



July 21, 2022

Ms. Jennifer Young Gaudet
Program Manager
All-Points Technology Corporation
567 Vauxhall Street Extension – Suite 311
Waterford, Connecticut 06385

RE: Archaeological Assessment of Proposed Fuel Cell Development Project at 234 Riverside Avenue in Bristol, Connecticut

Ms. Gaudet:

Heritage Consultants, LLC (Heritage), is pleased to have this opportunity to provide All-Points Technology Corporation (All-Points) with the following archaeological assessment of a proposed fuel cell development project (the project) located at 234 Riverside Avenue in Bristol, Connecticut (Figure 1). The scope of the proposed project consists of the development of a proposed fuel cell that will be situated on a parcel measuring approximately 1.62 acres in size situated between Riverside Avenue and the Pequabuck River. The project parcel is situated at the southwest corner of the intersection between East Street and Riverside Avenue in a well-developed portion of the City of Bristol. This part of Bristol is commercial in nature and contains a multitude of businesses. At the time of the investigation, the project parcel was almost entirely covered in asphalt with the exception of a small area located to the south of an existing building on the property and Pequabuck River. The above-referenced disused commercial structure is positioned centrally within the project parcel along Riverside Avenue; it once housed an automobile repair facility.

The current project entailed completion of a cultural resources summary based on the examination of data obtained from the Connecticut State Historic Preservation Office (CT-SHPO), as well as GIS data, including historical mapping, aerial photographs, and topographic quadrangles, maintained by Heritage. This investigation is based upon project location information provided to by All-Points. The objectives of this study were to gather and present data regarding previously identified cultural resources situated within 0.8 km (0.5 mi) of the study area and to investigate the proposed project parcel in terms of its natural and historical characteristics so that the need for completing additional cultural resources investigations could be evaluated.

As seen in Figure 2, a historical map excerpt dating from 1855 shows that the region containing the fuel cell development parcel was largely developed by the middle of the nineteenth century. This map excerpt shows that a great deal of the present day road alignment was in use by this time. Residences located near the project area at this time included those belonging to C. Smith, W.R. Richards, and S. Taylor. Businesses in the vicinity of the project area as of 1855 included the nearby Peck Company and Barns Store. The 1855 maps also depicts a railroad track to the north of the project area. A subsequent historic map dating from 1869 shows that a grist mill had been constructed nearby, along with residences of A. Wilcox, Wm. J. Morgan, and Mrs. Hills (Figure 3). Again this portion of Bristol consisted of a mixture of residential, commercial, and industrial structures as of 1869. The above-referenced railroad remained in place as well.

The earliest available aerial photograph depicting the portion of Bristol containing the project parcel dates from 1934 (Figure 4). This image shows that the region continued to develop throughout the late nineteenth and early twentieth centuries. The surrounding area still supported both residential and commercial uses. In addition, the Bristol High School to the south of the project parcel had been erected by 1934. The subsequent 1951 aerial photograph shows apparent clearing of trees for nearby parkland, as well as the influx of new businesses as recognized by the increased number of commercial buildings to the east and west of the project parcel (Figure 5). The aerial photograph depicted in Figure 6, which was taken in 1970, shows the area surrounding the project parcel as in essentially the same state as 1951. Finally, Figure 7, which is an excerpt from a 2022 aerial photograph, shows the proposed fuel cell location in its modern state. The area is defined by a paved parking lot, commercial building, and a tree line adjacent to the river to the south. The surrounding area remains defined by commercial and residential development.

Background research for the current project also included a review of previously identified archaeological sites and State/National Register of Historic Places properties/districts sites situated within 0.8 km (0.5 mi) of the proposed fuel cell location (Figures 12 and 13). While the review did not result in the identification of any previously identified archaeological sites in the area, a State Register of Historic Places listed property and five National Register of Historic Places properties have been identified within 0.8 km (0.5 mi) of the project location. These resources included the Burnadette Peck House, The Beledon House, The Federal Hill Historic District, The Main Street Historic District, Bristol High School, and the South End Historic District. These items are discussed briefly below.

The Burnadette Peck House

The Burnadette Peck House was a historical residential structure located at 51 Prospect Street in Bristol, Connecticut (Figure 9). It is listed on the Connecticut State Register of Historic Places; however, the structure appears to have been demolished. It will not be impacted by the proposed undertaking.

The Beledon House

The Beledon House is a historical residence located at 50 Bellevue Avenue in Bristol, Connecticut (Figure 9). The home was designed by architect Samuel J. Brown for the owner William E. Sessions; it was constructed in 1908. William Sessions was a local civic leader who came to prominence because of his work in the local manufacturing and financial sectors. The Beledon House was designed in the Beaux-Arts Style, which was popular at the turn of the twentieth century. The building was modified later to include a Georgian Revival Portico, as well as additional Mediterranean influences. The home was the grandest and most opulent in a neighborhood that was once filled with many large residential dwellings. It was listed on the National Register of Historic Places in 1982 under Criterion C because it was considered a prime example of the Beaux-Arts style of architecture, which rose to prominence in Central Connecticut around the turn of the twentieth century. The Beledon House is located well away from the project parcel and will not be impacted directly or indirectly by the proposed fuel cell development.

