



December 2, 2022

Ms. Kaitlin Nickerson  
Flycatcher, LLC  
106 LaFayette Street, Suite 2A  
Yarmouth, Maine 04096

**RE: Preliminary Archaeological Assessment of a Proposed Battery Storage Facility Project Along Village Hill Road in Windsor Locks, Connecticut**

Ms. Nickerson:

Heritage Consultants, LLC (Heritage), is pleased to have this opportunity to provide Flycatcher, LLC (Flycatcher) with the following preliminary archaeological assessment of a proposed battery storage facility located along Village Hill Road in Windsor Locks, Connecticut (Figure 1). The current project entailed completion of a cultural resources review based on the examination of cultural resources data obtained from the Connecticut State Historic Preservation Office (CT-SHPO), as well as GIS data, including mapping, aerial photographs, and topographic quadrangles, maintained by Heritage. This investigation is based upon project location information provided to Heritage by Flycatcher. The objectives of this study were to gather and present data regarding previously identified cultural resources situated within 1.6 km (1 mi) of the proposed project parcel 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.

The map excerpt included in Figure 2 shows that the region containing the proposed project parcel was developed by the 1855. A great deal of the present-day road alignment was in place by that time and nearby residences include those belonging Sam & Randolph Griswold, Lewis Merriman, H. Holcomb, E.A. Moore, and S.T. McKenny. In addition, D.S. Holcomb's Hotel was situated to the northeast of the project parcel. To the south, along the Farmington River, the presence of Denslow's Wire Factory, Congress Mills, and the Soper & McKenny Cotton Factory demonstrate that industrial land use had become prevalent in the project region by the middle of the nineteenth century. The 1884 map excerpt contained in Figure 3 shows the area remained in a similar state as the end of the nineteenth century. However, by this time, industrial businesses in the region had changed hands and they were under the control of the Hartford Paper Company and the Springfield Paper Company, both of which were located adjacent to the Farmington River. Despite the development of the region during the nineteenth century, the project parcel appears to have remained as an open parcel of land, likely used for either agricultural production or woodlot.

The earliest available aerial photography depicting the project area dates from 1934 (Figure 4). This image shows land cover in the general area to be a combination of wooded areas and agricultural fields. Most of the current road alignment remained in place at this time. While the project parcel itself was defined by wooded land cover as of the early twentieth century, the areas to the east, south, and west contained agricultural fields and buildings. Many of the latter were tobacco sheds, as tobacco production had become among the larger economic drivers in the region by this time. The subsequent 1951 aerial photograph shown in Figure 5 reveals that little had change in the project region. The road alignment remained largely unaltered, and the regional land cover still consisted of a combination of

forest and agricultural fields. The parcel remained undeveloped by 1951. Figure 6, an excerpt from a 1957 aerial photograph, shows the surrounding area in essentially the same state, suggesting minimal economic and demographic change Windsor Locks in the post World War II period. By the time of the subsequent 1965 aerial photograph, a divided highway had been built to the south of the project parcel (Figure 7). This is Route 20, which extends to Bradley International Airport. In addition, a large parking lot had been built to the northwest of project parcel by 1965. In addition, the project parcel appears to have been cleared and possibly graded by this time the 1960s. An excerpt from 1995 aerial photograph shows construction of parking lots immediately to the north and east of the parcel, along with additional development further to the west (Figure 8). Expansion of residential development also is visible to the south of the highway in the 1995 aerial image. By this time, the general area can be described as developed. Figure 9, an excerpt from a 2019 aerial photograph, depicts the proposed project parcel and the surrounding region in their essentially current state. Today, the project parcel is defined by a roughly constructed parking area that contains a gravel surface. The surroundings are defined by Route 20 and various structures associated with nearby Bradley Airport, as well as local businesses.

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 within 1.6 km (1 mi) of the proposed battery storage facility (Figures 9 and 10). This review resulted in the identification of four previously recorded archaeological sites within 1.6 km (1 mi) of the project location. The review also revealed that a single National Register of Historic Places listed property located is situated within 1.6 km (1 mi) of the proposed battery storage facility. No State Register of Historic Places listed properties, however, are located within 1.6 km (1 mi) of the facility. The identified resources are described briefly below.

