdivision or entering East View Drive is not expected to experience avoidable problems. However, there is concern that, due to improvements to Marshall Phelps Road, more motorists will use this shortcut to the Industrial Park. Therefore, traffic exiting the subdivision onto Marshall Phelps Road may experience some delay. The Town has anticipated an increase in volume and plans to continue improvements (widening to 30 feet, improving drainage, etc.). Further, the Town plans to use Marshall Phelps Road as a feeder and intends to allow no new houses on this road. Because the Town anticipates greater volumes of traffic and has made plans to increase the capacity of Marshall Phelps Road, the new intersections are expected to operate satisfactorily.

TRAFFIC REVIEW DATA

Trip Generation (sample calculation)*

7 units by cemetery - AM peak hour - entering subdivision

7 units x 0.6 trips/unit = 4 trips (max.)

7 units x 0.1 trips/unit = 1 trip (min.)

7 units x 0.3 trips/unit = 2 trips (ave.)

AM peak hour - exiting subdivision

7 units x 1.7 trips/unit = 12 trips (max.)

7 units x 0.2 trips/unit = 1 trip (min.)

7 units x 0.6 trips/unit = 4 trips (ave.)

Average Weekday Vehicle Trip Ends (105 units) = 138 + (8.17) (105 units) = 1000 trip ends

*Institute of Transportation Engineers: Trip Generation, 2nd edition, 1979.

About the Team

The Eastern Connecticut Environmental Review Team (ERT) is a group of professionals in environmental fields drawn together from a variety of federal, state, and regional agencies. Specialists on the Team include geologists, biologists, foresters, climatologists, soil scientists, landscape architects, archeologists, recreation specialists, engineers and planners. The ERT operates with state funding under the supervision of the Eastern Connecticut Resource Conservation and Development (RC&D) Area.

The Team is available as a public service at no cost to Connecticut towns.

PURPOSE OF THE TEAM

The Environmental Review Team is available to help towns and developers in the review of sites proposed for major land use activities. To date, the ERT has been involved in reviewing a wide range of projects including subdivisions, sanitary landfills, commercial and industrial developments, sand and gravel operations, elderly housing, recreation/open space projects, watershed studies and resource inventories.

Reviews are conducted in the interest of providing information and analysis that will assist towns and developers in environmentally sound decision-making. This is done through identifying the natural resource base of the project site and highlighting opportunities and limitations for the proposed land use.

REQUESTING A REVIEW

Environmental reviews may be requested by the chief elected officials of a municipality or the chairman of town commissions such as planning and zoning, conservation, inland wetlands, parks and recreation or economic development. Requests should be directed to the Chairman of your local Soil and Water Conservation District. This request letter should include a summary of the proposed project, a location map of the project site, written permission from the landowner allowing the Team to enter the property for purposes of review, and a statement identifying the specific areas of concern the Team should address. When this request is approved by the local Soil and Water Conservation District and the Eastern Connecticut RC&D Executive Council, the Team will undertake the review on a priority basis.

For additional information regarding the Environmental Review Team, please contact Jeanne Shelburn (774-1253), Environmental Review Team Coordinator, Eastern Connecticut RC&D Area, P.O. Box 198, Brooklyn, Connecticut 06234.