Bristol High School

The Bristol High School was listed on the National Register of Historic Places in 2018 (Figure 9). It is the site of the former Bristol High School, which was later converted to the Memorial Boulevard Middle School. The structure was completed in 1923 and was designed by George Potter of New York City. The building was constructed in a classical revival style. It was constructed of brick trimmed with cast stone. The Bristol High School was listed on the National Register of Historic Places for its contributions to the

architectural history of Bristol. It is located away from the project area. It will be not be impacted directly, nor will it be impacted indirectly due to intervening vegetation between it and the project parcel.

The Federal Hill Historic District

The Federal Hill Historic District is centered around a Congregational Church located at the top of Federal Hill and it represents the center of community life after Bristol separated from Farmington (Figure 9). As Bristol grew and became an industrial center, the Federal Hill Historic District became home to many of the town's economic and political leaders, such as the Ingraham, Sessions, Ives, and Peck Families. The district is primarily residential in nature and it contains elaborate and well-preserved examples of Greek Revival, Colonial Revival, Federal Revival, Queen Anne, and Italianate architectural styles that date from 1790 through 1920. In total, the Federal Hill Historic District is comprised of 290 buildings. Of these, 264 are considered contributing elements of the district. The district was nominated to the National Register of Historic Places in 1986 under Criteria A and C for its associations with Bristol's early settlement and historic development, as well as for its architectural significance. The historic district is located well away from the project parcel and will not be impacted directly or indirectly by the proposed fuel cell development.

The Main Street Historic District

The Main Street Historic District is comprised of 18 contributing commercial and social buildings and structures dating from the mid nineteenth to mid twentieth century (Figure 9). The dominant architectural styles found within this historic district include Classic Revival, Art Deco, and Late Gothic Revival. This cohesive group of buildings, which exhibit few modifications, was deemed significant based on architectural or engineering attributes. Taken together, the buildings comprising the Main Street Historic District represent the historical center of Bristol, Connecticut. The collection of structures contained within the district represents the early financial, commercial, and governmental core of early nineteenth century Bristol. The Main Street Historic District was listed on the National Register of Historic Places in 1995 under Criterion C for its architectural significance. The historic district is located well away from the project parcel and will not be impacted directly or indirectly by the proposed fuel cell development.

The South End Historic District

The South End Historic district encompasses 132 buildings, 112 of which are considered contributing elements (Figure 9). The contributing buildings were primarily constructed during the nineteenth century, and they reflect the changing industrial development of Bristol. This area of Bristol got its start through the ambitious design of Chauncey Jerome, who built a bridge over the Pequabuck River and a road, which later became Main Street, to connect the rest of Bristol with his factory. Jerome settled his family here, as did his later business partner Darrow, and later the Dunbar and Barnes Families. The second half of the nineteenth century and early twentieth century in this area is characterized by residences constructed in the South End for factory workers and tradesmen. Because many craftsmen lived in this area and constructed the houses themselves, the buildings were solidly built and ornately embellished. The South End Historic District was listed on the National Register of Historic Places in 2001 under Criteria B and C for its association with Chauncey Jerome, an early pioneer in American clockmaking, as well as for its architectural significance. The historic district is located well away from the project parcel and will not be impacted directly or indirectly by the proposed fuel cell development.

Jennifer Gaudet

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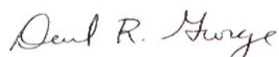
Page 4

In addition to previously identified cultural resources, Heritage examined soils data for the proposed project parcel. According to the National Resources Conservation Service (NRCS), soils located within the project area consist of Urban Land (soil code 309) and Fluvaquents-Udifluvents complex (soil code 109) soils (Figure 10). Urban Land soils consists of very deep, somewhat excessively drained soils formed in outwash that have been disturbed by cutting or filling; they also occur in areas that are covered by buildings and pavement. Urban Land soils have been largely disturbed and are not well correlated with intact prehistoric or historical period archaeological deposits. Fluvaquents-Udifluvents complex soils are frequently flooded, deep, nearly level, range from well drained to very poorly drained unconsolidated alluvium. They are generally stratified and vary widely in texture and drainage over short distances. The alluvium has been recently deposited by streams and is subject to frequent changes through stream overflow. Due to locations along water courses, this soil is considered Hydric. Fluvaquents-Udifluvents are also not well correlated with intact prehistoric or historical period archaeological deposits.

Pedestrian survey of the proposed project parcel was undertaken by Heritage personnel in July of 2022. This walkover investigation included photo-documentation of the asphalt lot and the abandoned commercial building located on the project parcel. According the Bristol Assessor's Office, the building located with the project parcel was built in ca., 1920, and encompasses 9,926 square feet of interior space. The exterior of the building, which was a former automobile sales and repair shop, consists of stucco applied over the original historic brick façade. Most of the building is covered by a relatively steep gable roof, excerpt the rearward portion, which has a low pitch double gable configuration roof. The northern portion of the building is characterized by modern plate glass windows and a modern entry door, while the southern sections of the building contain five-over-four pane windows set in steel frames that rest upon painted concrete lintels. There are also smaller arched windows in the upper portion of the western wall of the northern portion of the building. There are also several roll up doors and "man doors" in the eastern façade of the building that allowed personnel and automobile access. Heritage personnel also noted the letters "ARAG" were painted on the western façade of the northern portion of the building, indicating that the building has been used as a garage. Today, the building is in a significant state of disrepair and has been abandoned for some time. Its historical fabric has been considerably altered and diminished, and it was determined that the building does not rise to the level of significance for listing on the National Register of Historic Places applying the criteria of evaluation (36 CFR 60.4 [a-d]). No additional architectural recordation of this building is recommended prior to it being razed. Finally, the project parcel is considered to have little, if any, potential to yield intact archaeological deposits. No additional archaeological assessment of the project parcel is recommended.