#### Site 164-38.1

Site 164-38.1, which is also known as the Rainbow Road Historic Site (W1-2), is a post-European Contact period archaeological site located in Windsor, Connecticut. It represents an industrial occupation dating from the late eighteenth through the early twentieth centuries. The site was examined by Catherine Labadia in 1998 as part of archaeological testing of a GIS predictive model for the town of Windsor. Phase I survey of the Rainbow Road Historic Site resulted in the collection of pieces of brick, glass shards, nails, copper rivets, pieces of slag, creamware sherds, kaolin pipe fragments, and a religious medallion. This site was not assessed applying the National Register of Historic Places criteria for evaluation (36 CFR 60.4 [a-d]). Site 164-38.1 is situated well away from the project parcel and will not be impacted by the proposed construction.

#### Site 164-38.2

Site 164-38.2, which is also known as the Rainbow Road Prehistoric Site (W1-2), is a precontact era archaeological site located in Windsor, Connecticut. This site represents precontact era occupation of an unknown type, time period, and cultural affiliation. The site also was examined by Catherine Labadia in 1998 as part of archaeological testing of a GIS predictive model for the town of Windsor. Phase I survey of the site area resulted in the collection of a single quartz flake, 1 chert flake, and a core fragment. This site was not assessed applying the National Register of Historic Places criteria for evaluation (36 CFR 60.4 [a-d]). Site 164-38.2 also is situated well away from the project parcel and will not be impacted by the proposed construction.

#### Site 164-40.1

Site 164-40.1, which is also known as the Settler Circle Historic Site (W1-5), has been described as post-European Contact period archaeological site located in Windsor, Connecticut. The site also was examined by Catherine Labadia in 1998 as part of archaeological testing of a GIS predictive model for the town of Windsor. Phase I survey of the site resulted in the collection of glass shards, nails, porcelain sherds, and whiteware sherds. These materials likely date from the nineteenth through early twentieth centuries, but the exact type of occupation is unknown. This site was not assessed applying the National Register of Historic Places criteria for evaluation (36 CFR 60.4 [a-d]). 164-40.1 also is situated well away from the project parcel and will not be impacted by the proposed construction.

#### Site 164-40.2

Site 164-40.2, which is also known as the Settler Circle Prehistoric Site (W1-5), is a precontact era archaeological site located in Windsor, Connecticut. The site also was examined by Catherine Labadia in 1998 as part of archaeological testing of a GIS predictive model for the town of Windsor. Phase I survey of the site area resulted in the collection of a single slate flake and numerous of flint flakes. The site was determined to represent a camp dating of an unknown period. This site was not assessed applying the National Register of Historic Places criteria for evaluation (36 CFR 60.4 [a-d]). Site 164-40.2 also is situated well away from the project parcel and will not be impacted by the proposed construction.

#### Benomi Case House

The Benomi Case House is a National Register of Historic Places listed property that is located at 436 Rainbow Road in Windsor, Connecticut. This residence was built in 1834 by Mr. Case in the Greek Revival style. The residence consists of a two-and-a-half-story masonry structure trimmed in stone. It has a gabled roof with two end chimneys on each side. The building measures five bays in width and four bays in depth. The front elevation has a center entrance with sidelights and a transom window above the doorway. The building's side gables, which are wood frame constructions, are fully pedimented and have rectangular windows. A single-story ell with garage also extends to the north of the residence. The property also includes a nineteenth century shed. The Benomi Case House also is situated well away from the project parcel and will not be impacted by the proposed construction.

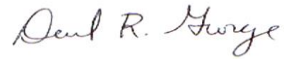
Soils located within the project parcel were also examined as part of this review. The proposed project parcel contains Udorthents and Urban Land soils (see Figure 11). Udorthents and Urban Land soils consist of moderately, well drained, to excessively drained soils that have been disturbed by cutting or filling, as well as areas that are covered by buildings and pavement. These soils are found in areas that have been cut to a depth of 0.6 m (2 ft) or more or in areas with more than 0.6 m (2 ft) of fill. They consist primarily of moderately coarse textured soil material and a few small areas of medium textured material. In some areas fill has been used to build up recreational areas and highways. These disturbed soils generally do not retain archaeological sensitivity.

Pedestrian survey of the project parcel was conducted by Heritage field staff in late November of 2022. The walkover and visual survey revealed that the project parcel is defined by a large gravel parking area, with some wetlands along the southern edge. The project parcel appears to have been impacted by heavy equipment in the past. Based on the results of this survey, it is the professional opinion of Heritage that the project parcel has been significantly disturbed and no additional archaeological investigation is warranted.

Katelin Nickerson  
December 2, 2022  
Page 4

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](mailto:dgeorge@heritage-consultants.com). We are at your service.

