

Post Scoping Notice and  
Memorandum of Findings and  
Determination

Main Campus Parking Replacements  
University of Connecticut  
Storrs, CT

June 2018



146 Hartford Road  
Manchester, CT 06040

# Table of Contents

## Post Scoping Notice and Memorandum of Findings and Determination Main Campus Parking Replacements University of Connecticut

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1	Introduction.....	1
1.1	Purpose and Need.....	1
1.2	Proposed Action/Activity Description .....	1
2	Alternatives Considered.....	2
2.1	No Action Alternative.....	2
2.2	Alternative Campus Locations.....	2
2.3	Preferred Alternative .....	3
3	Existing Environment and Impact Evaluation .....	4
3.1	Site Information .....	4
3.2	Consistency with Planning.....	5
3.2.1	State Conservation and Development Policies Plan.....	5
3.2.2	University Planning.....	7
3.2.3	North Hillside Road Extension Final Environmental Impact Statement .....	7
3.3	Potentially Impacted Resources .....	8
3.4	Determination of Environmental Significance.....	12
3.5	Potential Environmental Permits, Certifications, or Approvals .....	13
4	Scoping and Response to Public Comments.....	14
4.1	Summary of the Scoping Process.....	14
4.2	Response to Scoping Comments .....	14
5	Sponsoring Agency Determination .....	21

### Appendices

- A Documentation of Notification
- B Scoping Meeting PowerPoint Presentation & Attendance Sheet
- C Written Comments Received



# 1 Introduction

The University of Connecticut proposes to construct an approximately 705-space surface parking lot on the eastern side of Discovery Drive (formerly known as North Hillside Road Extension) across from the Innovation Partnership Building (IPB) and adjacent to the access drive for the Charter Oak Apartments residence complex, within a 10-15 minute walk to the center of the Storrs campus. The proposed project area is located on the site of the area identified as “Parcel D” in the 2011 North Hillside Road Extension Final Environmental Impact Statement (FEIS) and the 2012 North Campus Master Plan. In the North Campus Master Plan, Parcel D was identified as a 14.7-acre site with 11.415 developable acres. The site is currently undeveloped, but has been used as a staging area over the past several years for the construction of Discovery Drive and the Innovation Partnership Building. Construction field offices and contractor parking are currently demobilizing and the site is scheduled to be vacated by the end of June 2018. The project originally consisted of a new surface lot on Parcel D, up to two elevated parking decks above a portion of W Lot located east of Parcel D, and a restricted access drive for buses and service and emergency vehicles at the location of the existing service drive/farm road. While the University prefers to build structured parking, due to budgetary constraints over the next several years and the need to prioritize linked academic projects, there are no immediate plans to construct a parking deck on W Lot. A reconstruction of the 22-foot wide service road, atop an existing gravel road, is included in the project’s design as funds allow, but construction of the surface lot on Parcel D is the primary project objective.

The proposed project is subject to the Connecticut Environmental Policy Act (CEPA) (Connecticut General Statutes [CGS] Sections 22a-1 through 22a-1h, inclusive, and, where applicable, CEPA regulations Sections 22a-1a1 through 22a-1a-12, inclusive, of the Regulations of Connecticut State Agencies [RCSA]). The Proposed Action would utilize state funds and involve construction that may significantly affect the environment in an adverse manner, triggering the CEPA process.

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## 1.1 Purpose and Need

The purpose of the proposed project is to provide parking spaces to replace those spaces that will be lost due to other development on campus. As a result of new construction in the campus core, there will be a need to replace approximately 850 spaces when X Lot, Lot 9 and L Lot are incrementally closed for the construction of the Northwest Science Quadrangle beginning in Fall 2019. Not only will the proposed project address this need, it is consistent with the UConn Campus Master Plan 2015-2035 parking priorities including limiting parking in the campus core and supporting a robust shuttle system. Development of surface parking on Parcel D is also consistent with the 2011 FEIS for North Hillside Road Extension and 2012 North Campus Master Plan.

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## 1.2 Proposed Action/Activity Description

The Proposed Action is the construction of an approximately 705-space surface parking lot on the eastern side of Discovery Drive (formerly known as North Hillside Road Extension) within the 14.7-acre area identified as “Parcel D” in the 2011 North Hillside Road Extension Final Environmental



Impact Statement (FEIS) and the 2012 North Campus Master Plan. The proposed parking area would include a stormwater management system that includes pre-treatment of stormwater runoff prior to discharge and maximization of infiltration via subsurface retention systems and bioretention areas. The system would discharge to the existing drainage system beneath Discovery Drive. The only other utility usage at the site is associated with lighting for the parking area which would tie into electric utilities already serving the Discovery Drive corridor. In addition, plantings, bus shelters, bike racks, and electric vehicle charging stations are proposed at the parking lot. A reconstruction of the 22-foot wide service/farm drive, atop an existing gravel way, is included in the project's design as funds allow, but construction of the surface lot on Parcel D is the primary project objective. Reconstruction of that drive would be limited to the existing footprint, with no new lighting or stormwater infrastructure added to the drive.

## 2 Alternatives Considered

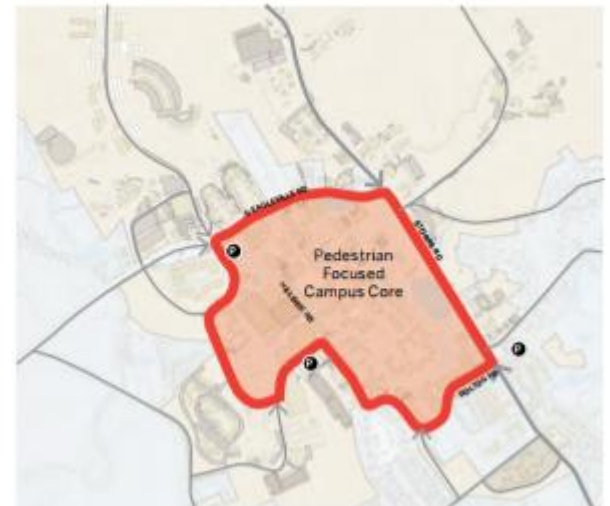
### 2.1 No Action Alternative

Under the No Action alternative, no new parking would be constructed to replace parking areas converted to other uses in the campus core. This would result in a strain on the existing parking capacity on campus and is inconsistent with the Campus Master Plan objectives to maintain adequate parking capacity while shifting parking out of the campus core. This alternative fails to meet the purpose and need for the project and was determined to not be a feasible or prudent alternative.

### 2.2 Alternative Campus Locations

Alternative sites for replacement parking included Parcel D and W Lot, X Lot, Sherman Field and S Lot in the South Campus, all of which were shown in the Campus Master Plan as potential parking deck locations (See Figure 1).

Through assessment of the alternatives, it was determined that the X Lot site could not accommodate a parking deck, which would be the only option for providing adequate replacement parking at this location, along with the other elements needed for the proposed Northwest Science Quad Development. In the South Campus, development of the South Woodland Corridor was reason to defer construction on the S Lot site until the campus drainage master planning for this area is completed. Placing a parking deck at the Sherman Field site, while providing replacement parking, would not be as consistent with the goal of drawing parking out of the



Campus Loop Road



Access to Parking Areas Outside the Core

Figure 1: Perimeter Parking Alternatives Identified in the Campus Master Plan (SOM, 2015a)



campus core and would trigger the need for additional improvements at that location.

The Parcel D and W Lot site were identified as the most feasible alternative to meet the project purpose and need and limit the potential for impact to the natural and built environment. As mentioned previous, Parcel D was identified as a location for development in both the 2011 North Hillside Road Extension Final Environmental Impact Statement and the 2012 North Campus Master Plan. As determined in the FEIS, the configuration of the site allows for approximately 11 developable acres while still avoiding impact to surrounding farmland, wetlands and vernal pools. While construction on W Lot would also allow for redevelopment of an area already devoted to parking, there are no immediate plans to construct a parking deck on W Lot due to current budgetary constraints.

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## 2.3 Preferred Alternative

Alternative designs on the Parcel D site include various layouts for the number and configuration of spaces and the configuration of the access points, while avoiding any environmental constraints. The alternatives sought to allow for safe operation of transit, service and emergency vehicles while also limiting the potential for impact to adjacent wetlands, vernal pools and farmland areas.

The Preferred Alternative includes construction of 705 spaces (Figure 2), with access and egress provided from both Discovery Drive, across from the northernmost driveway for the Innovation Partnership Building, and from Tower Court Road to the south of the parking lot. Although the southeastern edge of the parking area will be connected to the service drive, it is anticipated that access to the service drive from the lot will be restricted. Right (north) and left (south) turning lanes will be provided at the access to and from Discovery Drive. Bus shelters and bicycle racks will be provided at the western edge of the parking lot, adjacent to Discovery Drive. Handicapped parking spaces will be provided at several locations throughout the lot. Pedestrian connections to the bus shelters and to the Charter Oak Apartments are also provided.

Utility infrastructure for the project consists of lighting to provide safe access to the lot during darkness and a stormwater management system which will include five bioretention areas (shown in green in Figure 2), two underground retention systems and several hydrodynamic separators. The bioretention areas will collect runoff from the parking areas and will collect sediment and floatables while also infiltrating stormwater. Discharge from several bioretention areas will be piped to underground retention systems. These are anticipated to be comprised of plastic chambers surrounded by stone. Parking areas not discharging to bioretention areas will be routed through hydrodynamic separators prior to discharging into the underground retention areas. The system will reduce peak runoff flows and volumes, recharge the groundwater table and improve runoff water quality.



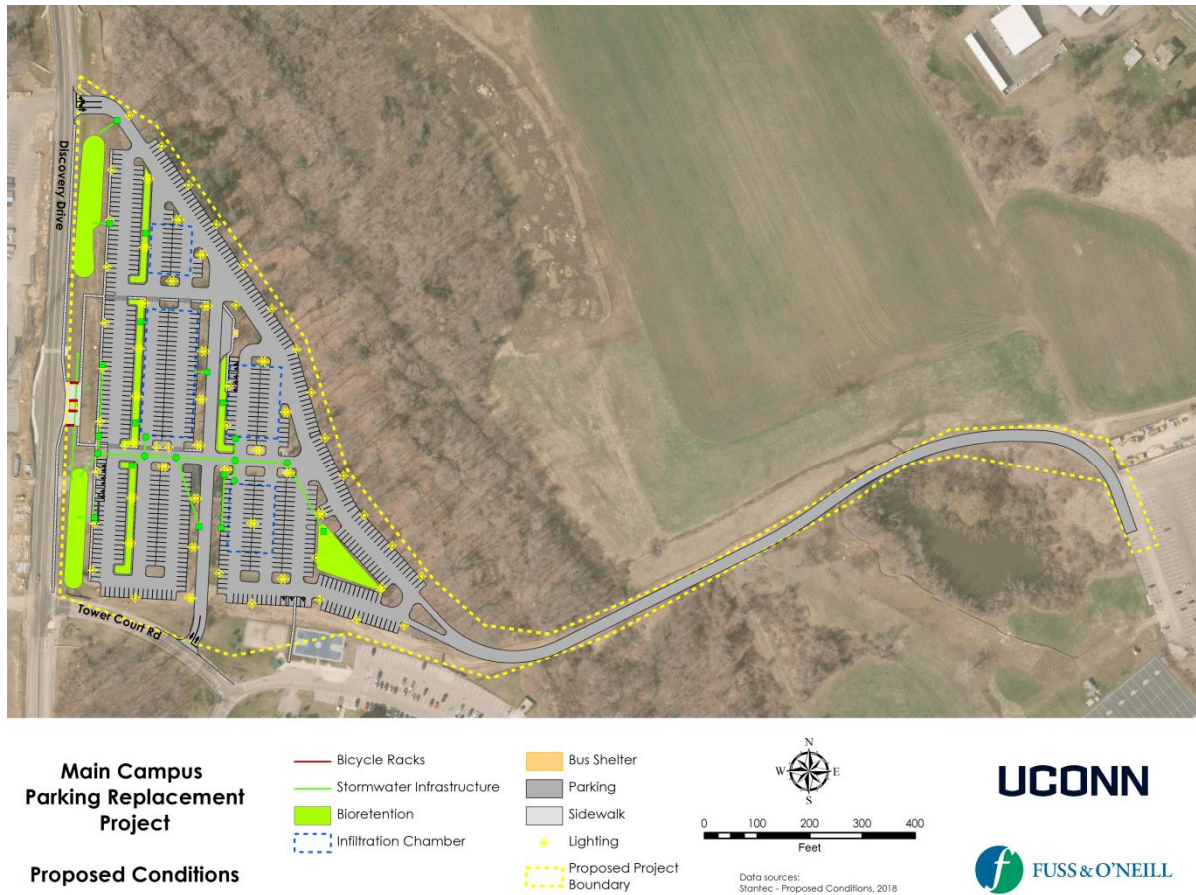


Figure 2: Proposed Conditions for the Main Campus Parking Replacement Project

### 3 Existing Environment and Impact Evaluation

#### 3.1 Site Information

The site is located adjacent to the eastern side of Discovery Drive (formerly known as North Hillside Road), across from the Innovation Partnership Building and adjacent to the access drive for the Charter Oak Apartments residence complex. The site is currently undeveloped, but was used for a staging area for the construction of Discovery Drive and currently contains a construction trailer. The proposed project area is located on the portion of the site identified as “Parcel D” in the 2011 North Hillside Road Extension Final Environmental Impact Statement (Fuss & O’Neill, 2012) and the 2012 North Campus Master Plan (Skidmore, Owings, and Merrill, LLP, 2012). Parcel D is a 14.7 acre site with 11.415 developable acres (leaving 100-foot buffers to adjacent wetlands). With the exception of the area used for staging, the site is currently wooded and bordered by wetlands to the northeast. There is an existing conservation easement (created during the North Hillside Road expansion) northeast of the site which protects the wetlands and preserves habitat connectivity around existing vernal pools. The site slopes down toward Discovery Drive at a moderate grade. The site is supported by existing electric and stormwater infrastructure that runs through Discovery Drive.





