STATE OF CONNECTICUT

DEPARTMENT OF ENERGY AND ENVIRONMENTAL PROTECTION

# ENVIRONMENTAL ASSESSMENT SUMMARY

**Date:** November 17, 2017

**Municipality:** City of Bridgeport

**Staff Contact:** Catharine Chu

**Project Name:** City of Bridgeport Long Term Control Plan Update

# This assessment is being conducted in conformance with the generic Environmental Classification Document for Connecticut State Agencies to determine Connecticut Environmental Policy Act (CEPA) obligations.

**Project Description:** The City of Bridgeport is a combined sewer (CSO) community. Built in overflows were built into the City’s sewer system to prevent combined sewer flows from backing up into basements and surcharging onto the streets. A combination of solutions will be implemented in phases over a 30-year period that will prevent overflows for the 1 year, 24 hour duration design storm (2.47” of rain). Those solutions include sewer separation, “green” technologies, a CSO storage tank and relief sewers.

# 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*
   1. *Air Quality –* The entire State of Connecticut, including the project area, is currently in non-attainment for 8-hour ozone The project area, along with the rest of the State of Connecticut is in attainment for all other criteria air pollutants: particulate matter (<10 micrometers in diameter-PM10 or < 2.5 micrometers in diameter-PM2.5); sulfur dioxide (SO2); ozone (O3); nitrogen dioxide (NO2); carbon monoxide (CO); and lead (Pb). No new sources of stationary source air pollutant emissions should occur as a result of the project. Traffic should not permanently increase as a result of the project, and therefore, there will be no permanent increase in mobile source emissions of air pollutants.

Construction of a new storage tank, relief sewers and upgrades to existing facilities will involve temporary emissions from construction equipment. Potential construction air quality impacts can occur due to the use of diesel-powered construction vehicles. Diesel air emissions include carbon monoxide, hydrocarbons, nitrogen oxides, and particulate matter. Emissions from construction equipment are anticipated to be significantly less than the total emissions from other industrial and transportation sources in the region, and therefore, are expected to be insignificant with respect to compliance with the National Ambient Air Quality Standards. Potential localized air quality impacts would be avoided or limited by proper operation and maintenance of construction equipment and adherence to State regulations limiting idling of engines.

Construction activities may involve dust emissions that will be contained via construction best management practices that may include: covering material stockpiles; limiting dust producing construction activities during high winds; and application of water or calcium chloride to control dust as required. Any project-related emissions will not interfere with the air quality goals for the State Implementation Plan. No negative impacts are anticipated.

* 1. *Water Quality –* The combined sewer discharges eventually make their way to Long Island Sound. Improvements to the sewer system will improve the water quality of the Sound by decreasing the discharge of untreated sewage. All construction activities will include construction best management practices to protect the water supply. No negative impacts are anticipated, and a long-term benefit to water quality is anticipated from the improvements.
  2. *Ambient Noise Levels –* Use of heavy construction equipment during construction activities are a potential source of short-term noise impacts. Construction activity will occur during daytime hours and any adverse noise impacts due to construction activities will be temporary. In addition, construction noise is exempt from the state noise standards found at RCSA 22a-69-1 through 22a-69-7.4. No negative impacts are anticipated.