Sincerely,



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



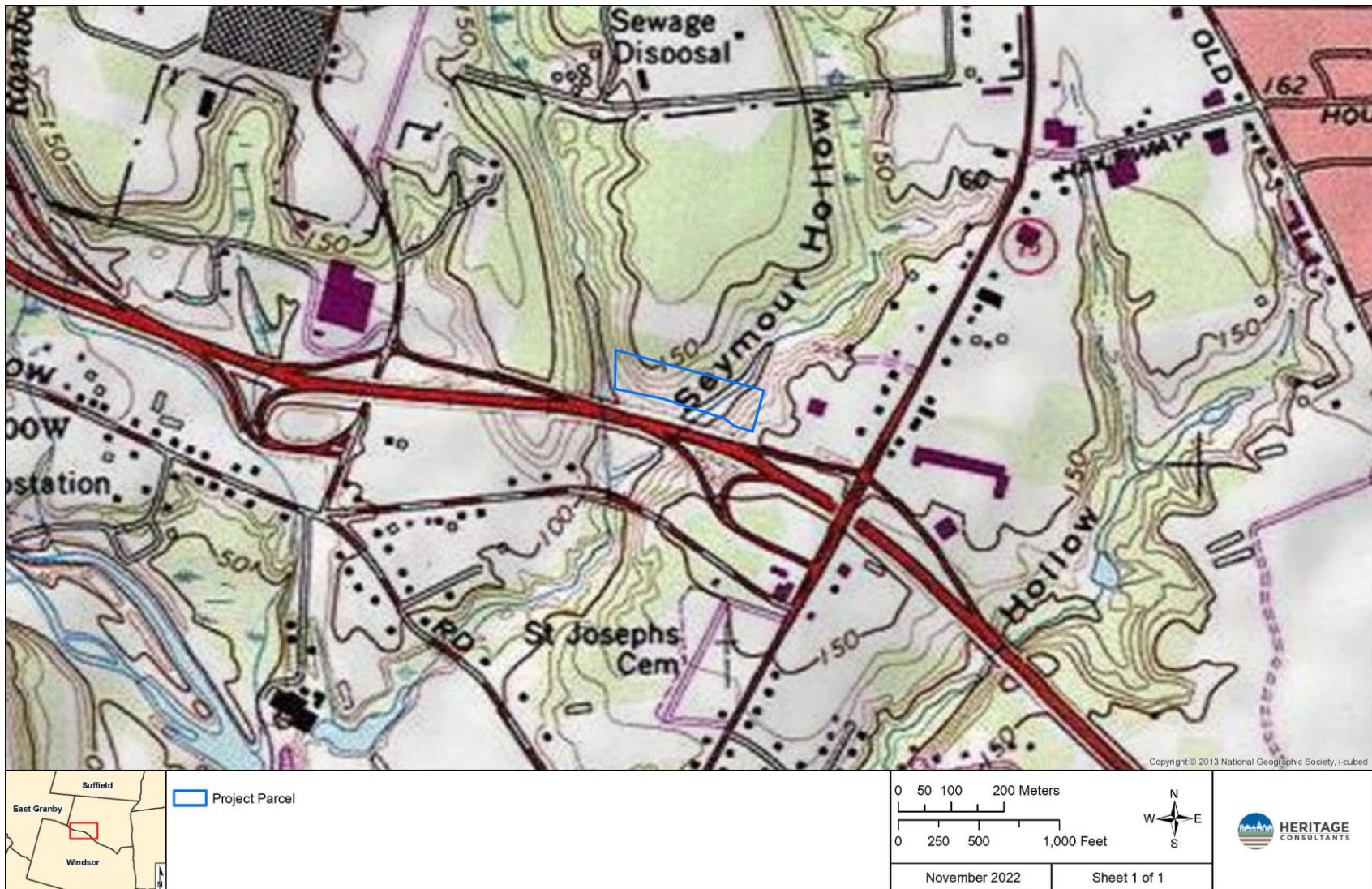


Figure 1. Excerpt from a USGS 7.5' series topographic quadrangle image showing the location of the project parcel in Windsor Locks, Connecticut.