**Main Campus  
Parking Replacement  
Project**

**Existing Conditions**

Proposed Project  
Boundary



0 100 200 300 400  
Feet

**UConn**



Figure 3: Existing Conditions on the Proposed Site for the Main Campus Parking Replacement Project

## 3.2 Consistency with Planning

### 3.2.1 State Conservation and Development Policies Plan

The Proposed Action, which seeks to create new development and address education and economic development policy laid out by *NextGenCT*, is consistent with Connecticut's 2013-2018 Conservation and Development Policies Plan (Connecticut Office of Policy and Management, 2013), as well as the Revised Draft 2018-2023 Conservation and Development Policies Plan (Connecticut Office of Policy and Management, 2017) (State C&D Plan)<sup>1</sup>. Consistency with the State C&D Plan is a requirement in this case because the Proposed Action will use State funds to develop/improve real property at a cost in excess of \$200,000, conditions which trigger a consistency determination under CGS Sec. 16a-31(a).

<sup>1</sup> The 2013-2018 plan will remain in effect until the updated plan is approved by the state legislature.



Consistency with the State C&D Plan is demonstrated in several ways:

- The Proposed Action promotes three of the seven Principles of Smart Growth defined by Public Act 09-230 (the other four are not applicable):
  - (D) transportation choices that provide alternatives to automobiles, including rail, public transit, bikeways and walking, while reducing energy consumption
    - § Consistent with the UConn Master Plan, the proposed action moves parking spaces that were formerly located on X Lot, L Lot and Lot 9 to the campus periphery, creating a campus core that is focused around walking, biking, or the campus transit system. The proposed parking development provides for easy connections to these other modes of transit, and bus shelters and bike racks are included in the design. In addition, resurfacing of the limited access route between Parcel D and Lot W would potentially allow for a more efficient bus transit loop through the northeast portion of the campus.
  - (F) concentrated, mixed-use, mixed income development proximate to transit nodes and civic, employment or cultural centers
    - § The proposed action facilitates access to the vibrant mixed-use housing/work/education/living complex that is the UConn campus and builds on UConn's Master Planning objectives.
  - (G) the conservation and protection of natural resources by (i) preserving open space, water resources, farmland, environmentally sensitive areas and historic properties, and (ii) furthering energy efficiency.
    - § The proposed action is adjacent to land that has been permanently set aside for farmland preservation through a conservation easement to protect sensitive areas, including wetlands and vernal pools. By positioning the parking development next to the existing roadway, fragmentation of this sensitive area is minimized. A wildlife barrier will be incorporated into the parking lot design to deflect vernal pool species away from the lot and toward designated amphibian crossings. Creating replacement parking at this location also allows UConn to incorporate the existing X Lot, L Lot and Lot 9 parking into a North Woodland Corridor that enhances natural resources and habitat connectivity while promoting green infrastructure in the campus core.
- The Proposed Action is in conformity with the State Conservation and Development Policies Plan's Growth Management Principles (GMP) and associated policies. Some of the GMPs address issues that are outside the scope of the project (such as housing, and broad-scale planning) but two (GMP#1 and #4) are directly relevant, and the Proposed Action supports both:
  - § GMP#1 (Redevelop and Revitalize Regional Centers and Areas with Existing or Currently Planned Physical Infrastructure): The location of the Proposed Action is in an area with already developed public water, sewer, and transit. The Proposed Action has anticipated positive impacts to educational and economic





development initiatives consistent with *NextGenCT*. It is also generally consistent with surrounding land uses. The Proposed Action is consistent with the UConn Master Plan, which seeks to revitalize the campus center and move parking to the periphery, and development of Parcel D was identified as part of the North Campus Master Plan.

§ GMP#4 (Conserve and Restore the Natural Environment, Cultural and Historical Resources, and Traditional Rural Lands): The Proposed Action preserves sensitive vernal pools and wetland areas by keeping all proposed work outside of delineated wetland boundaries and the adjacent conservation easement. As noted above, the Proposed Action includes construction of a wildlife barrier designed to direct wildlife, especially amphibians, to safe passages and away from the parking area. The proposed action also utilizes green infrastructure as part of stormwater management, thereby minimizing the impacts of increased impervious area.

- Pursuant to the requirements of CGS Sec. 161-35c, the Proposed Action meets the definition of a growth-related project and is located entirely within Balanced Priority Funding Areas (Balanced PFA) indicated on the State C&D Plan Locational Guide Map. Conservation priorities have been addressed in part through the establishment of a conservation easement, which was done as part of the North Hillside Road Extension project. Additional measures are being incorporated into the Proposed Action that will further protect vernal pools and amphibian species.

### 3.2.2 University Planning

The Proposed Action is consistent with UConn planning efforts, including both the UConn Master Plan (Skidmore, Owings, and Merrill, LLP, 2015a) and the UConn North Campus Master Plan (Skidmore, Owings, and Merrill, LLP, 2012). One of the key near-term components of the Master Plan is to prioritize pedestrians by moving parking out of the campus core and to the periphery of the campus. The Proposed Action is directly in keeping with this objective. The North Campus Master Plan (Skidmore, Owings, and Merrill, LLP, 2012) specifically identifies Parcel D, the site of the Proposed Action, as a developable parcel. The North Campus Master Plan further identifies Parcel D as a potential future site for a second innovation core facility with parking; the Proposed Action does not forestall later conversion to this use.

### 3.2.3 North Hillside Road Extension Final Environmental Impact Statement

The North Hillside Road Extension Final Environmental Impact Statement (FEIS) identified Parcel D as a site for development of 127,000 square feet of building space, along with a total of 795 parking spaces as described in more detail below. The development proposal allowed for 100-foot buffers to adjoining wetlands, with no direct impacts to wetlands or vernal pools. Stormwater management for the parcel was proposed in the form of parking lot bioretention and a water quality swale; runoff was ultimately to be conveyed under North Hillside Road (which is now Discovery Drive) to



join with drainage from Parcel E. The proposed action provides parking and on-site stormwater management, as proposed in the FEIS, and does not preclude later redevelopment to incorporate building space onto the site.

In the North Hillside Road Extension FEIS, up to 620 parking spaces were identified as part of the conceptual development of Parcel D, as well as 175 spaces potentially allocated for the nearby Parcel C (Innovation Partnership Building), along with building construction, so use of the Parcel D site for parking is consistent with prior planning and environmental review. The Innovation Partnership Building, which resides in the same planned neighborhood on Parcel C across Discovery Drive from Parcel D, was permitted for 430 spaces but only constructed approximately 150 spaces.

### 3.3 Potentially Impacted Resources

Table 1 presents a summary of potential impacts by resource category associated with the proposed project. These resource categories reflect those that much be considered in the CEPA process consistent with RCSA 22a-1a-3.

Table 1. Summary of Resources and Potential Impacts

Resource	Potential Impacts		Comments
	Yes	No	
Aesthetic Resources		X	A full-length green island is proposed between the proposed parking area and Discovery Drive to provide screening for the parking lot.
Air Quality		X	<p>The proposed action is not expected to result in a potential mesoscale or microscale air quality impact. The project does not involve activities that generate new traffic and overall traffic volumes will not be impacted by the lot relocation. Traffic impact analyses for the proposed parking lot build year (2019) and for the Northwest Science Quad build year (2022) indicates that no significant decline in level of service is anticipated at surrounding intersections, therefore no impacts at the microscale level due to vehicle queuing are anticipated.</p> <p>During construction, potential air quality impacts from diesel emissions will be mitigated by inclusion of language in construction contracts that is similar to the contractor requirements adopted by the Connecticut Department of Administrative Services Division of Construction Services (DCS) in Article 39 of the General Conditions of the Contract for Construction for Design-Bid-Build.</p>



Resource	Potential Impacts		Comments
	Yes	No	
Cultural Resources/ Archaeologically Sensitive Areas		X	Parcel D was identified as a potentially archaeologically sensitive area in the North Hillside Road FEIS. A Phase IA/IB Cultural Resources Survey was completed in the fall of 2017, which included the excavation of 105 shovel test pits (STPs) in the archaeologically sensitive portion of the project area. None of the STPs contained cultural materials. The Phase IA/IB Cultural Resources Survey concluded that the area is highly unlikely to produce any archaeological materials and no further investigations were recommended. Consequently, no impact to cultural resources or archaeologically sensitive areas is anticipated as a result of the Proposed Project
Designated Open Spaces		X	The site was identified as a developable parcel in both the North Hillside Road Extension Final Environmental Impact Statement (Fuss & O'Neill, 2012) and the 2012 North Campus Master Plan (Skidmore, Owings, and Merrill, LLP, 2012). The site is therefore not designated as future open space or an open space priority.
Economy, Employment, and Income		X	Short term economic and employment benefits are expected during construction. This project supports the potential long term economic benefits associated with <i>NextGenCT</i> .
Environmental Justice		X	Population in the immediate area of the project consists of students residing in the Charter Out Apartments. No Environmental Justice populations will be disproportionately impacted as a result of the proposed project.
Fish Habitats		X	The site is not in close proximity to any fish habitats. An intermittent stream and vernal pools are located northeast of the site, but these do not support fish due to their ephemeral nature.
Floodplains/ Floodways		X	The site is not located within a Federal Emergency Management Agency (FEMA) designated floodplain or floodway.
Geology, Topography, and Soils		X	Minor grading is proposed to establish flat parking surfaces for parking, however, stormwater will be treated before leaving the site, so there are no negative impacts expected from this activity. Erosion and sedimentation controls will be in place throughout project construction.
Groundwater Resources		X	The site is not located in an aquifer protection area. The stormwater management system for the proposed project encourages runoff infiltration and groundwater recharge.
Historic Sites and Districts		X	The site is currently undeveloped; no historic buildings exist at the site or on immediately adjacent land uses.
Land Use and Zoning		X	Local zoning does not apply. The proposed action is consistent with land use planning detailed in the UConn Master Plan.



Resource	Potential Impacts		Comments
	Yes	No	
Noise and Light		X	The noise and light environment proposed for the project area will be consistent with the Discovery Drive corridor. There are existing street lights on both Discovery Drive, which runs along the west edge of the site, and Tower Court Road, which runs along the south side of the site. There is also an existing lit parking area on the opposite side of Discovery Drive. Traffic noise is not expected to be substantially different from that already generated by traffic on Discovery Drive and in nearby parking areas. Consequently, no impacts associated with noise and light will occur.
Open Space and Farmland		X	The site does not overlap with any Prime Farmland Soils or Farmland Preservation Areas. A conservation easement exists north and east of the site; the proposed project boundary for the Parcel D lot is entirely outside of the conservation easement.
Plants and Wildlife/Natural Diversity Data Base (NDDDB) Endangered, Threatened, and Special Concern Species		X	According to the CTDEEP Natural Diversity Data Base (NDDDB) Areas map for the Town of Mansfield (December 2017), the site is outside of all known threatened and endangered species habitats. Vernal pools to the northeast of the site will not be disturbed. To facilitate safe wildlife passage, a 6-12" barrier will be placed on the eastern side of the parking lot to deflect vernal pool species away from the parking area and toward the amphibian crossing beneath Discovery Drive. The northern long-eared bat (NLEB) ( <i>Myotis septentrionalis</i> ) is Federally Threatened and State Endangered (statewide in Connecticut). There are no known hibernacula located within Mansfield according to the Northern Long-eared Bat Areas of Concern in Connecticut to assist with Federal Endangered Species Act Compliance map, dated February 1, 2016. No other known federally listed threatened or endangered species are located within or directly adjacent to the project boundary.
Public Health and Safety		X	There are no new or significant public health and safety risks potentially associated with the Proposed Action.
Solid and Hazardous Waste		X	The Proposed Action is not expected to generate new or significant solid or hazardous wastes as a result of construction or operation.
State, Local, and Campus Master Planning		X	The Proposed Action is consistent with the State Conservation & Development Policies Plan (Section 3.2.1) as well as with the UConn Master Plan.