If you have any questions regarding this Technical Memorandum, or if we may be of additional assistance with this or any other projects you may have, please do not hesitate to call me at 860-299-6328 or email me at dgeorge@heritage-consultants.com. We are at your service.

Sincerely,



David R. George, M.A., R.P.A.
Heritage Consultants, LLC

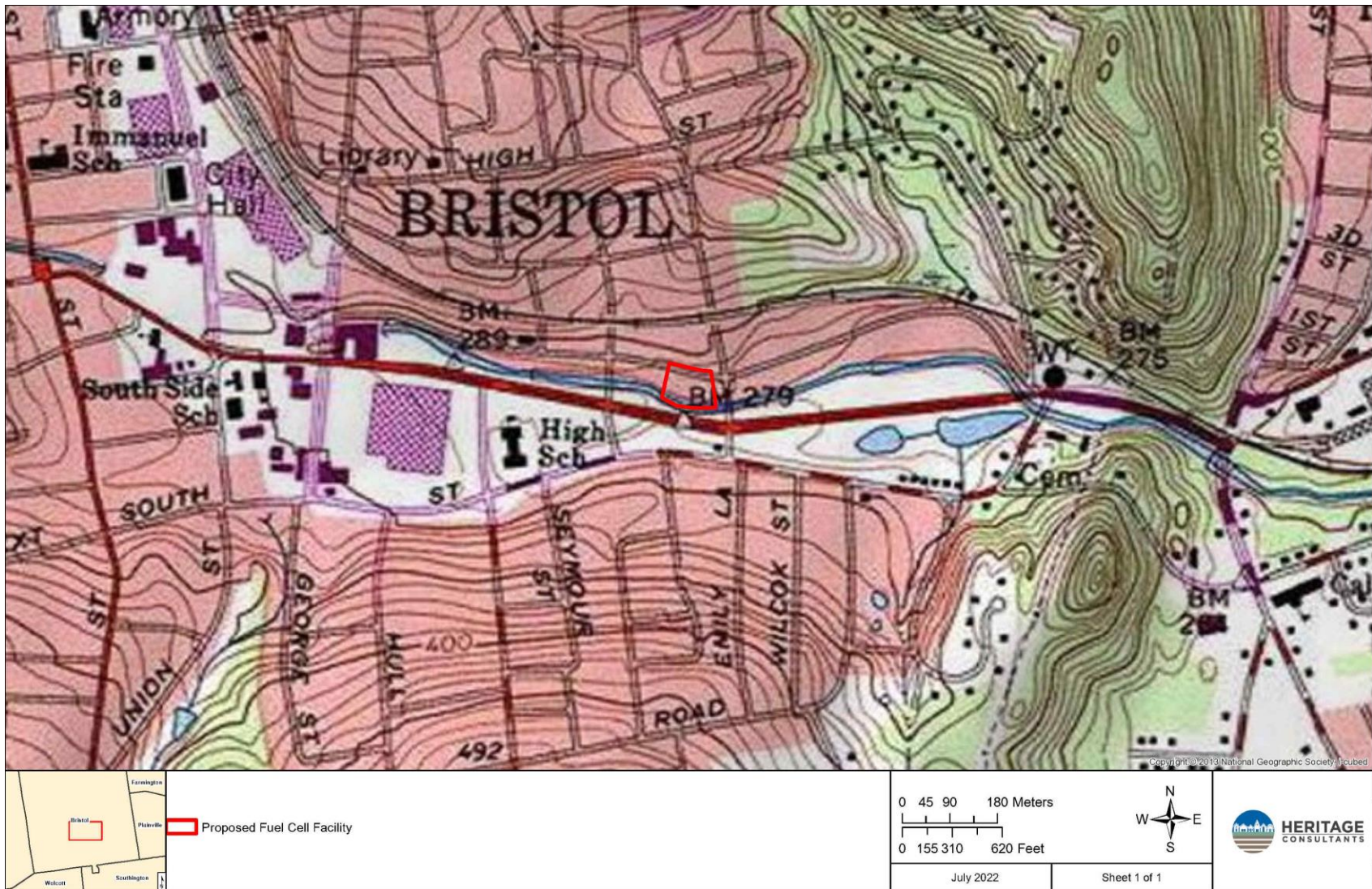


Figure 1. Excerpt from a USGS 7.5' series topographic quadrangle image showing the location of the project parcel in Bristol, Connecticut.