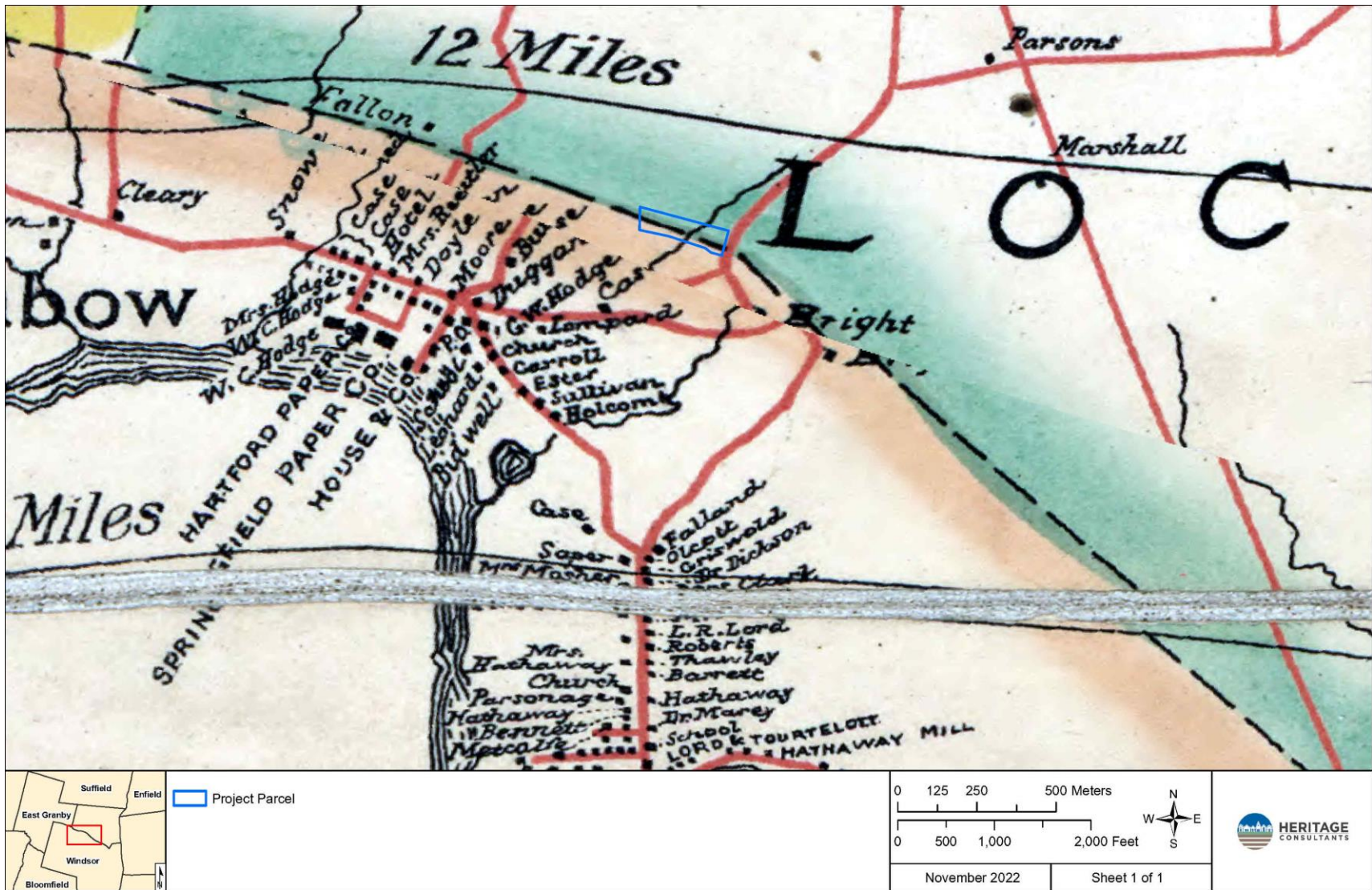


Figure 3. Excerpt from an 1884 historical map showing the location of the project parcel in Windsor Locks, Connecticut.