Resource	Potential Impacts		Comments
	Yes	No	
Stormwater Drainage/Water Quality		X	Stormwater management through green infrastructure installed as part of the project is expected to have positive impacts on water quality. Five bioretention areas, two underground retention systems and several hydrodynamic separators have been incorporated into the design to address stormwater runoff associated with increased impervious area. Stormwater infrastructure is being designed in accordance with the CT DOT Drainage Manual and CTDEEP's Stormwater Quality Manual. The stormwater system will retain and infiltrate the first inch of runoff from impervious surfaces and will reduce peak flows and volumes to below pre-construction conditions.
Transportation/Traffic, Parking, Circulation		X	<p>The site is located on multiple UConn bus routes, providing access to and encouraging public transit. The project is anticipated to have an overall benefit to pedestrians, by supporting a pedestrian campus core. A traffic impact study was conducted for existing conditions and the project build year (2019) and concluded that the proposed project is not projected to produce significant adverse impacts to surrounding state and local road networks. In particular, all intersections are projected to continue operating at acceptable overall levels of service (LOS) for the given classification of their respective roadways. The project represents a relocation of parking out of the campus core and will not generate new trips as a result of construction.</p> <p>Although not part of the Proposed Action considered herein, further traffic impact analysis associated with development of the Northwest Science Quad at the site of the parking lots being repurposed (X Lot, L Lot and Lot 9) assessed traffic impacts associated with new construction on those sites (Fuss &amp; O'Neill, June 2018). The impact analysis was conducted over a larger geographic network of intersections and a longer time period (Build Year 2022). That study concluded that only one (1) of the ten (10) intersections studied (SR 430 (North Eagleville Road) and Discovery Drive/Hillside Road) would experience a peak hour decline to a LOS D and recommended potential modification at that intersection to offset potential impact associated with the Northwest Science Quad project. The study also made recommendations to further decrease wait times under the build year condition at the intersection of Route 275 (South Eagle Road) and Separatist Road/Sycamore Drive.</p>
Public Utilities and Services		X	The proposed action will tie in to existing electrical and stormwater utilities located within the footprint of Discovery Drive (formerly North Hillside Road).
Surface Water/Waterbodies		X	Vernal pools to the northeast of the site will not be disturbed. An intermittent stream is located within the conservation easement and parallels the eastern edge of the proposed parking area but is well outside the proposed limit of work.



Resource	Potential Impacts		Comments
	Yes	No	
Wetlands		X	No direct disturbance of wetlands is anticipated as a result of the proposed project. In addition, a 100-foot buffer is planned to be maintained around all wetlands to further avoid negative impacts to wetlands on the site.

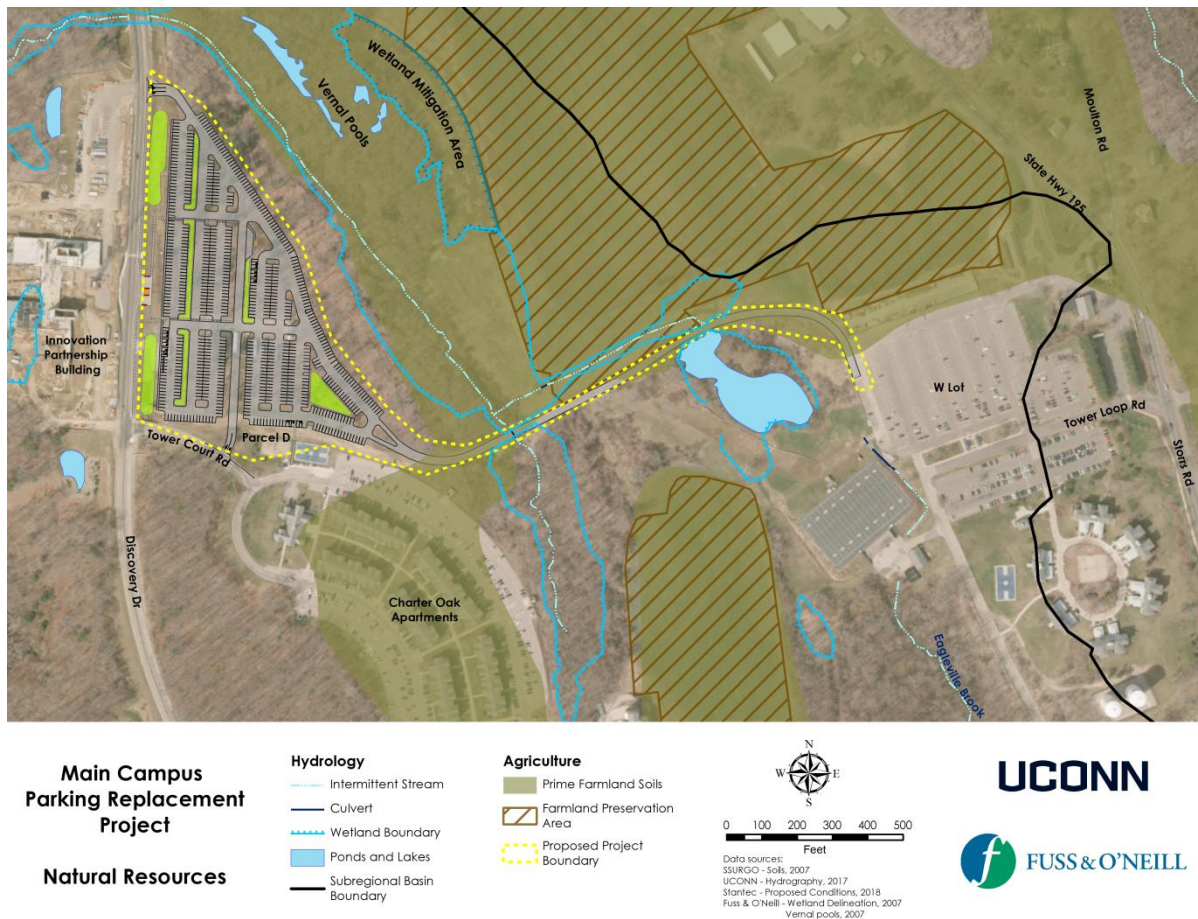


Figure 4: Natural Resources Present in the Proposed Project Area

### 3.4 Determination of Environmental Significance

Potential impacts to the environment associated with the development of Parcel D were originally considered in the North Hillside Road Extension Final EIS. Based on an updated review of existing conditions and potential impacts, which included a traffic impact study, wetland delineation, and an archaeological reconnaissance survey, as described in Table 1, the project team determined that there was no potential for significant impacts (e.g., no potential for archaeological significance, no significant impact to traffic at intersections surrounding the project area for the Parcel D lot build year 2019) or that the proposed design incorporates measures to ensure that potential impacts will



not be significant. All potential impacts identified will be mitigated as described in Table 1 and in the responses to scoping comments (Section 4.2). For example, several bioretention and infiltration areas have been incorporated into the design to address stormwater runoff associated with increased impervious area and a 6-12" barrier will be placed on the side of the parking lot adjacent to the existing vernal pool to the north to deflect vernal pool species away from the parking area and toward the amphibian crossing beneath Discovery Drive.

### 3.5 Potential Environmental Permits, Certifications, or Approvals

Table 2 lists the certificates, permits, and approvals that are anticipated to be required for the Proposed Action. It is possible that additional permits, certificates and approvals may be identified after the conclusion of the CEPA process as project design is finalized.

Table 2. List of Required Certificates, Permits and Approvals

Certificate/ Permit/ Approval	Category	Agency	Comments
Flood Management Certification	Flood Mangement/ Stormwater	Connecticut Department of Energy and Environmental Protection (CTDEEP) Bureau of Water Protection and Land Reuse – Inland Water Resources Division	Flood Management Certification required for project.
General Permit for Discharge of Stormwater and Dewatering Associated with Construction Activities	Stormwater	CTDEEP Bureau of Materials Management and Compliance Assistance	Registration and Stormwater Pollution Control Plan (SWPCP) submission required since total site disturbance exceeds 1 acre.
Administrative Decision (AD) Review	Traffic	Office of the State Traffic Commission (OSTA)	The traffic impact analysis demonstrated that the project does not trigger the need for mitigation or traffic safety measures on the state highway system, so a request for an AD regarding the development proposal is appropriate.



## 4 Scoping and Response to Public Comments

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### 4.1 Summary of the Scoping Process

Public input and participation and coordination with local, regional, state, and federal agencies are major elements of the CEPA process. CEPA requires an early public scoping process to identify issues of concern related to the proposed action through coordination with interested persons and affected agencies. Scoping begins with the publication of a scoping notice in the Environmental Monitor, a semi-monthly online publication of the Council on Environmental Quality (CEQ) (<http://www.ct.gov/ceq>). The scoping process includes a 30-day public comment period during which governmental agencies, as well as other organizations and the public, can submit comments on the proposed project and request a public scoping meeting. During the CEPA process, the sponsoring agency must consider the issues raised and comments received during scoping.

A CEPA scoping notice for the Main Campus Parking Replacements project appeared in the November 21, 2017 edition of the Environmental Monitor (Appendix A), beginning the 30-day scoping period. During the scoping period, a public scoping meeting was held on the UConn campus on December 7, 2017. A copy of the attendance sheet and slide presentation can be found in Appendix B. The meeting was livestreamed and the recording of the meeting can be viewed at [https://kaltura.uconn.edu/media/Science+1+And+Parking+Meeting/1\\_9rw2jv1i](https://kaltura.uconn.edu/media/Science+1+And+Parking+Meeting/1_9rw2jv1i)

No verbal comments were received during the public scoping meeting. During the scoping period, written comments were received from the Connecticut Department of Energy and Environmental Protection, the Town of Mansfield, and the Connecticut Department of Public Health. Copies of written comment letters received during the scoping period are provided in Appendix C.

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### 4.2 Response to Scoping Comments

The Connecticut Department of Energy and Environmental Policy (CTDEEP) provided written scoping comments from Linda Brunza, Environmental Analyst, dated December 22, 2017. A listing of comments and responses follows.

Comment: Review the Statewide Bacteria Total Maximum Daily Load document and technical appendix (available at [http://clear.uconn.edu/projects/tmdl/library/tmdl/reports/IC\\_TMDL\\_FinalTechRpt\\_0810.pdf](http://clear.uconn.edu/projects/tmdl/library/tmdl/reports/IC_TMDL_FinalTechRpt_0810.pdf)) for incorporation into planning, design, installation, and operations and maintenance of the proposed project.

Response: The Statewide Bacteria TMDL and relevant appendices have been reviewed. Stormwater runoff is identified in the TMDL as one of the potential bacteria sources for the watershed, and will be addressed in the Proposed Action. Green infrastructure for stormwater management is being incorporated into the project design, and operation and maintenance plans will be in place to guide ongoing maintenance of all installed equipment.





Comment: Review the Impervious Cover TMDL Field Survey and Analysis Report (available at [http://clear.uconn.edu/projects/tmdl/library/tmdl/reports/IC\\_TMDL\\_FinalTechRpt\\_0810.pdf](http://clear.uconn.edu/projects/tmdl/library/tmdl/reports/IC_TMDL_FinalTechRpt_0810.pdf)) for detailed watershed boundary delineation within W-Lot and recommended options for runoff controls.

Response: The Proposed Action will no longer involve any changes to W Lot. Further, the referenced report is specific to the Eagleville Brook watershed, and the Proposed Action no longer involves any work within that watershed. Stormwater retrofits proposed for the Eagleville Brook watershed in the Impervious Cover TMDL are therefore not applicable to the Proposed Action.

Comment: Acknowledge uppermost Eagleville Brook stream gauge and archived discharge and water quality parameters for baseline conditions as input to redeveloped W Lot drainage system.

Response: The proposed action no longer involves any land within the Eagleville Brook watershed. No work or redevelopment will be done at W Lot as part of the Proposed Action.

Comment: Provide project updates to the Eagleville Brook Watershed Advisory Team via Michael Dietz at UConn's NEMO program office.

Response: The Proposed Action no longer involves any land within the Eagleville Brook watershed. While UConn continues to coordinate with the Eagleville Brook Watershed Advisory Team, it is not necessary to coordinate specifically on this project since it is outside the Eagleville Brook watershed.

Comment: Confirm whether a flood management certification is needed and, if necessary, obtain certification from DEEP Land and Water Resources Division.

Response: Flood Management Certification will be sought for the proposed project since it is a State action affecting man-made storm drainage facilities.

Comment: Conduct site reconnaissance by a certified soil scientist to determine whether there will be impacts to regulated wetlands or watercourses and pursue all related permitting as necessary (including 401/404 and DEEP permits).

Response: Wetland delineations for the entire North Campus project area, of which the proposed action is a part, were updated in 2006. A vernal pool inventory was conducted by Fuss & O'Neill in the spring and summer of 2007 to confirm locations of and characterize several vernal pools in the North Campus project area. The results of both wetland and vernal pool investigations were incorporated into the Final Environmental Impact Statement for the North Hillside Road Extension (Fuss & O'Neill, 2012). Additional wetland delineation along the farm/service drive was performed in November 2017. The project is designed to



avoid impacts to these resource areas. The Proposed Action will not negatively impact any of the wetlands or vernal pools in the area.

Comment: Determine whether the project falls under the Locally Approvable or Locally Exempt category as defined in the *General Permit for Stormwater and Dewatering Wastewaters from Construction Activities*, and follow relevant procedures accordingly.

Response: As a State project, the Proposed Action is considered Locally Exempt. As noted in the CTDEEP scoping comments, Locally Exempt projects with greater than 1 acre of disturbance must submit a registration form and Stormwater Pollution Control Plan (SWPCP) to CTDEEP under the requirements of the permit. Per the permit requirements, this submittal will be made at least 60 days prior to planned commencement of work. The SWPCP will include both erosion and sediment controls and plans for post-construction stormwater management.

Comment: Include Level 2 electric vehicle charging stations at 3% of parking spaces.

Response: Electric vehicle charging stations are planned for 6 spaces (approximately 1% of the parking spaces).

Comment: Ensure that all on and off-road construction vehicles meet the latest EPA or CARB standards or have been retrofitted with appropriate emission controls.

Response: All construction contracts will include language similar to the requirements for contractors in Article 39 of the Connecticut Department of Administrative Services Division of Construction Services (DCS) General Conditions of the Contract for Construction for Design-Bid-Build. These conditions include requirements that vehicles be retrofitted with emission control devices and comply with all State and Federal emissions regulations.

Comment: Limit idling of vehicles on site to three minutes. Post signs on site notifying all operators of this limit and include language to this effect in all construction contracts.

