



State of Connecticut

Environmental Review Checklist

Last Updated 02/25/2020

Instructions for Use:

The Environmental Review Checklist (ERC), as defined in Sec. 22a-1a-1(9) of the Regulations of Connecticut State Agencies (RCSA), is intended to assist state agencies in (1) determining whether a proposed action or category of actions requires public scoping, or (2) in recording an agency's initial assessment of the direct, indirect, and cumulative environmental effects of a proposed action at the completion of public scoping.

For the purposes of CEPA, an Action is defined in Sec 22a-1a-1(2) of the RCSA as an individual activity or a sequence of planned activities initiated or proposed to be undertaken by an agency or agencies, or funded in whole or in part by the state.

Completion of the ERC is only *required* as part of a sponsoring agency's post-scoping notice in which the agency has determined that it will not be preparing an EIE (Sec. 22a-1a-7(d) of the RCSA).

In all other instances, the sponsoring agency has the option to use this form or portions of it, in conjunction with the applicable Environmental Classification Document (ECD), as a tool to assist it in determining whether or not scoping is required and to document the agency's review. This can be especially useful for an agency administering a proposed action that is not specifically represented in the ECD or which may have additional factors and/or indirect or cumulative impacts requiring further consideration.

Even if an agency ultimately determines that public scoping is not necessary, as a matter of public record OPM highly recommends that the agency internally document its decision, and its justification.

In completing this form, include descriptions that are clear, concise, and understandable to the general public.

Note that prior to reviewing a proposed action under the Connecticut Environmental Policy Act (CEPA), Connecticut General Statutes (CGS), Section 16a-31 requires agencies to review any proposed actions for the acquisition, development or improvement of real properties, or the acquisition of public transportation equipment or facilities, and in excess of \$200,000, for consistency with the policies of the State Plan of Conservation and Development (State C&D Plan).



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PART I – Initial Review and Determination

Date: 6/26/2026
Name of Project/Action: Crescent Crossing
Project Address(es): 252 Hallett Street, Bridgeport, CT 06608,
Affected Municipalities: Bridgeport

Sponsoring Agency(ies): DOH & DECD
Agency Project Number, if applicable:
Project Funding Source(s)/Program(s), State fund
if known:

Identify the Environmental Classification Document (ECD) being used in this review:

☒ Generic, or ☐ Agency-Specific

☐ An environmental assessment or environmental impact statement is being prepared pursuant to NEPA and shall be circulated in accordance with CEPA requirements.

☒ The proposed action requires a written review by the State Historic Preservation Office (SHPO) and/or Nation Tribal Historic Preservation Office (NATHPO). Include SHPO/NATHPO reviews as an attachment or indicate the status of those reviews: For Phase 1C and 1D, May 2, 2022 letter of SHPO determined that no adverse effects to historic resources.

☒ Based on the analysis documented in this Environmental Review Checklist (ERC), and in consideration of public comments, this agency has determined that the preparation of an Environmental Impact Evaluation (EIE) for the proposed action is not warranted. Publication of this document to the Environmental Monitor shall satisfy the agency's responsibilities under [Section 22a-1a-7 of the Regulations of Connecticut State Agencies](#) (RCSA).

Completed by: Mithila Chakraborty, Ph.D., Environmental Analyst II

Note that prior to commencing a CEPA review, Connecticut General Statutes (CGS) Section 16a-31 requires state agencies to review certain actions for their consistency with the policies of the State Plan of Conservation and Development (State C&D Plan). Completion of this ERC assumes the agency has determined this proposed action to be consistent with the State C&D Plan.

PART II – Detailed Project Information

Description of the Purpose & Need of the Proposed Action:

The Crescent Crossings development is located on the site of the former public housing project, Father Panik Village (demolished circa 1993). This mixed-income residential community is being redeveloped by Connecticut Community Renewal Associates, LLC, in collaboration with the Housing Authority of the City of Bridgeport, doing business as Park City Communities ("PCC"), with support from the City of Bridgeport. The redevelopment of this site replaces a former public housing complex and provides for safe, quality affordable housing.

Description of the Proposed Action:

The site is a 12.85-acre property and is now home to the first three phases of Crescent Crossings (1A, 1B, and 1C), totaling 263 units. The next phase, CC, Phase 1D, is anticipated to include the new construction of an 85-unit community consisting of a mix of one-, two-, and three-bedroom units contained within 3 buildings.

Alternatives Considered:

No Action Alternative.

