

**APPROVED MINUTES  
BROOKFIELD INLAND WETLANDS COMMISSION  
SPECIAL MEETING**

**Monday, January 6, 2014 7:00 PM  
TOWN HALL MEETING ROOM #135**

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**1. Convene Meeting:** Chairman James Vulcano called the meeting to order at 7:00 PM and established a quorum of members:

**Present:** James Vulcano, Chair; Lawrence Miller, Vice Chair; Sharon Fox, Secretary; Commissioner Angela Finelli

Chairman Vulcano noted that all members present are voting members for this evening's meeting.

*Draft minutes and motions typed by Emily Cole Prescott, Recording Secretary.*

**2. NEW BUSINESS –**

**a. Still River Greenway #201400000: Phase II**

Application materials submitted by Fuss & O'Neill:

1. Purpose & Project Description by Fuss & O'Neill dated 12/20/13
  - Figure 1 – Site Location Map prepared by Fuss & O'Neill dated December 2013
2. SRG Phase II Wetlands Disturbance Chart
3. Upland Review Area Disturbance Chart
4. List of Project & Adjacent Properties
5. Letter from Nancy M. Murray of the CT DEP to Mr. Samorajczyk of the CT DOT dated 12/06/10 Re: Trail Creation, Route 25 to Brookfield Municipal Center
6. Letter from Nancy Murray of the CT DEEP to Andrew Carrier of Vanasse Haggren Brustlin, Inc. dated 07/14/11 Re: Route 7 Brookfield Greenway
7. Final Rare Species Surveys Re: Still River Greenway from New England Environmental Inc. dated 01/24/12
8. Wetland Delineation Report – Still River Greenway Multi-Use Trail prepared by Fuss & O'Neill dated 08/22/08; revised through 07/02/12
9. Mitigation Report prepared by Fuss & O'Neill with a latest revision date of 12/04/13
  - Identification & Best Management Practices – Wood Turtle Species Identification Sheet prepared by Fuss & O'Neill
  - Identification & Best Management Practices – Eastern Box Turtle Species Identification Sheet prepared by Fuss & O'Neill
10. Plans prepared by Fuss & O'Neill:
  - Sheet G-001 – Cover Sheet: Still River Greenway dated 05/03/12; revised through 11/22/13
  - Sheet G-100 – Survey Notes dated 05/03/12; revised through 06/04/13
  - Sheet G-101 – Index Plan dated 05/03/12; revised through 04/26/13
  - Sheet C-110 – Layout Plan dated 05/03/12; revised through 11/22/13
  - Sheet C-111 – Layout Plan dated 05/03/12; revised through 11/22/13
  - Sheet C-112 – Layout Plan dated 05/03/12; revised through 11/22/13
  - Sheet C-113 – Layout Plan dated 05/03/12; revised through 11/22/13
  - Sheet C-120 – Erosion and Sediment Controls dated 05/03/12; revised through 11/22/13
  - Sheet C-121 – Erosion and Sediment Controls dated 05/03/12; revised through 11/22/13
  - Sheet C-122 – Erosion and Sediment Controls dated 05/03/12; revised through 11/22/13
  - Sheet C-123 – Erosion and Sediment Controls dated 05/03/12; revised through 11/22/13
  - Sheet C-130 – Grading and Drainage dated 05/03/12; revised through 11/22/13
  - Sheet C-131 – Grading and Drainage dated 05/03/12; revised through 11/22/13
  - Sheet C-132 – Grading and Drainage dated 05/03/12; revised through 11/22/13
  - Sheet C-133 – Grading and Drainage dated 05/03/12; revised through 11/22/13
  - Sheet WL-110 – Wetlands Disturbance Plan dated 05/03/12; revised through 11/22/13
  - Sheet WL-111 – Wetlands Disturbance Plan dated 05/03/12; revised through 11/22/13
  - Sheet WL-112 – Wetlands Disturbance Plan dated 05/03/12; revised through 11/22/13
  - Sheet WL-113 – Wetlands Disturbance Plan dated 05/03/12; revised through 11/22/13