Response: All construction contracts will include language similar to the requirements for contractors in Article 39 of the Connecticut Department of Administrative Services Division of Construction Services (DCS) General Conditions of the Contract for Construction for Design-Bid-Build. These conditions include a 3 minute idling limit in accordance with Section 22a-74-18(b)(3)(C).

Comment: Follow Connecticut Guidelines for Soil Erosion and Sediment Control.

Response: An erosion and sedimentation control plan will be implemented for the construction phase of the project and will be incorporated into the SWPCP as required under the *General Permit for Stormwater and Dewatering Wastewaters*



*from Construction Activities.* All work will be consistent with the 2002 Connecticut Guidelines for Soil Erosion and Sediment Control.

The State of Connecticut Department of Public Health Drinking (CTDPH) Water Section provided written scoping comments from Patricia Bisacky, Environmental Analyst 3, dated December 20, 2017. A listing of comments and responses follows.

Comment: CTDPH noted that the project is not located in a public drinking water supply source area, and therefore no source water protection comments were necessary.

Response: None required.

The Town of Mansfield Planning and Zoning Commission provided written scoping comments from JoAnn Goodwin, Chair of the Commission, dated December 21, 2017. A listing of comments and responses follows.

Comment: Conduct a full evaluation of impacts to off-campus traffic and identify any needed mitigation measures. Evaluate traffic impacts holistically, considering more than just the north side of campus.

Response: A traffic impact study (Stantec, 2018) was conducted for existing conditions and the project build year (2019) and concluded that the proposed project will not produce significant adverse impacts to surrounding State and local road networks. In particular, all intersections are projected to continue operating at acceptable overall levels of service (LOS) for the given classification of their respective roadways. The project represents a relocation of parking out of the campus core and will not generate new trips as a result of construction.

Although not part of the Proposed Action (Parcel D parking) considered herein, further traffic impact analysis associated with development of the Northwest Science Quad at the site of the parking lots being repurposed (X Lot, L Lot and Lot 9) assessed traffic impacts associated with new construction on those sites (Fuss & O'Neill, June 2018). The impact analysis was conducted over a larger geographic network of intersections and a longer time period (Build Year 2022). That study concluded that only one (1) of the ten (10) intersections studied (SR 430 (North Eagleville Road) and Discovery Drive/Hillside Road) would experience a peak hour decline to a LOS D and recommended potential modification at that intersection to offset potential impact associated with the Northwest Science Quad project. The study also made recommendations to further decrease wait times under the build year condition at the intersection of Route 275 (South Eagle Road) and Separatist Road/Sycamore Drive. The following specific recommendations were provided as a result of the traffic impact analysis (Fuss & O'Neill, June 2018):

*The signalized intersection of SR 430 (North Eagleville Road) and Discovery Drive/Hillside Road will experience a decrease in level-of-service from C to D under Build conditions during the p.m. peak hour. This degradation in level-of-service is*



*mainly due to the increase in left-turning vehicles from SR 430 eastbound onto Discovery Drive. A review of the signal operation showed that there is currently an exclusive left-turn lane for SR 430 eastbound, but this movement does not have a protected left-turn phase. An upgrade to the traffic signal equipment would provide the protected left-turn phase, which would allow the signal to continue to operate at level-of-service C. Also, the eastbound left-turn queue length will increase under Build conditions during both the a.m. and p.m. peak hours; therefore, as part of the improvements, restriping of SR 430 to increase the eastbound left-turn lane is recommended.*

*The unsignalized intersection of Route 275 (South Eagleville Road) and Separatist Road/Sycamore Drive, will experience LOS F for the stop-controlled southbound approach of Separatist Road during both peak hours under both No Build and Build conditions. A review of the average delay experienced by southbound vehicles revealed that the average delay will be decreased under Build conditions, and can be further decreased if Separatist Road could be widened to provide a two-lane approach. This would also result in an increase to LOS E during the a.m. peak hour. As described in Section 5.2: Intersection Capacity Analysis, further study including 24-hour traffic counts could be conducted to determine if a signal is warranted at this intersection.*

Comment: Address anticipated traffic patterns on multi-day events.

Response: Visitors for events are encouraged to park in the existing parking garages. Existing garages have sufficient capacity for event parking, and traffic patterns on multi-event days are not expected to be negatively impacted by the proposed project.

Comment: Consider future traffic patterns related to proposed hockey rink.

Response: Event parking will continue to be directed to the existing parking garages; no impacts to future traffic patterns are expected as a result of this project. Recently completed and on-going traffic impact analyses account for project-specific and anticipated background growth; should the hockey rink project move forward, traffic will also be assessed as part of environmental reviews and approvals conducted for that project.

Comment: Include the following locations in the traffic study: the intersection of Hunting Lodge Road and North Eagleville Road, the intersection of Separatist Road and Jim Calhoun Way, and the intersection of Hunting Lodge Road and Route 44.

Response: Each of the requested locations was included in the traffic counts conducted by Stantec in January, 2018. Analysis of those intersections was performed in a Traffic Impact Analysis for the Northwest Science Quad (Fuss & O'Neill, June 2018) and well as at the intersection of Route 275 (South Eagleville Road) and Separatist Road/Sycamore Drive. The analysis determined that under the 2022 build conditions, there would in an increase in LOS (i.e., reduced driver wait



times) at SR 430 (North Eagleville Road) and Hunting Lodge Road for the eastbound approach in a.m. peak hour and southbound approach in a.m. and p.m. peak hours; a decline in LOS at the Hunting Lodge Road and Route 44 northbound approach under peak a.m. hour conditions, and no change in LOS during the peak hours for all other approaches considered for each of these intersections.

The tables below summarize the findings of that study for these intersections (Fuss & O’Neill, June 2018):

Stop Controlled Intersections	2022 A.M. Peak Hour		2022 P.M. Peak Hour	
	No-Build	Build	No-Build	Build
SR 430 (North Eagleville Road) and Hunting Lodge Road				
EB Approach	LOS B*	LOS A	LOS B	LOS B
WB Approach	LOS B	LOS A	LOS B	LOS B
NB Approach	LOS B	LOS A	LOS B	LOS B
SB Approach	LOS C	LOS B	LOS D	LOS C
Route 275 (South Eagle Road) and Separatist Road/Sycamore Drive				
EB Approach	LOS A	LOS A	LOS A	LOS A
WB Approach	LOS A	LOS A	LOS A	LOS A
NB Approach	LOS D	LOS D	LOS C	LOS C
SB Approach	LOS F	LOS F	LOS F	LOS F

\*Values indicated are critical movement Level of Service (LOS)

Stop Controlled Intersections	2022 A.M. Peak Hour		2022 P.M. Peak Hour	
	No-Build	Build	No-Build	Build
Separatist Road and Jim Calhoun Way				
WB Approach	LOS B	LOS B	LOS C	LOS C
NB Approach	LOS A	LOS A	LOS A	LOS A
SB Approach	LOS A	LOS A	LOS A	LOS A
Hunting Lodge Road and Route 44				
EB Approach	LOS A	LOS A	LOS A	LOS A
WB Approach	LOS A	LOS A	LOS A	LOS A
NB Approach	LOS B	LOS C	LOS C	LOS C



However, the study provided recommendations for reducing driver wait time at the intersection of Route 275 (South Eagleville Road) and Separatist Road/Sycamore Drive which is currently experiencing LOS F during peak hours:

*The unsignalized intersection of Route 275 (South Eagleville Road) and Separatist Road/Sycamore Drive, will experience LOS F for the stop-controlled southbound approach of Separatist Road during both peak hours under both No Build and Build conditions. A review of the average delay experienced by southbound vehicles revealed that the average delay will be decreased under Build conditions, and can be further decreased if Separatist Road could be widened to provide a two-lane approach. This would also result in an increase to LOS E during the a.m. peak hour. Further study including 24-hour traffic counts could be conducted to determine if a signal is warranted at this intersection.*

Comment: Provide the Town with an opportunity to review and comment on proposed transportation/shuttle plans for connecting the UConn community to new remote lots.

Response: New remote parking will be located along existing bus routes (Purple Line, Green Line) and accessible via the evening and weekend shuttle services. UConn is continuing to coordinate with the Town through the OSTA review process.

Comment: Provide detailed information regarding short-term replacement of W-Lot parking during garage construction.

Response: Redevelopment of W-Lot is no longer proposed. W-Lot parking will continue to be available during the construction of parking at Parcel D.

Comment: Provide detailed information regarding the frequency of transit service and proposed routes.

Response: The proposed parking will be located along existing bus routes servicing Discovery Drive (the Purple Line and Green Line), and will be accessible via the evening and weekend shuttle services. A bus stop is available on Discovery Drive, and sidewalk access points are proposed to connect the parking lot to bus stops.

Comment: Provide detailed information for plans to address parking demand during multiple on-campus events.

Response: Existing parking garages have sufficient capacity for event parking, and event visitors will continue to be directed to the garages. No negative impacts to event parking are expected as a result of the proposed project.

Comment: Structured parking on the west side of Storrs Road should be hidden from view by landscaping and topography if possible. If parking decks are visible from Storrs



Road, they should feature design treatments to reduce the visual impact of the structures on rural character and viewsheds. A viewshed analysis is recommended.

Response: The project no longer includes construction of parking decks, and the location now proposed will not be visible from Storrs Road since development on W Lot is no longer included in the Proposed Action.

## 5 Sponsoring Agency Determination

Based on the environmental assessment of the proposed Main Campus Parking Replacements and a review of comments received during the scoping process, the University of Connecticut concludes that the proposed action will have no significant impact on the environment and that consistent with CGS 22-1, as the sponsoring agency the University has determined that preparation of an Environmental Impact Evaluation (EIE) under CEPA is not warranted.



# Appendix A

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## Documentation of Notification







# COUNCIL ON ENVIRONMENTAL QUALITY

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Susan D. Merrow  
Chair

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- [Current Issue](#)
- [Archives](#)
- [Publication Dates](#)
- [What is CEPA?](#)
- [CEPA Statutes](#)
- [CEPA Regulations](#)
- [What is Scoping?](#)
- [What to Expect at a Scoping Meeting](#)
- [How to Request a Public Scoping Meeting](#)
- [Guide to the State Lands Transfer Process](#)

[CEQ HOME](#)


**November 21, 2017**

### Scoping Notices

1. Wastewater Facilities Plan, Fairfield
2. Naugatuck Industrial Park Expansion Project, Naugatuck / Waterbury
3. **NEW!** UConn Main Campus Parking Replacement Project, Mansfield
4. **NEW!** UConn NW Science Quad Improvements, Mansfield

### Post-Scoping Notices: Environmental Impact Evaluation (EIE) Not Required

1. Westbrook Village, Hartford

### Environmental Impact Evaluations

No Environmental Impact Evaluation has been submitted for review and comment.

### State Land Transfers

No proposed Land Transfer has been submitted for publication in this edition.

**The next edition of the Environmental Monitor will be published on December 5, 2017.**

[Subscribe to e-alerts](#) to receive an e-mail when the Environmental Monitor is published.

*Notices in the Environmental Monitor are written by the sponsoring agencies and are published unedited. Questions about the content of any notice should be directed to the sponsoring agency.*

### **Scoping Notices**

"Scoping" is for projects in the earliest stages of planning. At the scoping stage, detailed information on a project's design, alternatives, and environmental impacts does not yet exist. Sponsoring agencies are asking for comments from other agencies and from the public as to the scope of alternatives and environmental impacts that should be considered for further study. Send your comments to the contact person listed for the project by the date indicated.

**The Following Scoping Notice has been submitted for review and comment.**

## **1. Notice of Scoping for Wastewater Facilities Plan for the Town of Fairfield**

**Project Title:** Wastewater Facility Plan

**Municipality where proposed project might be located:** Fairfield

**Project Location:** One Rod Highway, Fairfield

**Project Description:** The Wastewater Facility Plan proposes improvements to the town's wastewater treatment infrastructure. The Water Pollution Control Facility (WPCF) has a design annual average flow rate of 9 million gallons per day (MGD) and a peak flow rate of 24 MGD and currently processes an annual average flow rate of 8.64 MGD with peaks over 33 MGD. The WPCF was originally constructed in 1950 and was expanded in 1968 and 1972 to meet the needs of a growing town and expansion of the sewer collection system. Additions were made in 1980 to improve bio-solids dewatering and a composting facility for beneficial reuse of plant sludge was added in 1988. In 1996 and 2002, modifications to the plant's aeration system were completed to allow the plant to achieve nitrogen removal per the permit. In the past 5 years, flows have been increasing and the WPCF has been receiving flows greater than 90% of the design flow rate for the previous 180 days consistently since April 2017 and intermittently prior to that.

The study evaluated alternatives for providing improvements to the existing WPCF to meet the long-term needs of the town. The evaluation considered current regulatory requirements, the age and condition of the existing equipment, the capacity of existing unit processes to meet projected flows and loads, and process reliability. Major components recommended in the plan include the following:

- Improvements to preliminary and primary treatment facilities including the replacement of the mechanical bar screens, installation of screenings grinder/washer/ compactors, construction of new aerated grit tanks and a grit washer, a new raw

sewage pump station, process and structural improvements to the primary structures to improve flow splitting to the primary settling tanks and to the Zone A aeration tanks.