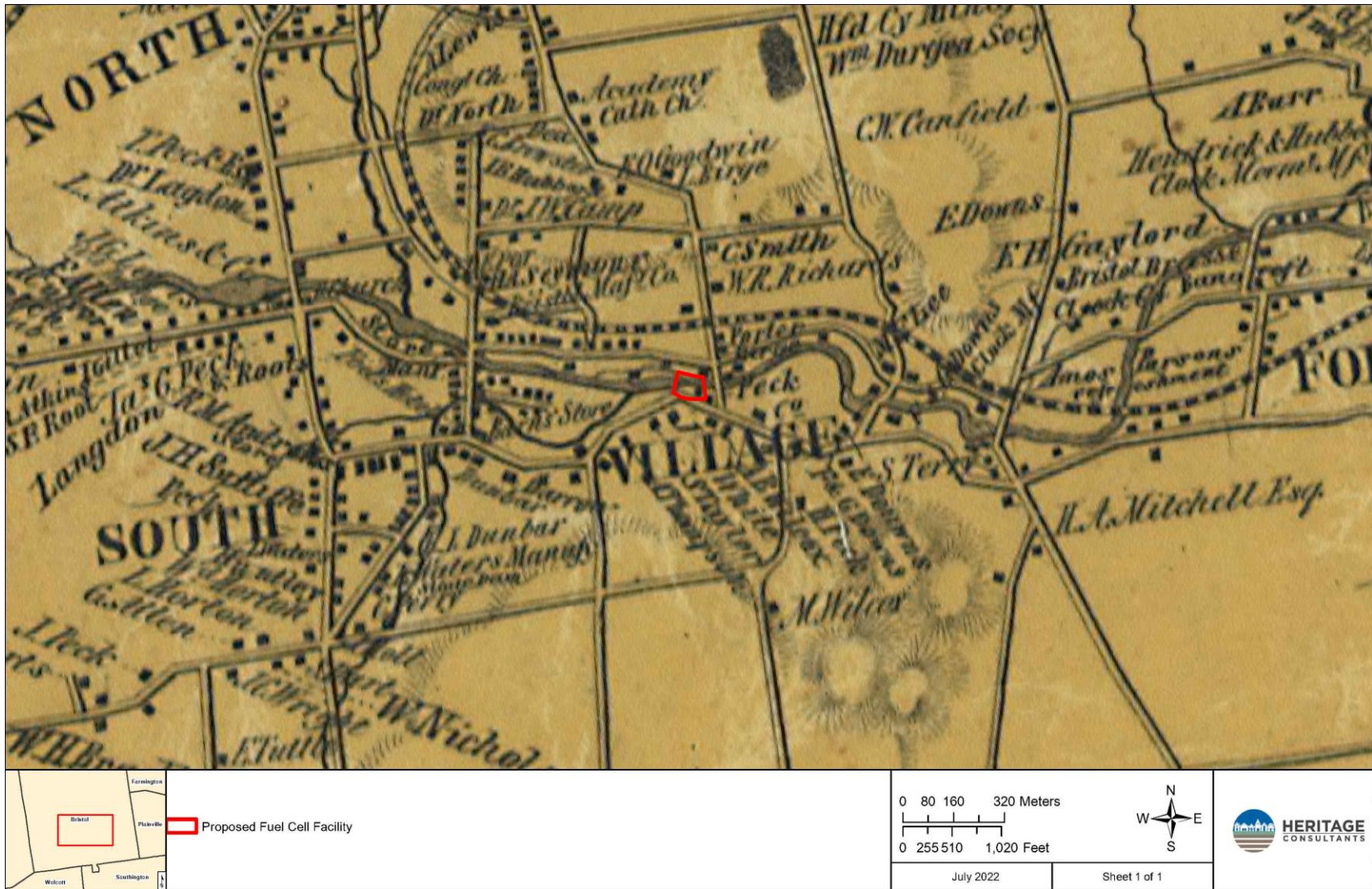


Figure 2. Excerpt from an 1855 historical map showing the location of the project parcel in Bristol, Connecticut.