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





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



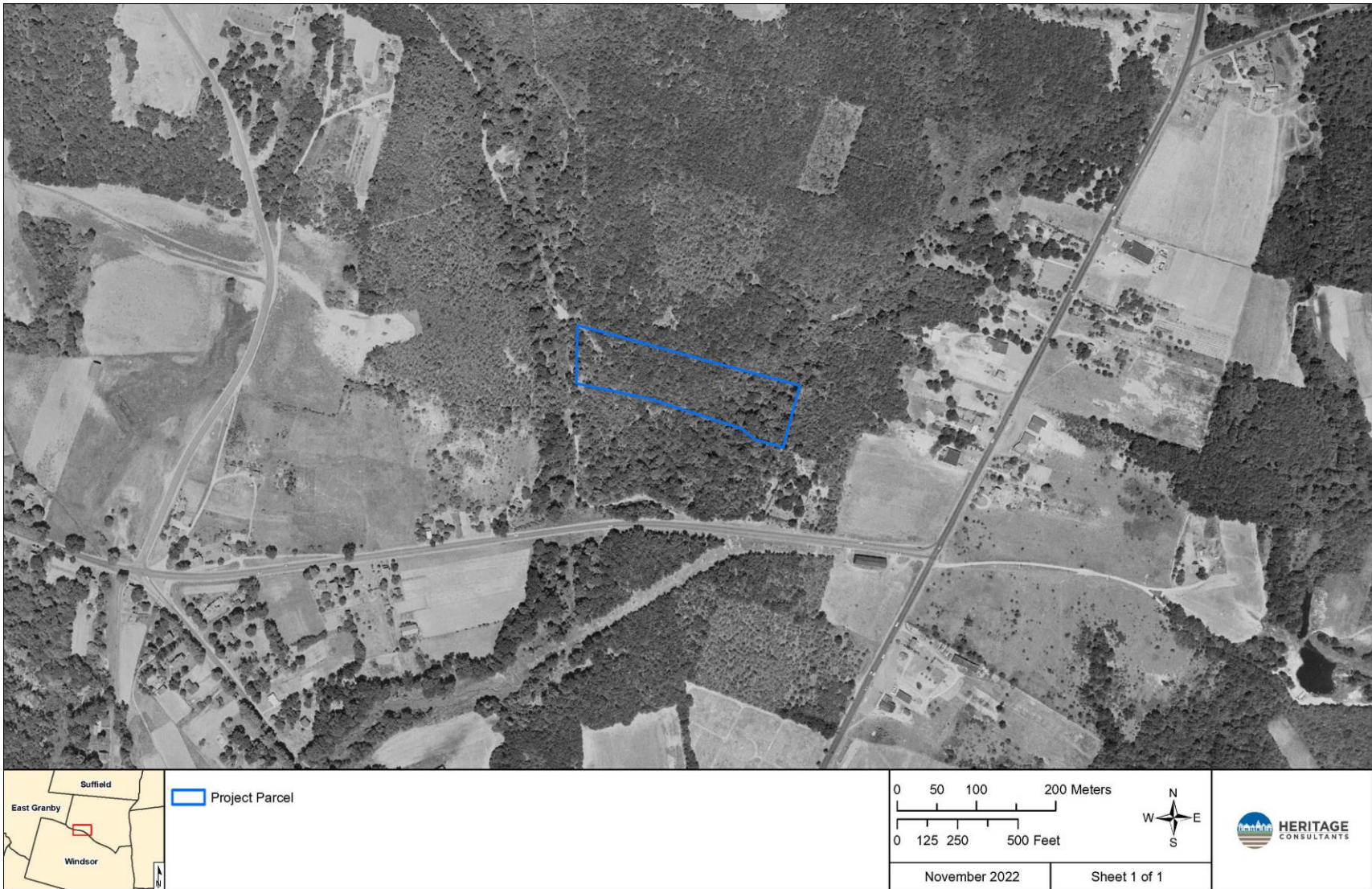


Figure 6. Excerpt of a 1957 aerial photograph showing the location of the project parcel in Windsor Locks, Connecticut.





Figure 7. Excerpt of a 1965 aerial photograph showing the location of the project parcel in Windsor Locks, Connecticut.