- Improvements to the secondary treatment processes, including modifications to the aeration system by converting the Zone A tanks to three train operation, structural modification to facilitate the passing and removal of scum, installation of three new aeration blowers, optimization of aeration controls and methanol feed, replacement of mechanisms and drives in the final settling tanks, and improvements to process reliability and improved energy efficiency.
- Improvements to effluent disinfection and pumping including installation of new UV disinfection in a second redundant channel, new outfall pumps to handle peak hour flows and a new plant water system.
- Improvements to the solids handling system to account for increased flows and loadings including the installation of two screw presses, a mixing system in the secondary digester, new pumps, piping, boilers, and heat exchanger in the primary digester, a new cover on the secondary digester and two new sludge storage tanks for use during periods of high loadings to maintain the required SRT in the digesters.
- Improvements to the compost facility to improve operator health and safety concerns including installation of negative aeration to reduce emissions within the building and new process and electrical equipment.
- Improvements to existing Building Systems including modifications to the existing Control Building to address HVAC control issues, upgrades to specific HVAC equipment to replace items that are approaching their service life or are currently inoperable, and addressing code-related ventilation, egress and electrical classification issues in specific spaces such as the Primary Settling Tanks, Dewatering Building, Return Sludge Pump Room and Control Building.
- Improvements to the Control Building including expansion to the men's locker room, lavatory and break room.
- Upgrading the instrumentation and controls and SCADA system.
- Replacing the older electrical distribution equipment that was constructed prior to the 2000 upgrade and modifying the remaining electrical distribution system as required based on process modifications to the facility.
- Install new odor control systems for all process areas and refurbish Biofilter B to be maintained for the compost building exhaust.

**Draft Facilities Plan:** [View the draft Town of Fairfield Wastewater Facilities Plan.](#)

**Project Map:** [Location map of the Town of Fairfield WPCF.](#)

**Written comments from the public are welcomed and will be accepted until the close of business on **December 7, 2017**.**

**There will be a Public Scoping Meeting for this project:**

**DATE:** **November 15, 2017**

**TIME:** 7:30pm

**PLACE:** Sullivan Independence Hall, 1st Floor Conference Room, 725 Old Post Road, Fairfield

**NOTES:** The Connecticut Department of Energy and Environmental Protection is an Affirmative Action/ Equal Opportunity Employer that is committed to complying with the requirements of the Americans with Disabilities Act. Please contact us at (860) 418-5910 or [deep.accomodations@ct.gov](mailto:deep.accomodations@ct.gov) if you: have a disability and need a communication aid or service; have limited proficiency in English and may need information in another language; or if you wish to file an ADA or Title VI discrimination complaint. Any person needing a hearing accommodation may call the State of Connecticut relay number -711. Requests for accommodations must be made at least two weeks prior to any hearing, program, or event.

**Written comments and/or requests for a Public Scoping Meeting should be sent to**

**Name:** Ann A. Straut  
**Agency:** DEEP Bureau of Water Protection and Land Reuse, Water Planning and Management Division  
**Address:** 79 Elm Street, Hartford CT 06106-5127  
**Phone:** (860) 424-3137  
**Fax:** (860) 424-4067  
**E-Mail:** [ann.straut@ct.gov](mailto:ann.straut@ct.gov)

**If you have questions about the public meeting, or other questions about the scoping for this project, contact:**

**Name:** Ann A. Straut  
**Agency:** DEEP Bureau of Water Protection and Land Reuse, Water Planning and Management Division  
**Address:** 79 Elm Street, Hartford CT 06106-5127  
**Phone:** (860) 424-3137  
**Fax:** (860) 424-4067  
**E-Mail:** [ann.straut@ct.gov](mailto:ann.straut@ct.gov)

If you have questions about the public meeting, or other questions about the scoping for this project, please contact Ms. Straut as directed above.

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## 2. Notice of Scoping for Greater Waterbury-Naugatuck Valley Regional Industrial Park Expansion Project

**Municipalities where proposed project might be located:** Naugatuck/Waterbury

**Address of Possible Project Location:** 0 Great Hill Road, Naugatuck, CT

**Project Description:** The Waterbury Development Corporation, on behalf of the City of Waterbury, is requesting up to \$2.8M in

Urban Act funding for the construction & extension of roadway & utilities from the existing Naugatuck Industrial Park into Waterbury. The Naugatuck Industrial Park is located in Naugatuck near the southern border of Waterbury, along Routes 8 & 68, across the street from the Naugatuck River and the Metro-North Waterbury Line, and is home to 49 companies.

The City of Waterbury owns 163 acres of land adjacent to the Industrial Park with 57 of those acres actually lying within Naugatuck. Approximately 60 acres of this property is relatively flat and suitable for development, but it is located at the highest elevation of the property that is not easily accessible from Waterbury. Currently the only access to this land from Waterbury lies along South Main Street but this option has proven to be cost prohibitive due to the property's steep grades. A concept of a regional economic development project involving the current Naugatuck Industrial Park and the adjacent City of Waterbury owned land has been agreed by both the City of Waterbury and Borough of Naugatuck. In order to provide access from Naugatuck, both the Waterbury Development Corporation and Borough of Naugatuck purchased an undeveloped 10 acre lot within the Industrial Park in order to provide the land needed for an access roadway with utilities to be extended from Naugatuck.

With the goal of unlocking the economic potential of Waterbury's land, alternate approaches have been studied but it has become clear that if access to the Waterbury owned 163 acres of land could be achieved via the Naugatuck Industrial Park, rather than the South Main street Waterbury approach, this property would become economically attractive for development. Please refer to the proposed [Conceptual Layouts](#).

**Project Map:** [Click here to view a map of the project area.](#)

**Written comments from the public are welcomed and will be accepted until the close of business on: **December 7th.****

**Any person can ask the sponsoring agency to hold a Public Scoping Meeting by sending such a request to the address below. If a meeting is requested by 25 or more individuals, or by an association that represents 25 or more members, the sponsoring agency shall schedule a Public Scoping Meeting. Such requests must be made by **November 17th.****

**Written comments and/or requests for a Public Scoping Meeting should be sent to:**

**Name:** Nelson Tereso  
**Agency:** CT Dept. of Economic and Community Development  
**Address:** 450 Columbus Boulevard, Hartford CT 06103  
**Phone:** (860) 500-2322  
**E-Mail:** [nelson.g.tereso@ct.gov](mailto:nelson.g.tereso@ct.gov)

**If you have questions about the public meeting, or other questions about the scoping for this project, contact:**

**Name:** Nelson Tereso  
**Agency:** CT Dept. of Economic and Community Development  
**Address:** 450 Columbus Boulevard, Hartford CT 06103  
**Phone:** (860) 500-2322  
**E-Mail:** [nelson.g.tereso@ct.gov](mailto:nelson.g.tereso@ct.gov)

### 3. Notice of Scoping for University of Connecticut Main Campus Parking Replacement Project

**Municipality where proposed project might be located:** Mansfield

**Address of Possible Project Location:** W Lot between State Route 195 and Tower Loop Road, and undeveloped land known as Parcel D along Discovery Drive on the University of Connecticut Storrs Campus

**Project Description:**

The University of Connecticut (UConn) is proposing construction of up to 1000 parking spaces through the construction of up to two elevated parking decks above a portion of W Lot and a new surface lot in Parcel D, connected to each other by a restricted access drive for buses, service, and emergencies. This project is consistent with parking priorities identified in the UConn Master Plan, including replacing spaces that are lost to new construction, prioritize decks (2-3 levels) with small footprints instead of large garages, limiting parking in the campus core and supporting a robust shuttle system. The construction of this parking within the North Campus replaces other parking to be lost within the North Campus as a result of new construction.

**Project Maps:** Click here to view a map of the [project area](#). Click here to view a [conceptual map](#) of the proposed project.

**Written comments** from the public are welcomed and will be accepted until the close of business on: **Friday, December 22, 2017**

**A Public Scoping Meeting** will be held for this project at:

**DATE:** **Thursday, December 7, 2017**  
**TIME:** 7:00 pm. (Doors will be open at 6:30 pm.)  
**PLACE:** Konover Auditorium at the Dodd Center, 405 Babbidge Road, Unit 1205  
 Storrs, CT 06269-1205. The closest public parking is in the South Garage, 2366 Jim Calhoun Way, Storrs, CT 06269.  
 Adjacent to the UConn Bookstore.

**NOTES:**

To watch live go to

[http://www.kaltura.com/index.php/extwidget/preview/partner\\_id/2090521/uiconf\\_id/37902451/entry\\_id/1\\_uvccae0m/embed/auto?&flashvars\[streamerType\]=auto](http://www.kaltura.com/index.php/extwidget/preview/partner_id/2090521/uiconf_id/37902451/entry_id/1_uvccae0m/embed/auto?&flashvars[streamerType]=auto) for live-stream. Or go to <http://ait.uconn.edu/live-streaming/>; find the date and time for the event on the calendar; and choose the link based on the description on the calendar information.

Written comments should be sent to:

**Name:** Paul Ferri, Environmental Compliance Professional  
**Agency:** University of Connecticut, Office of Environmental Policy  
**Address:** 31 LeDoyt Road, Unit 3055, Storrs, CT 06269-3055  
**Fax:** (860) 486-5477  
**E-Mail:** [paul.ferri@uconn.edu](mailto:paul.ferri@uconn.edu)

**If you have questions** about the public meeting, or other questions about the scoping for this project, contact:

**Name:** Paul Ferri, Environmental Compliance Professional

Agency: University of Connecticut, Office of Environmental Policy

#### 4. Notice of Scoping for University of Connecticut Northwest Science Quad Improvements

**Municipality where proposed project might be located:** Mansfield

**Address of Possible Project Location:** X Lot, Lot L, and Lot 9 and surrounding area south of King Hill Road on the University of Connecticut Storrs Campus, Mansfield, Connecticut

**Project Description:**

The University of Connecticut (UConn) is proposing to begin construction of the Northwest Science Quad on an approximately 22-acre site located at the northwest edge of campus which includes the existing Lot 9, X-Lot, and L-Lot. The Northwest Science Quad is identified as part of the North Eagleville Science District in the University's Campus Master Plan and is part of the capital project initiatives in support of Next Generation Connecticut to significantly expand educational opportunities, research, and innovation in the science, technology, engineering, and math (STEM) disciplines at UConn. The proposed project consists of the following:

- Science 1 building (~250,000 sf STEM Research Center)
- Supplemental Utility Plant (SUP) including substation
- Surface parking
- Improvements to King Hill Road
- Possible realignment to Hillside Road and Alumni Drive
- Northern Woodland Corridor walkway
- Stormwater and utilities to serve the Northwest Science Quad
- Utility tunnel from the current Central Utility Plan (CUP) to the proposed SUP.

Science 1 building project will incorporate best practices of sustainability with a minimum goal of LEED Gold certified, with an aspirational goal of certified for the U.S. Green Building Council Sustainable SITES program.

**Project Maps:** Click [here](#) to view a map of the project area. Click here to view a [conceptual map](#) of the Northwest Science Quad improvements.

**Written comments from the public are welcomed and will be accepted until the close of business on: **Friday, December 22, 2017****

There will be a Public Scoping Meeting for this project at:

**DATE: Thursday, December 7, 2017**

**TIME:** 7:00 pm. (Doors will be open at 6:30 pm.)

**PLACE:** Konover Auditorium at the Dodd Center, 405 Babbidge Road, Unit 1205 Storrs, CT 06269-1205. The closest public parking is in the South Garage, 2366 Jim Calhoun Way, Storrs, CT 06269. Adjacent to the UConn Bookstore.

**NOTES:**

To watch live go to

[http://www.kaltura.com/index.php/extwidget/preview/partner\\_id/2090521/uiconf\\_id/37902451/entry\\_id/1\\_uvccae0m/embed/auto?&flashvars\[streamerType\]=auto](http://www.kaltura.com/index.php/extwidget/preview/partner_id/2090521/uiconf_id/37902451/entry_id/1_uvccae0m/embed/auto?&flashvars[streamerType]=auto) for live-stream. Or go to <http://ait.uconn.edu/live-streaming/>; find the date and time for the event on the calendar; and choose the link based on the description on the calendar information.

**Written comments should be sent to:**

**Name:** Paul Ferri, Environmental Compliance Professional  
**Agency:** University of Connecticut, Office of Environmental Policy  
**Address:** 31 LeDoyt Road, Unit 3055, Storrs, CT 06269-3055  
**Fax:** (860) 486-5477  
**E-Mail:** paul.ferri@uconn.edu

**If you have questions about the public meeting, or other questions about the scoping for this project, contact:**

**Name:** Paul Ferri, Environmental Compliance Professional  
**Agency:** University of Connecticut, Office of Environmental Policy

#### Post-Scoping Notices: Environmental Impact Evaluation Not Required

This category is required by the October 2010 revision of the [Generic Environmental Classification Document](#) for State Agencies. A notice is published here if the sponsoring agency, after publication of a scoping notice and consideration of comments received, has determined that an Environmental Impact Evaluation (EIE) does not need to be prepared for the proposed project.

**The following Post-Scoping Notice has been submitted for publication in this edition.**

#### 1. Post-Scoping Notice for Westbrook Village

**Municipality where project will be located:** Hartford

**CEPA Determination:** On November 8, 2016 the Department of Housing published a [Notice of Scoping](#) to solicit public comments for this project in the *Environmental Monitor*. During the scoping period, the DOH received comments from the [Department of Public Health](#) and the [Department of Energy and Environmental Protection](#). The DOH has taken those comments into consideration and has concluded that the project does not require the preparation of Environmental Impact Evaluation under CEPA.