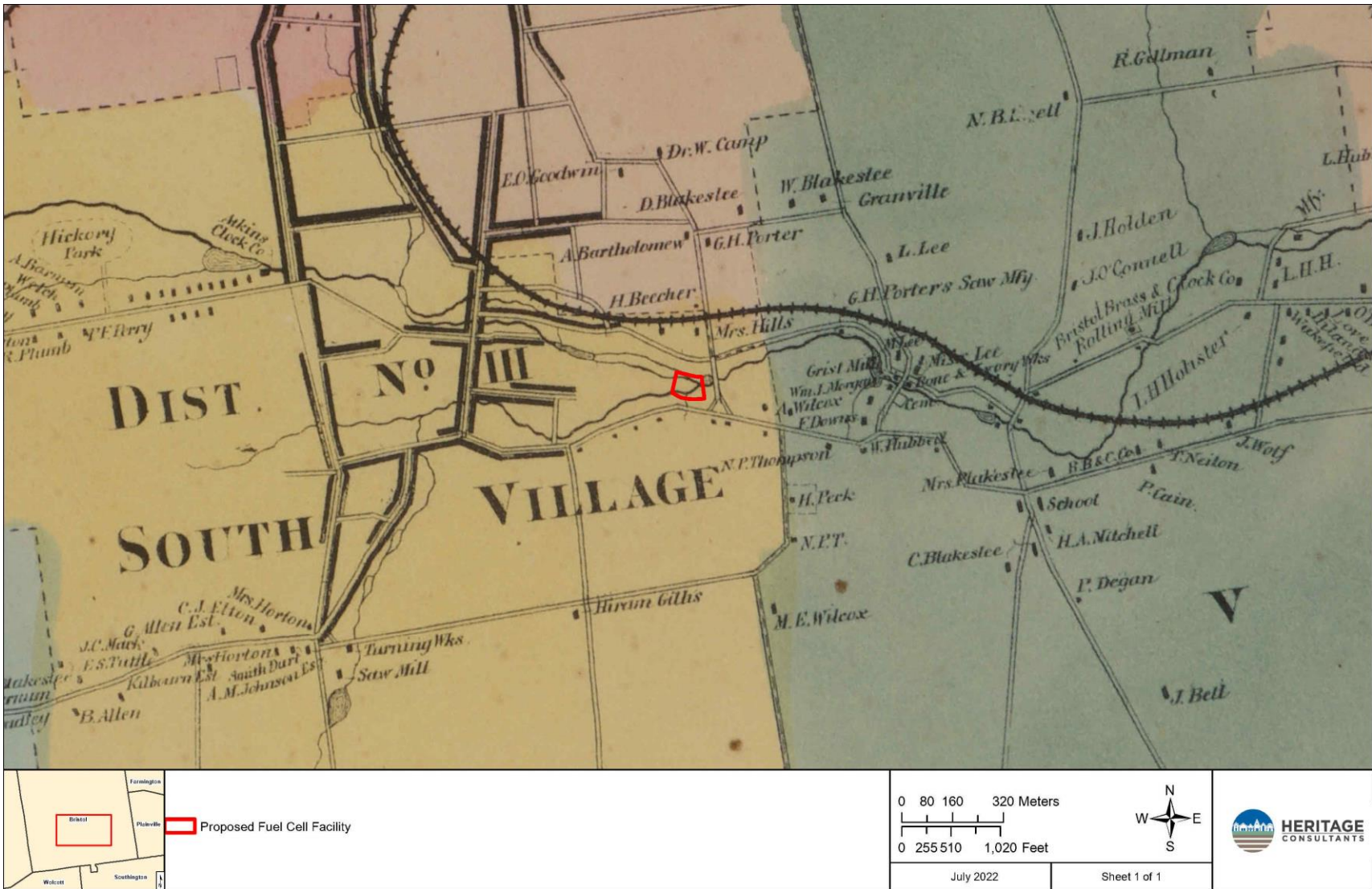


Figure 3. Excerpt from an 1869 historical map showing the location of the project parcel in Bristol, Connecticut.



Figure 4. Excerpt from a 1934 aerial photograph showing the location of the project parcel in Bristol, Connecticut.



Figure 5. Excerpt from a 1951 aerial photography showing the location of the project parcel in Bristol, Connecticut.



Figure 6. Excerpt of a 1970 aerial photograph showing the location of the project parcel in Bristol, Connecticut.



Figure 7. Excerpt from a 2022 aerial photograph showing the location of the project parcel in Bristol, Connecticut.

