

**STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL ASSESSMENT CHECKLIST**

Date: May 20, 2014

Project Name: Greater Waterbury Bus Storage and Maintenance Facility

Municipality: Watertown, CT

Staff Contact: Mark Alexander

This assessment is being conducted in conformance with the Connecticut Department of Transportation's Environmental Classification Document (ECD) to determine Connecticut Environmental Policy Act (CEPA) obligations.

Project Description:

The proposed Greater Waterbury Bus Storage and Maintenance project will consist of a new, approximately 276,000 SF building, plus associated sitework. The project will be located on a parcel of property of roughly 20 acres in the Town of Watertown, adjacent to Frost Bridge Road (SR 262) and the Naugatuck River. This parcel is the former Watertown Drive-In property. This will replace the current bus storage and maintenance facility, located in leased space in a former foundry in the Waterville area of Waterbury, CT. The purpose of the project is to provide a facility which will contain the support functions and services necessary for operation of a daily transit service, while meeting the current and future needs of the transit staff and traveling public. The layout and size of the existing facility is not adequate and the condition of the building is poor. The new facility will accommodate the storage and maintenance of a mixed fleet of 98 vehicles, including 40' and 35' buses, plus smaller 28' para-transit body-on-chassis (BOC) vehicles. The facility will be owned by the State of Connecticut and operated as part of the CT Transit statewide bus system. The new facility will provide interior parking for the entire fleet, a service lane with an automatic bus wash, indoor fueling, farebox retrieval, a vehicle maintenance area with lifts and component repair areas, an administrative office area, and employee welfare facilities for the drivers and maintainers.

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* – No negative impacts are anticipated. The project is located within the boundaries of the portion of the state which has been classified as attainment maintenance for carbon monoxide, and non-attainment for PM2.5 and PM10 and non-attainment for Ozone. However, this project has been determined to be exempt from the requirement that an air quality conformity determination be made in accordance

with the Final Rule on Conformity. In addition, the nature of this type of project is such that benefits to air quality can be anticipated. By promoting the use of mass transit, single occupancy vehicles will be removed from the roadway network in the project area, thus resulting in lower vehicle miles of travel, with associated reductions in pollutants generated from vehicular emissions. The facility's heating system, emergency generator or other fuel-burning equipment may require a stationary source permit from the Bureau of Air Management pursuant to section 22a-174-3a of the Regulations of Connecticut State Agencies. A permit would be required if the equipment could result in more than 15 tons per year in potential emissions of any air pollutant.

- b) *Water Quality*- No negative impacts are anticipated. The surface water quality classification for the segment of the Naugatuck River adjacent to the proposed facility is Class B. As of the 2012 assessment, current water quality is supporting the Class B standard for recreational use but not for aquatic habitat.
 - c) *Ambient Noise Levels*- No negative impacts are anticipated.
2. *Impact on a public water supply system or serious effects on groundwater, flooding, erosion, or sedimentation*
- a) *Water Supply* – No negative impacts are anticipated as the project area is not within a public water supply source water area.
 - b) *Groundwater* - No negative impacts are anticipated. CTDEEP's Remediation Division indicated no listing for any known soil or groundwater contamination issues on the property. CTDOT will ensure that best management practices (BMP's) are employed, including the use of low impact development (LID) practices for infiltration of stormwater on site where applicable. The bus garage will include floor drains that will be routed through an oil/water separator and then discharge to the Watertown municipal sanitary sewers. A *General Permit for the Discharge of Vehicle Maintenance Wastewater* (DEP-PERD-GP-010) for the discharge of up to 15,000 gallons/day will be obtained from CTDEEP's Permitting & Enforcement Division. The discharge of stormwater from certain industrial areas requires a permit pursuant to EPA regulations. CTDEEP's Permitting & Enforcement Division issued a *General Permit for the Discharge of Stormwater Associated with Industrial Activity* (DEP-PERD-GP-014) that will cover these discharges. The industrial activities that require a permit are defined in the regulations by Standard Industrial Classifications and include transportation facilities that have maintenance or fueling operations. Registration describing the facility and the stormwater discharge will be submitted to CTDEEP at least 90 days prior to the initiation of the industrial activity. A stormwater pollution prevention plan, including measures such as a monitoring program, controls for outside storage of materials, spill control plan, maintenance and inspection, employee training and recordkeeping, will also be prepared.