The agency's conclusion is documented in a [Memo of Findings and Determination](#) and [Environmental Assessment Checklist](#).  
**If you have questions about the project, you can contact the agency at:**

**Name:** Jacqueline Simpson  
**Agency:** Department of Housing  
**Address:** 505 Hudson Street  
Hartford, CT 06106  
**Phone:** 860-270-8038

**E-Mail:** [jacqueline.simpson@ct.gov](mailto:jacqueline.simpson@ct.gov)

**What happens next:** The DOH expects the project to go forward. This is expected to be the final notice of the project to be published in the *Environmental Monitor*.

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### EIE Notices

After Scoping, an agency that wishes to undertake an action that could significantly affect the environment must produce, for public review and comment, a detailed written evaluation of the expected environmental impacts. This is called an Environmental Impact Evaluation (EIE).

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**No EIE Notice has been submitted for publication in this edition.**

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### State Land Transfer Notices

Connecticut General Statutes [Section 4b-47](#) requires public notice of most proposed sales and transfers of state-owned lands. The public has an opportunity to comment on any such proposed transfer. Each notice includes an address where comments should be sent. [Read more about the process.](#)

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**No Land Transfer Notice has been submitted for publication in this edition.**

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The Adobe Reader is necessary to view and print Adobe Acrobat documents, including some of the maps and illustrations that are linked to this publication. If you have an outdated version of Adobe Reader, it might cause pictures to display incompletely. To download up-to-date versions of the free software, click on the Get Acrobat button, below. This link will also provide information and instructions for downloading and installing the reader.



[Download the free Acrobat Reader!](#) Access.Adobe is a tool that allows blind and visually impaired users to read any documents in Adobe PDF format. For more information, read the [product overview](#) at Adobe.com.

Content Last Modified on 11/21/2017 9:51:03 AM

**79 Elm Street Hartford, CT 06106 / Phone: 860-424-4000**

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# Appendix B

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## Scoping Meeting PowerPoint Presentation Attendance Sheet



## Public Scoping Meeting

University of Connecticut  
Northwest Science Quad Project  
and  
Main Campus Parking Replacement Project

Presented by:

Paul Ferri, UConn Office of Environmental Policy  
Diane Mas, Fuss & O'Neill, Inc.

December 7, 2017

## Presentation Agenda

- Public Scoping Process
- Connecticut Environmental Policy Act (CEPA)
- Project Overview & Schedule
  - Northwest Science Quad
    - *Academic and Research Facilities- STEM Research Center – Science 1*
    - *NW Quad- Science 1- Site Improvements & Tunnel Phase 2*
    - *Supplemental Utility Plant*
  - Main Campus Parking Replacement
- Public Comments

## Public Scoping Process

- Provide basic information on the projects (Proposed Actions)
- Describe the Connecticut Environmental Policy Act (CEPA)
- Occurs at the early stage of project
- Provide a forum for agency and public input
  - Range of alternatives
  - Environmental impacts that should be considered for study
- Solicit verbal and written comments to be addressed in the CEPA process



## What is CEPA?

- Connecticut Environmental Policy Act (CEPA)
- Identify and evaluate the impacts of proposed state actions which may significantly affect the environment
- Allow for public input





# CEPA Resource Considerations

## Physical

- Air Quality
- Noise
- Traffic, Parking & Circulation
- Utilities & Services
- Stormwater Drainage
- Solid & Hazardous Waste
- Aesthetics
- Cultural Resources
- Energy Use & Conservation
- Construction Impacts

## Natural

- Geology, Topography & Soils
- Surface Water
- Groundwater
- Floodplains
- Wetlands
- Fisheries
- Plants & Wildlife/  
State Listed Species

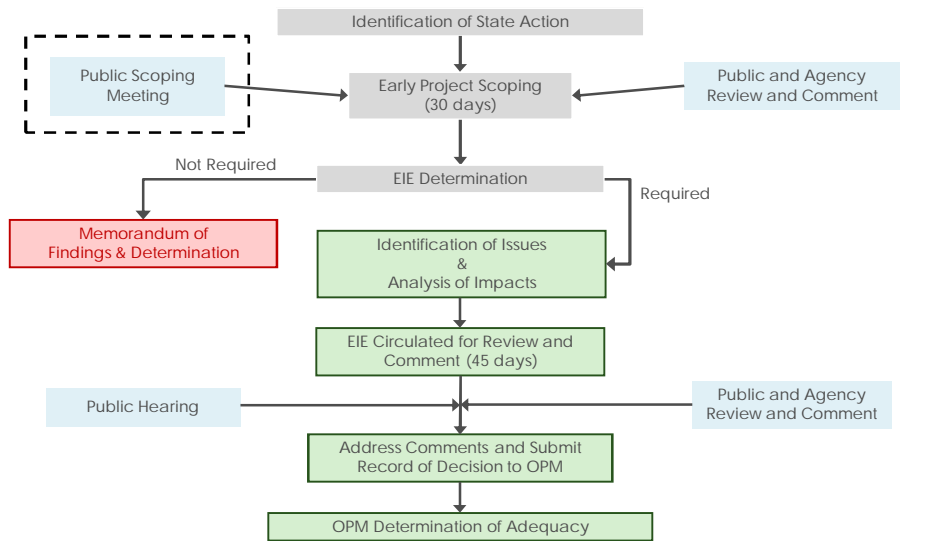
## Socioeconomic

- Land Use & Zoning
- State, Regional and Local Land Use Planning
- Open Space & Farmland
- Public Health & Safety
- Economy, Employment & Income
- Environmental Justice

- Direct, Indirect, Cumulative Impacts



# CEPA Process



## Northwest Science Quad

### Purpose and Need

- Next Generation Connecticut
  - Expand educational opportunities, research, and innovation in the science, technology, engineering, and math (STEM) disciplines at UConn
- New STEM Research Center (Science 1), designed to meet both the current and future programmatic requirements
- Flexibility to support
  - Existing faculty and/or
  - Recruitment of new faculty
  - Grow UConn's research enterprise and increase research funding
- Campus Master Plan
  - STEM research and teaching facilities in a distinct campus quadrangle
- New Supplemental Utility Plant needed to provide utility production and distribution capacities to support planned campus growth

# Project Overview

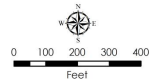


# Project Overview



Northwest  
Science Quad  
Existing Conditions

Proposed Project Boundary

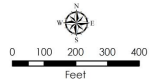


## Project Overview



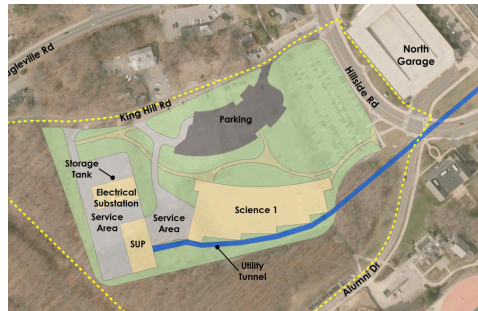
**Northwest  
Science Quad  
Proposed Conditions**

  Proposed Project Boundary  
  Structures  
  Site Access  
  Surface Parking



## Project Overview

- Science 1 building (approx. 180,000 sf STEM Research Center)
- Supplemental Utility Plant (SUP) including substation
- Northern Woodland Corridor
- Improvements to King Hill Road and realignment to Hillside Road and Alumni Drive
- Stormwater and utilities to serve the Northwest Science Quad
- Utility tunnel from current Central Utility Plant (CUP) to proposed SUP
- Surface parking (approx. 100 spaces)



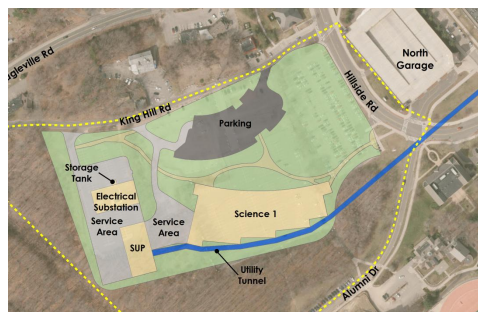
## Project Overview

- Research, office and classroom space
- Institute of Materials Science (IMS) (relocating) and Materials and Science Engineering (MSE)
- Draft program includes:
  - Wet and dry lab space
  - Core lab space
  - Clean room
  - Auditorium
  - Wet/dry undergraduate teaching labs
  - Administrative and support space for research
- Targeting LEED v4 Gold certification, conform to Connecticut High Performance Building requirements, pursuing Sustainable SITES



## Project Overview

- Enabling Projects & Site Improvements
  - Surface parking
  - King Hill Road and Hillside Road improvements
  - Quad landscape (Woodland Corridor) including green infrastructure (stormwater management and water quality)
  - Utilities
    - *Sanitary sewer*
    - *Domestic and fire water*
    - *Reclaimed water*
    - *Telecom*
    - *Electrical*
    - *Natural gas*
  - Utility tunnel connection



## Project Overview

- Supplemental Utility Plant (SUP)
  - Site improvements
  - New chillers
  - Emergency Power
  - Utility Power Switching
  - (Optional) -- Steam production capacity



## Alternatives

- No Action/No Build
- Alternative Sites
  - North Eagleville Science District (Campus Master Plan)
- Alternative Designs
  - Configuration/ Elements

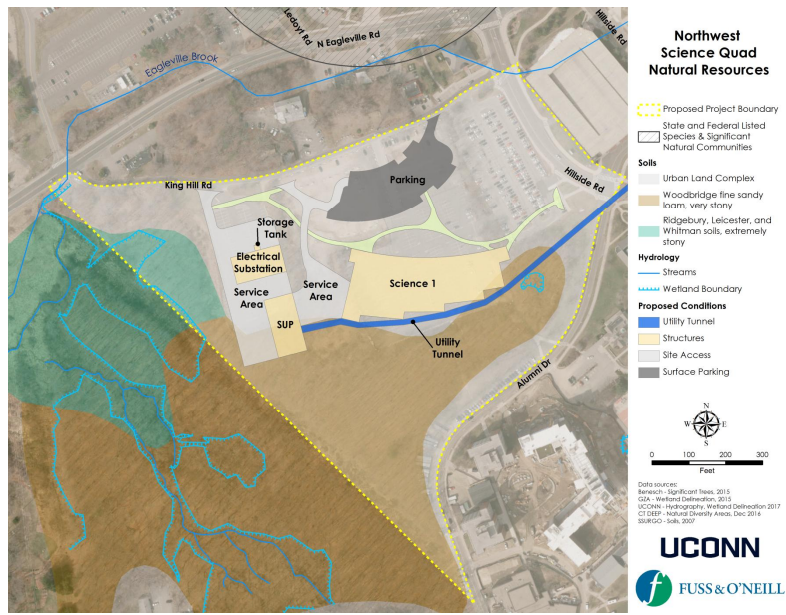


## Resources Not Present

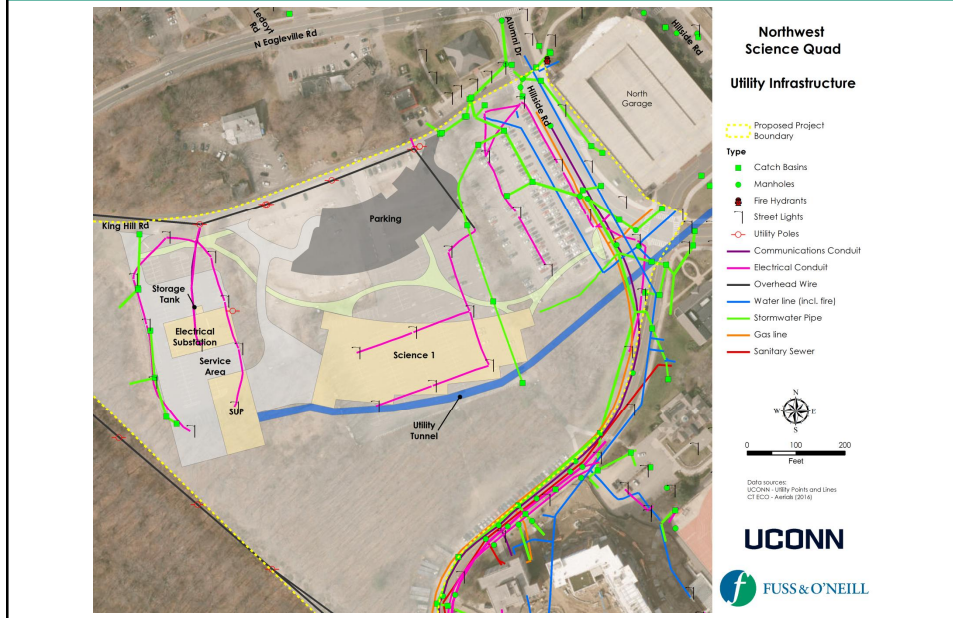
- No Floodplains
- No Threatened and Endangered Species
- Outside of Historic District
- No Farmland Soils
- No Sole Source Aquifers
- No Coastal Resources