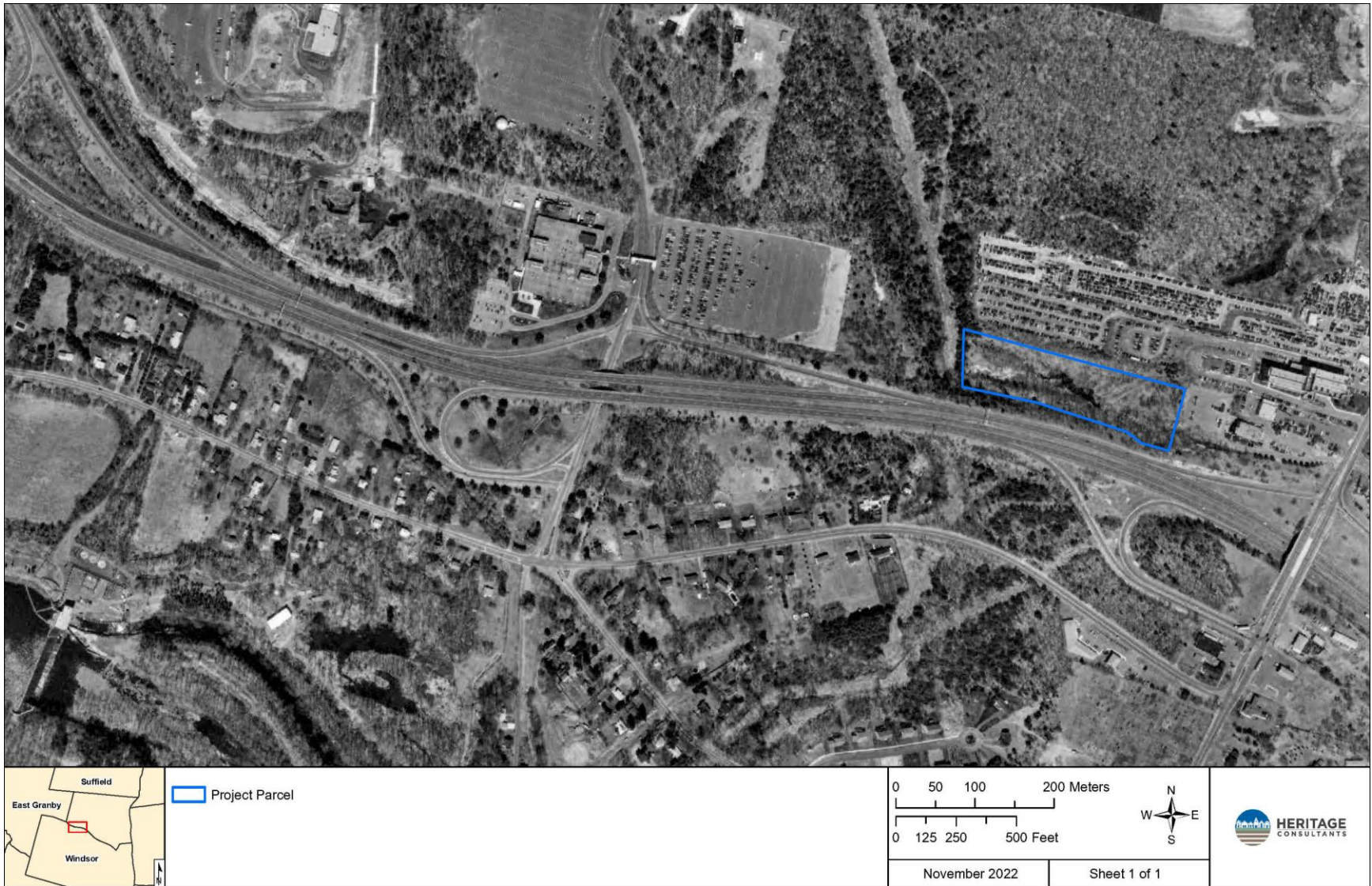


Figure 8. Excerpt of a 1995 aerial photograph showing the location of the project parcel in Windsor Locks, Connecticut.





Figure 9. Excerpt from a 2019 aerial photograph showing the location of the project parcel in Windsor Locks, Connecticut.