- c) *Flooding* – No negative impacts are anticipated. The Flood Insurance Rate Maps of the Federal Emergency Management Agency indicate that the portions of the site immediately adjacent to the Naugatuck River lie within the river’s 100-year flood zone, but that the portion of the property proposed for development is outside of the 100-year flood zone but within the 500-year flood zone. The proposed use would not constitute a critical activity pursuant to Connecticut General Statutes (CGS). Additionally, the diesel fuel storage tanks for bus fueling will be above ground tanks and will be elevated above the 500-year flood elevation. This placement of the tanks as well as the fact that the proposed site use is not defined as “critical activity” under CGS means that CTDOT will not need a Flood Management Certification.
- d) *Erosion or Sedimentation*- No negative impacts are anticipated. Stormwater discharges from construction sites where one or more acres are to be disturbed require a permit pursuant to 40 CFR 122.26. The CTDEEP Permitting & Enforcement Division has issued a *General Permit for the Discharge of Stormwater and Dewatering Wastewaters Associated with Construction Activities* (DEP-PERD-GP-015) that will cover these discharges. For projects disturbing five or more acres, such as this project registration describing the site and the construction activity must be submitted to the CTDEEP prior to the initiation of construction. A stormwater pollution control plan, including measures such as erosion and sediment controls and post-construction stormwater management must be prepared.
3. *Effect on natural land resources and formations, including coastal and inland wetlands, and the maintenance of in-stream flows* – No negative impacts are anticipated. There are no wetland impacts associated with this project.
4. *Disruption or alteration of an historic, archaeological, cultural, or recreational building, object, district, site or its surroundings* – No negative impacts are anticipated. The project initially was reviewed in 1998, and at that time the CT State Historic Preservation Office determined that the project would have “No Effect” on historic, architectural, or archaeological resources listed on or eligible for the National Register of Historic Places. Since the overall footprint has not changed since the initial review, it has been determined that this finding is still valid.
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* – No negative impacts are anticipated. There are no Natural Diversity Data Base (NDDDB) listings at the proposed site.
6. *Use of pesticides, toxic or hazardous materials or any other substance in such quantities as to create extensive detrimental environmental impact* - No negative impacts are anticipated.

7. *Substantial aesthetic or visual effects* – No negative impacts are anticipated.
8. *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* – Since this action involves the development or improvement of real property whose costs are in excess of \$200,000 it is subject to the consistency requirement of the State of Connecticut Conservation and Development Plan of 2013-2018 (Plan) and its Growth Management Principles (GMP). In particular, this type of project supports GMP #1 (Redevelopment and Revitalize Regional Centers and Areas with Existing or Currently Planned Physical Infrastructure). In addition, the Plan requires that those projects deemed Growth Related be located in a Priority Funding Area. This project has been determined to be a Growth Related Project as defined in the Plan and is located in a Priority Funding Area as defined by the Locational Guide Map of the Plan. Therefore, the project is consistent with the written and mapped policies of the Plan.
9. *Disruption or division of an established community or inconsistency with adopted municipal and regional plans* - No negative impacts are anticipated.
10. *Displacement or addition of substantial numbers of people* – No negative impacts are anticipated.
11. *Substantial increase in congestion (traffic, recreational, other)* - No negative impacts are anticipated.
12. *A substantial increase in the type or rate of energy use as a direct or indirect result of this action* - No negative impacts are anticipated.
13. *The creation of a hazard to human health or safety* - No negative impacts are anticipated. It is recommended by DPH that during the construction of the building, radon resistant features should be built into the infrastructure of the building. The facility should be tested for radon after construction is completed. If radon results are at or above 4.0 picocuries per liter (pCi/L), the existing system should be activated by installing an in-line fan.
14. *Any other substantial impact on natural, cultural, recreational or scenic resources* - No additional negative impacts are anticipated.

