

**State of Connecticut, Department of Public Health  
Drinking Water Section, Drinking Water State Revolving Fund (DWSRF)  
ENVIRONMENTAL ASSESSMENT SUMMARY**

<b>Date:</b>	February 5, 2019	<b>Staff Contact:</b>	Eric McPhee
<b>Applicant PWS Name:</b>	Regional Water Authority	<b>Town:</b>	Derby
<b>PWSID:</b>	CT0930011		
<b>Project Name:</b>	Derby Water Storage Tank		
<b>Funding Source:</b>	Drinking Water State Revolving Fund		
<b>State Funds:</b>	\$2,800,527.00		

**This assessment is being conducted in conformance to the generic Environmental Classification Document for Connecticut state agencies to determine Connecticut Environmental Policy Act (CEPA) obligations**

**Project Description:** South Central Connecticut Regional Water Authority (RWA) proposes to construct a one million gallon pre-stressed concrete tank in Derby to provide adequate atmospheric storage to the Ansonia-Derby Service Area. By providing atmospheric storage in this area, it will enable RWA to better meet peak flows during high water demand periods in the system and it will increase the amount of water available for emergencies. This tank would also help stabilize water pressures in the system during these high demand periods and increase the reliability of water service to approximately 13,000 customers, including a hospital and other critical customers. The work associated with this project includes a 51-foot diameter, 57-foot tall concrete storage tank; construction of approximately 175 feet of piping from the site to the intersection of Nutmeg Avenue and Chatfield Street; an access drive from Chatfield Street to the tank site; a secondary unpaved access road from Coon Hollow Road; and a paved parking area at the bottom of the unpaved access road for use by the City of Derby.

**Regulations of Connecticut State Agencies (RCSA) Section 22a-1a-3 Determination of environmental significance (direct/indirect)**

1. Impact on air and water quality or on ambient noise levels
  - a. Air Quality – Section 22a-174-18(b)(3)(C) of the RCSA limits the idling of mobile sources to 3 minutes. This regulation applies to most vehicles such as trucks and other diesel engine-powered vehicles commonly used on construction sites. It should be noted that only the Department of Energy and Environmental Protection (DEEP) can enforce Section 22a-174-18(b)(3)(C) of the RCSA. Therefore, it is recommended that the project sponsor include language similar to the anti-idling regulations in the contract specifications for construction in order to allow them to enforce idling restrictions at the project site without the involvement of DEEP.

DEEP typically recommends the use of newer off-road construction equipment that meets the latest EPA or California Air Resources Board (CARB) standards. If that newer equipment cannot be used, equipment with the best available controls on diesel emissions including retrofitting with diesel oxidation catalysts or particulate filters in addition to the use of ultra-low sulfur fuel would be the second choice that can be effective in reducing exhaust emissions. The use of newer equipment that meets EPA standards would obviate the need for retrofits.

DEEP also recommends the use of newer on-road vehicles that meet either the latest EPA or CARB standards for construction projects. These on-road vehicles include dump trucks, fuel delivery trucks and other vehicles typically found at construction sites. On-road vehicles older than

the 2007-model year typically should be retrofitted with diesel oxidation catalysts or diesel particulate filters for projects. The use of newer vehicles that meet EPA standards would eliminate the need for retrofits.

- b. Water Quality –Hydrostatic pressure testing wastewater discharges resulting from this project are authorized as “potable water system maintenance wastewaters” under the [Comprehensive General Permit](#) for Surface Water and Groundwater (Comprehensive General Permit). No registration is required under the Comprehensive General Permit for this discharge but the Regional Water Authority must comply with operating conditions and effluent limits of the Comprehensive General Permit.

Proposed construction for the water storage tank includes an access road and paved parking lot. DEEP recommends utilizing low impact development techniques in the design. The use of pervious pavement or grid pavers are compatible for parking lots. Impervious pavement installed without curbs allows sheetflow, or with notched curbs will direct runoff to properly designed and installed infiltration areas.

- c. Ambient Noise Levels - The proposed project is not expected to cause significant noise in the immediate area;
2. Impact on a public water supply or serious effects on groundwater, flooding, erosion, or sedimentation
    - a. Water Supply – The proposed project is not located within a public drinking water source water protection area.
    - b. Groundwater - The proposed project is not expected to cause significant impacts to neighboring groundwater.
    - c. Flooding –The proposed project is not located within the 100-year flood zone on the community’s flood insurance rate map.
    - d. Erosion or Sedimentation – The Regional Water Authority will ensure that best management practices are implemented during construction to control erosion and sedimentation.
  3. Effect on natural land resources and formations, including coastal and inland wetlands, and the maintenance of in-stream flows – The proposed project is not expected to cause negative impacts. Most of the construction will be in the road.
  4. Disruption or alteration of an historic, archeological, cultural or recreational building, object, district, site or surroundings - The proposed project is not expected to cause negative impacts.
  5. Effect on natural communities and upon critical species of animal or plant and their habitats: interference with the movement of any resident or migratory fish or wildlife species – The proposed project is not expected to cause negative impacts.
  6. Use of pesticides, toxic or hazardous materials or any other substance in such quantities as to create extensive detrimental environmental impact – The proposed project is not expected to cause negative impacts.

7. Substantial aesthetic or visual effects - The project construction is expected to be completed in a short period of time. Due to the nature and timeframe of the project construction, the project is not expected to cause substantial aesthetic or visual impacts in the area.
8. Inconsistency with the written and/or mapped policies of the statewide Plan of Conservation and Development and such other plans and policies developed or coordinated by the Office of Policy and Management or other agency – The proposed project is within a designated Priority Funding Area and is consistent with the first policy in Growth Management Principle 1: Ensure the safety and integrity of existing infrastructure over its useful life through the timely budgeting for maintenance, repairs and necessary upgrades.
9. Disruption or division of an established community or inconsistency with adopted municipal or regional plans-The City of Derby’s Plan of Conservation and Development 2016 indicates that the City relies on the South Central Connecticut Regional Water Authority to provide a safe and adequate supply of public drinking water to the city. The propose project will increase reliability of the public drinking water supply and therefore is consistent with the municipal plan.
10. Displacement or addition of substantial numbers of people - No significant impact expected.
11. Substantial increase in congestion (traffic, recreational, other) – The proposed project is not expected to create substantial traffic congestion in the area.
12. A substantial increase in the type or rate of energy use as a direct or indirect result of the action - No significant impact expected.
13. The creation of a hazard to human health or safety – No significant impacts expected.
14. Any other substantial impact on natural, cultural, recreational or scenic resources - No significant impact expected.

**Conclusions:**

Based on the DPH’s environmental assessment of the proposed project which includes a review of the comments provided by the DEEP dated January 15, 2019, it has been determined that the project does not require the preparation of an Environmental Impact Evaluation (EIE) under CEPA. The DPH will coordinate with the Regional Water Authority to ensure that the recommendations by the DEEP are implemented.