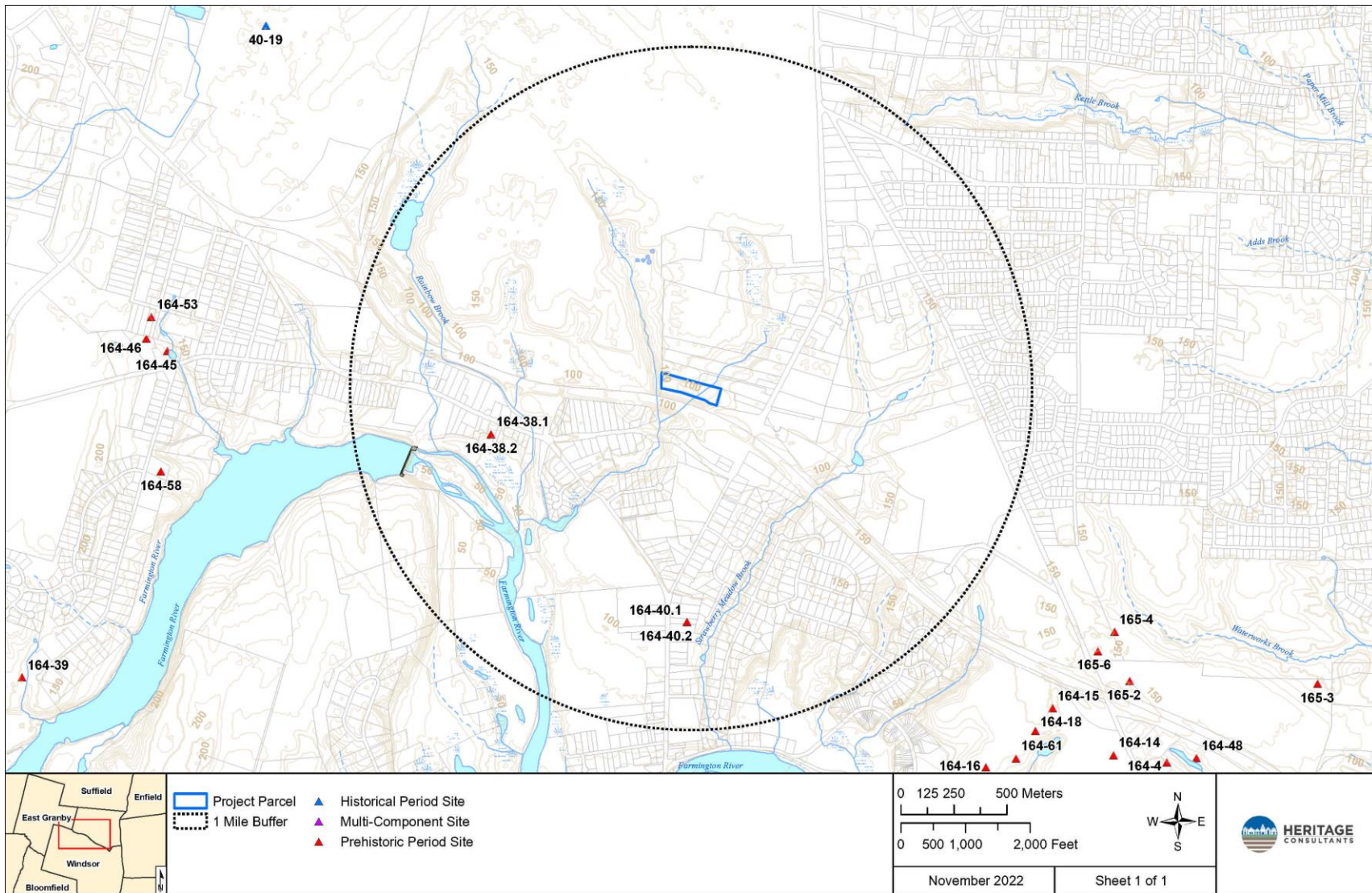


Figure 10. Digital map depicting the locations of the previously identified archaeological sites in the vicinity of the project parcel in Windsor Locks, Connecticut.