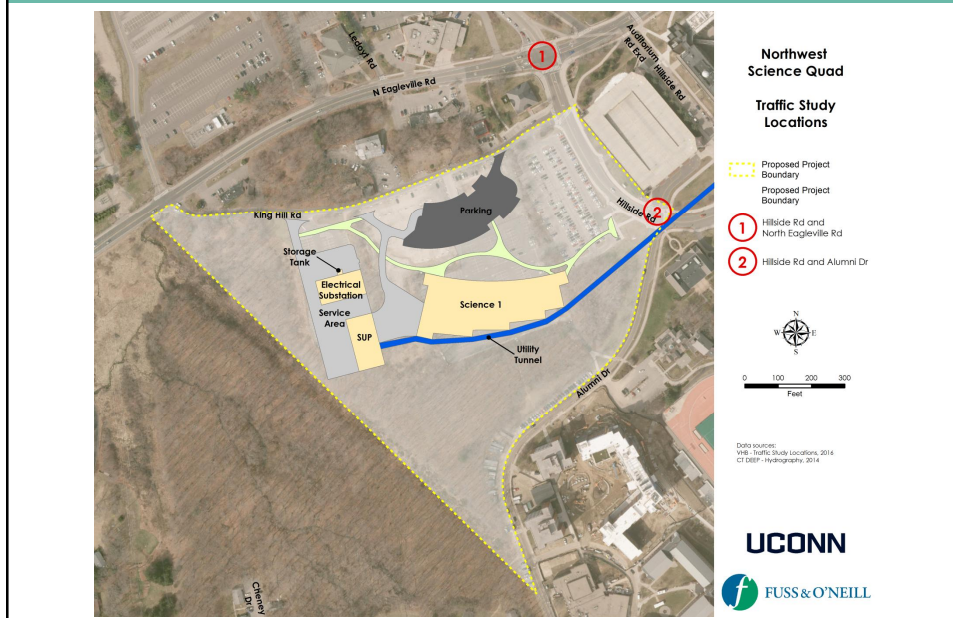
## Existing Natural Environment



# Existing Built Environment – Utilities



# Existing Built Environment – Transportation

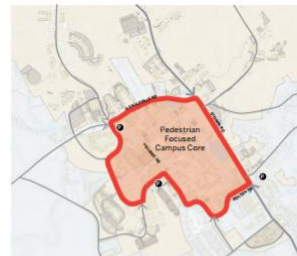




# Main Campus Replacement Parking

## Purpose and Need

- UConn Master Plan identified parking priorities
- Replacing spaces that are lost to new construction
- Prioritize decks (2-3 levels) with small footprints instead of large garages
- Limiting parking in the campus core
- Supporting a robust shuttle system



Campus Loop Road



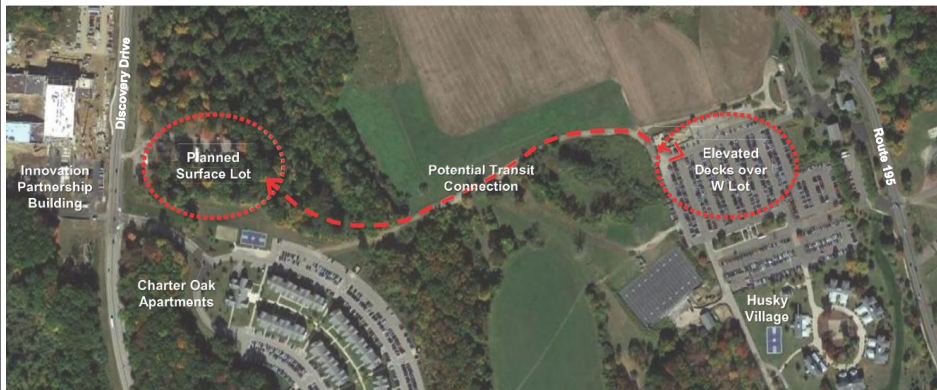
Access to Parking Areas Outside the Core

## Project Overview



FUSS & O'NEILL

## Project Overview

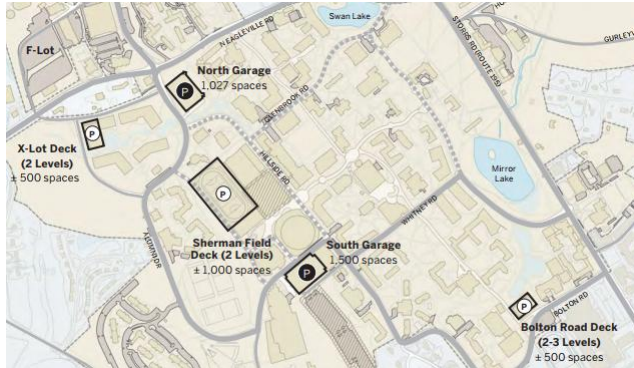


- Up to 1,000 parking spaces
- Up to two elevated parking decks above a portion of W Lot
- New surface parking lot on portion of Parcel D
- Connected by a restricted access drive for buses, service, and emergency vehicles

FUSS & O'NEILL

## Alternatives

- No Action
- Alternative Sites
  - X Lot
  - Sherman Field
  - S Lot (Bolton Road)



- Alternative Designs
  - Number of spaces
  - Number of levels on parking deck
  - Limited access drive configuration

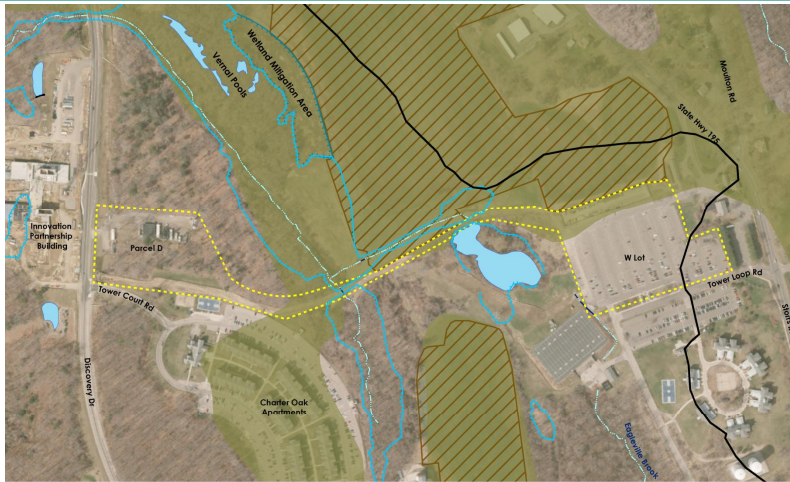


## Resources Not Present

- No Floodplains
- No Threatened and Endangered Species
- Outside of Historic District
- Very Low Archaeological Sensitivity
- No Sole Source Aquifers
- No Coastal Resources



# Existing Natural Environment



**Main Campus Parking Replacement Project**

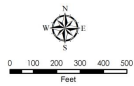
**Natural Resources**

**Hydrology**

- Intermittent Stream
- Culvert
- Dams
- Wetland Boundary
- Ponds and Lakes
- Subregional Basin Boundary

**Agriculture**

- Prime Farmland Soils
- Farmland Preservation Area
- Proposed Project Boundary

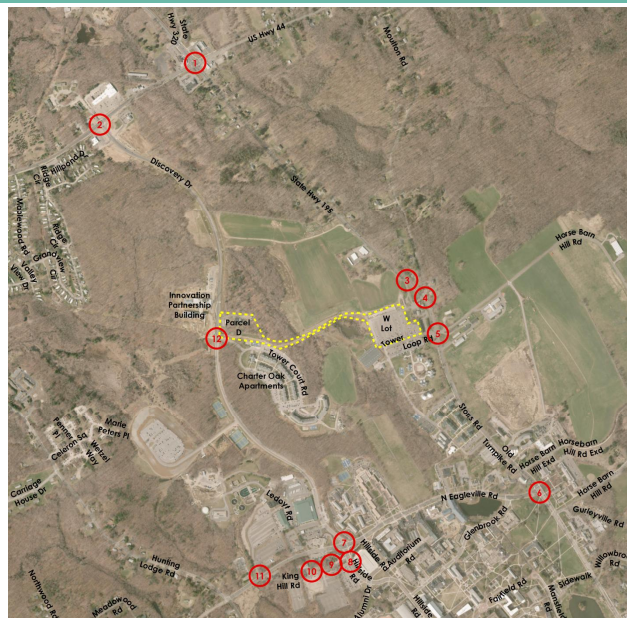


Data sources:  
 GIS/Geo: 10/6, 2007  
 UCONN - Hydrography, 2011  
 Fuss & O'Neill - Wetland Delineation, 2007  
 Vermont soils, 2007

**UCONN**

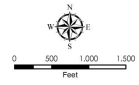


# Existing Built Environment – Transportation



**Main Campus Parking Replacement Project Traffic Study Locations**

- Proposed Project Boundary
- 1 Stoms Rd (CT 195) and Middle Turnpike (US 44)
- 2 Discovery Dr and Middle Tpk (US 44)
- 3 Stoms Rd (CT 195) and Tower Loop Dr
- 4 Stoms Rd (CT 195) and Moulton Rd
- 5 Stoms Rd (CT 195) and Horsebarn Hill Rd
- 6 Stoms Rd (CT 195) and N. Eggleville Rd (CT 430)
- 7 N. Eggleville Rd (CT 430) and Discovery Dr/Hillside Rd
- 8 Hillside Rd and King Hill Rd
- 9 King Hill Rd and Lot 9
- 10 King Hill Rd and X Lot
- 11 N. Eggleville Rd (CT 430) and King Hill Rd
- 12 Discovery Dr and Laurel Dr



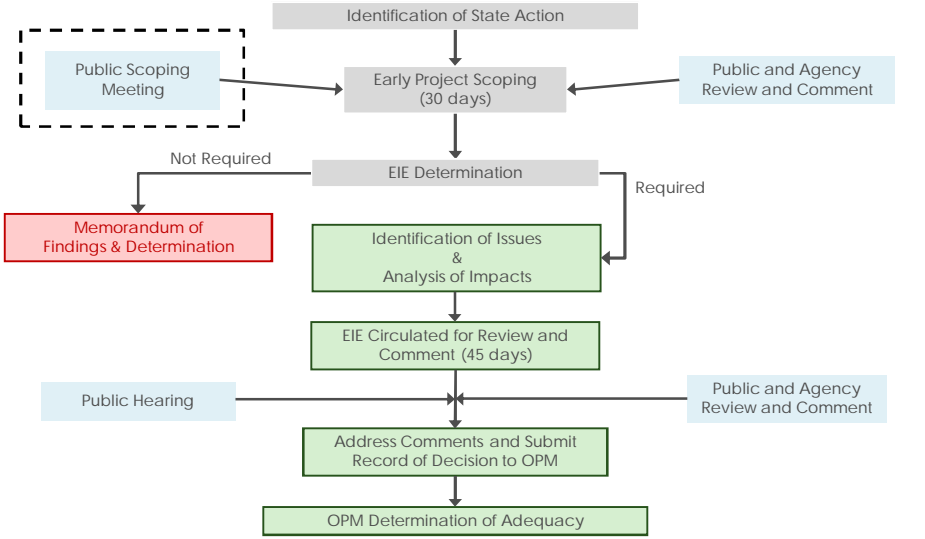
Data sources:  
 GIS/Geo: 10/6, 2007  
 UCONN - Hydrography, 2011

**UCONN**



# Next Steps

## CEPA Process



## Schedule Milestones

Milestone	Tentative Date
Public Scoping Period	Ends December 22, 2017
Assessment of Existing Conditions & Analysis of Environmental Impacts/EIE Determination	November 2017 – February 2018
Post Scoping Notice OR EIE Document Public Review & Comment	February – March 2018 February – April 2018
Public Hearing	March 2018
CEPA Record of Decision (ROD)	June 2018
Planned Start of Construction	
• Parking Replacement	Fall 2018
• Northwest Science Quad	Spring 2019



## Comments

- Oral and written comments accepted tonight
- Submit comments to:

Paul Ferri, Environmental Compliance Professional  
University of Connecticut  
Office of Environmental Policy  
31 LeDoyt Road, Unit 3055  
Storrs, CT 06269-3055  
Fax: (860) 486-5477

E-Mail: [paul.ferri@uconn.edu](mailto:paul.ferri@uconn.edu)

- Friday, December 22, 2017– End of Comment Period





### ATTENDANCE SHEET

Northwest Science Quad and  
Main Campus Parking Replacement  
Mansfield, Connecticut  
Connecticut Environmental Policy Act (CEPA) Project Scoping  
University of Connecticut

December 7, 2017 Public Scoping Meeting

NAME	ADDRESS	TELEPHONE/ EMAIL
Eric Thomas	CT DEEP 79 Elm St Hartford, CT 06106	eric.thomas@ct.gov
Sean Vasington	UConn UPDC 31 Ledyard Rd U-3038 Storrs CT 06269	sean.vasington@uconn.edu
Michael Schrier	UConn UPDC 31 Ledyard Rd U-3038 Storrs CT 06269	michael.schrier@uconn.edu
Linda Painter	Town of Mansfield	painterlm@mansfieldct.org

## Appendix C

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### Written Comments Received







JoAnn Goodwin, Chair

AUDREY P. BECK BUILDING  
FOUR SOUTH EAGLEVILLE ROAD  
MANSFIELD, CT 06268-2599  
(860) 429-3330  
Fax: (860) 429-6863

December 21, 2017

Mr. Paul Ferri  
UConn Office of Environmental Policy  
31 LeDoyt Road, U-3055  
Storrs, Connecticut 06269

**Subject: Main Campus Parking Replacement Project and Northwest Science Quad Scoping**

Dear Mr. Ferri:

The Mansfield Planning and Zoning Commission (PZC) offers the following comments and recommendations with regard to the proposed Main Campus Parking Replacement Project and Northwest Science Quad Project. As these projects are related, we have provided one set of comments to apply to both projects. Based on the following comments, the Commission recommends that full Environmental Impact Evaluations (EIE) be conducted the proposed projects.