1. *Impact on a public water supply system or serious effects on groundwater, flooding, erosion, or sedimentation*
   1. *Water Supply –* No new areas are to be served by sanitary sewers, thus, no new demand is expected to be exerted on the water supply.
   2. *Groundwater –* No significant negative impacts are anticipated. Construction Best Management Practices will be followed during construction to prevent any groundwater impacts.
   3. *Flooding –* The proposed project property boundaries include area located in flood zones AE (100-year flood) and Zone X (500-year flood). Impacts are not expected to flood elevations as construction of facilities is expected to be underground. The two locations for the CSO storage tanks are located within the 100-year floodplain. Any impacts on the flood plain will be properly evaluated and remediated during final design. A Flood Management Certification will be applied for and all recommendations incorporated into the final construction plans. No negative impacts are anticipated.
   4. *Coastal Zone* – The entire City of Bridgeport is located within the Coastal Area with the majority of improvement projects occurring within the Coastal Boundary. All work will need to obtain required local and State permits and comply with coastal zone management requirements.
   5. *Aquifer Protection* – The site is not located within an Aquifer Protection District.
   6. *Inland Wetlands –* There are wetlands adjacent to the project in the vicinity of 15 Dewey Street where the Ash Creek CSO Storage Tank is proposed. It is anticipated that potential short-term impacts will be minimal during construction and long-term benefits will serve to enhance the wetland areas. No other wetland areas are identified within the project areas. A field wetlands delineation may be required to determine if construction of the storage tank will have any impacts to the adjacent wetlands. Any work performed within 100-feet of any wetland or watercourse will require an Inland Wetlands Permit and all recommendations in the permit will be included as part of the project final design. Requirements for Construction Best Management Practices including hay bales, silt fences will be included as part of final design to comply with *Connecticut Guidelines for Erosion and Sedimentation Control*.
2. *Effect on natural land resources and formations, including coastal and inland wetlands, and the maintenance of in-stream flows –* All work will take place in previously disturbed areas.
3. *Disruption or alteration of an historic, archeological, cultural, or recreational building, object, district, site, or its surroundings –* The project is to be constructed within previously disturbed sites often within the limits of public streets and other densely developed areas. Therefore, no negative impact to historical or archaeological resources are expected as a result of the project. In the event a previously undisturbed area becomes slated for construction activity an appropriate archeological review will take place.
4. *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 –* Several project work areas fall within Natural Diversity Data Base (NDDB) shaded areas. The project will need to undergo an NDDB review with CTDEEP and follow any seasonal or temporal or other work restrictions determined appropriate by CTDEEP*.*
5. *Use of pesticides, toxic or hazardous materials or any other substance in such quantities as to create extensive detrimental environmental impact –* The project does not include plans for the significant usage of pesticides, toxic or hazardous materials or substances. No negative impact is expected.
6. *Substantial aesthetic or visual effects –* The project is not expected to cause a negative impact as the project’s aesthetic disruptions will be temporary as permanent changes will be underground.
7. *Consistency 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 project is consistent with the policies of the 2013-2018 State Conservation and Development Policies Plan and the draft Adopted Plan of Conservation and Development 2015-2025. No negative impact is expected.
8. *Disruption or division of an established community or inconsistency with adopted municipal and regional plans –* The LTCP is consistent with the City of Bridgeport’s “Master Plan of Conservation and Development” dated March 2008.
9. *Displacement or addition of substantial numbers of people –* This project does not involve the displacement of people or result in a population increase in the project area; no negative impact is expected.
10. *Substantial increase in the congestion (traffic, recreational, other) –* This project may increase traffic for a brief time during construction, however, traffic should be the same at the completion of construction. No negative impact is expected.
11. *A substantial increase in the type or rate of energy use as a direct or indirect result of this action –*Energy expenditure will occur in construction and operation. Expenditures for construction shall be temporary and relatively minor. Energy expenditures for operation include the power needed for the pumps for the tunnel storage system and CSO storage tanks as well as any energy needed to clean the tanks. The estimates cost for operation and maintenance is 1-2% at the end of the improvement program.
12. *The creation of a hazard to human health or safety –* All work in construction shall be mitigated by the use of proper construction techniques. Completed work will not be easily accessed by the public as the work is to be buried underground. No negative impact is expected.
13. *Any other substantial impact on natural, cultural, recreational or scenic resources –* No negative impact is expected.

# No Comments Were Received During the Scoping Process:

# Conclusion:

Based on the DEEP’s environmental assessment of this project, it has been determined that the project does not require the preparation of an additional updated Environmental Impact Evaluation (EIE) under CEPA.

# Recommendations:

Prior to starting the project construction, the following best management practices should be considered:

1. Construction Maintenance: No construction should take place before erosion and sedimentation controls are installed. These controls should be properly installed, maintained, inspected regularly, and remain in place until the project construction is completed. During construction and until a vegetative cover is reestablished, the project area should be inspected daily and after rainfall to verify erosion control measures are properly functioning. Any defects on the structure must be immediately repaired.
2. Emergency Response Plan: Develop an Emergency Spill Response Plan before construction begins. Spill response equipment should be available on-site at all times along with personnel trained in the proper use of such equipment.
3. Hazardous Materials Storage: Hazardous materials should be removed from the site during non-work hours or otherwise stored in a secure area to prevent vandalism. Place covered trashcans and recycling receptacles around the site. Cover and maintain dumpsters. Check frequently for leaks. Place dumpsters under a roof or cover with tarps or plastic sheeting. Never clean a dumpster by hosing it down on site.
4. Vehicles and Machinery: Methods and locations of refueling, servicing, and storage of vehicles and machinery should be addressed and included as notes on the final site plans. All equipment fueling or minor repairs should occur on a fueling pad. Onsite fuel storage for heavy equipment should have containment and be located in a secure area where it will not be vandalized or struck by equipment or vehicles on the job site.