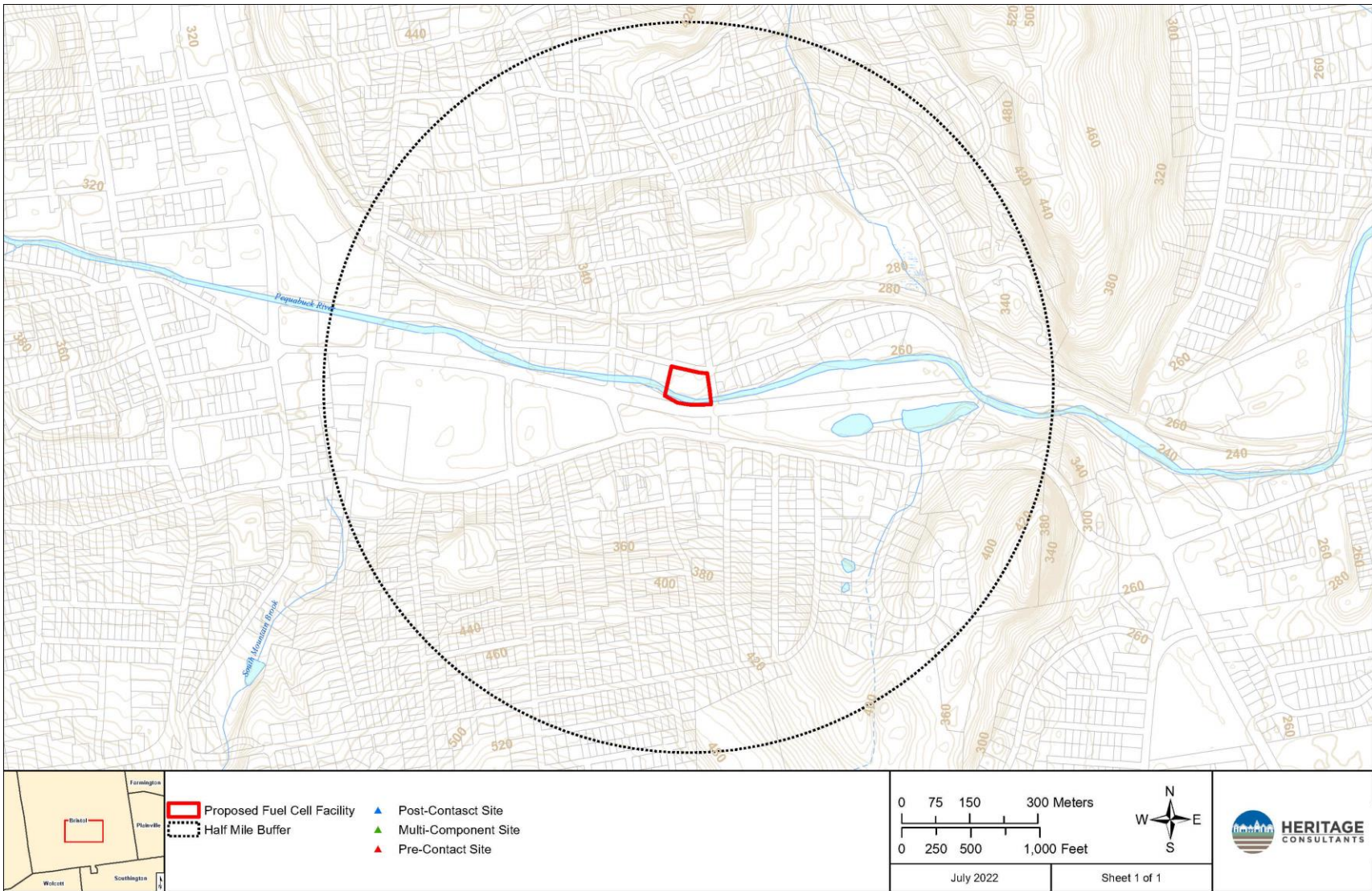


Figure 8. Digital map depicting the locations of previously identified archaeological sites in the vicinity of the project parcel in Bristol, Connecticut (note: none have been identified in this area).

