

**STATE OF CONNECTICUT  
DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT**

**ENVIRONMENTAL ASSESSMENT CHECKLIST**

**Date:** 11/28/18

**Staff Contact:** Ryan Acosta

**Municipality:** Windham  
Transportation Center

**Project Name:** Windham Intermodal

**Funding Source:** Urban Act

**State Funds:** \$6,000,000

**This assessment is being conducted in conformance to the department's Environmental Classification Document to determine CEPA obligations**

Project Description: The Windham Intermodal Transportation Center (ITC) is a proposed 292-space municipal parking garage which will dedicate 241 spaces to the public and the remaining 41 spaces will be dedicated to the Town's police department. The public use will either be hourly or long-term rates through the chosen facility operator's parking permit process. The ITC is estimated to cost approximately \$8-10M with the Town committing the remaining funding in order to complete the project. There is 265 housing units that consist of 6 developments that are laid out along the expansion of Main Street. There is also significant investment by the Town in the form of a senior center, town green, and bandshell which will increase traffic downtown and create a parking demand. The ITC will also improve the commuter bus service into the downtown. The project is shovel ready and in the final design phase. Since this project is within a historic district, SHPO has reviewed the design plans and has issued a no adverse effect to historic resources.

Note: environmental remediation is a positive environmental impact, but not a CEPA activity.

**RCSA sec. 22a-1a-3 Determination of environmental significance (direct/indirect)**

- 1) *Impact on air and water quality or on ambient noise levels*
  - a) *Air*— No negative impacts are anticipated at this time.
  - b) *Water Quality*— No negative impacts are anticipated at this time.
  - c) *Noise*— No negative impacts are anticipated at this time.

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 at this time.
- b) *Groundwater*- No negative impacts are anticipated at this time.
- c) *Flooding*— No negative impacts are anticipated at this time.

3) *Effect on natural land resources and formations, including coastal and inland wetlands, and the maintenance of in-stream flows*— Discharges from construction sites where one or more acres are to be disturbed, regardless of project phasing, require an NPDES permit from the Permitting & Enforcement Division. The *General Permit for the Discharge of Stormwater and Dewatering Wastewaters Associated with Construction Activities* (DEEP-WPED-GP-015) will cover these discharges.

4) *Disruption or alteration of an historic, archeological, cultural or recreational building, object, district, site or surroundings*— No adverse effects to historic resources.

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 at this time.

6) *Use of pesticides, toxic or hazardous materials or any other substance in such quantities as to create extensive detrimental environmental impact*—

7) *Substantial aesthetic or visual effects*— No negative impacts are anticipated at this time.

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*—

9) *Disruption or division of an established community or inconsistency with adopted municipal or regional plans*— No negative impacts are anticipated at this time.

10) *Displacement or addition of substantial numbers of people*— No negative impacts are anticipated at this time.

- 11) *Substantial increase in congestion (traffic, recreational, other)—*
- 12) *A substantial increase in the type or rate of energy use as a direct or indirect result of the action—* No negative impacts are anticipated at this time.
- 13) *The creation of a hazard to human health or safety—* No negative impacts are anticipated at this time.
- 14) *Any other substantial impact on natural, cultural, recreational or scenic resources—* No negative impacts are anticipated at this time.

**Recommendations / Comments received by various State Agencies as a result of the Scoping Process.**

**Conclusion:**

**DEEP [Response](#)**

**Remediation**

A site in an historical urbanized area may have existing or potential environmental problems that have not been detected or resulted in regulatory action by DEEP. In order to confirm that the subject property has not been the site of improper disposal of waste or does not contain some other environmental liabilities, it is suggested that an environmental or engineering consultant be retained to conduct a site investigation and sampling/testing, as appropriate.

**Management of Contaminated Soil/Media**

Temporary storage of less than 1000 cubic yards of contaminated soils (which are not hazardous waste) at the excavation site does not require registration, provided that activities are conducted in accordance with the applicable conditions of the general permit. Registration is required for on-site storage of more than 1000 cubic yards for more than 45 days or transfer of more than 10 cubic yards off-site. A fact sheet describing the general permit, a copy of the general permit and registration forms are available on-line at: *Soil Management GP*. For further information, contact the RCRA Enforcement Division at 860-424-3366.

**Clean Vehicles**

DEEP typically recommends the use of newer off-road construction equipment that meets the latest EPA or California Air Resources Board (CARB) standards.

### **Idling**

Section 22a-174-18(b)(3)(C) of the Regulations of Connecticut State Agencies (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.

### **EV Readiness**

DEEP recommends that 10% of all parking spaces in the project design be made ready to accept Level 2 electric vehicle charging stations and that half of these parking spaces actually be equipped with Level 2 electric vehicle charging stations.

### **OPM Response**

OPM questioned the parking study conducted in 1996 and if it needed to be updated. DECD will provide the latest parking [study link](#) from 2011 conducted by Walker Parking Consultants, and at this time the analysis doesn't need to be updated.

OPM questioned how the anticipated traffic increases might impact transit. DECD spoke to Windham and they have submitted an OSTA application to DOT, which will evaluate the anticipated increases if any and impact transit service. DECD will also provide a [link](#) to the application and a [link](#) to the approval. DECD will also provide a link to the letter from the [Windham Regional Transit District](#) who expressed excitement over the project.

OPM questioned parking spaces due to the 265 unit housing development. DECD spoke to Windham regarding this single housing Development. This is not a single unit development, this consist of 6 developments that are laid out along the expansion of Main Street. Therefore all 6 developments will not be effecting the garage occupancy. DECD will also clarify with including a [link to exhibit F](#).

OPM questioned the operating structure of the garage and the long term financial or maintenance obligations associated with this project. Windham explained the citations are parking fines. They were based, as an estimate for the draft budget, on the history of town-wide traffic citations over an annual period for a comparable number of spots. The monthly numbers reflect the current, surface-lot monthly permit fee for 100 spaces. The town has since raised our monthly fee since the preparation of the original budget. With today's number, the \$1,000 monthly revenue would be from 60 permitted spaces. DECD will provide a [link](#) to the draft budget. The operation of the Windham Intermodal Transportation Center is being considered by the

Windham Town Council and the Town Manager in discussions with relevant town departments (engineering, public works, police, and economic development). The ultimate decision based on the above referenced meetings will be either a third party operator or a town operated facility, whichever is the most economically beneficial to the town.

**SHPO [Response](#)**

SHPO has determined that the undertaking as proposed will constitute no adverse effects to historic resources.

**DPH [Response](#)**

DPH has determined that this project does not appear to be in a public water supply source water area; therefore, the Drinking Water Section has no comments at this time.

**Conclusion:**

After examining potential environmental impacts and reviewing all comments received from the various agencies, CT DECD has concluded that the preparation of an Environmental Impact Evaluation will not be required for the Windham Intermodal Transportation Center Project. However the mitigation measures, recommended by other agencies will be adopted to minimize any potential impacts that may arise during construction and implementation of the project.

**The agency's conclusion is documented in a [Memo of Findings and Determination](#) [Link].**

**If you have questions about the project, you can contact the agency at:**

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The agency's conclusion is documented in a Memo of Findings and Determination.