Public concerns or controversy associated with the proposed action:

NA

PART III – Site Characteristics (Check all that apply)

- The proposed action is non-site specific, or encompasses multiple sites; ☐
- Current site ownership: ☐ N/A, ☐ State; ☐ Municipal, ☐ Private,
☒ Other: Housing Authority of the City of Bridgeport
- Anticipated ownership upon project completion: ☐ N/A, ☐ State; ☐ Municipal, ☐ Private,
☒ Other: Housing Authority has a long-term ground lease(s) to a private owner

Locational Guide Map Criteria:

<http://ctmaps.maps.arcgis.com/apps/webappviewer/index.html?id=ba47efccdb304e02893b7b8e8cff556a>

Priority Funding Area factors:

- ☐ Designated as a Priority Funding Area, including ☒ Balanced, or ☐ Village PFA;
- ☐ Urban Area or Urban Cluster, as designated by the most recent US Census Data;
- ☐ Public Transit, defined as being within a ½ mile buffer surrounding existing or planned mass transit;
- ☐ Existing or planned sewer service from an adopted Wastewater Facility Plan;
- ☐ Existing or planned water service from an adopted Public Drinking Water Supply Plan;
- ☐ Existing local bus service provided 7 days a week.

Conservation Area factors:

- ☐ Core Forest Area(s), defined as greater than 250 acres based on the 2006 Land Cover Dataset;
- ☐ Existing or potential drinking water supply watershed(s);
- ☐ Aquifer Protection Area(s);
- ☐ Wetland Soils greater than 25 acres;
- ☐ Undeveloped Prime, Statewide Important and/or locally important agricultural soils greater than 25 acres;
- ☒ Category 1, 2, or 3 Hurricane Inundation Zone(s);
- ☒ 100 year Flood Zone(s);
- ☐ Critical Habitat;
- ☐ Locally Important Conservation Area(s),
- ☐ Protected Land (list type): Enter text.
- ☐ Local, State, or National Historic District(s).

PART IV - Assessment of Environmental Significance – Direct, Indirect, And Cumulative Effects

Required Factors for Consideration (Section 22a-1a-3 of the RCSA)	Agency's Assessment and Explanation
Effect on water quality, including surface water and groundwater;	The proposed action will not result in any impact on groundwater and surface water quality.
Effect on a public water supply system;	The project will not have any negative impact on the public water supply system.
Effect on flooding, in-stream flows, erosion or sedimentation;	The project location portions are in Floodzone and FMC are available. The FMC License Numbers for each phase are as follows: CC1A: FM-201502117 CC1B: FM-201503388 CC1C: 201900267 Project phase 1D are not within any flood zones. The majority of the whole property is located in Zone X (unshaded), areas of minimal flood hazard outside of the 100- and 500-year floodplains. However, the southeast corner is located within Zone AE. No proposed structures are located within the 100-year floodplain. However, portions of a driveway, curbing, a sidewalk, and a catch basin are proposed to be located within the 100-year floodplain. Zone AE is classified as areas located within the 100-year floodplain with a 1% chance or greater annual chance of flood hazard and Base Flood Elevations (BFEs) established. No preliminary or pending FIRM panels were identified for the project area. Additionally, the subject property is located in the City of Bridgeport, Community #090002, which is a participating community in the National Flood Insurance Program (NFIP). For the portion in the flood zone previously an 8-step process was done and published by DOH in 2014. No structures are proposed within the 100-year floodplain. The proposed redevelopment does not involve any "critical actions" within the 500-year floodplain. The Base Flood Elevation at the property (the elevation of the 100-year floodplain) is 14.00 feet. The elevation of the 500-year floodplain on the subject property is 17.5 feet. Commercial space is located on the ground floor, with a finished floor elevation of 17.33 feet, and the lowest floor containing residential space has a proposed finished floor elevation of 21.0, placing it well above BFE plus two feet of freeboard and well above the 500-year floodplain elevation on the site. A new 8-step process was reviewed, and public notifications were completed in 2023