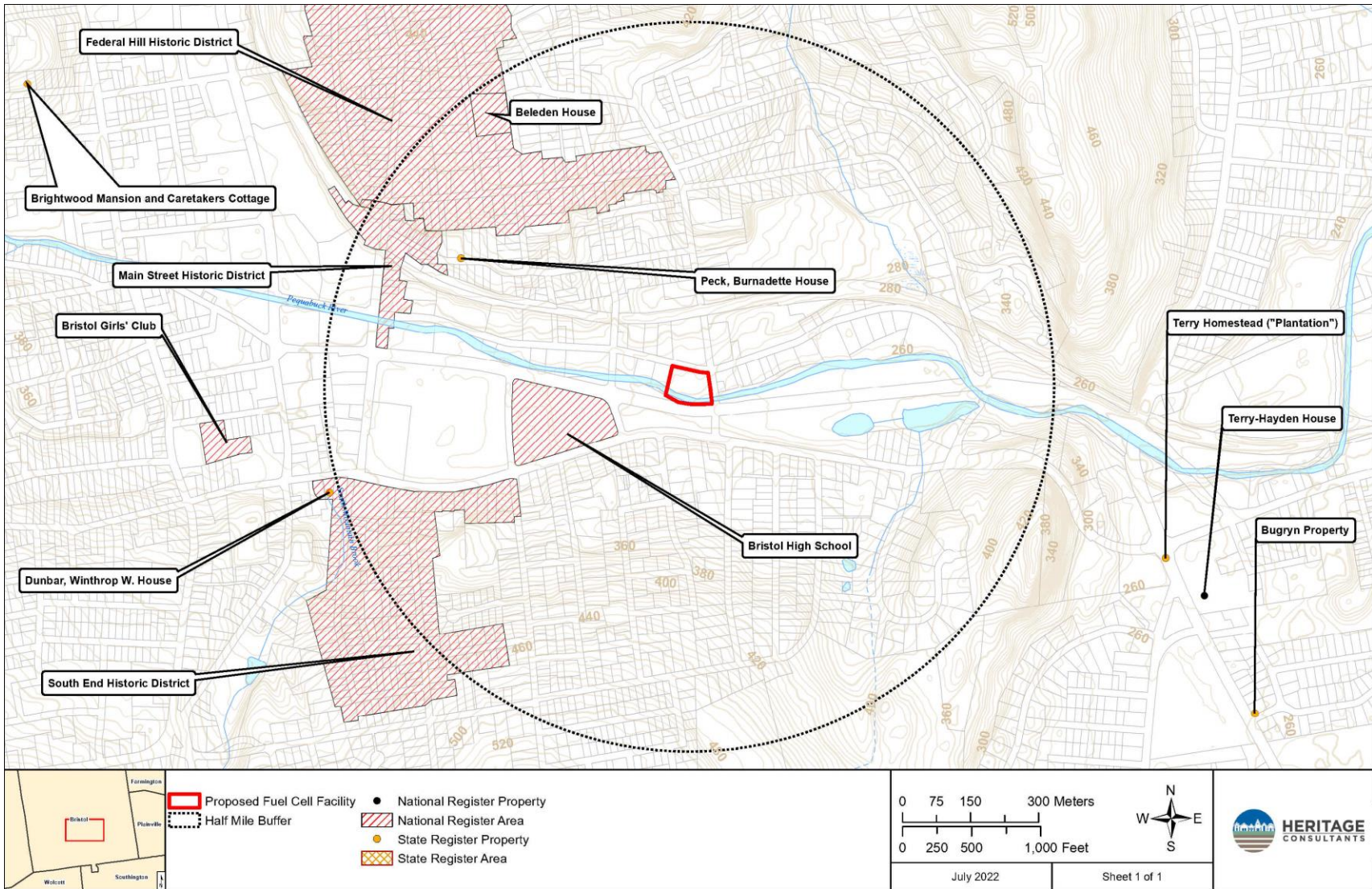


Figure 9. Digital map depicting the locations of the previously identified National Register of Historic Places and State Register of Historic Places properties in the vicinity of the project parcel in Bristol, Connecticut.

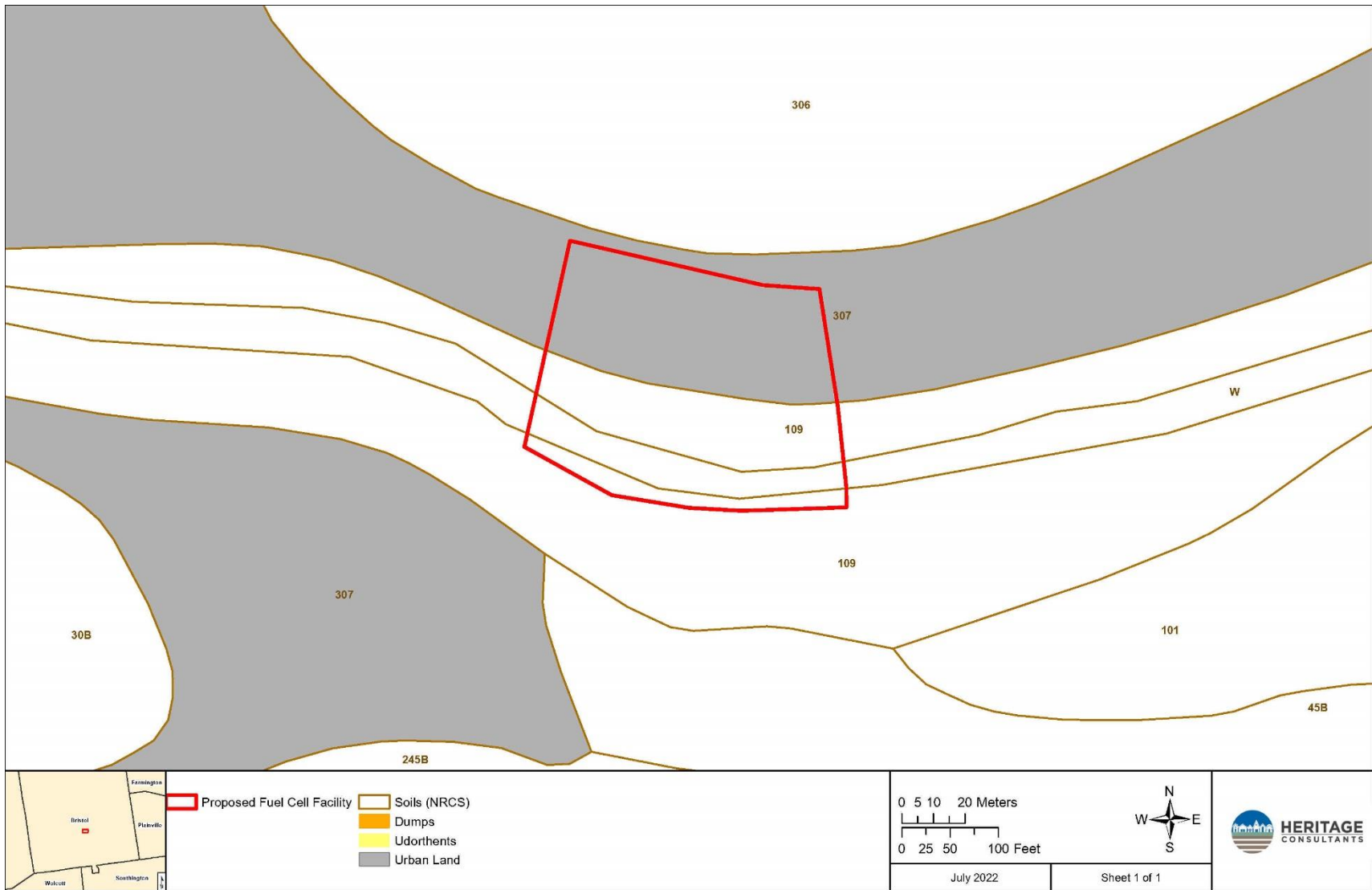


Figure 10. Digital map depicting the soil types present in the vicinity of the project parcel in Bristol, Connecticut.