Conclusion:

This project was previously reviewed under CEPA and a Finding of No Significant Impact (FONSI) was issued in 1999. CTDOT scoped the project in the Environmental Monitor since the plan is to move

forward with the project and a significant amount of time passed from the time the project was reviewed originally under CEPA.

After examining any potential environmental impacts and reviewing all comments received, CTDOT has concluded that the preparation of an Environmental Impact Evaluation will not be required for the construction of the Greater Waterbury Bus Storage and Maintenance Facility.

Recommendations received by various State agencies as a result of the Scoping Process:

The Department of Public Health (DPH) has determined that the project does not appear to be in a public supply water area. The DPH had the following recommendations regarding their Radon program, which recommends that during the construction of the building, radon resistant features should be built into the infrastructure of the building. The list below describes the basic components of radon resistant new construction:

- A gas permeable layer, such as 4-inch gravel, placed beneath the slab to allow soil gases to move freely underneath the building
- Plastic sheeting over the gas permeable layer and under the slab to help prevent soil gases from entering the building
- Sealing and caulking all openings in the foundation floor to reduce soil gas entry
- A vent pipe, such as 6 inch PVC pipe, to run from the gas permeable layer through the building to the roof to safely vent soil gases above the building
- An electric junction box installed in case an electric venting fan is needed later

The facility should be tested for radon after construction is completed. If radon results are at or above 4.0 picocuries per liter (pCi/L), the existing system should be activated by installing an in-line fan.

The following recommendations were received from CTDEEP:

Increasing the availability of public charging stations will facilitate the introduction of the electric vehicle technology into the state and serve to alleviate the present energy dependence on petroleum. Given that the proposed facility will be enclosed with a security fence and therefore not accessible to the public, a maximum of two charging stations would be recommended, which would allow for both employee usage and pilot testing of one or more electric paratransit vehicles.

The project site boasts a stately line of eleven 60'-70' Norway spruces along the median of the old drive-in theater entrance road. These trees are all in good health and would be an aesthetic asset to the new facility. The possibility of retaining some of them should at least be explored.

CTDEEP strongly supports the use of low impact development (LID) practices such as water quality swales and rain gardens for infiltration of stormwater on site. Key strategies for effective LID include: managing stormwater close to where precipitation falls; infiltrating filtering, and storing as much

stormwater as feasible; managing stormwater at multiple locations throughout the landscape; conserving vegetation and soils; preserving open space and minimizing land disturbance; designing the site to minimize impervious surfaces; and providing for maintenance and education. Water quality and quantity benefits are maximized when multiple techniques are used together. The effectiveness of various LID techniques that rely on infiltration depends on the soil types present at the site. Test pits should be dug in areas planned for infiltration practices to verify soil suitability and/or limitations. Planning should ensure that the areas to be used for infiltration are not compacted during the construction process by vehicles or machinery.

The Regulations of Connecticut State Agencies require that the facility design process identify and implement practical and measurable green building designs, construction, operations and maintenance solutions. Requirements include selecting strategies in various categories including energy efficiency and renewable energy; the indoor environment; water efficiency; recycling, reuse and sustainability; site selection and development and innovative operations. A guidebook, *Connecticut Building Standard Guidelines, Compliance Manual for High Performance Buildings* is available on-line.

Section 22a-174-18(b)(3)(c) of the Regulations of Connecticut State Agencies limits the idling of mobile sources to 3 minutes. Adhering to the regulation will reduce unnecessary idling at truck staging zones, delivery or truck dumping areas and further reduce on-road and construction equipment emissions. Use of posted signs indicating the three-minute idling time limit is recommended. It is recommended that language similar to the anti-idling regulations be included in the contract specifications for construction in order for idling restrictions at the project site to be enforced without the involvement of CTDEEP, since only CTDEEP can enforce this section of the regulations.

CTDEEP encourages the use of low emissions construction equipment and on-road vehicles when possible.