Disruption or alteration of an historic, archeological, cultural, or recreational building, object, district, site or its surroundings; A. Alteration of an historic building, district, structure, object, or its setting; OR B. Disruption of an archeological or sacred site;	For Phase 1C and 1D, May 2, 2022 letter of SHPO determined that the undertaking as described above will constitute no adverse effects to historic resources. Tribal consultation was also done for these phases with state-recognized tribes and no comments of concern received.
Effect on natural communities and upon critical plant and animal species and their habitat; interference with the movement of any resident or migratory fish or wildlife species;	According to the US Fish and Wildlife Service (FWS) IPaC official species list, two (2) candidate or endangered species (Roseate Tern and Monarch Butterfly) may be located in the area. However, no critical habitats were identified within the project area. The Roseate Tern nest in colonies on sand and/or gravel beaches or pebbly and rocky offshore islands along the Atlantic coast from Nova Scotia south to Long Island, New York, and on the southern tip of Florida. Roseates that nest in the northeastern United States appear to winter primarily in the waters off Trinidad and northern South America from the Pacific coast of Columbia to eastern Brazil. The third largest roseate tern colony in North America exists in Connecticut at Falkner Island, which is now part of the Stewart B. McKinney National Wildlife Refuge. Roseates are most often found along saltwater coastlines and are rarely seen inland. The subject property consists of vacant grassland and does not include a saltwater coastline. As such, the project will have No Effect on the Roseate Tern. The Monarch Butterfly can be found anywhere, as long as there is milkweed growing there. The Monarch Butterfly is a candidate species and is therefore not yet listed or proposed for listing. According to the USFWS, neither Section 7 of the Endangered Species Act nor the implementation regulations for Section 7 contain requirements for federal agencies concerning candidate species. In previous correspondence with the USFWS, the species can benefit by either maintaining or adding to the pollinator habitat with native plants, especially milkweed, on the subject property site. According to the New England Ecological Field Services Office, if the section 7 determinations for all species and critical habitat is 'no effect', no further consultation is required, and a project review package should not be submitted. As such, the project complies with the Endangered Species Act.
Use of pesticides, toxic or hazardous materials or any other substance in such quantities as to cause unreasonable adverse effects on the environment;	A Phase I Environmental Site Assessment (ESA) was performed for Phase 1C and 1D in November 2020 and January 2022 by Fuss & O'Neill. The November 2020 report identified a total of two (2) Recognized Environmental Conditions (RECs): Former Industrial and Commercial Activities: Former industrial and commercial activities occurred in the northern part of the site, including gun manufacturing, motor testing, and a gasoline station. It is also

	likely that oil and or coal was used for heating and processes in the former buildings. Site-wide Urban Fill: Urban fill, which may contain demolition debris and industrial waste from the former industrial facility, may be located on the project site. As with any site located in a heavily urbanized area where former structures have been razed, and with multiple generations of development, the potential for the presence of urban fill containing ash, coal, and asphalt fragments exists. Subsurface investigations completed by others in 2004 confirmed the presence of urban fill throughout the project site at depths up to approximately fourteen feet. In addition, it is possible that storage tanks that had been used to heat former residential or commercial structures could have been abandoned on-site during the site's redevelopment and could remain in the ground. As with any underground tank system, there is the potential for subsurface releases to have occurred due to leaks in the tank or piping. The January 2022 report found the Site to be consistent with the conditions outlined in the November 2020 Phase I ESA. A Supplemental Subsurface Investigation was conducted for Phase 1C and 1D by Fuss & O'Neill in November 2022. The investigation included compiling historical data to create a conceptual model, advancement of 22 test pits, 9 soil borings, collection of 38 soil samples, installation of five shallow overburden wells, and collection of five groundwater samples. A total of four Release Areas were listed for Phase 1C and 1D. Based on the analytical data collected, the soil component of the fill contains levels of total metals (lead), polynuclear aromatic hydrocarbons, and petroleum hydrocarbons that exceed RDEC, I/C DEC, and/or GB PMC. These soils meet the CTDEEP definition of "contaminated soil." CTDEEP regulatory guidelines allow the reuse of these soils on site provided they are covered by a layer of clean soil or a structure. Excess contaminated soil (i.e., soil that cannot be reused on-site) in Phase 1C and 1D is to be disposed of at a landfill or other state-licensed facility. Based on the results of the investigation, the preparation of a Remedial Action Plan (RAP) and Environmental Use Restriction (EUR) was recommended. A Data Gap Assessment was conducted for Phase 1C and 1D in July 2022 by Fuss & O'Neill. A total of five (5) data gaps were identified for the Site: Sitewide Metals Evaluation – various metals associated with historical operations and fill material at the Site have been identified as potential constituents of concern. Leachable lead was historically detected exceeding the GB PMC. Sitewide Petroleum Evaluations – The historical use of petroleum products is well documented for gun and motor vehicle manufacturing facilities. Delineation of Previously Identified Releases – Releases of petroleum, lead, and PAHs, have been
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	identified during historical investigations. The horizontal and vertical extents have not been characterized. Previously Unidentified AOCs – AOC-1 Former Machine Shops AOC-2 Former Foundry AOC-3 Former Browning Room AOC-4 Former Auto Repair Shop AOC-5 Former Paint Spraying Room AOC-6 Former Railroad Spur AOC-7 Former Service Station Sitewide Groundwater Quality Evaluation – Based on the singular sampling event at the Site in 2015, the groundwater has reportedly been impacted with petroleum and arsenic. Remedial Action Plan was created for Phase 1C and 1D of the Site in January 2023. The plan details the remedial approach necessary to meet compliance. Remedial methods discussed are excavation and disposal, and application/filing of an Environmental Use Restriction. At the time of this report, Phase 1C has been remediated to applicable CT DEEP RSRs. Remediation oversight is being conducted by Haley & Aldrich under the guidance of Fuss & O’Neill’s Remedial Action Plan. Any remaining remedial areas in Phase 1D will be addressed once development is moved to that portion of the Site. Source: Fuss & O’Neill: Phase I Environmental Site Assessment, November 2020 and January 2022 Supplemental Subsurface Investigations, November 2022 Data Gap Assessment, July 2022
Substantial aesthetic or visual effects;	The project is not expected to cause substantial aesthetic or visual impacts in the area. The project site is within 3000 ft of a railroad and 1000 ft of a major roadway. A noise assessment was done, and it complies with HUD requirements.
Inconsistency with: (A) the policies of the State C&D Plan, developed in accordance with section 16a-30 of the CGS; (B) other relevant state agency plans; and (C) applicable regional or municipal land use plans;	Proposed project is consistent with the State C&D Plan Growth Management principles #1 (Redevelop and Revitalize Regional Centers and Areas with Existing or Currently Planned Physical Infrastructure); Growth Management Principle #2 (Expand Housing Opportunities and Design Choices to Accommodate a variety of Household Types and Needs); and Growth Management Principle #3 (Concentrate Development around Transportation Nodes and Along Major Transportation Corridors to Support the Viability of Transportation Options).
Disruption or division of an established community or inconsistency with adopted municipal and regional plans, including impacts on existing housing where sections 22a- 1b(c)	No direct, indirect, or cumulative impacts.