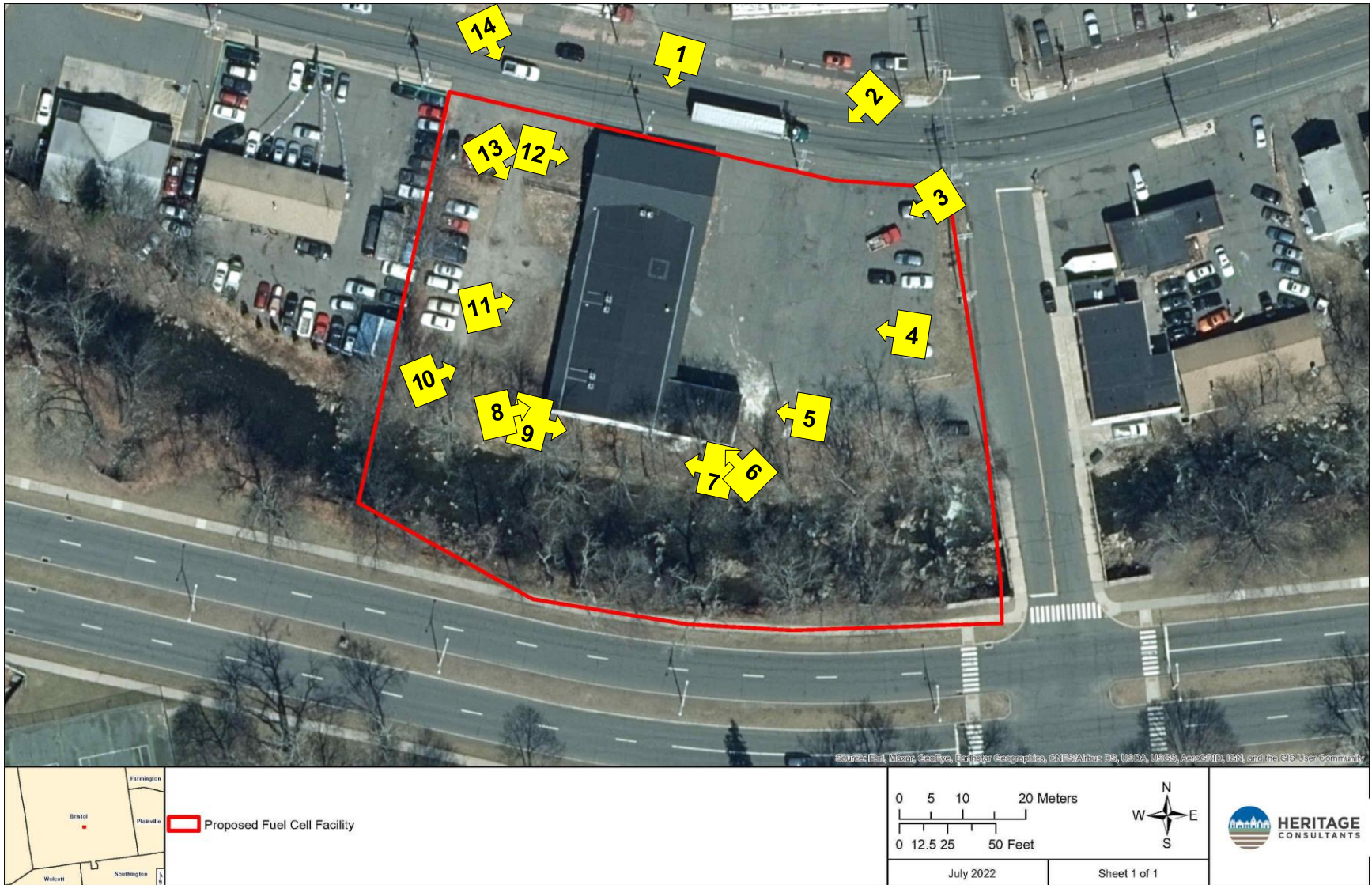


Figure 11. Excerpt from a 2019 aerial map depicting location of photos taken of the proposed fuel cell site at 234 Riverside Avenue, Bristol, Connecticut.



Photo 1. Overview photo taken from across Riverside Avenue facing south toward proposed project area.



Photo 2. Overview photo taken from across Riverside Avenue facing southwest toward proposed project area.



Photo 3. Overview photo taken from edge of lot facing southwest toward project area.



Photo 4. Overview photo taken from edge of lot facing west toward project area.



Photo 5. Detail photo of existing structure in project area, looking west.



Photo 6. Detail photo of rear wall of existing structure in project area, looking northwest.



Photo 7. Detail photo of rear wall of existing structure in project area, looking west.



Photo 8. Detail photo of rear wall of existing structure in project area, looking northeast.



Photo 9. Detail photo of rear wall of existing structure in project area, looking east.



Photo 10. Overview photo of project area taken from rear edge of lot facing northeast.



Photo 11. Detail photo of existing structure in project area looking northwest.



Photo 12. Detail photo of existing structure in project area looking east.



Photo 13. Overview photo of project area looking southeast.



Photo 14. Overview photo of project area taken from across Riverside Avenue facing southeast.