- Sheet WM-101 – Wetlands Mitigation Plan dated 06/01/12; revised through 11/22/13
  - Sheet WM-102 – Wetlands Mitigation Plan dated 06/01/12; revised through 11/22/13
  - Sheet WM-103 – Wetlands Mitigation Plan dated 06/01/12; revised through 11/22/13
  - Sheet WM-104 – Wetlands Mitigation Plan dated 06/01/12; revised through 11/22/13
  - Sheet WM-105 – Wetlands Mitigation Plan dated 06/01/12; revised through 11/22/13
  - Sheet D-501 – Construction Notes dated 05/03/12; revised through 11/22/13
  - Sheet D-510 – Site Details dated 05/03/12; revised through 04/26/13
  - Sheet D-511 – Site Details dated 05/03/12; revised through 04/26/13
  - Sheet D-512 – Site Details dated 06/20/12; revised through 04/26/13
  - Sheet D-520 – Erosion and Sediment Control Details dated 05/03/12; revised through 04/26/13
  - Sheet S-101 – Prefabricated Steel Pedestrian Bridge General Plan dated January 2013; revised through 05/30/13
  - Sheet S-102 – Prefabricated Steel Pedestrian Bridge Notes dated January 2013; revised through 01/23/13
  - Sheet S-103 – Prefabricated Steel Pedestrian Bridge Foundation Details dated January 2013; revised through 05/30/13
  - Sheet S-104 – Timber Approach Bridges Plan and Profile dated January 2013; revised through 01/23/13
  - Sheet S-105 – Timber Approach Bridges Plan and Profile dated January 2013; revised through 01/23/13
  - Sheet S-106 – Timber Boardwalks Plan and Profile dated January 2013; revised through 01/23/13
  - Sheet S-107 – Timber Approach Bridge and Boardwalk Details dated January 2013; revised through 01/23/13
  - Sheet S-108 – Timber Approach Bridge and Boardwalk Timber Rail Details dated January 2013; revised through 01/23/13
  - Sheet S-109 – Wall Plan and Details dated January 2013; revised through 01/23/13
  - Sheet S-110 – Wall Elevations and Sections dated January 2013; revised through 01/23/13
  - Sheet CT-101 – Maintenance & Protection of Traffic Route 7 Northbound dated 05/02/12; revised through 04/26/13
  - Sheet CT-102 – Maintenance & Protection of Traffic Route 7 Southbound dated 05/02/12; revised through 04/26/13
11. Plans prepared by the State of Connecticut Department of Transportation:
- Sheet TR-1208\_01 – Sign Support & Sign Placement Details, Gore Exit Sign dated 02/16/11
  - Sheet TR-1208\_02 – Metal Sign Posts and Sign Mounting Details dated 03/22/11
  - Sheet TR-1210\_03 – Special Details and Pavement Markings for Two-Way Highways dated 02/16/11
  - Sheet TR-1220\_01 – Signs for Construction and Permit Operations dated 02/16/11
  - Sheet TR-1220\_02 – Construction Sign Supports and Channelizing Devices dated 02/16/11

*Joseph Lenahan, professional engineer with Fuss & O'Neill & Vincenzo Chiaravallotti, engineer also with Fuss & O'Neill, were present to discuss this application. Dennis DiPinto, Director of Parks and Recreation, was also present.* The primary purpose of this trail is to connect the Four Corners, the Town Hall, and athletic fields. Eventually the master plan is to link the trail to Danbury. Mr. Lenahan reviewed some of the history for approvals of this application. Mr. Lenahan stated that in 2012 there was a rare species investigation as well as a vernal pool study. Mr. Lenahan stated that because of the vernal pools, the trail plan was realigned at the time. Mr. Lenahan stated that the entire project has been submitted for the flood management certification, the Office of Environmental Planning currently has this information as well. This information has also been submitted to the Army Corps of Engineers and the CT DEEP regarding the trail and the wetland impacts.

Mr. Chiaravalloti stated that with Still River Greenway Phase 1 and Phase 2 there will be 8,800 linear feet of multi-use trail. The goal of this trail is to place it at grade without any kind of fill or cuts, to keep disturbance to a minimum, and try to bring it in as close proximity to the Still River as possible without creating any impacts. The trail starts at the northern terminus at the 777 Federal Road parking lot of the daycare facility and continues along Federal Road until it gets to near the vernal pool and veers to the Still River. This location was chosen because it offers limited impact. It was determined that elevated timber boardwalks would be the best use for the route. Continuing further south there is a 165' clear-span bridge proposed. This bridge is 165' to get any type of impacts outside of the flood way of the Still River. Per CT DOT regulations, two feet above the 100-year flood is needed, which is why the bridge elevation is a bit high. Mr. Lenahan stated that CT DOT does not have any encroachment lines mapped out for this section of the river. The abutments will be steel-based concrete, which is similar to the same type of piers that are used on the ocean. Mr. Chiaravatolli explained that toward the Silvermine Road bridge is an existing culvert crossing that is from the Town system. Repair of this culvert is proposed, along with support of the trail with modular block retaining walls. The plan is to grade out the trench and drug out the inlet. There is 5,000 feet of trail for the northern section. The southern section continues from the southern end of phase one through the other end of Arthur Harris Park, and the plan is to keep the existing trail as much as possible with very little grading as possible. The trail will go under the Route 7 overpass where the culverts will be repaired, and the drains will also be repaired. Mr. Lenahan stated that restoration will be done in the existing trail. Mr. Lenahan stated that the culvert was washed out and there were repairs done, and wood chips were added when repairs had been done in the past.