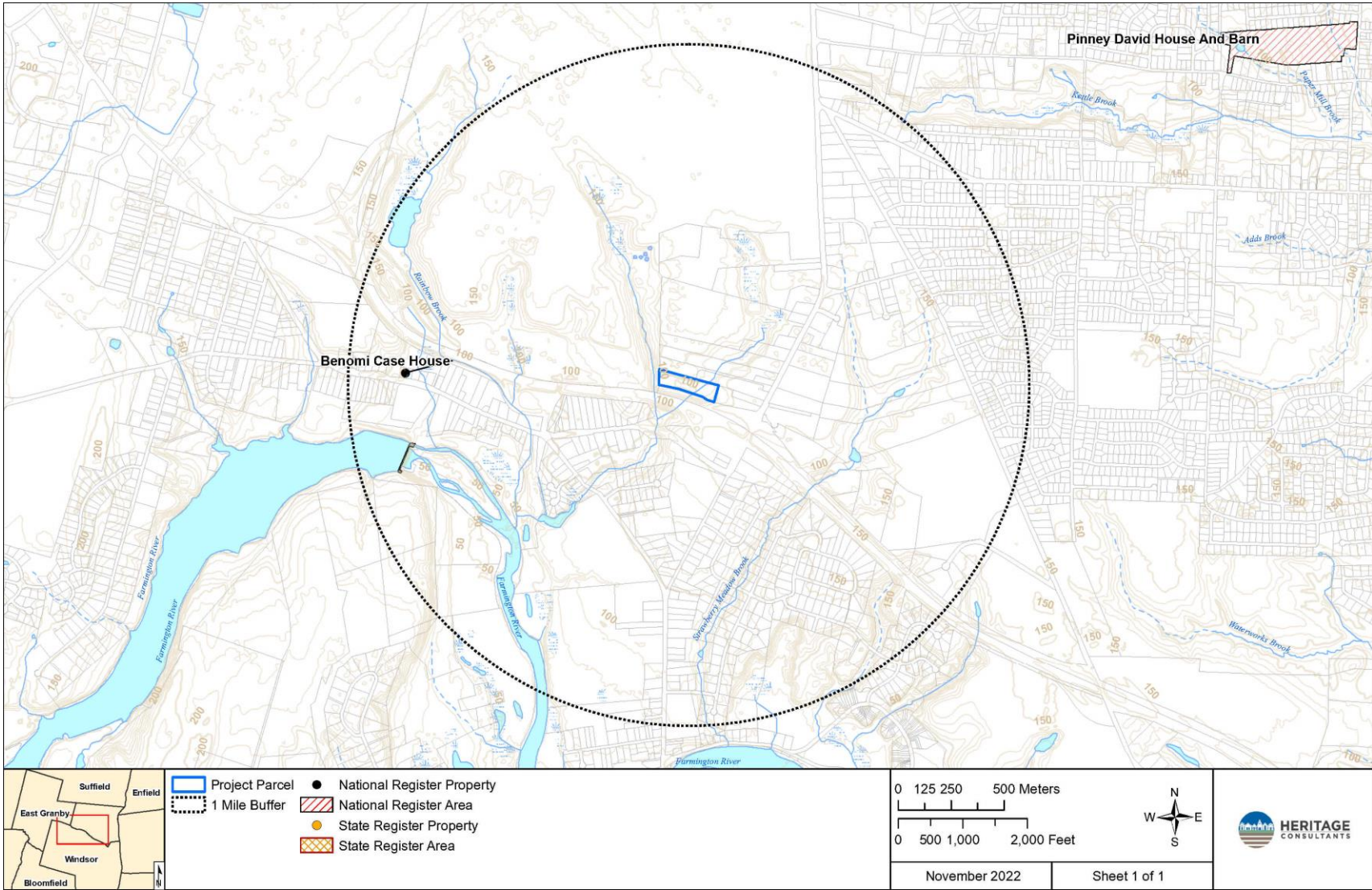


Figure 11. Digital map depicting the locations of the previously identified National Register of Historic Places and State Register of Historic Places properties in the vicinity of the project parcel in Windsor Locks, Connecticut.



Figure 12. Digital map depicting the soil types present in the vicinity of the project parcel in Windsor, Connecticut.





Figure 13. Overview photo of the project area facing northwest.

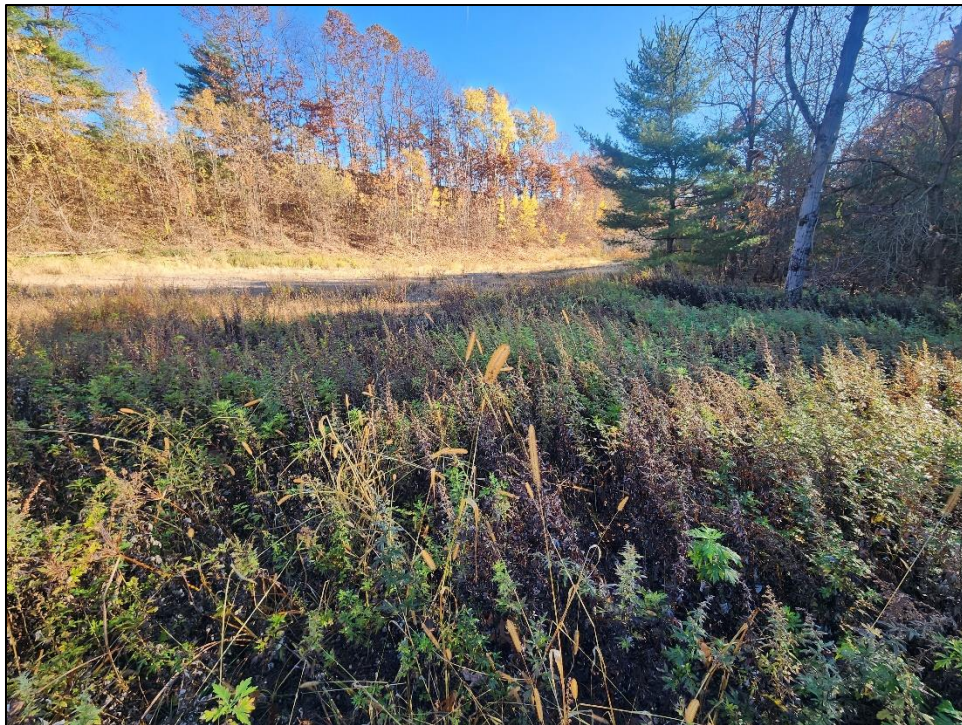


Figure 14. Overview photo of the project area facing northeast.





Figure 15. Overview photo of the project area facing southeast.



Figure 16. Overview photo of the project area facing west.