- *Sustainability.* We support UConn's goal of attaining LEED Gold and Sustainable SITES certification for the proposed projects and encourage the University to include implementation of strategies recommended in the Sustainability Framework Plan adopted as part of the larger campus master plan.
- *Off-Campus Traffic Impacts.* A full evaluation of the impacts of the proposed improvements on off-campus traffic should be conducted as part of an EIE to identify needed mitigation. As the university begins the process of shifting parking to the perimeter, it is anticipated that travel patterns will change as staff and commuter students seek alternate routes to their parking location. As such, while the improvements are concentrated on the north side of campus, the traffic study needs to be approached in a more holistic manner to understand how these changes will impact overall traffic patterns. Such evaluation should address anticipated traffic patterns on days where multiple events are scheduled on campus, including the potential locations for a new hockey rink that are currently under consideration.

In particular, the Town has identified the need for the following additional locations to be included in the traffic study to better evaluate impact on off-campus roadways:

- Intersection of Hunting Lodge Road and North Eagleville Road
- Intersection of Hunting Lodge Road and Route 44
- Intersection of Separatist Road and Jim Calhoun Way
- *Off-Campus Parking Impacts.* The Commission is very concerned that the proposed relocation of parking to more remote locations will result in increased demand for off-campus parking closer to the campus core. As previously stated in the Town's formal comments on the campus master plan: "The master plan takes an aggressive approach with regard to limiting parking on-campus as a

catalyst for increasing reliance on alternate modes of transportation. While we agree that such an approach is necessary if we are to change behaviors in the long-term, we are also concerned that the Town could be impacted in the short-term if staff and students seek alternative parking off-campus. We will look to the University to support the Town in any efforts needed to address off-campus parking if they arise, including financial support for enforcement if needed.”

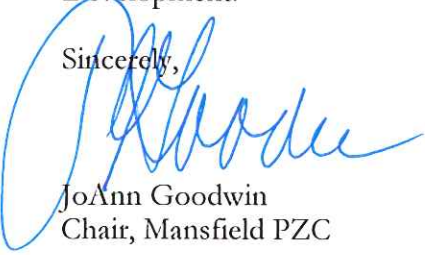
This is the first project to move a substantial amount of parking out of the campus core to the periphery. There is significant concern that the added distance and inconvenience may spur pressure for off-campus parking in adjacent neighborhoods and at Storrs Center. Intrusion into residential neighborhoods and loss of parking needed for downtown businesses would be incredibly detrimental to Town residents and businesses. As such, it is imperative that the Town be provided with an opportunity to review and comment on proposed transportation/shuttle plans for connecting faculty, students and visitors to these new remote lots. Detailed information regarding short-term plans for replacement of parking at W-Lot that will be impacted by garage construction; frequency of transit service; proposed transit routes; and plans for addressing parking demand when multiple events are occurring on-campus is needed.

- *On-Campus Parking Impacts.* In addition to a more detailed study of potential off-campus parking impacts, the evaluation should also address the potential impacts to facilities on-campus, particularly the Jorgensen Center for the Performing Arts. Much of the parking for Jorgensen is located at the Northwest Science Quad. While the north garage also provides parking for the performing arts center, it does not appear to be sufficient for popular, highly-attended events as evidenced by the use of the surface lots in the proposed Northwest Science Quad. The Town is concerned that relocation of parking may have the unintended consequence of deterring attendance of events at the performing arts center. In addition to impacts on general attendance, a parking study should also address special event parking for the elderly and disabled, as the loss of convenient parking may limit their access to events.
- *Stormwater.* We support the use of Low-Impact Development and Green Infrastructure practices to improve stormwater quality and reduce impacts to the Eagleville Brook watershed. The use of these practices will be particularly important given the location of the Northwest Science Quad in the Eagleville Brook watershed.
- *Pedestrian Safety.* With the relocation of parking and the introduction of substantial new development at the Northwest Science Quad, the existing pedestrian system along the western portion of North Eagleville Road needs to be improved, particularly with regard to crossings. Such improvements should be considered during traffic analysis, as the multitude of crossings on the eastern portion of the road can lead to traffic back-ups during heavy crossing periods. The lack of such crossings west of Discovery Drive will need to be addressed to ensure that pedestrians have safe access to King Hill Road and the Northwest Science Quad.
- *Viewshed Analysis.* Storrs Road is one of the main gateways to campus and Mansfield, known for the iconic views of Horsebarn Hill, which are representative of the town’s rural character. The west side of Storrs Road leading into campus is similarly agricultural in nature. Any addition of structured parking on the west side of the road should be hidden from view by landscaping and topography if possible; however, if the parking decks will be visible from Storrs Road, additional design treatments will be needed to reduce the visual impact of those structures on the rural character and viewsheds afforded in this area. As such, the Town recommends that a viewshed analysis be prepared as part of the environmental impact evaluation to identify the visibility of the parking decks. If a location/design alternative to limit views of the parking decks is not possible, mitigation in terms of structure design will be needed to reduce visual impacts on the landscape.

These comments are based upon discussions of the Town's Traffic Authority and Planning and Zoning Commission. The Town Council will be reviewing these comments at their January 8, 2017 meeting and may issue supplemental comments at that time.

If you have any questions regarding these comments, please contact Linda Painter, Director of Planning and Development.

Sincerely,



JoAnn Goodwin  
Chair, Mansfield PZC

Cc: Town Council  
Planning and Zoning Commission  
Mansfield Traffic Authority

# STATE OF CONNECTICUT

## DEPARTMENT OF PUBLIC HEALTH

Raul Pino, M.D., M.P.H.  
Commissioner



Dannel P. Malloy  
Governor  
Nancy Wyman  
Lt. Governor

### Drinking Water Section

December 20, 2017

Mr. Paul Ferri  
Environmental Compliance Professional  
University of Connecticut  
Office of Environmental Policy  
31 LeDoyt Road, Unit 3055  
Storrs, CT 06269

Re: Notice of Scoping for University of Connecticut Main Campus Parking Replacement Project

Dear Mr. Ferri:

The Department of Public Health (DPH) Drinking Water Section (DWS) has reviewed the above referenced Notice of Scoping published for the University of Connecticut (UCONN). The proposed project is not located in a public drinking water supply source water area, therefore the DWS has no source water protection comments to offer.

Sincerely,

A handwritten signature in black ink that reads "Patricia Bisacky".

Patricia Bisacky  
Environmental Analyst 3  
Source Assessment and Protection Unit



Phone: (860) 509-7333 • Fax: (860) 509-7359  
410 Capitol Avenue, MS#12DWS, P.O. Box 340308  
Hartford, Connecticut 06134-0308  
[www.ct.gov/dph](http://www.ct.gov/dph)

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**To:** Paul Ferri, Environmental Compliance Professional  
UCONN, Office of Environmental Policy, 31 Le Doyt Road, Storrs CT

**From:** Linda Brunza- Environmental Analyst

**Telephone:** 860-424-3739

**Date:** 12/22/2017

**Email:** [Linda.Brunza@ct.gov](mailto:Linda.Brunza@ct.gov)

**Subject:** Scoping Notice for UConn Parking Replacement Project

---

The Department of Energy and Environmental Protection (DEEP) has received the Notice of Scoping for the project proposed by University of Connecticut (UConn) for the proposed construction of up to two elevated parking decks located above a portion of W Lot and surface parking in Parcel D. These areas are proposed to be connected by a restricted access road. No detailed designs were provided in the scoping notice. The purpose is to replace parking spaces lost to construction. The following comments are submitted for your consideration based on the information available.

### **Watershed Evaluation**

The Main Campus Parking Replacement Project will be located primarily within the Cedar Swamp Brook watershed. There is well documented analyses regarding pollutant impacts from impervious surfaces to receiving waters in Cedar Swamp Brook, Eagleville Brook and Roberts Brook. The receiving Cedar Swamp Brook (Mansfield) segment (CT3100-17\_03) is currently assessed in the Connecticut Integrated Water Quality Assessment Report to Congress (2016) as “Fully Supporting for Aquatic Life Use” and “Not Supporting for Recreation Use,” with a listed cause of excess indicator fecal *E. coli* bacteria. DEEP developed the Statewide Bacteria Total Maximum Daily Load (TMDL) in 2012, which includes a technical appendix for three waterbodies within the Willimantic River watershed ([Willimantic River Watershed Summary](#)), including the 0.61 mile long Cedar Swamp Brook-03 segment. DEEP recommends that UConn review the core statewide document as well as the referenced technical appendix for incorporation during the planning, design, installation, operations and maintenance elements of the proposed parking replacement project.

UConn should review the [Impervious Cover TMDL Field Survey and Analysis Report \(2010\)](#) for a detailed watershed boundary delineation within the established W Lot parking area, and for recommended options for urban runoff controls. UConn should acknowledge the recently installed uppermost Eagleville Brook stream gauge and archived stream discharge and related sampled water quality parameters for baseline conditions prior to redevelopment of the W Lot drainage system.

DEEP also recommends that UConn provide project updates to the Eagleville Brook Watershed Advisory Team, coordinated by Michael Dietz at the UConn's NEMO Program office. These updates will support Dr. Dietz's ongoing impervious surface tracking database in evaluation of the Eagleville Brook Impervious Cover TMDL and associated watershed management plan.

### **Flood Management**

Any state agency proposing an activity or critical activity within or affecting a floodplain will need to obtain flood management certification from DEEP's Land and Water Resources Division. The need to obtain certification is in accordance to Connecticut General Statutes (CGS) 25-68b, definition of "Activity." Activity is defined as any proposed state action in a floodplain *or* any proposed state action that impacts natural or man-made storm drainage facilities that are located on property that the commissioner determines to be controlled by the state. For further information contact the Land and Water Resources Division at 860-424-3019, or DEEP's website at [Flood Management Certification Fact Sheet](#).

### **Inland Wetlands and Watercourses**

According to GIS maps of the site, the proposed access road is adjacent to wetlands. A reconnaissance of the site by a certified soil scientist is necessary to determine if there may be an impact to regulated wetlands or watercourses. Any activity within federally regulated wetland areas or watercourses may require a permit from the U.S. Army Corps of Engineers pursuant to section 404 of the Clean Water Act. Further information is available on-line at [Army Corps of Engineers, New England District](#) or by calling the Corps Regulatory Branch in Concord, Massachusetts at 978-318-8338. If a permit is required from the U.S. Army Corps of Engineers, a Water Quality Certificate will also be required from DEEP pursuant to section 401 of the Clean Water Act. If the wetland does not meet the federal definition of a wetland or watercourse, a DEEP State of Connecticut Inland Wetland and Watercourses permit is required.

For further information, contact the Land and Water Resources Division at 860-424-3019. A fact sheet regarding 401 Water Quality Certification is available on-line at [401 Certification](#).

### **Stormwater During Construction**

The general permit for [Stormwater and Dewatering Wastewaters from Construction Activities](#) may be applicable depending on the size of the disturbance regardless of phasing. This general permit applies to all discharges of stormwater and dewatering wastewater from construction activities. The construction stormwater general permit dictates separate compliance procedures for Locally Approvable projects and Locally Exempt projects (as defined in the permit). Locally Exempt construction projects disturbing over 1 acre must submit a registration form and Stormwater Pollution Control Plan (SWPCP) to the Department. Locally Approvable construction projects with a total disturbed area of one to five acres are not required to register with the Department provided the development plan has been approved by a municipal land use agency and adheres to local erosion and sediment control land use regulations and the CT Guidelines for Soil Erosion and Sediment Control. Locally Approvable construction projects with a total disturbed area of five or more acres must submit a registration form to the Department prior to the initiation of construction. This registration shall include a certification by a Qualified Professional who designed the project and a certification by a Qualified Professional or regional Conservation District who reviewed the SWPCP and deemed it consistent with the requirements of the general permit. The SWPCP for Locally Approvable projects is not required to be submitted to the Department unless requested. The SWPCP must include measures such as erosion and sediment controls and post construction stormwater management. A goal of 80 percent removal of total

suspended solids from the stormwater discharge shall be used in designing and installing post-construction stormwater management measures. Stormwater treatment systems must be designed to comply with the post-construction stormwater performance management requirements of the permit. These include post-construction performance standards requiring retention of the water quality volume and incorporating control measures for runoff reduction and low impact development practices. For further information, contact the division at 860-424-3018. The construction stormwater general permit registrations can now be filed electronically through DEEP's e-Filing system known as ezFile. Additional information can be found on-line at: [Construction Stormwater GP](#).

### **EV Readiness**

In keeping with the DEEP's interest in furthering the use of alternate fuels for transportation purposes, we recommend that Level 2 electric vehicle charging stations be included at 3% of the parking spaces in the project design. 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 and improve air quality.

### **Clean Vehicles**

DEEP recommends the use of newer off-road construction equipment that meets the latest EPA or California Air Resources Board (CARB) standards. If 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 California Air Resources Board (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. Again, the use of newer vehicles that meet EPA standards would eliminate the need for retrofits.

### **Idling**

Additionally, 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 the DEEP.

### **Erosion and Sedimentation Control**

In order to protect wetlands and watercourses on or adjacent to the site, strict erosion and sediment controls should be utilized during construction. The *Connecticut Guidelines for Soil Erosion and Sediment Control* prepared by the Connecticut Council on Soil and Water Conservation in cooperation with DEEP is a recommended source of technical assistance in the selection and design of appropriate control measures. The 2002-revised edition of the Guidelines is available online at [Erosion Control Guidelines](#).

Thank you for the opportunity to review this project. These comments are based on the reviews provided by relevant staff and offices within DEEP during the designated comment period. They may not represent all applicable programs within DEEP. Feel free to contact me if you have any questions concerning these comments.

cc: Robert Hannon, DEEP/ OPPD