and 8-37t of the CGS require additional analysis;	
Displacement or addition of substantial numbers of people;	According to the Town of Bridgeport GIS Zoning Map, the subject property is zoned NX3 Mixed Residential 1. This zoning district intends for mixed residential areas along corridors and in nodes with a wide mix of multi-unit housing types, including multi-unit houses, rowhouses, and small and large apartment buildings. According to the Bridgeport Plan, the Town of Bridgeport has the highest population density in all of Connecticut, and the steady increase in population has elevated the demand for housing. The subject property is proposed for multifamily apartments; therefore the project is adequately zoned to accommodate the project.
Substantial increase in congestion (traffic, recreational, other);	The subject property is located south of a Metro-North Railroad, which is a commuter railroad system operated by the Metropolitan Transportation Authority (MTA). Several bus stops were also identified within walking distance to the north of the subject property on Barnum Avenue. One of the goals identified in the Bridgeport Plan is to encourage shifts in transportation from single-occupancy vehicles to public transportation, bicycling, or walking. The Site is serviced by Crescent Avenue, Waterview Avenue, Church Street, and Hallett Street. The site is located adjacent to the Amtrak/Metro-North Railroad. Public transportation is provided to and around Bridgeport by Greater Bridgeport Transit. The Nine (9) bus route runs near the proposed site along East Main Street. Crescent Avenue, Waterview Avenue, Church Street, and Hallett Street are serviced with sidewalks. Site access for the Crescent Crossings development project will be provided by the existing roadways: Crescent Avenue, Waterview Avenue, Church Street, and Hallett Street. In addition, Church The street will be reconfigured to provide access from East Main Street to Waterview Avenue. Smaller interior crossroads/driveways will provide additional access through the newly developed housing units. The proposed interior roadways incorporate design features such as reduced width, center medians, and round-about intersections to reduce vehicular speed and eliminate traffic signals. Non-vehicular access is provided by bicycle lanes and sidewalks. Diagonal parking spaces for residents will be provided around the exterior of the buildings. A Connecticut Department of Transportation (CTDOT) Office of the State Traffic Administration (OSTA) Administrative Review will be required if greater than 250 parking spaces or greater than 100,000 square feet of building space is proposed.

