



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: 7/8/2026
Name of Project/Action: Willow Creek Apartments
Project Address(es): 421 Granby Street, Hartford CT
Affected Municipalities: Hartford

Sponsoring Agency(ies): DOH
Agency Project Number, if applicable: DOH25-0110-064
Project Funding Source(s)/Program(s), if known: State fund

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: SHPO letter of No historic properties will be affected is available

☒ 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 Willow Creek project address is 421 Granby Street, Hartford, Connecticut, located in zip code 06112 in the Blue Hills Avenue Neighborhood (Site). The project is situated on Nahum Drive and Berkeley Drive and is bounded by Tobey Road to the North, Granby Street on the East, Tower Avenue on the South and the Griffin Industrial Railroad Track on the West. The Site is designated with a Parcel ID of 124-001-002 by the City of Hartford's online GIS service.

The property is a 61.5-acre parcel in the Blue Hills neighborhood, which housed Bowles Park, a 59 building, 410 –unit residential development, originally constructed from 1949-1950. At this time all units have been abated and demolished. Due to deferred maintenance and other uninhabitable conditions, the development reached the end of its useful life and functionality as it is one of the oldest public housing complexes in the City, having been built in 1949 and 1950. The property, formally managed by HACH, like many others in the State's Moderate Rental Housing portfolio, failed to support itself financially and serve the moderate-income community. Due to the high demand for affordable mixed-income housing in the City of Hartford, Team Overlook is working to redevelop the site to better serve low-income individuals and families in the Hartford area. Given the very high demand and shortage of quality housing in Hartford, this revitalization project will alleviate this problem for families and expand mixed-income rental opportunities in this market. The new development will be a catalyst for revitalizing the Blue Hills neighborhood by eliminating blighted, vacant structures and introducing pedestrian friendly streetscapes that will encourage more development of its kind in the city. This project will embody all of the positive elements of Smart Growth and will help to ease the financial burdens on low and moderate-income families

Description of the Proposed Action:

The proposed redevelopment will replace the former units at the 1950s barracks-style Chester A. Bowles Park development. The old units were demolished in 2017 and are being replaced, in phases, with new units designed to complement the architectural style of the surrounding neighborhood. Once completed, Willow Creek will have low-income, middle-income, and market-rate renters. Five units of supportive housing for the homeless have been built.

The units will be targeted for households with incomes of 60% or less of the Area Median Income (AMI). The site is located close to several schools including Annie Fisher, Weaver High School and The University of Hartford, parks, and public transportation for access to other convenience retail and mixed-use facilities. The Site has several bus stops at the entry of the property in order to provide access to commercial and retail amenities. Additionally, the residents will have access to the amenities within a new Community Building on-site which includes an on-site management office, community space with kitchenette, a business center, fitness facility, laundry facility, and a part-time resident service coordinator who will attend to residents' supportive housing needs.

The architectural style is inspired by nearby residential neighborhoods. Traditional features such as gable roofs, front porches, and bay windows will work together with the mix of shingle and clapboard siding to complement characteristics of those found on many Hartford houses. Willow Creek Apartments, Phase IV, has been designed to both embrace the history of the area and provide state of the art residences that are Energy Star compliant and prospectively LEED certified. Willow Creek Apartment, Phase IV will include geothermal heating and cooling within the MEP strategy. Its buildings will include the use of rooftop solar panels and rainwater harvesting. Its units will include fully equipped kitchens with State-of-the-art refrigerators, microwaves, dishwashers, and stoves, as well as individually controlled central air conditioning and heating units. The construction will include the latest materials and techniques designed to ensure a quiet, energy-efficient building with components, such as windows and insulation that will allow residents to enjoy their energyefficient homes. The open floor plans will provide a modern living environment with designer bathrooms featuring high-efficiency lighting and low-flow plumbing fixtures. Some bedrooms will have spacious walk-in closets and the carpet throughout will be Green Label with low VOC to enhance air quality. Bowles Park will apply the latest methods in green construction by adopting the latest ENERGY STAR, Passive House, and LEED construction standards. All buildings will be monitored before and after construction to ensure the performance of highly efficiency building envelopes, appliances, heating & cooling systems, low flow plumbing fixtures and lighting. To date, 36 buildings and the community center have been built. In the next phase of the project, two three-story apartment buildings will be built. Building M on the site plan will be composed of 15 housing units with approximately 54,000 square feet of finished area and Building L will be composed of 41 units with approximately 127,500 square feet of finished area. Between the two buildings, there will be 12 zero-bedroom apartments, 20 one-bedroom apartments and 24 two-bedroom apartments. The roadway will be extended with on-street parking and an approximately 45,000 square foot parking lot will be constructed.

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;

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Current site ownership:

- ☐ N/A, ☐ State; ☐ Municipal, ☐ Private,
☐ Other: Please Explain.

Anticipated ownership upon project completion:

- ☐ N/A, ☐ State; ☐ Municipal, ☐ Private,
☐ Other: Please Explain.