Mr. Chiaravatolli stated that although their goal is to minimize disturbance as much as possible, the main source of disturbances will be from the piles for the crossings, and for the piers. There are 4,000 square feet of impact of federal wetlands and 14,900 square feet of impact to state wetlands. Mitigation will be provided to compensate for this disturbance. Mr. Chiaravatolli noted three major areas that lend themselves nicely to mitigation – the first timber boardwalk crossing (a watercourse created from state road drainage), which would be an enhancement of an existing wetlands of 3500 square feet of stabilization of the channel using stone check dams to stabilize the water. The next area for mitigation is in between the two boardwalks where there is an area of topography right next to an existing wetlands where 4100 square feet of new wetland planting will be added. The third area will be the vernal pool, and he noted on the plan the location of the existing trails where the current wood chips would be removed. This will be 2100 square feet of restoration of existing wetlands and enhancement buffer planting. The third will be 6500 square feet, the second 4100 square feet, and the first 3500 square feet for the reestablishment. Vice Chair Miller summarized that when the mitigation amounts are taken into consideration, the loss of wetlands is approximately 5,000 to 6,000 square feet.

The locations of proposed run rail fencing were also noted in the rest area and in the northern terminus due to the rare grass species. Railings will be put up for safety purposes where needed along roadways. Mr. Lenahan noted the locations of proposed railings and fencing on the plan. Mr. Lenahan explained that the rest areas are designed to allow maintenance or emergency vehicles to turn around. Mr. Lenahan noted that there will be bollards present to prevent any unauthorized vehicles from going through that location. Mr. Lenahan noted that the intent is to have phase one parking access as the staging area for construction, and noted other locations of construction access. He noted that the bridge will most likely be delivered in three sections. Vice Chair Miller asked how much disturbance is anticipated in the river when the bridge pieces are delivered, and Mr. Lenahan replied that there will not be any disturbance. Mr. Lenahan explained some details of the bridge construction. There is temporary disturbance in some of the wetland areas for the bridge construction. Mr. Lenahan noted these locations of temporary disturbance on the map. Mr. Lenahan stated that silt fencing will be used for erosion and sediment control and also to keep the species out of the construction area. Mr. Lenahan stated that there are sheets in the application that delineate what contractors are to do when turtles are found in the area. Chairman Vulcano noted that the final impact will not be harming the species migration. Mr. Lenahan stated that signage is proposed for the turtle habitat as well. Mr. Lenahan stated that due to DOT funding and survivability of the trail, the requirement is that the trail will be paved.

Chairman Vulcano asked if the staging area is defined in the application, and Mr. Lenahan replied with an overview of the application information. Secretary Fox asked about the monitoring of the project, and Mr.

Lenahan stated that because this is a DOT partially funded project, an on-site inspector is required. Secretary Fox asked if the inspector/monitor would have knowledge of wetlands and animals, and Mr. Lenahan replied that typically the monitor is an engineer who is familiar with the project. Mr. Lenahan reviewed the Town and State ownership of the locations within this trail.

Mr. Lenahan stated that the anticipation is to have the approvals by June and to do the work in the summer. Secretary Fox stated that she does not believe that the Inland Wetlands Commission would require a technical monitor because of the monitoring that will already be done of the site. The Commission agreed to walk the site separately, if needed. The Commission discussed future meeting dates.

Chairman Vulcano suggested that the regular meeting on January 13<sup>th</sup> be canceled and held instead on January 22<sup>nd</sup>.

**Secretary Fox made a motion for the following items:**

- 1.) to cancel the January 13<sup>th</sup> regular meeting;**
- 2.) to reschedule that January 13<sup>th</sup> regular meeting to Wednesday, January 22<sup>nd</sup> at 7:00 PM;**
- 3.) to hold a public hearing for the Still River Greenway on January 22, 2014 to begin at 7:15 PM;**
- 4.) to allow the Land Use Office to waive all the appropriate fees for the public hearing application.**

**Vice Chair Miller seconded the motion, and it carried unanimously.**

**3. Adjourn: Vice Chair Miller made a motion to adjourn at 7:54 PM. Secretary Fox seconded the motion, and it carried unanimously.**

**\*\*\*Next regular meeting scheduled for Wednesday, January 22, 2014.\*\*\***