A substantial increase in the type or rate of energy use as a direct or indirect result of the action;	No direct, indirect, or cumulative impacts.
The creation of a hazard to human health or safety;	No direct, indirect, or cumulative impacts.
Effect on air quality;	The proposed project is not a commercial or industrial facility. The proposed project is residential apartments. During construction there can be a little air dust issue, but no direct, indirect or cumulative impacts are anticipated. DOH advised clients to adopt best management practices to reduce potential air quality impacts.
Effect on ambient noise levels;	No direct, indirect, or cumulative impacts.
Effect on existing land resources and landscapes, including coastal and inland wetlands;	No direct, indirect, or cumulative impacts.
Effect on agricultural resources;	Not any adverse impact on agricultural land is anticipated.
Adequacy of existing or proposed utilities and infrastructure;	Existing utilities are present on site and in the area.
Effect on greenhouse gas emissions as a direct or indirect result of the action;	Not any adverse impact is anticipated.
Effect of a changing climate on the action, including any resiliency measures incorporated into the action;	According to the National Risk Index, the subject property's census tract's risk index is very low. Additionally, the surrounding census tracts are depicted as very low or low. Additionally, the Climate Mapping for Resilience tool projects that the subject property will be minimally affected a mid-century to late-century by climate change impacts such as drought, extreme heat, flooding, coastal inundation, and wildfire. According to the website "Neighborhoods at Risk" by Headwaters Economics, the project is located in Census Tract 740, Fairfield County. This tract does not meet criteria where vulnerabilities to climate change exceed the state median; therefore, climate change is not expected to have an overly significant effect on the project. Even though vulnerabilities to climate change do not exceed the state median, two statistics regarding the census tract stood out as being of a greater vulnerability to climate change. It is known that 41.6% of the land within the tract is in the 500-year flood plain. Part of this phase of the project phase is located within an AE flood zone, which has a 1% chance of flooding per year. With sea-level rise, the area could become prone to more frequent flooding. With this in mind, the project was specifically designed to

	take into account the flooding risk by situating buildings outside of the flood zone. Even as the buildings are outside the current flood zone, the residential portions of the building start on the second floor, reducing hazards to residents during a peak storm event. The only improvements within the AE zone will be a parking lot and open area servicing the building with a large drainage easement and an approximately 200-square-foot detention system underground. In addition, this design separates the stormwater from the sewage system. The sewer system and storm drain system are most often the same entity in Bridgeport, historically creating sewage discharge to estuaries during extreme storm events. Separating the systems will allow for less strain on the sewer systems and less chance of effluent affecting the marine environment in anticipation of greater storm frequency due to the effect of climate change. The second statistic that stands out in the census tract data is that 95.9% of the neighborhood is lacking in tree canopy. This phase of the project incorporates plans to install approximately 120 2" and 3" street trees. This will decrease the carbon footprint of the project overall and provide shade in events of extreme temperatures. Neighborhoods with well-shaded streets can be up to 6–10° F cooler than neighborhoods without street trees, reducing the heat-island effect, and reducing energy needs. Shaded parking lots keep automobiles cooler, reducing emissions from fuel tanks and engines, and helping reduce the heat-island effect in communities. The project also plans to reduce its carbon footprint by installing energy-efficient building materials and devices
Any other substantial effects on natural, cultural, recreational, or scenic resources.	Not any adverse impact is anticipated. There are no designated wild and scenic rivers within the project site.
Cumulative effects.	Based on the scope of the project, the proposed project is not anticipated to result in any cumulative impact on the environment. The project will provide additional affordable housing.

PART V - List of Required Permits, Approvals and/or Certifications Identified at the Time of this Review

1. Each phase disturbs less than five acres and therefore did not/do not meet the threshold requiring permit coverage.
2. Zoning Department Permit Approved on March 10, 2022. The approved permit allows for modification to the proposed development. The number of units was increased from 84 units to 85-units.

3. Widespread Polluted Fill Variance Approved on January 3, 2023. CTDEEP approved the October 25, 2022, Widespread Polluted Fill Variance Request. This allows the Remedial Action Plan to be created to meet compliance with the DEC criteria of RSRs.
4. Foundation Building Permit Approved on September 6, 2023.
5. OSTA Administrative Review, CTDOT.

PART VI – Sponsoring Agency Comments and Recommendations

Based on the environmental assessment of the proposed project, DOH recommends that the project proceed as proposed and preparation of an Environmental Impact Evaluation (EIE) is not warranted.

PART VII - Public Comments and Sponsoring Agency Responses:

NA