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. According to DPH "The Drinking Water Section of the Department of Public Health has reviewed the above-mentioned project for potential impacts to any sources of public drinking water supply. 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."
Effect on flooding, in-stream flows, erosion or sedimentation;	The site is not located within a FEMA-designated floodplain.
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;	No direct, indirect, or cumulative impacts.
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;	
Use of pesticides, toxic or hazardous materials or any other substance in such quantities as to cause unreasonable adverse effects on the environment;	According to DEEP "Due to the historic nature of the area, it is likely there are hazardous or solid waste related concerns. Development plans in urban areas that entail soil excavation should include a protocol for sampling and analysis of potentially contaminated soil. Soil with contaminant levels that exceed the applicable criteria of the Remediation Standard Regulations (concentration above the specified analytical detection limit), are polluted soil as defined in section 22a-133k-1 of the RCSA. Reuse of polluted soil is governed by requirements found in section 22a-133k-2(h)(3) of the RCSA and requires written authorization from DEEP unless it is managed at a site that is authorized to accept

	polluted soil. In addition, the solid waste management regulations prohibit the disposal or indefinite storage of more than 10 cubic yards of stumps, brush or woodchips on the site, either buried or on the surface. For more information see the following fact sheet on DEEP's website: Management of Contaminated Environmental Media FAQ. The Waste Engineering & Enforcement Division has issued a General Permit for Contaminated Soil and/or Sediment Management (Staging & Transfer) (DEP-SW-GP-001). It establishes a uniform set of environmentally protective management measures for stockpiling soils when they are generated during construction or utility installation projects where contaminated soils are typically managed (held temporarily during characterization procedures to determine a final disposition). 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." DOH encouraged the development team to follow DEEP's recommendations. The development team confirmed: "Due to the historic nature of the area, environmental conditions were previously evaluated as part of the environmental due diligence process. A Phase I Environmental Site Assessment identified historical underground storage tank (UST) removal activities at the Site, including CT DEEP Spill Report #93-0561 (November 1, 1993), which documented the removal of fifty-five (55) USTs. The original Phase I also referenced the removal of eight (8) additional USTs in 1994. During Phase 1, Phase 2, and Phase 3 construction activities, no USTs were observed. Based on the prior environmental assessments and construction experience to date, it is not anticipated that USTs remain on the Site. If any previously unidentified USTs or potentially contaminated soils are encountered during Phase 4 construction, they will be addressed in accordance with applicable state regulations. Appropriate removal, closure, and any necessary soil sampling would be performed by qualified professionals to evaluate site conditions and determine proper management."
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Substantial aesthetic or visual effects;	The project is not expected to cause substantial aesthetic or visual impacts in the area.
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) and 8-37t of the CGS require additional analysis;	No direct, indirect, or cumulative impacts.
Displacement or addition of substantial numbers of people;	No direct, indirect, or cumulative impacts.
Substantial increase in congestion (traffic, recreational, other);	DEEP commented “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. 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. 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 limit is recommended. It should be noted that only 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. 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. Connecticut and seven other states are obligated, under the multi-state zero emission vehicle (ZEV) memorandum of understanding (MOU), to collectively put 3.3 million ZEVs on our roadways by 2025. Connecticut's share of this target is approximately 150,000 ZEVs. Connecticut is further committed to reduce greenhouse gas emissions by 80% below 2001 levels by 2050 (and a mid-term target of 45% below 2001 levels by 2030), and must also reduce smog-forming motor vehicle pollution in order to meet the federal Clean Air Act's health based ozone standards. To meet these requirements, Connecticut must continue efforts to support the transition to transportation electrification by recommending the installation of electric vehicle (EV) charging infrastructure to support the growing EV market. EV sales in the US have increased more than 250% since 2012 and are projected to continue to increase." DOH encouraged the development team to follow DEEP's recommendations. The development team confirmed:" The project team acknowledges DEEP's recommendations regarding the use of newer off-road construction equipment and on-road vehicles that meet current EPA or CARB emissions standards. Construction activities will be performed by a licensed general contractor in accordance with applicable federal and state regulations. To the extent practicable, the contractor will utilize equipment that complies with current EPA emissions standards. If newer equipment cannot be used, the contractor will be encouraged to implement best management practices to reduce exhaust emissions. The project team will coordinate with the contractor to promote compliance with applicable emissions standards and to minimize construction-related air impacts consistent with industry practice. • Idling
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	The project team acknowledges the requirements of Section 22a-174-18(b)(3)(C) of the Regulations of Connecticut State Agencies (RCSA) limiting vehicle idling to three (3) minutes. The general contractor has been informed of the applicable anti-idling requirements, and the project will incorporate appropriate language in the contract specifications for construction to promote compliance with the three-minute idling limit during construction activities. To the extent practicable, signage reminding drivers of the idling restrictions will be posted at the site. The project team will coordinate with the contractor to minimize unnecessary vehicle idling and reduce construction-related emissions consistent with applicable state regulations. • EV Readiness The project team acknowledges DEEP's recommendation regarding electric vehicle (EV) charging infrastructure. The current project design includes two (2) proposed 2 EV charging spaces, with an additional four (4) parking spaces identified as "Future Electric Vehicle Parking Spaces." These future-designated spaces will be planned to allow for potential installation of EV charging infrastructure as demand and funding availability warrant. The project will comply with the applicable electric vehicle charging infrastructure requirements established under the Connecticut State Building Code and the City of Hartford zoning regulations. The design team will coordinate with the project's electrical engineer to ensure that EV charging infrastructure installed at the site meets current regulatory requirements."
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;	Based on the scope of the project, no climate change impacts are anticipated.
Any other substantial effects on natural, cultural, recreational, or scenic resources.	Not any adverse impact is anticipated.
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

The project site disturbance associated with this phase is less than five (5) acres and has been approved at the local level. Based on guidance from the project's civil engineer and discussions with DEEP staff, registration under the General Permit for the Discharge of Stormwater and Dewatering Wastewaters Associated with Construction Activities (DEEP-WPED-GP-015) is not currently anticipated for this phase.

Construction activities will nevertheless be conducted in accordance with applicable erosion and sedimentation control requirements and standard construction best management practices. Should site conditions or construction sequencing change such that permit registration becomes required under the General Permit, the project team will comply with all applicable registration and stormwater management requirements.

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:

DEEP and DPH (no concern) comments are received and addressed in the ERC.

